

LANDSCAPE ARCHITECTURE PEER REVIEW

RM230253-RM230259_BM240306_MAPUA BOAT RAMP

Prepared for Tasman District Council, Attn Victoria Woodbridge


1 October 2024

Applicant:	Mapua Boat Ramp Community Trust
Application:	To establish a new Boat Ramp and associated Carparking.
Location:	Lot 1 DP 450728, Lot 3 DP 450728, RT 573241 and Section 34 Survey Office Plan 440217, RT 600148
Zoning:	TRMP Recreation and Open Space.
Activity Status:	Discretionary



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1.0 Introduction

Boffa Miskell Limited (BML) have been engaged by Tasman District Council (**TDC**) to undertake a peer review of the landscape assessment prepared by Rough Milne Mitchell (RMM) for the construction of a new Boat Ramp at the Mapua waterfront in Tasman. The site of the boat ramp is located partly at 11 Aranui Road, extending past the eastern boundary into the CMA. This is referred to as the 'Boat Ramp Site.' Within this report with the car parking at 8-16 Tahī Street – referred to as the 'West Carpark¹'. The Boat Ramp site is 1.0256ha and is located between Tahī Street and the Mapua Waterfront, located to the south of the main Mapua jetty and associated buildings. The Boat Ramp Site is contained within the Recreation Zone and Open Space Zone of the Tasman Resource Management Plan (TRMP) and is subject to Mapua Special Development Area Rules. The eastern end of the boat ramp extends past the cadastral boundaries of 11 Aranui Road into the Coastal Marine Area (CMA). The site is not part of an Outstanding Natural Landscape (ONL) or an Outstanding Natural Feature (ONF) or an area of high, very high or outstanding natural character (ONC), however is within the Coastal Environment Area (CEA) and the eastern extent of the Boat Ramp is the Coastal Marine Area (CMA).

I have reviewed the application documents and have discussed the proposal with the processing Council planner. I have been asked to provide the following information as part of the peer review:

- *Provide a peer review of the landscape findings of the landscape assessment and its attachments.*
- *Identify any gaps in the Landscape Assessment or Viewpoints that have not been considered.*
- *Review the efficacy of the mitigation measures and recommend additional measures if required.*

2.0 Purpose and Method of Review

The purpose of the peer review is not the preparation of an independent assessment of the proposal but rather a review of the Landscape Assessment undertaken by RMM (referred to as the Landscape Assessment in this report). The following landscape peer review follows the concepts and principles outlined in *Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines²* (TTATM).

The focus of this peer review is to confirm (or not) that the Landscape Assessment undertaken:

- follows a sound methodology and method for the purpose,
- considers the relevant statutory provisions and any relevant 'other matters',

¹ Davis Ogilvie Engineering Design Car and Informal Boat Parking sheet P4-3 Carp Rev. 7

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

- accurately describes, interprets, and evaluates the relevant landscape character and values,
- analyses the effects on landscape values in a balanced and reasoned way,
- reaches credible findings supported by reasons, and
- makes appropriate recommendations with respect to findings³.

The documents of the AEE that have been provided to me in the preparation of this peer review, to form the basis of the review are:

- a. A06 Appendix 5 – Landscape Graphic Attachment (**GA**).
- b. A07 Appendix 6- Landscape Assessment Report.
- c. A09 Appendix 8 – Ecological Report.
- d. F01 Amended Plans July 2024.
- e. F03- Amended Landscape Master Plan July 2024.
- f. An email dated 19th September from Victoria Woodbridge, including email correspondence from Mark Morris. This included information on the safety barrier that is now part of the application.

This peer review undertook an initial desktop review of the above documents to identify any outstanding questions. A Site visit was undertaken on 05 September 2024, by the author of this report: Liz Gavin, landscape architect at BML, during clear and sunny conditions. During the Site visit, the wider area surrounding the Site was visited to understand the existing landscape character of the immediate context and public/private viewing audiences.

The Landscape Assessment includes a description and assessment of A Sea Scout Community Building. This has been removed from the application and no longer forms part of the proposed development. The Sea Scout Community building is not considered further in this peer review.

The proposal has been amended to include a safety barrier in the form of floating buoys that extend from the southernmost point of the Mapua Wharf (at sea level) and extend across the sea to the shore, attached to a moveable concrete base. This is to provide safety to boaties against engine failure that may cause them to drift under the wharf. This amendment occurred on 19th September 2024, well after the Landscape Assessment was submitted and therefore does not form part of the assessment.

I understand that the Landscape Master Plan dated 21 April 2023 included in the GA has been superseded by F03 Amended Landscape Plan.

3.0 Methodology

The Landscape Assessment does not include a direct methodology statement however references the 7-point effects scale contained within TTATM in section 1.1 Introduction, describes the values under 4.3 and applies the three broad categories of landscape attributes under 4.3.1. This largely

³ Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines, paragraph 6.61

follows the expected assessment process. The TTATM guidelines are sanctioned by the New Zealand Institute of Landscape Architects (NZILA) and are appropriate to apply to a landscape assessment.

The assessment process has been outlined in section 1.1 of the report. This includes:

- a description of the proposal,
- a description of the receiving environment including the site.
- Identification of existing landscape and visual amenity values.
- Some of the relevant statutory provisions.

