

BEFORE INDEPENDENT HEARING COMMISSIONERS APPOINTED BY THE  
TASMAN DISTRICT COUNCIL

IN THE MATTER OF

The Resource Management Act 1991

AND

IN THE MATTER OF

Application for resource consent by  
**Māpuā Community Boat Ramp Trust**

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STATEMENT OF EVIDENCE OF RORY MCLEAN LANGBRIDGE  
LANDSCAPE

Dated: 1 November 2024

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## INTRODUCTION

- 1 My name is Rory Mclean Langbridge I am a landscape architect and hold the qualifications BSc (Victoria University), Bachelor of Landscape Architecture with Honours (Lincoln University), I have been a Registered Landscape Architect of Tuia Pito Ora New Zealand Institute of Landscape Architects since 2005. I have previously been on the executive council of the New Zealand Institute of Landscape Architects (NZILA) and am a past chair of the Nelson Marlborough branch of the NZILA.
- 2 I have over 30 years of experience as a landscape architect, specialising in site planning and detailed landscape design, as well as the preparation of visual impact assessments for both Council and Environment Court hearings.
- 3 RMM have been engaged by Mapua Boat Ramp Community Trust (**MBRCT**) to prepare landscape evidence in relation to the proposed construction of a Boat Ramp located within Waterfront Park, Māpua

## CODE OF CONDUCT

- 4 Although this is a Council hearing, I confirm that I have read the Expert Witness Code of Conduct set out in the Environment Court's Practice Note 2023. I have complied with the Code of Conduct in preparing this evidence and agree to comply with it while giving evidence.
- 5 Except where I state that I am relying on the evidence of another person, this written evidence is within my area of expertise. I have not omitted to consider material facts known to me that might alter or detract from the opinions expressed in this evidence.

## SCOPE OF EVIDENCE AND METHODOLOGY

- 6 My evidence is presented on behalf of Māpua Boat Ramp Community Trust, the Applicant, in these proceedings.
- 7 The methodology and terminology used in my evidence has been informed by the *Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines*<sup>1</sup>. The Guidelines require an assessment of landscape values against both the existing environment and the outcome sought in relevant statutory provisions.

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<sup>1</sup> 'Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines'. Tuia Pito Ora New Zealand Institute of Landscape Architects, July 2022.

- 8 In preparing my evidence, I have reviewed the following:
- (a) The evidence of the following experts:
    - (i) Ecological Evidence of Dr Robertson
    - ii) Planning evidence of Mark Morris;
  - (b) The relevant parts of the Tasman Resource Management Plan (TRMP);
  - (c) The Council Section 42A Report prepared by Victoria Woodbridge with particular reference to the accompanying assessment by Liz Gavin.
  - (d) Due to the number of submissions both for and against the proposal and the general nature of the topics covered, I have relied on the summary of the submissions as outline in the 42A report.

9 This statement of evidence is accompanied by a Graphic Attachment (GA), that contains maps and aerial images of the site location, plans of the proposed park layout prepared by OBD Landscape Architect and photographs taken by me from within the surrounding area. A series of photo montages have also been prepared to assist in understanding the potential visual presence the boat ramp would have both on the amenity values of the internal parts of the park as well as its coastal interface. It is emphasised that the photomontage images produced are a best approximation of the development superimposed over the site photographs.

10 The table included in Figure 1 outlines the rating scales that are referred to in this report. The table included as Figure 2 is a comparative scale against the terminology use with the RMA.

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.<sup>2</sup>

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.<sup>3</sup>

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<sup>3</sup> 'Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines'. Tuia Pita Ora New Zealand Institute of Landscape Architects, July 2022. Page 151.

- 11 In my evidence I address the following
- (i) The Proposal;
  - (ii) The Site.
  - (iii) The existing environment.
  - (iv) The landscape values of the receiving environment
  - (v) The assessment of landscape and visual effects.
  - (vi) The planning framework.
  - (vii) Section 42A report
  - (viii) Conclusion.

