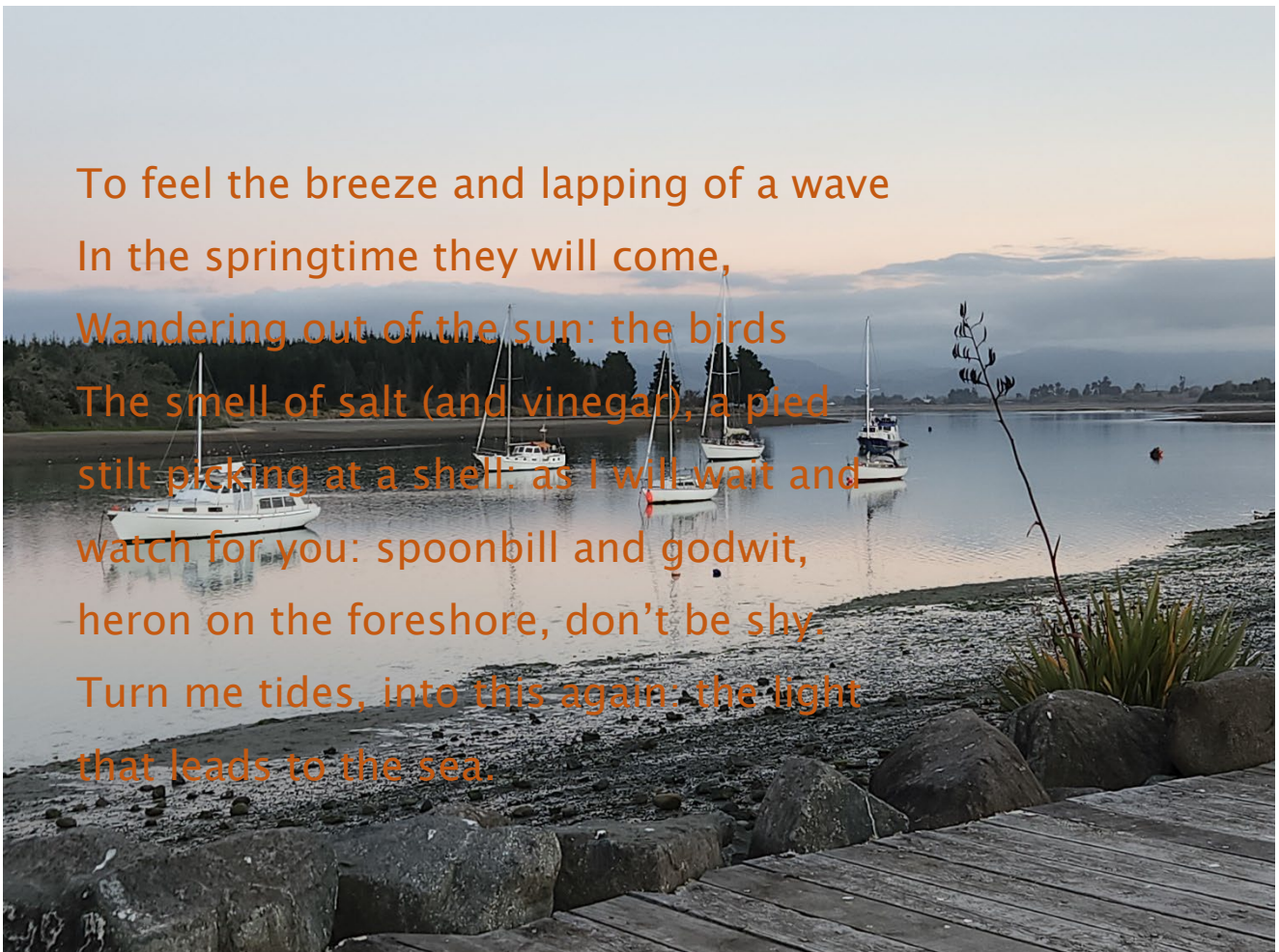


Landscape Assessment Report

Mapua Boat Ramp Community Trust Mapua Boat Ramp Community Trust

26 April 2023



To feel the breeze and lapping of a wave
In the springtime they will come,
Wandering out of the sun: the birds
The smell of salt (and vinegar), a pied
stilt picking at a shell: as I will wait and
watch for you: spoonbill and godwit,
heron on the foreshore, don't be shy.
Turn me tides, into this again: the light
that leads to the sea.