The Site Analysis has been carried out under Section 4 which includes consideration at a regional and local scale, which is appropriate. The description of the site includes the site history as far back as the 1920s when the site was used by the FCC as a Factory site producing chemicals for orchard use.

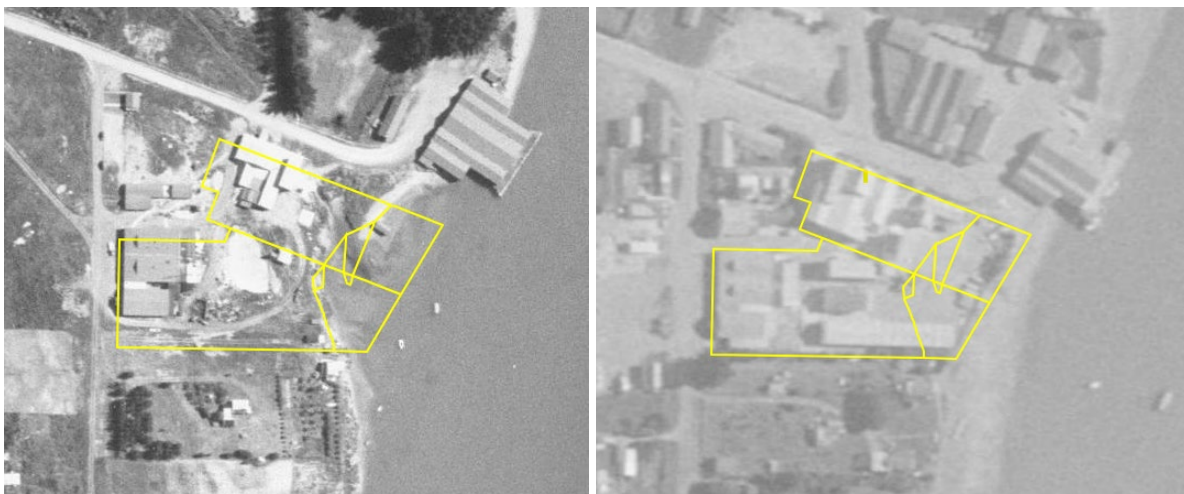


Figure 1 and 2: *The 11 Aranui Road site showing the 1940s (left) and 1980 (right) aerial photos.*

The Landscape Assessment states that the factory buildings were removed, and the site remediated in the early 2000s. From this point on, as described, the site has been utilised as a recreation reserve for passive and active recreation.

Landscape values of the site have been identified through consideration of physical, perceptual, and associative landscape attributes, which is appropriate.

Mana whenua values and use of the site prior to the FCC factory use do not form part of the assessment. I consider that to be a gap in the Landscape Assessment, with past land associations having cultural and associative values that may be relevant to the proposal. Te Ātiawa o Te Taihū and Ngāti Tama Ki Te Waipounamu both have mana whenua status and have submitted on the application.

While the TRMP policies are referenced - including landscape policies relevant to the site, there are other parts of the TRMP relating to the CMA that have not been considered and an assessment of the landscape and natural character policies in the NZCPS is not mentioned.

For this reason, I consider that while the process follows appropriate methodology that is fit for the purpose of the development, there are gaps to the information and methodology provided.

4.0 Existing Landscape

The boat ramp site is located between Tahi Street and the Mapua Waterfront, located to the south of the main Mapua jetty and associated buildings.

The existing landscape character is described in section 4, with the values outlined in 4.3. These Identified values include the following:

Physical

- The interface between a manmade urban coastal development and the extensive natural environment of the Waimea Inlet.
- The highly modified nature of the coastal interface characterised by extensive rock revetment, wharfs, buildings, and a stylistic urban park development.
- Introduced coastal planting to soften built forms and patterns – which have been slow to develop due to soil and climate.
- The sites proximity to the natural and dynamic environment of the Waimea Inlet, which contributes a high natural character to the landscape setting.

Perceptual

- The patterns associated with the dynamic and expansive landscape of the estuary.
- Views enjoyed of the estuary, Rabbit Island, the boats moored close to shore and of the strong currents and rips resulting from the changing tides.

Associative

- Past association with Mapua as a boat launching area and continued boat launching at Grossi Point Reserve.
- Valued as restored (previously contaminated) site, with reserve campaigned for by the Mapua Community.
- Part of the site- the tiered amphitheatre including a local poets poem describing the sense of place. (This is included on the cover of The Assessment).

I agree these are relevant landscape values associated with the site and local landscape character.

Key Values Not included:

Mapua as a tourist destination is discussed within the body of the Assessment⁴ but not included as a key value. This is a key associative value for this area. Mapua as a local and tourist destination offers restaurants, art and craft, gigs, produce, holiday bed and breakfast/Bach stays; and recreation activities such as ferry rides (to and from Rabbit Island), and Wharf Jumping, and exploration of the coastline around Grossi Point and north to the Mapua Leisure Park.

A description of the landscape character or the area within Waimea inlet (abiotic and biotic values) that are affected by the proposed activity within the Waimea Estuary. I have included a description from the natural character study (tables 1 and 2 of Appendix 1) that lists the attributes relevant to the local area.

⁴ See section 4.1 of the Landscape Assessment

The assessment has not covered past cultural and historic associative values that relate to mana whenua and other iwi which is outlined in submissions.