## DESCRIPTION OF THE PROPOSAL

- 12 The proposal entails the following:
- 13 The removal of the existing vegetation found within a 13m corridor, 8m in from the southern boundary of the site.
- 14 The construction of an access lane with a barrier arm to provide access to the top of boat ramp. The access lane will be 7.2m wide at the Tahī Street end widening after approximately 50m to an 11m wide lane. A turn-around area with a radius of 11.0m is located approximately 10-15m before the start of the ramp to facilitate boat and trailer turning during the launching process. Kerb cut outs will be created along the southern edge of the access road. These will allow for stormwater to empty into an existing 2m wide open vegetated swale that will carry the stormwater to the existing SW outlet in south-eastern corner of the site.
- 15 To gain access to the estuary 11m wide two-lane concrete boat ramp will be constructed that will extend at 1 in 8 gradient from the boundary of the CMA (approximately the top of the rock armouring) 49m out into the estuary. A 5m long rock reno mattress will extend beyond the end of the ramp. I understand the reno mattress will remain below the low tide level.
- 16 To accommodate the access lane, amendments are proposed for the existing layout of Waterfront Park. **(Refer GA pg3)**
- The existing Pétanque court and outdoor table area is to be relocated to the northern side of planting strip.
  - Some minor amendments are required to the existing carparking area as shown

- A 4m wide planting strip is proposed to provide screening between the boat ramp access and the waterfront park. This area of planting is to be mounded and planted using similar species to what is establishing along the southern boundary of the park, the bulk of which will be retained.
  - A 1.8m wide footpath across the top of ramp which continues down to foreshore on the southern side of the boat ramp using ramps to preserve and maintain public access along the foreshore.
- 17 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. A safety line of buoys between south-eastern corner of the wharf and waterfront edge. The purpose of the buoys is to stop drifting boats and user conflicts.
- 18 A 62-lot trailer car park is to be established along the western side of Tahī Street on the existing grassed area known as the Kite Park. A new sealed access from Tahī Street will provide access to this area. Sports field marking is to be used to delineate parks and the route to be used by trailers waiting to use ramp.

## **DESCRIPTION OF THE RECEIVING ENVIRONMENT**

- 19 Māpua 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 and the maritime character values are predominant.
- 20 The location, generally known as the Māpua 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.
- 21 The Māpua Wharf Area sits alongside the northern edge of Waterfront Park with coastal residential properties extending south along Tahī Street.
- 22 I refer to the report provided by Dr Robertson of Robertsons Enviro where he provides a very detailed and comprehensive ecological and ecological context description of the immediate area including the CMA.

## DESCRIPTION OF THE SITE

- 23 The application site is located primarily within the Māpua Waterfront Park which is located at 1, 3 and 11 Aranui Road, and 11 Tahi Street, Māpua. The eastern edge of the park adjoins the Waimea/Waimeha Inlet. Additional parking provisions are currently provided over lots 6-16 Tahi Street.(Refer OBD Plan GA Page 3) <sup>4</sup>
- 24 The Moutere Waimea Ward Reserve Management Plan prepared in June 2022 provides a succinct summary of the history of the site. *“Once part of a wider site of early Māori occupation around Māpua, the area now known as Waterfront Park is highly significant to iwi.”*
- 25 Waterfront Park is part of a larger area of land that was formerly owned by the Fruitgrowers Chemical Company (FCC), whose business included the manufacture of synthetic pesticides. The factory closed in 1988. Toxic soil on part of the area was remediated in a \$12 million cleanup project, over a 10-year period from 1997-2007, funded by the Council and the Ministry for the Environment.
- 26 The agreement with the Crown for the clean-up included Council entering into a deed in 2004 that required at least 40% of the site to be retained in Council ownership for use as public space. The definition of public space under this deed is community, recreational, environmental, cultural, or spiritual purposes and includes roads and carparks.
- 27 Māpua Waterfront Park was the part of the area identified for public space, other areas of the site were subsequently earmarked by the Council for eventual commercial and residential development.”<sup>5</sup>
- 28 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. When developing the Māpua Waterfront Area Masterplan in 2018, it was noted then that following community consultation the park is ‘underutilised’ and the elevated aspects within the park often ‘windswept’<sup>6</sup>
- 29 The Māpua area has had a long-term association with boat launching and has long been considered an important gateway to the estuary and beyond, historically using the boat ramp that now falls within the pedestrianised Māpua precinct before moving to Grossi Point. I am