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1 Introduction

1.1 Purpose and Scope

Rough Milne Mitchell Landscape Architects (**RMM**) has been engaged by Mapua Boat Ramp Community Trust (**the Applicant**) to assess the actual and potential landscape and visual effects of a new boat ramp, a Sea Scout/Community Building and the establishment of associated carparking located at 5 Tahi Street (Lot 3 DP 11106) and 11 Aranui Road (DP 11502) (**the site**).



Figure 1: An aerial photograph of Waterfront Park reserve where the boat ramp and Sea Scout/Community Building are to be located.

The assessment is formatted as per the following:

- A description of the proposal.
- Description of receiving environment, including the site. The existing environment is described in terms of the current landscape's physical, perceptual, and associated factors.
- Identification of existing landscape and visual amenity values. These are based on site observations, and a review of existing information.
- Relevant statutory provisions. The statutory provisions are found within the District Plan. Those provisions directly relevant to landscape and visual matters are set out in the District Plan and form the framework for the assessment.

- An assessment of landscape and visual effects. This assessment takes into consideration the relevant statutory provisions.
- Conclusion.

This report is accompanied by a Graphic Attachment (**GA**), that contains maps and aerial images of the site location, plans of the proposed park layout including photographs taken from the surrounding area. A series of photo montages has also been prepared to estimate the visual presence the new buildings and boat ramp would have.

The table included in Figure 2 outlines the rating scales that are referred to in this report. The table included in Figure 3 is a comparative scale for the RMA s95 notification determination test and the RMA s104D 'gateway' test for non-complying activities. activities.

Very Low	Low	Low - Moderate	Moderate	Moderate - High	High	Very High
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Figure 1. The seven-point landscape and visual effects rating scale.¹

Very Low	Low	Low - Moderate	Moderate	Moderate - High	High	Very High
Less than Minor		Minor	More than Minor		Significant	

Figure 2. The comparative scale of degree of effects.²

² 'Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines'. Tuia Pita Ora New Zealand Institute of Landscape Architects, July 2022. Page 151.

2 The Proposal

2.1 Description of the Proposal

It is proposed to develop a boating hub within Waterfront Park Mapua, that includes the development of a Sea Scout/Community Building and storage area as well as a launch ramp along the southern edge of the park, refer to **GA Sheet 3** which is a plan prepared by OBD Landscape Architects.

To accommodate the development, it is proposed to reorganise the southern half of the existing park, relocate the popular pétanque court into an area that includes the development of a BBQ as well as an open lawn area to be used by the sea scouts, and other informal and formal functions.

The planting along the southern boundary will be largely retained to maintain the privacy and separation currently enjoyed by the adjacent residents. Further screen planting is proposed along the northern edge of the ramp access road to minimise the visual effect that the ramp and its associated activities will have on this remaining coastal park area.

The boat ramp is proposed to extend 38-40m out into the Waimea Estuary to facilitate good 'all tide' access for trailering boats into the water. To accommodate the wide variations in the tide timber mooring piles will be positioned along the middle line of the ramp for use by boats arriving and departing.

Controlled vehicle access will be provided for around the Sea Scout/Community Building with formal parking along the Tahi Street boundary. To compensate for the loss of existing parking, provision has been made for 45 carparks that will be created located over Tahi Street. An extensive area of the existing grassed area will accommodate trailer parking as per its existing use.

3 Relevant Statutory and Policy Provisions

3.1 The Tasman District Resource Management Plan (TRMP)



Figure 4: Planning map of Mapua precinct – Source Top of the south

The Mapua Wharf precinct including some land extending along Aranui Road is zoned **Commercial (Apricot)**.

The Sea Scout/Community Building and access to the boat ramp are located within the **Recreation Zone (Light Green)**. Activities such as sport and recreation facilities, gardens, walkways and car parking including associated buildings are a **permitted** activity under Rule 17.10.2.1 of the TRMP.

Any new building within 200m of the coast requires resource consent and under Rule 18.11.3.1 the Sea Scout/Community Building will be a **Controlled Activity** (if the height is no more than 6.5m), or it will be a **Discretionary activity** if it stands taller than 6.5m. From a landscape perspective, the matters of control and/or discretion are the same.