Ngāti Tama claim tangata whenua holding mana whenua under the statutory acknowledgement through Te Tauihu in Tasman. Their submission states the area has value as a culturally significant area and a wahi tapu area due to historical events. Similar to the Mapua Waterfront there is the potential for human remains to be found in the area due to past cultural activity in this area.

Te Ātiawa claim tangata whenua holding mana whenua and statutory acknowledgement of the area including Tasman and view this area as a historic and culturally significant area.

Ngāti Rārua claim The Waimea estuary and surrounds as an area of significance that was traditionally highly important as for mahinga kai, with seasonal camps historically located in the area.

5.0 The Proposal

A Description of the Proposal is included under Section 2. I found that additional information regarding the proposal would have been beneficial. A useful figure to understand the project area is figure 1.1 of the Ecological report, which shows the extent of the Boat Ramp in the Waimea Inlet and the relation to cadastral boundaries. As stated in the Landscape Assessment⁵, a landscape effect is a consequence of change, including physical change. The boat ramp is built into the CMA and will involve both excavation and then deposition onto the seabed⁶.

The method of construction and the extent of earthworks and change is not clearly described in the proposal, however, is covered in the assessment of effects. A proposal description in the Ecological report provides a description:

“Based on the preliminary concept drawings, the method of construction would involve removal of some existing ground material and most vegetation and excavation of the foreshore to form a base upon which the access way and boat ramp can be built. Excavation would proceed as tidal conditions allowed and will predominantly occur from the foreshore. The toe of the boat ramp includes a rock mattress that would extend approximately 0.5m into the estuary bed face to provide some protection from wave scour and long-term erosion effects.”⁷

Within Waterfront Park, options for pergola or sunshades for picnic tables are shown on the Landscape plan, and BBQ areas are discussed in the body of the Landscape Assessment. These amenity features are consistent with the Mapua Waterfront Area Masterplan⁸ which is a non-statutory document commissioned by the TDC to set out strategic direction for the Mapua Waterfront.

The Landscape plan does not show the MHWS, site boundary (of 11 Aranui Road) or dimensions of the boat ramp. The Landscape plan is best read in consideration with the Davis Ogilvie Plan, and figures 1.1 and 3.3 of the Robertson Ecological Report.

I note that the proposal has been changed to include floating buoys as an additional method for boat safety. It is unclear whether the buoys will be orange or another colour. Figure 1 below is the image circulated to me to show the buoys that are to be used:

⁵ Section 5.3

⁶ RM 230353 notification/ non notification report.

⁷ Appendix 8 Ecological Report section 1.2 page 2

⁸Tasman District Council Mapua Waterfront Area Masterplan 2018-2028, Page 10



Figure 1: Example of Floating barrier at Whakatane.

Figure 2 below show the location of this barrier in Mapua, which will be located to the south of the Mapua Wharf



Figure 2: location of safety barrier (provided by the applicant).

6.0 Statutory Context

The Landscape Assessment has provided an assessment against Chapter 5, Site Amenity, Chapter 6, Urban environment effects, Chapter 8 – Margins of the Coast, Chapter 9: Landscape and Chapter 18.11 Coastal Environment Area – all of which are appropriate to canvass. The assessment within the CEA related to the land-based sea scout building, which is now not part of the application. The only assessment relating to the boat ramp in terms of Chapter 18 is the statement that:

“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.”⁹

The lack of a description of the construction activity and extent of works within the CMA, is a gap in the Landscape Assessment however this information is available by reading the Davis Ogilvie Plan and Ecological Report.

The Boat ramp extends past the site boundary of 11 Aranui Road into the CMA of Waimea Inlet, with all of the Mapua Waterfront Park located in the CMA.

The Landscape Assessment considers some of the relevant statutory provisions – such as amenity effects under Chapter 5, but have not considered coastal effects of extending into the CMA, whether there are any landscape, amenity, or habitat effects on changes to the following¹⁰:

- (i) the foreshore or seabed.
- (ii) the natural movement of water, sediment, biota or air; or
- (iii) natural ecosystems.

There is no assessment against the NZCPS or Chapter 21 of the TRMP, which is a gap in the landscape assessment.

The Landscape Assessment states that the activity status is controlled, with the activity primarily located in the open space zone¹¹. This does not appear to be the case. The boat ramp is located primarily in the CMA, with the land-based changes primarily within the recreation zone of Waterfront Park. I have been advised by the TRMP Planner that the activity status is discretionary. It would be useful to have an assessment of the boat ramp effects in terms of the above and the NZCPS Policy 13 and 15 at the hearing to help inform the decision.

⁹ The Landscape Assessment page 16

¹⁰ Chapter 21/4

¹¹ The Landscape Assessment page 17

7.0 Assessment of Effects

Visual Catchment

The viewing audience has not been described; however, the affected viewers are discussed in relation to each viewpoint that has been represented. There are three different viewing audiences as I see it:

- Residents that live in the visual catchment and can view the activity from their property.
- Tourists and visitors to the Mapua Waterfront and Rabbit Island. These include pedestrians, to a lesser extent cyclists and drivers and those using the ferry.
- Boaties using the inlet including the boat ramp and the Mapua Ferry (that crosses from Rabbit Island to Mapua Wharf).