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<sup>4</sup> Moutere Waimea Ward Reserve Management Plan – pg 120

<sup>5</sup> Ibid pg 120

<sup>6</sup> Mapua Waterfront Area Masterplan 2018, pg 10

informed that considerations regarding the location of an all-tide boat ramp for the Māpua area have been ongoing since 2017.

## LANDSCAPE VALUES OF THE RECEIVING ENVIRONMENT

- 30 The existing landscape and visual amenity values form the baseline, along with the policy provisions, for an assessment of landscape effects. Current practice is guided by the Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines<sup>7</sup>, with landscape values derived from three broad categories of landscape attributes focusing on physical, perceptual and associative landscape attributes. The landscape attributes of the site and its receiving environment are described below.

## PHYSICAL ATTRIBUTES

*“Physical means both the natural and human-derived features, and the interaction of natural and human processes over time.”*<sup>8</sup> Typical physical factors include geological, ecological, and biological elements within the landscape.

- 31 The physical features of the Site are highly modified having been created via the remediation process of the contaminated site. The site is substantially flat, sloping nominally towards the coast. A vegetated swale has been formed along the southern boundary of the site and assists with the overall drainage of the site.
- 32 The Park is essentially split into three distinct parcels, The carpark area adjacent to Tahī Street, the ‘inner’ park, and the coastal precinct comprising the amphitheatre, a coastal promenade, the viewing platform and the rock armouring.
- 33 The three parcels are separated from each other by a band of developing coastal vegetation. The car park is unsealed with shrub and tree planting breaking up the layout of the carpark.
- 34 The ‘inner’ or middle portion of the park comprises the pétanque court and BBQ facilities set against the planting along the southern edge of the park providing privacy and separation to the residential properties further south. A toilet block is located near to the northern edge of this area. This area is dominated by an expanse of lawn with occasional specimen trees located within the lawn. The lawn contributes open space values to the park. The specimen trees in the lawn area appear stunted and show signs of stress most

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

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.

likely due to both the coastal and ground conditions and the restrictions created by the clay capping required to cover the contaminated material.

- 35 The coastal precinct comprises of an 'amphitheatre' area with concrete plinths providing the seating and shell surfacing forming the floor. The seating is oriented towards the estuary and the viewing platform. I am informed that this area is used occasionally for community gatherings such as carol signing at Christmas time. A timber coastal promenade is located along the top of the rock armouring that extends the width of the site and protects the site and contaminated material from potential coastal erosion. The character and amenity values of this coastal precinct is strongly coastal in nature and provides a valued opportunity to interact with the wider estuary amenity, activities and the extensive and valued natural environment of the Waimea inlet. The inner park features the pétanque courts, BBQ facilities and wide expanse of lawn area. Concrete paths provide for various access routes through the park.
- 36 The feature of the site is both its proximity to the natural and dynamic environment of the Waimea Inlet contributing a high natural character values<sup>9</sup> to this landscape setting as well as creating a quality public open area that provides the opportunity for community interaction and recreation although research has concluded that the area is underutilised<sup>10</sup>.

## PERCEPTUAL ATTRIBUTES

*“Perceptual means both sensory experience and interpretation. Sensory appreciation typically occurs simultaneously with interpretation, knowledge, and memory.”* <sup>11</sup>Typical perceptual factors relate to experiential and aesthetic qualities such as naturalness, visual coherence, legibility as well as transient aspects.