The car park and trailer parking area within the **Residential zone (Purple)** is a **Restricted Discretionary** activity under 16.2.2.6 because the car parking/trailer parking area will not be sealed as required by 16.2.2.3 (m) and the parking is taking place on separate title from the activity itself. Therefore, it does not comply with Rule 16.2.2.3 (b).

4 Landscape Description

4.1 Description of the Receiving Environment

Mapua is a recognised and valued coastal cluster of residential and commercial development located on the Waimea Estuary adjacent to its northern mouth where the estuary empties into the Tasman Sea.

The location, generally known as the Mapua Wharf Area, is one of Nelson Tasman's most popular destination for locals and visitors alike. Centred around the refurbished wharf area with its pedestrian precinct and collection of refurbished old and new 'wharf like' buildings, the area provides a valued waterfront experience for the Nelson Tasman Region and sits alongside an open park area, Waterfront Park. This coastal park that was created on the site of Fruitgrowers Chemical Company (FCC) that operated from this site for 56 years. The park was created on this site following an extensive clean-up project in the early 2000's.

The residential suburbs of Mapua surround this coastal node.

4.2 Description of the Site



Figure 5 An aerial photograph of Waterfront Park.

The area occupied by Waterfront Park was formerly owned by the FCC whose business included the manufacture of synthetic pesticides. The factory closed in 1988, and in 2004 remediation of the toxic soil began following pressure from the Mapua community. It took five years to remediate the site.

Post remediation, Tasman District Council (**Council**) developed the site into a recreational space with amphitheatre, promenade, toilet block, pétanque court, numerous walkways and car parking. However community consultation has indicated that the park is 'underutilised' and often 'windswept'³.

4.3 Landscape Values of the Receiving Environment

The existing landscape and visual amenity values form the baseline, along with the policy provisions, for an assessment of landscape effects. Current practise is guided by the Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines⁴, with landscape values derived from three broad categories of landscape attributes focussing on physical, perceptual and associative landscape attributes. The landscape attributes of the site and its receiving environment are described below.

4.3.1 Physical Attributes

*"Physical⁵ means both the natural and human-derived features, and the interaction of natural and human processes over time."*⁶ Typical physical factors include geological, ecological, and biological elements within the landscape.

The site sits at the interface between a manmade urban coastal development and the extensive natural environment of the Waimea inlet.

The interface between the two environments is highly modified and characterised by extensive rock revetment, wharfs, buildings and a stylistic urban park development.

Coastal planting has been used to soften the built forms and patterns however due to the challenging conditions of both the site both above and below the ground, the vegetation has been slow in establishing.

A physical feature is the sites' proximity to the natural and dynamic environment of the Waimea Inlet which contributes a high natural character⁷ to this landscape setting.

3 Mapua Waterfront Area Masterplan pg 10

4 Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines'. Tuia Pita Ora New Zealand Institute of Landscape Architects, July 2022.

5 'Physical' means both natural and human features, whereas 'biophysical' is potentially problematic if it is taken to mean only the natural aspects of the landscape rather than both natural and human features/processes. 'Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines'. Tuia Pita Ora New Zealand Institute of Landscape Architects, July 2022. Page 79.

6 'Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines'. Tuia Pita Ora New Zealand Institute of Landscape Architects, July 2022. Page 79.

7 *"Natural character is an area's distinctive combination of natural characteristics and qualities, including degree of naturalness."* 'Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines'. Tuia Pita Ora New Zealand Institute of Landscape Architects, July 2022. Page 205.

4.3.2 **Perceptual Attributes**

*“Perceptual means both sensory experience and interpretation. Sensory appreciation typically occurs simultaneously with interpretation, knowledge, and memory.”*⁸ Typical perceptual factors relate to experiential and aesthetic qualities such as naturalness, visual coherence, legibility as well as transient aspects.

The perceptual values of the site rest almost exclusively with the sites’ relationship with the dynamic and expansive landscape of the estuary. The layout of the existing park celebrates the views enjoyed of the estuary, Rabbit Island, the boats moored close to shore and how these provide a dramatic illustration of the currents and rips that result from the changing tides.

4.3.3 **Associative Attributes**

*“Associative means the intangible things that influence how places are perceived – such as history, identity, customs, laws, narratives, creation stories, and activities specifically associated with a landscape.”*⁹ Typical Associative factors includes cultural (tangata whenua) and historic values as well as shared and recognised attributes such as recreational opportunities.