The visual catchment extends west to Coutts Place, which is located above Tahī Street; the section of Tahī Street parallel to the site and the residential properties along the eastern coastline of Tahī Street to the south of Mapua Waterfront Park, as well as east across the Waimea Inlet to the western shores of Rabbit Island. This visual catchment is largely captured by the representative photo locations.

Visual Effects

Visual effects have been considered from public viewing areas. Residential views that may be affected include those from residential dwellings at Coutts Place, Aranui Road properties that front the Traylor Park area, and residential dwellings (odd numbers) along the eastern coastline of Grossi Point including the residence of 13 Tahī Street that adjoins the proposed boat ramp.

The Coutts Place view is similar to the view from the commercial area in Aranui road, in terms of distance, (see **Viewpoints 3-5**), however is an elevated view, with similar visual effects (however more of the site visible due to the angle of view). Adjoining residents along the east coast is a view that is missing from the Landscape Assessment. Pedestrians also walk along this section of the coast either to or from Grossi Point. I consider that to be a gap in the visual effects assessment.

The site is also visible from the Mapua Wharf- a popular area for both photos, passive recreation/ enjoyment of the views and as a place to jump off the wharf see Graphic Attachment Cover¹². This viewpoint is covered in **Viewpoint 2** of The Landscape Assessment.

Boaties using the Waimea Inlet, and those travelling on the Ferry have a view that is represented in **Viewpoint 1** – which shows the view from the ferry landing on Rabbit Island.

Landscape Effects

A gap in the assessment has been raised in terms of a lack of clear description of the activity, and sufficient detail relating to the physical attributes (abiotic and biotic) of the Waimea Inlet affected by the landscape change associated with the ramp location. Both of these topics are covered in the Robertson ecological report but would have provided a better understanding of the landscape effects if included in The Landscape Assessment. I have provided a comparison table between the landscape effects in Appendix 1 as Table 4.

Natural Character Effects

Under section 1.1 of The Landscape Assessment, the purpose of The Landscape Assessment is to assess *“the actual and potential landscape and visual effects of a new boat ramp....and associated*

¹² see A06 Appendix 5

carparking". Natural character is not explicitly part of the scope and has not been covered in great depth, with natural character values not listed. I consider this to be a gap in the assessment.

Natural character within the site is touched on under physical attributes (section 4.3.1). An assessment within coastal waters of natural character effects normally refers to the Policy 13 and 15 of the NZCPS. From a consenting and effects perspective, understanding whether an activity has a significant adverse effect under the NZCPS Policy 15(b) and 13(b) (if an area is not outstanding) is important to the decision-making process. Policy 15(c) provides the attributes to be identified and assessed in a coastal environment:

- (i) *natural science factors, including geological, topographical, ecological and dynamic components;*
- (ii) *the presence of water including in seas, lakes, rivers and streams;*
- (iii) *legibility or expressiveness—how obviously the feature or landscape demonstrates its formative processes;*
- (iv) *aesthetic values including memorability and naturalness;*
- (v) *vegetation (native and exotic);*
- (vi) *transient values, including presence of wildlife or other values at certain times of the day or year;*
- (vii) *whether the values are shared and recognised;*
- (viii) *cultural and spiritual values for tangata whenua, identified by working, as far as practicable, in accordance with tikanga Māori; including their expression as cultural landscapes and features;*
- (ix) *historical and heritage associations; and*
- (x) *wild or scenic values;*

The Tasman District Council have commissioned a report on natural coastal character, which was completed in 2022. I have included the natural character attributes that relate to the site in Appendix 1 and have provided a brief comparison of natural character effects in Table 1 & 2.

The Landscape Assessment Report has not provided an assessment of the biophysical effects on natural character in the marine environment, however, has a general statement that one of the site values is the natural and dynamic environment of the Waimea inlet, which contributes a high natural character to the landscape setting¹³, and that the site is located within an area that is highly modified with natural character values being relatively low¹⁴. Later within the assessment section under 6.1.3 Margins of the Coast the Landscape Assessment states that:

“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.”¹⁵

This paragraph is referring to the perceptual/ experiential attributes that relate to natural character rather than any change to the biophysical environment and the effects of this on the attributes present. The following paragraph states that the boat ramp extends 35-40m into the estuary, however, does not provide a description of the attributes/values of the natural character of the area or the effect of change on those attributes, instead jumping straight to a degree of impact on (unlisted) natural character values.

¹³ The Landscape Assessment 4.3.1

¹⁴ The Landscape Assessment 6.1.1 page 14

¹⁵ Ibid 6.1.3 page 16

This again is covered in the Robertson Ecological Report. From an ecological (biophysical) perspective, the Robertson Environmental Report has considered the habitats, flora, and fauna present in the terrestrial environment and within the marine environment which does help to fill this gap. Table 4.1 that outlines the adverse ecological based effects during the construction phase on Terrestrial Habitat/species and Table 4.2 outlines effects on Aquatic Habitat/Species, with conclusions that there no adverse effects greater than **low or very low**. I consider that the landscape effect on natural character to be **low-moderate** due to the visual change to the natural line of the coastline, changes to patterns and processes and associative and perceptual values associated with naturalness.