- 37 The proximity of the park to the coast is a feature that provides for expansive views out over the dynamic and expansive landscape of the Waimea Estuary, Rabbit Island, the activities within the estuary and the Richmond Ranges beyond.
- 38 The park also provides for and contributes opens space qualities and recreational opportunities to the Māpua Wharf area and provides for both public access to and along the foreshore in this location.

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<sup>9</sup> *“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.

<sup>10</sup> Mapua Waterfront Area Masterplan 2018, pg 10

<sup>11</sup> Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines’. Tuia Pita Ora New Zealand Institute of Landscape Architects, July 2022. Page 79



## 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.”<sup>12</sup>* Typical Associative factors includes cultural (tangata whenua) and historic values as well as shared and recognised attributes such as recreational opportunities.

- 39 Once part of a wider site of early Māori occupation around Māpua, the area now known as Waterfront Park is highly significant to iwi. I have not been involved in the consultation meetings that the project has had with local iwi representatives and do not feel qualified to expand on their association with either the region or the site. I will leave that for others to describe.
- 40 Māpua has long been considered a popular tourist destination providing tourist accommodation, retail offerings and popular restaurants. The Wharf area, that included the historic boat ramp that operated in this area, would be considered one of the primary ‘Waterfront’ destinations in the region. Mapua has long been identified as a primary access point for boat launching in the district. Options regarding the location and provision of a boat ramp within the Māpua area has generated extensive discussion within the community for many years. With the loss of the existing ramp, this function has been moved to Grossi Point Reserve at the end of Tahī Street and other sites nearby, however as I understand it these options do not provide for ‘all tide’ access for users.
- 41 The subject site is particularly valued by the local community due to the site’s history. For years the Māpua 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 Māpua community. This local pressure also ensured that when the site was finally decontaminated the area would be reserved for public use.
- 42 As part of the park redevelopment, a tiered amphitheatre of concrete plinths forms 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.

## ASSESSMENT OF LANDSCAPE AND VISUAL EFFECTS

- 43 As a landscape architect, my primary focus when considering effects of development are those pertaining to visual. This focus by no means ignores benthic, ecological, biotic or

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<sup>12</sup> Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines’. Tuia Pita Ora New Zealand Institute of Landscape Architects, July 2022. Page 79

abiotic impacts where they occur, I have preferred to leave those discussions with the relevant experts.

## POTENTIAL ISSUES

- 44 The proposal involves the establishment of a boat launching access road and ramp out into the waters of the Waimea Inlet. The access road and ramp are wide structures within the context of the site that could have an adverse effect on the open space, amenity and character values of the Waterfront Park, both the inner park area and the coastal precinct. As the ramp protrudes somewhat into the CMA, when visible at lower tides the ramp will become increasingly visible and prominent.
- 45 Additional carparking is proposed to be established over Tahi Street on existing lots 6-16 Tahi Street. The development of a permanent carpark on this site is a permitted activity and would form the baseline for the assessment of effects for the trailer parks as proposed.

## 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.”<sup>13</sup>*

- 46 The scale of the ramp and access road at 11m across and extending approximately 35 to 40m out beyond the existing armouring<sup>14</sup> is a large development in the context of the scale of the wider park. To address this, the boat ramp and access road have been located as close as practical to the southern boundary of the site, while still retaining the existing planted swale that provides both drainage and separation and privacy for adjacent neighbours.
- 47 In order to illustrate the consequences of this, the visual assessment was undertaken from representative public viewpoints at various distances from the Site, both to assess the potential visibility of the proposed boat ramp and access road from ‘typical’ locations, but also to best illustrate the consequences of that narrowing of the park that will be required. It is noted that due to an absence of relevant dimensions, I had difficulty accurately marking the extent the ramp protruded into the CMA and used an aerial photograph to aid in estimating the distances.