Mapua has long been considered a primary access point for boat launching in the district. With the loss of the existing ramp, this function has been moved to Grossi Point Reserve at the end of Tahī Street, a contentious site that does not provide ‘all tide’ access for users.

The subject site is particularly valued by the local community due to the sites history. For years the Mapua community has endured the fact that they live proximate to what was described as ‘the most polluted site in New Zealand’, and the fact that its restoration and redevelopment came about as a result of local pressure from the Mapua community. This local pressure also ensured that when the site was finally decontaminated some of the land would be reserved for public use.

As part of the redevelopment, a tiered amphitheatre of concrete plinths for part of the development and a local poet’s poem has been etched into the upper tier of these terraces. The poem illustrates the valued association this site has with this location.

⁸ ‘Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines’. Tuia Pita Ora New Zealand Institute of Landscape Architects, July 2022. Page 79

⁹ ‘Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines’. Tuia Pita Ora New Zealand Institute of Landscape Architects, July 2022. Page 79

5 Assessment of Landscape and Visual Effects

5.1 Potential Issues

The proposal involves the establishment of a reasonably large building and large boat launching access road and ramp out into the waters of the Waimea Inlet. The access road and ramp are wide structures that could have a substantial effect on the amenity and character values of the Waterfront Park on which they are proposed to be located.

The Sea Scout/Community Building is a reasonably large building, located within the recreation zone, 6.5m high and covering 800m² occupying public open space. When built the structure will be one of the larger buildings in the developing Mapua precinct. As such it is important that the design of the building is seen to contribute positively towards the development character of the Wharf precinct.

As a controlled activity, any application for resource consent needs to consider “*The effects of the location, design and appearance of the building, including its scale, height materials, landscaping and colour, on the amenity and natural character of the locality.*”

5.2 Assessment of Visibility and Visual Effects

“*Visual effects are a subset of landscape effects. They are consequences of change on landscape values as experienced in views. They are one technique to understand landscape effects.*”¹⁰

Viewpoint 1. (Refer GA pg5)

Looking towards the site from the ferry landing on Rabbit Island. (Distance of 330-410m).

The Mapua wharf complex is commonly viewed from the ferry pick up point located on Rabbit Island. From this vantage point the main wharf buildings and in particular the red roofs of the restaurants, are prominent within this landscape, which highlights a ferry user’s destination.

Waterfront Park is located to the left of the wharf buildings and the waterfront promenade is visible. At low tide the rock revetment that is supporting the promenade is prominent.

The development hub is seen and sits comfortably within its suburban context.

Following development, the two aspects of noticeable change from this perspective will be the establishment of the boat ramp, as it protrudes out beyond the existing rock armouring (the visual extent will vary according to the tide), and the Sea Scout/Community Building where the building will be seen protruding above the existing vegetation. Some additional mooring posts will be located within the estuary waters in line with the boat ramp.

From this distance, the scale of the new building will be seen in the context of the Mapua Wharf development and will appear as part of the wider cluster or hub of ‘non-domestic’ buildings that makes up the wharf precinct.

¹⁰ ‘Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines’. Tuia Pita Ora New Zealand Institute of Landscape Architects, July 2022. Page 135.

The Sea Scout/Community facility is designed to reflect the architectural details of Shed 4, one of the newer buildings within the Wharf complex. This will visually extend the apparent boundaries of the commercial hub, however the wharf area will remain the focus and/or a destination within this view.

From this distance the effect of both the new building and boat ramp will be **low**.¹¹

Viewpoint 2. (Refer GA pg6)

Viewing the site from the end of the wharf (distance of 90m from the boat ramp and 160m from the Scout building)

This is a view off the southern end of the existing pier where people enjoy the view of the Waterfront Park and in particular its foreshore.

The foreshore promenade, its connection to the wharf buildings and the nearly 100m long rock armouring that provides protection are prominent. At low tide the rock armouring is fully exposed to view.

The new boat ramp will protrude 35-40m beyond the existing rocks and will visually break the existing boundary between the estuary and the park. This protrusion and the scale of the ramp at 11.0m wide will make it prominent in this landscape and particularly at low tide.

The new Sea Scout/Community Building will create a backdrop to the Waterfront Park. The planting that exists in the foreground will be retained as will the planting that currently forms a soft edge to the far boundary of the park.

The existing character and amenity values of the site are strongly coastal in nature and a boat ramp is a familiar facility within such an environment. The Mapua area has had a long term association with boat launching and has long been considered an important gateway to the estuary and beyond. A boat ramp located in this vicinity, will not appear out of place.