8.0 Review of Mitigation Measures

Mitigation measures relate to the landscape plan, which introduces some additional planting into Waterfront Park along the northern length of the boat ramp access route, through relocating the pétanque grounds. Options for pergola or sunshades for picnic tables are shown on the plan, and BBQ areas are discussed in the body of the report – these would create options for additional amenity areas. The landscape planting will provide some screening and improved safety through separation of the boat ramp activity when viewed from the Waterfront Park.

It would be good to understand who is responsible for the implementation, maintenance of these amenity features, and which of these items are now part of the application, as the information differs between plans and report.

9.0 Conclusion

Having considered the proposed development, I reach the conclusion that The Landscape Assessment has generally followed an appropriate methodology, with the report set out in a format anticipated by a Landscape assessment with reference to the TTATM, which is the assessment guidelines that are supported by the NZILA.

I consider that the proposed development is partly consistent with the relevant statutory documents.

There are some gaps in the assessment. These relate to:

- A description of mana whenua values and how these relate to associative and perceptual values.
- An assessment of effects under the NZCPS 2010/Chapter 21 of the TRMP.
- An assessment of visual and amenity effects on the neighbouring residential properties adjoining the development to the south, on the eastern side of Tahi Street.
- An assessment of a discretionary activity within the CMA.

There are some landscape related effects that have adverse effects. These have been outlined in the table at the end of this report, with a comparison of effects.

10.0 Recommendations

- Consider using black buoys for the safety barrier to reduce visual effects. This would only be an appropriate response if bright coloured buoys are not required as a safety measure. Safety outcomes are more important than reducing visual effects.
- If consent is granted, opportunities for saltmarsh planting to re-establish rare or vulnerable communities could be a way that offsets some of the loss of habitat that is occupied by the boat ramp. I also support the potential positive effects proposed by the ecological report. These include:

“Opportunities for a net increase in green infrastructure and habitats within the Site.

Landscape planting that enhances existing retained habitat (e.g. under-plant retained native and exotic shrubs and trees with native understorey vegetation and replace exotic vegetation with native species).

Connecting wetland restoration/enhancement and landscape planting with adjacent reaches of the Waimea Inlet in accordance with the Waimea Inlet Management Strategy⁶.”

SIGNED



Liz Gavin

Senior Principal Landscape Planner
Boffa Miskell Ltd.

Appendix 1

NATURAL CHARACTER

Natural Character Effects

The Site and enabling areas are entirely contained within the coastal environment subject to section 6(a) of the RMA. Natural Character is not defined in either the RMA or the New Zealand Coastal Policy Statement 2010 (NZCPS). Within Te Tangi a te Manu, natural character is defined as:

'Natural character is an area's distinctive combination of natural characteristics and qualities, including degree of naturalness'.¹⁶

The purpose of The Landscape Assessment is to assess *"the actual and potential landscape and visual effects of a new boat ramp...and associated carparking"*. Natural character is not explicitly part of the scope and has not been covered in great depth. I consider this to be a gap in the assessment.

Natural character within the site is touched on under physical attributes (section 4.3.1). An assessment within coastal waters of natural character effects normally refers to the Policy 13 and 15 of the NZCPS. From a consenting and effects perspective, understanding whether an activity has a significant adverse effect under the NZCPS Policy 15(b) and 13(b) (if an area is not outstanding) is important to the decision-making process. Policy 15(c) provides the attributes to be identified and assessed in a coastal environment:

- (xi) *natural science factors, including geological, topographical, ecological and dynamic components;*
- (xii) *the presence of water including in seas, lakes, rivers and streams;*
- (xiii) *legibility or expressiveness—how obviously the feature or landscape demonstrates its formative processes;*
- (xiv) *aesthetic values including memorability and naturalness;*
- (xv) *vegetation (native and exotic);*
- (xvi) *transient values, including presence of wildlife or other values at certain times of the day or year;*
- (xvii) *whether the values are shared and recognised;*
- (xviii) *cultural and spiritual values for tangata whenua, identified by working, as far as practicable, in accordance with tikanga Māori; including their expression as cultural landscapes and features;*
- (xix) *historical and heritage associations; and*
- (xx) *wild or scenic values;*

The Tasman District Council have commissioned a report on natural coastal character, which was completed in 2022.

Four Coastal Marine Areas were identified within the Tasman District:

- Coastal Marine Area A: North-West Coast.
- Coastal Marine Area B: Golden Bay.

¹⁶ 'Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines', Tuia Pito Ora New Zealand Institute of Landscape Architects, July 2022 paragraph 9.04

- Coastal Marine Area C: Tasman Bay.
- Coastal Marine Area D: Abel Tasman.

The site is located within Coastal Marine Area C, which spans the coastal marine area from Separation Point in Abel Tasman National Park to the Nelson/Tasman Boundary to the east. The area is typified by wide and open views of the Tasman Sea, sandy beaches, and two major estuaries – the Waimea and the Moutere. The Waimea Estuary is the largest estuary in the South Island, considered nationally important. A description of the properties that occur at or near the site are included in Appendix 1 Table 2. The summary of attributes and the overall natural character rating for Coastal Marine Area C is included below.