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<sup>13</sup> ‘Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines’. Tuia Pita Ora New Zealand Institute of Landscape Architects, July 2022. Page 135.

<sup>14</sup> It is noted that the engineering description of the ramp is stated as 49m long, however the ramp begins before the rock armouring. The exact layout of the ramp within the MCA has not been marked out hence the vagueness in the estimated distances stated.

48 I set out following a description of, and assessment of effects from each selected viewpoint.

**VIEWPOINT 1. (REFER GA PAGE 5)**

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

49 This is the view of the Māpua wharf complex from the ferry pick up point located on Rabbit Island. From this vantage point the main wharf buildings and in particular the red rooves of the restaurants, are prominent within this landscape, which highlights a ferry user's destination.

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

51 At the distance involved the detail of the foreshore is not clear. Following construction, the boat ramp will protrude out beyond the existing rock armouring, the visible extent of which would vary according to the tide. The existing viewing platform provides some screening of the upper portion of the ramp.

52 At high tide the bulk of the ramp will be below water and the mooring poles and boats attached to these poles will form part of the general mooring that occurs in this area, the visual consequences of this will be **low**.

53 At low tide, both the base and full extent of the ramp and the mooring posts will become more visible however partial screening of the new ramp will still be provided by both the moored boats and those using the ramp. The visual effect of the new structure at low tide will be **moderate low**.

**VIEWPOINT 2 AND 2A. (REFER GA PAGE 6 AND 7)**

*Viewing the site from the end of the wharf (distance of 90m from the boat ramp)*

54 This is a view off the southern end of the existing pier where people gather to enjoy the view of estuary and wider landscape. VP2 is the view of the Waterfront Park that is possible from this location. VP2A is a similar view illustrating the likely impact when seen at low tide.

55 The foreshore promenade, its connection to the wharf buildings and the nearly 100m long rock armouring that provides protection are prominent in this location.

56 The new boat ramp will protrude approximately 35m beyond the existing rocks and will visually break the existing coastal edge between the estuary and the park. This protrusion and the scale of the ramp will make it a noticeable new feature in this landscape and particularly when fully exposed at low tide. (Refer Viewpoint 2A)

- 57 The character and amenity values relating to this view are strongly coastal in nature. The view included moored boats, the consequences of the dynamic ebb and flow of the tide. The Māpua area has had a long-term association with boat launching and has long been considered an important gateway to the Tasman Sea beyond. A boat ramp in such a location is a familiar feature within such an environment and the proposal introduces a new activity to this location, an activity that can be viewed both with interest or derision depending on one's personal view.
- 58 While a boat ramp in this location will result in change to this area of the park, it will not necessarily appear visually out of context but appropriate in the context of the wider Mapua Wharf precinct. When viewed from the wharf area, the ramp will be seen and partially obscured by the viewing platform at high tide and when operational, boats, cars and trailers will be visible. Activity within the CMA is not considered to be adverse.
- 59 At low tide, the ramp will be almost fully exposed. Rock armouring will extend out into the inter tidal zone further altering the interface between land and the CMA, an edge that is already altered to some degree.
- 60 With this in mind, I consider the initial visual effect of the changes that stem from the proposal be **moderate to high** for familiar observers.
- 61 However, from this vantage point, change within this landscape is not considered to be necessarily adverse. With the ramp, substantially obscured at high tide and more exposed at low tide, the boat ramp and its associated activities will contribute familiar marine activity to this waterfront precinct. The activities associated with the new boat ramp will contribute to the wider view enjoyed from this location and I consider the adverse impact of the proposal on amenity and landscape values of this view to be **low**.