The scale of the ramp structure at 11m across and extending 35-40m out beyond the existing armouring is relatively large when compared to the various scales of structure currently found within this local environment and will be prominent when viewed from the wharf.

I describe the initial effect of the proposal to be **moderate/high** but reducing as both the altered layout becomes familiar and valued and the planting slowly matures.

Viewpoint 3. Viewing the site from the end of the Iwa Street (Refer GA pg7)

(Distance of 85m from Building)

When viewing the site from Iwa Street the view of Waterfront Park is over the vacant northern portion of the park. Currently cars and campervans parked are visible across an open unused lawn space. Significantly this portion of the park areas is zoned commercial and as such the plan anticipates the development of this portion of the park in a manner that is akin to what is proposed with this application.

Should the commercial land remain undeveloped, the Sea Scout/Community Building will be prominent when viewed from this direction, with its overall aesthetic linking back to Shed 4, a new

¹¹ Refer figures 1 and 2

building within the wider precinct. The outdoor area for the building will be on the northern end facing this direction which will give the new building a human scale. The trees and other landscaping around the building and the park area will further soften and provide partial screening for the new building. Conceptually I understand that further development of the balance of the park is anticipated but this does not form part of this application.

From this location, the new boat ramp, access road and associated activity will be hidden from view once the planting has become established.

When viewing the new building, this will be seen from Iwa Street and seen as part of the Mapua Wharf precinct. The building has a strong 'wharf character' that will appear to be consistent with the character of the wider precinct. With the building forming the backdrop to Waterfront Park this will positively further incorporate and centralise the Waterfront Park within this commercial precinct.

Given the baseline effect that can be anticipated from the zoning of the land, the effect of the proposal on this view will be **low**.

Viewpoint 4: Viewing the site from Aranui Road (Distance approx. 150m) (Refer GA pg8)

The main access route for all visitors to the Wharf precinct is along Aranui Road. The land currently undeveloped on both sides of this access road is zoned Commercial in the TRMP.

Until such time as the vacant sections are developed as per their commercial zoning, the proposed Building will be seen and will form one of the early signals for the Wharf precinct. Small scale commercial activity is increasingly visible at the periphery of the precinct as the popularity of the location increases.

In addition to the building, the parking area currently located within the park boundaries will be relocated to behind the commercial properties. Again, until the front properties are developed this change will be noticeable. The revised location of the parking area is considered to be appropriate for the long-term development of this precinct.

The 'wharf like' character of the building is appropriate to this location and the design and scale of the building will not attract undue attention, rather it will fit within the developing fabric of this precinct.

Due to this, the effect of the proposal on this landscape will be **low**.

Viewpoint 5. Viewing the site from Aranui Road and Tahi Street (Refer GA pg9)
(Distance of 60-70m)

The Sea Scout Building will form a street frontage with Tahi Street and depending on the development of the commercially zoned land, could potentially separate the park from Tahi Street.

The new building has a front elevation that faces the street with carparking occupying the area between road reserve and the new building. This is a 'commercial condition' which is potentially similar to what could occur on the corner section. Ideally the Tahi Road frontage should be considered as a whole, however, that does not form part of this application. In addition to the new building the existing parking is to be moved over the road which will be well positioned for when future commercial buildings are developed.

Locally the building appears isolated along Tahi Street which tends to exaggerate its size and scale. As the proposed landscaping around the building is implemented and matures, and when the other commercial properties are developed, the building will become further integrated with the wider Wharf precinct, and the scale of the building will be reduced by its immediate context.

The effect of the proposal on this landscape will be **moderate-low** until such time as the corner site is developed as per its zoning.

Viewpoint 6: Viewing the proposal from within Waterfront Park (Refer GA pg10)
(Distance of 50m)

A feature of the existing park is the open extent of lawn that occupies the central area. This feature however appears underutilised. The ablution block and popular pétanque courts form the northern and southern edges to the space. Maturing coastal planting separates the lawn from the estuary.

When developed, the new building will form the parks' western edge, replacing the parking area that is currently there.

While the building will occupy valuable parkland space, this land does not currently contribute positively to the amenity of the space. By contrast, the new community focused building will generate and attract activity that will be an overall benefit to the park precinct.