Level 3 Rating: Coastal Marine Area C: Tasman Bay			
DEGREE OF NATURAL CHARACTER	NATURAL CHARACTER ATTRIBUTES		
	ABIOTIC	BIOTIC	EXPERIENTIAL
VERY HIGH			
HIGH			
MODERATE TO HIGH		✓	✓
MODERATE	✓		
MODERATE TO LOW			
LOW			
VERY LOW			
OVERALL NATURAL CHARACTER RATING		MODERATE-HIGH	

The site sites within Coastal Area 10: Waimea. This area extends from Moutere bluff to the Tasman and Nelson District Boundary. Key coastal characteristics include the low-lying islands of Rabbit, Rough, Bests and Bells Island, numerous tributaries and streams providing whitebait spawning sites, and areas of saltmarsh vegetation. A summary of the attributes found near the site in Coastal Terrestrial Area 10 are included as Table 1.

The overall rating as found in the Tasman Natural Character Study of the Terrestrial Area (10: Waimea) is included below.

Coastal Marine Area C: Tasman

The following relate to the area attributes that occur on or near the site within Coastal Marine Area C: Tasman. The attributes were measured at Level 3 scale where the areas mapped share collective characteristics that are broadly homogeneous and generally share a natural character rating, with base information sourced from broad land typology.

TABLE 1

MARINE AREA C: TASMAN

Natural Character excerpts relating to relevant marine area attributes

ABIOTIC

An analysis of this Coastal Marine Area’s habitat type comprises 7.1% sand; 0% reef; 92.6% mud; 0% gravel; 0.3% biogenic and 0% rocky shores²⁵. The approximate size of this Coastal Marine Area is 101,667 hectares.

Tasman Bay Coastal Marine Area is a gradually sloping bay which is less than 50 metres in depth at the 12 nautical mile mark. During the summer months surface sea temperature in Tasman Bay is approximately 19.C while in winter this drops to approximately 12.5.C (Macara, 2016). Tasman Bay is sheltered from large oceanic swells, is generally warmer than the nearby waters of Cook Strait, and with many freshwater tributaries is not as saline as waters in Cook Strait. The Motueka River plume can extend across much of the western side Tasman Bay (Tuckley et al 2006).

The Tasman Bay coastline is relatively flat, with moderately wide sandy beaches and expansive intertidal mud/sand flats in the estuaries and inlets. The Waimea Inlet, found in the south-east of the Coastal Marine Area, is the largest estuary in the South Island and is considered nationally important. It is approximately 2 metres deep at high tide and sheltered from Tasman Bay by Rabbit Island, a barrier island separating the western and eastern openings to the estuary. The inlet is comprised of predominantly sand substrate and soft mud cover due to fine sediment inputs from natural and human induced land disturbance (Stevens & Robertson, 2014). Deep incised channels within the estuary are also present and are well flushed at low tide.

Modifications to the abiotic values of this Coastal Marine Area include trawling, shellfish dredging, sedimentation and development along the coastal edge. While the estuaries provide a helpful barrier between the open ocean and land, absorbing and trapping any nutrients and sediments, large areas have been reclaimed through stop-banking, changing the original patterns and processes found along the Tasman Bay coastline (Newcombe et al., 2015).

BIOTIC

The inlets and estuaries of the Tasman Bay Coastal Marine Area provide important shelter, food and habitat for numerous invertebrate, fish and marine bird species.

Further south, the Waimea Inlet shares similar characteristics to the Moutere Inlet in terms of habitat types though is significantly larger. There has been an estimated 40% reduction of seagrass between 1990 and 1999 and 15% reduction in native saltmarsh between 1946 and 2006 (Stevens & Robertson, 2014). Nevertheless, the inlet still supports good saltmarsh habitat around parts of the inlet with species such as *Juncas kraussii australiensis*, *Leptocarpus similis* and *Sarcocornia quinqueflora* present.

	<p>The inlet also supports around forty marine and freshwater fish species, including whitebait spawning sites, over one-hundred invertebrate species, and over fifty water bird species including the eastern bar-tailed godwit (<i>Limosa lapponica</i>) and South Island pied oystercatcher (<i>Haematopus finschi</i>) (Davidson & Moffat, 1990). The inlet also supports 50% of the regional breeding population of Caspian Terns (McArthur et al., 2022).</p> <p>Modifications to biotic values within the Tasman Bay Coastal Marine Area are largely associated with offshore trawling and dredging, marine farms off the coast of the Moutere Inlet (Tasman District Council, n.d.), and development within the terrestrial areas reducing saltmarsh habitat. Trawling and recreational and commercial fishing have also had great impacts on the biotic values, with the snapper, scallops, red cod and flatfish all being popular catches (Newcombe et al., 2015). Dredging for oysters and mussels also occurs in the bay. Due to the modification to benthic habitats, perna beds (green lipped mussels) are now extinct in Tasman Bay (Anderson et al., 2019).</p>
EXPERIENTIAL	<p>The Tasman Coastal Marine Area is the most developed and heavily fished area within the Tasman District. Experiential aspects within this Coastal Marine Area vary from semi enclosed tidal estuaries to expansive views of Tasman Bay, Abel Tasman National Park and Cook Strait.</p> <p>Historically this Coastal Marine Area has been heavily influenced by people due to the nearby settlements of Mouteka, Mapua and Nelson (which sits outside of the study area). Structures such as roads, causeways, jetties, and wharves are found throughout this Coastal Marine Area and boat access is predominantly within the Waimea and Moutere Inlets.</p> <p>Recreational opportunities within this Coastal Marine Area include beach-related activities, swimming, birdwatching and fishing. Fishing can be carried out from the shoreline or within the bay. Commercial operators also offer fishing tours within Tasman Bay.</p>
OVERALL RATING	<p>Low natural character associated with the shoreline due to the rock armour and reclaimed unnatural shoreline. Moderate-High overall at a local level, due to the perceived levels of naturalness, the experiential values associated with the strong tidal currents, the naturalness of the seascape and the presence of wildlife that contribute to the overall values.</p>