### **VIEWPOINT 3 AND 3A. VIEWING THE SITE FROM WITHIN THE AMPHITHEATER PRECINCT (REFER GA PAGE 8)**

*(Distance of 30-40m from the ramp)*

- 62 The view enjoyed from this location is of the amphitheatre, the coastal boardwalk and the viewing platform. Views out over the estuary, the moored boats and the Richmond Ranges also form part of this view.
- 63 The southern edge of this space, the area that will be impacted on by the proposal, includes the southern extent of the coastal boardwalk, a memorial seat, segments of the terraced seating and the mostly flax plantings that create the southern edge to this area. Not visible in the picture is the gravel ramp that provides pedestrian access down onto the beach area

- south of the site. These elements combine to form an attractive southern boundary to this area.
- 64 Following development, the upper portion of the ramp and beginnings of the access road will replace the southern portion of this precinct. The image reproduced shows planting along the southern boundary which is anticipated to be retained. Rock armouring will be used to accommodate level changes, and the existing path will be retained to divert the coastal path around the top of the ramp and then connect again via a series of gravel ramps back down to the foreshore, reinstating public access along this portion of the shoreline.
- 65 Due to the slope of the ramp, and where this slope is estimated to commence, the ramp will appear visually recessed therefore reducing its visual presence when viewed from this distance.
- 66 The southern segment of the terraced seating will be removed and further rock armouring, required to manage level changes and to combat erosion, will intersect and shorten the space.
- 67 The rock armouring is anticipated to protrude slightly above the level of the gravel area and along with the viewing platform, will partially screen views of the upper ramp when viewed from this location.
- 68 When the ramp is operational the cars, boats and associated attendees, will activate this area. When empty, the ramp will be visible as a large intervention into this coastal precinct. When not active the ramp will provide easy and safe access to the water's edge.
- 69 The visual effect of the development will be the introduction of a large, engineered element and the presence of cars, boats and trailers into this pedestrian only coastal precinct. The function of this segment of the park as a location for community gatherings and activities such as carols, will be substantially preserved however it is considered the impact that the change would have on the landscape values of this area will be **moderate to high**.
- 70 It is my view that as the changes become familiar and the existing functions of the park area return, the impact of the new ramp on the landscape values of this location will reduce to moderate or even moderate low depending on your response to a boat ramp in this location.

**VIEWPOINT 4 AND 4A. VIEWING THE RAMP FROM THE EXISTING VIEWING PLATFORM. (REFER GA PAGE 9 AND 10)**

*(Distance of 2-3m)*

- 71 The view enjoyed from the platform includes the expanse of the Waimea Estuary, the near view of the water's edge and the dynamic nature of the ebb and flow of the tides within the estuary, the middle view of the moored boats, Rabbit Island and the coastal interface of the properties south of the site.
- 72 The values that related to these views are the natural character values and dynamic characteristics of the estuary and amenity values relating to the views this location offers both out over the estuary and the views of the Richmond Ranges in the distance.
- 73 Added landscape and amenity values stem from the containment this area of the park benefits from through the vegetation that defines the site both inland and to the south, creating an 'venue' from which to view the wider estuary.
- 74 The construction of the ramp in close proximity to the viewing platform will alter the experience of those using the platform and the southern part of this precinct.
- 75 The development will replace the southern extent of the park and the rock armouring against the shore. The ramp will commence some 10m back from the front edge of the coastal boardwalk and extend 35-40m out into the estuary, altering the modified rock armouring that currently exists.
- 76 The visible change stemming from the construction of the ramp will be **moderate to high** on the physical qualities of this area of the park and the views enjoyed from the viewing platform will change. However, all the changes will not be adverse. Views of the wider estuary, moored boats, the dynamics of the ebb and flow of the tide will all remain as points of interest, and when active, the launching of boats and associated activities provide relevant interest. Good access to the water's edge will be provided. Community activities within this area of the park will be able to continue.