The design of the building will compliment Shed 4 and the scale of the building is appropriate to the reduced scale of the park. It will establish a positive edge that serves to incorporate the Waterfront Park better as an important space within the Wharf precinct.

The effect of the proposal on this landscape will initially be **moderate** until such time as the landscaping matures and the corner site is developed as per its zoning.

Summary of Visual Effects

Public views of the development both the new wharf and new building will be experienced from the ferry landing on Rabbit Island, from the existing wharf, from within the Waterfront Park itself and immediately surrounding roads.

The greatest effect will be that resulting from the construction of the boat ramp and associated access road, the effect primarily stemming from the required scale of the structure. These effects are mitigated by the ramps location along the southern edge of the site and the Sea Scout/Community Building forming part of the Mapua Wharf precinct. The development will re-establish a boat launching facility in this area.

The proposal includes the redevelopment of the Waterfront Park in a manner that accommodates all the popular attributes of the park and its location. The result will be a smaller scale waterfront park; however, it remains a size that is considered to be appropriate to its location, its function and its use. Also, the introduction of a Sea Scout/Community Building will increase the day-to-day use of the park and contribute a valuable community facility.

Overall, the proposal will retain the existing qualities of the Waterfront Park while at the same time providing for a boat ramp facility. The new building will be in keeping with the wider Mapua Wharf precinct area and will attract visitors to and generate activities within the park. This will have a positive visual impact on the park as a whole.

Due to the scale of the coastal development that is required, the effect of the proposal on the foreshore will be **moderate** and that of the Sea Scout/Community Building will be **low**. Due to the complementary nature of the development and its location, the overall development will have a **low** degree of effect on the current visual amenity that people experience within this area.

5.3 Assessment of Landscape Effects

“A landscape effect is a consequence of changes in a landscape’s physical attributes on that landscape’s values. Change is not an effect: landscapes change constantly. It is the implications of change on landscape values that is relevant¹².”

The site is located adjacent to the popular coastal hub of Mapua and adjacent to the important estuary landscape of the Waimea Inlet.

The proposed development will occupy part of the Waterfront Park. It has been situated within part of the park that does not contribute positively to the existing amenity or character values of the park, with the new building located over the carpark and the access road and boat ramp being located along the southern edge of the park. Being positioned around the perimeter, they will have less effect on the more publicly used areas.

The Sea Scout/Community building will establish a boundary to the park where previously this was ineffectually provided by an open carpark. While this will alter the character of the internals of the Waterfront Park, it will also enhance the park by providing definition to the park, enhancing the communities use of this area and becoming a positive activity generator for the park itself. It will also integrate or centralise the park within the wider wharf precinct.

The scale, layout and stylised character of the existing park is such that it is viewed as a ‘designed’ space as well as an annex to the Wharf precinct.

The installation of the boat ramp with its related activities will register as a reasonable departure from the existing amenity of the park. When busy, the ramp will form a type of obstruction to existing pedestrian flow along the coastal edge. It is noted that a pedestrian crossing point is provided for in the boat ramp proposal. The activities associated with the boat ramp will be alien to the existing park and will be focused around the jetty and ramp, with cars, boats, trailers and associated activity and noise. The short term effect of this disruption will be **moderate to high**.

The construction of the Sea Scout building will equally introduce a large element into this area that does not currently exist. While the degree of change from the construction of these facilities within this local landscape will be considered reasonably **high**, they do not necessarily equate to an **adverse** effect.

The proposal will impact on the layout of the coastal promenade and the revised Site plan shows how the arrangement of the park can be altered in a way that accommodates a launching point for boats, accommodates a Sea Scout/Community Building within the wharf precinct while at the same time facilitating all the existing activities into a revised layout.

¹² Ibid. Page 61.

It is noted that the revised layout will involve the trimming or partial removal of some of the existing terracing, and it is anticipated that this will result in the poem that was etched into the upper terrace being impacted on. The significance or otherwise of this is not speculated on.

The planting that will assist with the screening of this activity effectively shifting the apparent boundary of the open space. The structures, BBQ and related activities will reinforce this area as the new edge when the planting establishes and largely screening the activities of the ramp.

The effect of the proposal in the short term will be **moderate to high**, due to the perceptual change of the park and regular users adjusting to such change. However, in the medium to long term the effect will quickly reduce to **low degree** as people adapt to the change, and even positive as the new layout, and design aesthetic generates positive use of the park and integrates the site with the overall Mapua Wharf Precinct.