Coastal Terrestrial Area 10: Waimea

The site sites within Coastal Area 10: Waimea. This area extends from Moutere bluff to the Tasman and Nelson District Boundary. Key coastal characteristics include the low-lying islands of Rabbit, Rough, Bests and Bells Island, numerous tributaries and streams providing whitebait spawning sites, and areas of saltmarsh vegetation. A summary of the attributes found near the site in Coastal Terrestrial Area 10 are included as Table 1.

The overall rating as found in the Tasman Natural Character Study of the Terrestrial Area (10: Waimea) is included below.

Level 3 Rating: Coastal Terrestrial Area 10: Waimea			
DEGREE OF NATURAL CHARACTER	NATURAL CHARACTER ATTRIBUTES		
	ABIOTIC	BIOTIC	EXPERIENTIAL
VERY HIGH			
HIGH			
MODERATE TO HIGH			
MODERATE			✓
MODERATE TO LOW	✓	✓	
LOW			
VERY LOW			
OVERALL NATURAL CHARACTER RATING		MODERATE LOW	

The following relate to the area attributes that occur on or near the site within Coastal Terrestrial Area 10: Waimea. These are copied directly from the Tasman Natural Character Study; however, only relevant values have been included.

TABLE 2 COASTAL TERRESTRIAL AREA 10: WAIMEA Natural Character <u>excerpts relating to</u> relevant terrestrial area attributes	
ABIOTIC	Nationally significant Geopreservation site of Moturoa/Rabbit Island. Coastal protection measures located along the shoreline from Grossi Point to Moutere Bluff. Installation of coastal protection structures to manage beach erosion between Mapua and Grossi Point.

	<p>Climate within this coastal Terrestrial area is much warmer and drier than other parts of the Tasman district due to the Coastal Terrestrial Area being sheltered by Wharepapa/Arthur Range from rain-bearing systems.</p>
<p>BIOTIC</p>	<p>Total area within Waimea Coastal Terrestrial area is 2,672ha. 42.1% is exotic forest, 31.4% is pasture, 14.4 is artificial surfaces, 4% is water bodies, 3.6% is cropland or horticulture, 1.8% is native forest, 1.7% is bare or lightly-vegetated surfaces, 1.2% is native wetland and 0.02% is exotic scrub.</p> <p>Only a very small proportion of the Waimea Coastal Terrestrial Area is formally protected – including No Mans Island Nature Reserve in the Waimea Inlet south of Mapua.</p> <p>The Waimea Coastal Terrestrial Area is mostly within the Motueka Ecological District. Prior to human arrival almost all of the Ecological District and Coastal Terrestrial Area would have been forested. Ngaio (<i>Myoporum laetum</i>), cabbage tree (<i>Cordyline australis</i>), kowhai and totara (<i>Podocarpus totara</i>) would have been common along the coastal bluffs and fringing estuaries.</p> <p>The larger coastal (barrier) islands in the Coastal Terrestrial Area were probably originally dominated by lowland totara (<i>Podocarpus totara</i>) forest. This vegetation type is now very rare and the only example that remains is a tiny, modified secondary remnant on Rough Island.</p> <p>The only remaining fen wetland on a barrier island in the Ecological District is on Rough Island.</p> <p>No Mans Island, a small island in the Waimea Inlet that is a Nature Reserve is used by DOC as a ‘marooning island’ for the recovery of rare coastal plant species such as coastal peppergrass (S. Courtney pers. comm. 2020).</p> <p>The Waimea River mouth has a coastal estuary that provides significant shorebird habitat. Waimea Inlet East and Waimea Inlet West are two of eight areas of international importance along the Tasman District coast as roost sites for resident and/or migratory shorebirds. The inlet as a whole is of international importance for variable oystercatcher. The inlet as a whole is of international importance for variable oystercatcher. Waimea Inlet East is also of international importance for South Island pied oystercatcher and wrybill, and of national importance for red know and bar-tailed godwit (Schuckard & Melville, 2013).</p> <p>Waimea Inlet East has three subsites (Bell Island, Sand Island and the eastern end of Rabbit Island) used by the same population of birds depending on weather, levels of disturbance and tide levels. Besides providing roosting habitat, Bell Island and Rabbit Island are important nesting site for variable oystercatcher. Bell Island also provides nesting habitat for Caspian tern and general habitat for black-fronted tern (it regularly supports 1% of the population). Rabbit Island and Rough Island provide breeding habitat for pied shag (Schuckard & Melville, 2019). White-faced heron and royal spoonbill are regular visitors to the Coastal Terrestrial Area; reef heron are also occasionally observed along the rocky coastal areas of Waimea (Schuckard & Melville, 2019).</p>