**VIEWPOINT 5: VIEWING THE SITE FROM WITHIN THE CMA TO THE SOUTH OF THE PROPOSED BOAT RAMP (REFER GA PAGE 11)**

*(Distance 35-40m)*

- 77 When walking towards the Mapua Wharf area, and particularly at low tide, the proposed boat ramp will create a visual barrier that extends from Waterfront Park to the water's edge. A pathway enabling all pedestrians walking along the shoreline to avoid the ramp structure will be provided. It is noted that the ramp off the beach will be located in the same location.

- 78 The visual extent of the ramp will be most apparent when viewed from this direction and as expected its visibility will reduce as viewing distances increase.
- 79 Access along the shore towards the boat house will be interrupted by both the ramp structure but then also somewhat aggravated by the rock armouring that will be placed on either side of the ramp as retaining and which also provides a reasonable barrier to climb over. Having walked in the area immediately in front of the Waterfront Park, I can confirm that walking through this area is not easy and I would anticipate not often done.
- 80 While a viewer will be positioned lower than the viewing platform the scale of the new structure will be apparent, both at high and low tides, however the route taken from the beach will be substantially the same. At low tide when the ramp is fully exposed, I would consider the visual impact to be **moderate-high**, and when covered at high tide, the visual impact would be considered more **moderate**, these assessments being somewhat influenced by the viewers acceptance of the development in this location.
- 81 For a person who is unfamiliar with the existing scenario the location of the boat ramp proximate to the Mapua Wharf precinct and seen in the context of the moored boats and other coastal development, the development will be considered appropriate.

#### **VIEWPOINT 6: VIEWING THE ACCESS ROAD AND TURNING AREA FROM WITHIN THE WATERFRONT PARK (REFER GA PAGE 12)**

*(Distance of 35-40m)*

- 82 The view chosen is a typical view looking across the expanse of lawn towards the pétanque court and the planting that forms the southern boundary to the park separating the park and pétanque area from the residential properties' further south. These elements in my opinion form the central core of what I have described as the 'inner portion' of the park. A similar view is experienced with entering the park from the Mapua Wharf area and from the toilets located on the parks northern edge. Research suggests the core of the park is underutilised.<sup>15</sup>
- 83 The access road and turning area will be located adjacent to the existing planting, most of which will be retained.
- 84 A 4m wide extent of mounded planting will be established north of the access road which will re-establish and restore a soft edge to the lawn and pétanque area. The mounding will ensure the roots of the chosen species will remain unaffected by the clay capping underneath.

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<sup>15</sup> Mapua Waterfront Area Masterplan 2018, pg 10

- 85 The visibility of the access road and related activities will be dependant to an extent on the nature and maturity of the mitigation planting proposed. The OBD plan indicates a mixed planting using species that will typically grow to a height of 1.5-4m in height. My recommendation is for this area of planting to be mounded to provide improved root area. Similar plantings currently form the southern edge to the park where good growth of these species has provided a pleasant and effective green edge to the park. A similar outcome can be anticipated from the proposal.
- 86 There will be a period of establishment for the new planting but once established (after 5-6 years) reasonably separation of the park from the access road will be restored.
- 87 The initial visual impact of the construction of the access road will be **high** primarily due to the visual changes that will occur though the removal of the trees required to accommodate the access road, plants that have shown good growth since there planting and have reached heights of 4-5m. The construction of an 11m wide access road along with the fact that mitigation planting will be new and initially visually ineffective.
- 88 After a period of 5-6 years, as the new planting establishes, the southern buffer to the plan will be restored as will the amenity and to a lesser extent the open space values of the park.
- 89 The access road and associated planting combined will occupy a depth of 15m that will impact on the open space values of the park. However, due to the extent of the park that will remain open, in my opinion the impact of loss of open space values will be low.