6 Assessment against the policy provisions

6.1.1 Chapter 5 – Site Amenity

“Land use ... has effects which ... may add to or detract from the use and enjoyment of neighbouring properties. They may also affect natural resource values, ... or common goods such as views or local character.”¹³

The intent of Policy 5.1.3.1 is to *“ensure that any adverse effects of subdivision and development on site amenity, natural and built heritage and landscape values ... are avoided, remedied, or mitigated.”*

Under 5.2, the TRMP specifically considers amenity values noting the impact that site development can have on amenity values. Related policies include *“amenity through vegetation, landscaping, street and park furniture, and screening”¹⁴*, *“amenity and convenience for people in commercial areas”¹⁵* and *“the maintenance and enhancement of natural and heritage features”¹⁶*.

Under 5.3¹⁷, the TRMP advocates for the *“Maintenance and enhancement of the special visual and aesthetic character of localities.”¹⁸* with policies aimed at *“mitigate(ing) the adverse effects of activities on the character and ... amenity values in specific urban locations.”¹⁹* and to *“enhance features that contribute to the identity and visual and aesthetic character of localities”²⁰*, and finally, chapter 5.4 identifies the importance of community facilities in urban areas with the policy *“To allow for ... local community activities, ... providing these do not compromise the character or amenity of the residential neighbourhood.”²¹*

The development occurs within an environment that is highly modified with natural character values being relatively low and amenity values being relatively high.

With the development as proposed, mitigation of any effects are achieved through the design of the Sea Scout/Community Building and the redevelopment of the Waterfront Park in such a way that successfully accommodates the new development, while at the same time re-establishing the important and valued components and qualities of the park.

6.1.2 Chapter 6: Urban environment effects

The plan promotes the establishment of a liveable and sustainable urban development environment for the community through the use of careful design with particular consideration being given to the effect that urban expansion can have on the character of coastal locations.

13 TRMP Chp 5

14 ibid 5.2.3.4

15 Ibid 5.2.3.5

16 Ibid 5.2.3.6

17 5.3-Visual and Aesthetic Character

18 Ibid 5.3.2

19 Ibid 5.3.3.4

20 Ibid 5.3.3.5

21 Ibid 5.4.2

Objective 6.1.2 advocates “*Urban buildings, places, spaces and networks that together, by design, sustain towns as successful places to live, work and play*”²² with related policy to “*encourage a sense of place and identity*”²³

The TRMP promotes the objective of maintaining and enhancing the distinctive character values of urban settlements²⁴ with the policy to “*To identify and protect key landscape features in settlements, especially in those which are gateways to areas of special landscape or natural value*”²⁵ and focuses on the Mapua/Ruby Bay area and the redevelopment of the Site with the policies “*To maintain Mapua wharf and its historic wharf buildings as a vibrant and active visitor destination, incorporating the eastern part of the ex Fruitgrowers Chemical Company site to provide for a limited extension of visitor attractions that complements the historic and low key maritime atmosphere and enhances public access to and along the foreshore*”²⁶ and “*To develop and extend the Mapua commercial area as the retail and community facilities centre and integrate it with the development of the adjoining reserve, particularly in respect of parking, landscaping and ensuring a safe traffic environment on Aranui Road.*”²⁷ and “*To develop and maintain high quality, enduring public spaces both at the water’s edge and within Mapua.*”²⁸

The proposed development illustrates a quality design whose ambition is to meet all of the above policies. The proposal caters for the provision of an important community facility that is not currently available in this location and proposes the establishment of a Sea Scout/Community building and storage area that will contribute positively to the overall Mapua wharf area.

6.1.3 **Chapter 8: Margins of ... the Coast**

The maintenance of public access along the coast and the protection of natural character values within the coastal environment are matters of national importance²⁹. At the same time public access linkages between reserves and the adjoining coastal marine area is a policy³⁰ along with ensuring adequate public access is available to outstanding natural features³¹. Chapter 8.2 addresses Natural Character with the objective to protect and enhance the coastline from the adverse effects of use and development.³² The relevant policy is “*to manage the location and design of all future buildings in the coastal environment to ensure they do not adversely affect coastal landscapes or seascapes.*”³³

The proposal accommodates a fundamental conflict between providing safe and convenient boat access to the Waimea Estuary while at the same time retaining the existing access that is enjoyed along the foreshore.