<p>EXPERIENTIAL</p>	<p>The Waimea Coastal Terrestrial Area is one of the most developed areas within the Tasman Coastal Environment. The edges of the Waimea Inlet largely contain areas of residential housing, while the islands have mixed land uses including sewerage treatment ponds and a golf course.</p> <p>While the Coastal Terrestrial Area is highly modified it does retain its high recreational value. Moturoa/ Rabbit Island caters to many sports and recreational hobbies providing walking biking and horse-riding tracks as well as opportunities for swimming, blokarting, kite surfing and picnicking.</p> <p>The Great Taste Trail, a mountain bike trail which connects Nelson to the wider parts of Tasman District, passes through this Coastal Terrestrial Area. This allows riders views of the Waimea Inlet and passes through Moturoa/Rabbit Island where riders then catch the ferry to Mapua.</p>
<p>OVERALL RATING COASTAL TERRESTRIAL AREA 10</p>	<p>low-moderate natural character rating due to the modification of the shoreline and low representation of biotic and abiotic attributes.</p>

TABLE 3: Visual Effects Comparison.

Public Locations			
Viewpoint Location <small>(RMM Graphic Assessment)</small>	Location <small>(RMM description)</small>	RMM Landscape Assessment	BML Peer Review
<i>Photograph 1 (GA pg. 5)</i>	<i>Looking towards the site from the ferry landing on Rabbit Island. (Distance of 330-410m).</i>	From this distance the effect of both the new building and boat ramp will be low . ¹¹	Note there is now no new building. Agree.
<i>Photograph 2 (GA pg. 06)</i>	<i>Viewing the site from the end of the wharf (distance of 90m from the boat ramp and 160m from the Scout building)</i>	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.	Agree – this assessment includes the floating barrier; however, I note planting will not address visual effect of ramp or safety barrier from this viewpoint.
<i>Photograph 3 (GA pg. 07)</i>	<i>Viewing the site from the end of the Iwa Street (Refer GA pg7) (Distance of 85m from Building)</i>	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 .	Agree
<i>Photograph 4 (GA pg. 08)</i>	<i>Viewing the site from Aranui Road (Distance approx. 150m) (Refer GA pg8)</i>	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 .	Agree

<i>Photograph 5 (pg20)</i>	Viewing the site from Aranui Road and Tahī Street (Refer GA pg9) <i>(Distance of 60-70m)</i>	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.	Without the building, the adverse visual effect will be low.
<i>Photograph 6 (pg21)</i>	<i>Viewing the proposal from within Waterfront Park (Refer GA pg10) (Distance of 50m)</i>	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.	Agree.
Summary of Visual Effects		RMM Landscape Assessment	BML Peer Review
		<p>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.</p> <p>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.</p>	<p>I agree that the greatest effect will result in the construction of the boat ramp and associated access road, with moderate-high adverse visual effects experienced from the Mapua Wharf and the coastal foreshore adjoining and including the boat ramp site. Visual effects of the physical change associated with the boat ramp is largely restricted to the Waterfront Park and the foreshore/ coastal area.</p> <p>Adverse visual effects further away from the activity (west of Tahī Street and from Aranui Road) will be low due to the low visibility from these areas of the boat ramp, and the similarity of activity with the West Carpark site with its current use as an overflow carpark.</p> <p>Views along the coastline south of the boat ramp will experience adverse visual effects that range from moderate-high (adjoining the site) to moderate at a greater distance.</p>

TABLE 4

Landscape and Natural Character Effects

	RMM	BML
Landscape values	<p>Moderate to high effect (temporary) on pedestrian flow along the coastal edge.</p> <p>Moderate to high effect due to perceptual change of the park and regular users adjusting to such change. This will reduce to low degree as people adapt to the change and positive as new layout and design generates positive use of the park.</p> <p>Moderate to high positive effect that stems from the increase in use and activities that would stem from the new development.</p>	<p>Moderate to high physical effect associated with pedestrian amenity and change to the landscape character.</p> <p>I agree that the impact of this change will soften over time as the change in use becomes established, as long as there is no ongoing conflict between amenity users (i.e. between the active recreational use of the wharf as a place to jump into the sea, the pedestrian access to and along the foreshore for exploration and the potential tension between increased boat activity which may impact on landscape amenity values of some users. I consider this extends on to Tahi Street and across to the West Carpark due to the location of the carpark across Tahi Street. Safety issues relating to the potential conflict sit outside my area of expertise.</p> <p>High adverse effect on associative and perceptual values by mana whenua, due to their past use of the site and the potential for human remains to be interred within the site.</p> <p>Low to moderate adverse visual effects associated with change in landscape character associated with the reduced passive recreation open space within Mapua Waterfront Park, and</p>

		<p>views of the Mapua Boat ramp from public and private areas. This relates to some members of the public.</p> <p>Overall Moderate adverse effects.</p>
<p>Natural character effects</p>	<p>with a low degree of impact on natural character values.</p>	<p>Overall low adverse effect on terrestrial Natural Character, and low-moderate adverse effect on marine natural character due to changes to tidal patterns and processes, the perceived naturalness of the shoreline, the loss of marine benthic habitat in the area occupied by the boat ramp.</p>