22 Ibid 6.1.2.1

23 Ibid 6.1.3.1 (a)

24 Ibid 6.7

25 Ibid 6.7.3.3

26 Ibid 6.15.3.4

27 Ibid 6.15.3.5

28 Ibid 6.15.3.14

29 Ibid chp8.1

30 Ibid 8.1.3.5

31 Ibid 8.1.3.7

32 Ibid 8.2.2

33 Ibid 8.2.3.16

Any impact on natural character is mitigated to the extent that the development is co-located with the existing Mapua Development and the existing natural character values are currently viewed in the context of moored boats, extensive rock armouring and other wharf related development.

One difference is the fact that the boat ramp will need to extend 35-40m out into the estuary, beyond the existing development and as such will impact to some degree on the boundaries of the Waimea Estuary.

Due to the currents involved and the tidal range within this area, mitigation options for the boat ramp other than its location, are non-existent. Overall, due to the compromised nature of the existing natural character values, the boat ramp in this area will result in a **low** degree of impact. If it were located in an undeveloped part of the coastline, these adverse effects are likely to be far higher.

6.1.4 Chapter 9: Landscape

The Waimea Inlet is a locally significant estuary landscape and is identified in the TRMP as an Area with Nationally or Internationally Important Natural Ecosystem Values³⁴ and Objective 9.1.2 and policy 9.1.3.3 a) is aimed at ensuring that structures do not adversely affect the visual interfaces which in this case is the estuary shore. The new building is set well back from the estuary edge and the boat ramp is optimally located to minimise its impact on the local landscape³⁵

6.1.5 Chapter 18.11: Coastal Environment Area

Any new building within 200m of the coast requires resource consent and under Rule 18.11.3.1 the Sea Scout/Community Building is likely to be a **Controlled Activity** (if the height is no more than 6.5m) or a **Discretionary activity** if over 6.5m.

As a controlled activity the matters of control relate to *“The effects of the location, design and appearance of the building, including its scale, height materials, landscaping and colour, on the amenity and natural character of the locality”* having regard to any effects on natural features, landscape and seascape features, significant natural values, and the nature of existing development. From a landscape perspective should the building exceed 6.5m, the matters to be considered are the same.

The arrangement of the site and the design of its critical elements in particular the new building, boat ramp and access road are arranged optimally to minimise the disruption they could have on this coastal site. Furthermore, the balance of the park area has been rearranged in a way that accommodates all the well-used facilities that will be affected by the new development, in particular the pétanque court and associated facilities.

I consider the development to meet the intent of the matters of control identified by the plan.

34 TRMP Part III Schedule 25D-22

35 The location of the boat ramp is dictated by its need to be located in this area and also needs to extend out into the estuary as proposed. As landscape architects, the need for the proposed facilities is accepted at face value, as we have not been involved with any consideration of alternative options. Likewise the Sea scout/Community building.

7 Conclusion

It is proposed to develop a boat access ramp along the southern boundary of Waterfront Park, Mapua and at the same time construct a Sea Scout/Community Building, storage facility and area of paving around the new building in the area that is currently occupied by 37 carparks. A new area for parking is to be developed over Tahi Street in the residential zone.

Both developments are to be located primarily in the Open space zone and their development will need to be considered as a controlled or discretionary activity with the matters of discretion or control, as they relate to landscape, are the same.

The TRMP is concerned with effects of development of the sites coastal location and with buildings located within 200m of the coastal edge and in particular *“the location, design and appearance of the building, including its scale, height materials, landscaping and colour, on the amenity and natural character of the locality while having particular regard for natural features, natural values and the nature of the existing development.”*

I endorse proposal as an optimal arrangement that accommodates all the various activities anticipated in a well-considered and efficient layout.

I consider the scale of both developments, while large, they will be accommodated within the redesign of the park while at the same time rearranging the balance of the park in a way that preserves the popular functions and features of the existing park. This is demonstrated in the OBD plan that forms an important part of the application.

Due to the compromised nature of the natural character values of the subject site itself and the nature of the existing interface between the site and the Waimea Inlet, I consider the impact of the proposal on these values to be **low**.

Overall, following a short period of disruption, the proposal will have a **low** degree of adverse effects on the landscape values of the site and its receiving environment and would have a **moderate/high** degree of positive impacts that would stem from the increase in the use and activities that would stem from the new development.