## SUMMARY OF VISUAL EFFECTS

- 90 Public views of the new boat ramp will be experienced from within the waters of the estuary, from select points on Rabbit Island, from the existing wharf area and associated buildings and most noticeably from within the coastal portion of the park. Views of the new facility will be possible from the inner portions of the park however these views are only anticipated until such time as the mitigation planting that is proposed becomes established.
- 91 The greatest visual effect will stem from the boat ramp at low tide and when viewed from locations inside and adjacent to the CMA, the ramp and the portion of the access road located within the coastal area due to the limited ability that exists to visually mitigate the impact. The difficulties associated with the establishment of planting in this particular area are outlined in Dr Robertson's evidence Note 7 page 25.
- 92 Mitigation measures that have been taken to reduce the overall visibility of the development involve primarily the location of the structure close to and along the southern edge of the



park, and the planting proposed that will establish a planted screen and re-establish the planted back drop to the lawn and pétanque areas.

93 Within the coastal precinct, the familiarity of a boat ramp facility within such a context, and the positive recreational and amenity values that this will contribute, will offset to some degree the visual effect of the ramp. However the scale of the project and the limited ability that exists to screen or mitigate the impact of the new structure, the scale of change and visual impact will be **moderate-high**.

94 Within the inner park, the visual impact of the access road and associated activities will be increasingly softened as the plantings establish to a point of having a **moderate-low to low** longer-term impact.

### **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 relevant<sup>16</sup>.”*

95 The proposed boat ramp and access road has been located along the southern edge of the Waterfront Park and will conflict with the existing pétanque and sitting areas and a number of exotic and native trees and shrubs, a number of which have become meaningful specimens within a park area that has proved difficult for plantings to establish due to above and below ground conditions.

96 The installation of the boat ramp and access road along with its related activities will register as a departure from the existing amenity of the park.

97 When busy, the ramp will form an obstruction to the pedestrian flow along the coastal edge even though it is noted that periods of use are anticipated to be periodic, and a pedestrian crossing point is provided for in the proposal. The activities associated with the boat ramp will be new to the existing park and will be focused around the boat ramp and turning area, with cars, boats, trailers and associated activity and noise.

98 When walking along the coastal walk towards the wharf area, the ramp will form a type of visual barrier that will interrupt the continuity of this coastal landscape. It will also introduce into this coastal landscape an activity that up to now has not been experienced. This impact is considered to be **moderate to high**, however it should be noted that due to the ground conditions that exist below the rock armouring, I would speculate that pedestrian access to the area beyond the proposed ramp is not in high demand.

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<sup>16</sup> Ibid. Page 61.

- 99 Within the coastal precinct of the park, the presence of the new ramp and access road will alter the landscape values of this area of the park. The scale of the ramp when viewed from close, means that the visual impact and degree of resulting change from its construction will be **moderate to high** although the effect should not be considered wholly adverse. The adverse landscape effect will be offset to some degree by the appropriateness that a boat ramp has to this context, elsewhere, boat ramps can and are viewed with interest by many, and the viewing platform will provide a safe location for curious onlookers who often enjoy the spectacle. Add to this the fact that the ramp will provide opportunities for pedestrians and boat users to access the water's edge in this location.
- 100 Due to the implications of the above, the short-term effect of the proposed change will be considered **moderate to high**. With the familiarity that such an activity has in this context, a boat ramp will not be unexpected, and this fact will contribute significantly to the ability the new structure and associated activities will be able to assimilate with this landscape.
- 101 The proposal will impact on the layout of the coastal promenade and the revised plan shows how the arrangement of the park can be altered in a way that accommodates both the access road and boat ramp, while at the same time ensuring access along the coastal edge is maintained.
- 102 It is noted that the revised layout involves the partial removal of some of the existing concrete terracing and this was mentioned in my landscape report, resulting in a specific condition should consent be granted. It is noted however that with the selective removal of the plinths as noted in the engineering drawings, this will in fact preserve the poem intact.
- 103 Within the inner portion of the park, when the access road and ramp are operational and active, the noise of trailers, reversing vehicles and conversations will form part of the background noise of the area. It is my understanding that the anticipated use of the ramp facility will be mostly periodic, typically at the beginning and the end of any day. The proposed new mounding and planting will increasingly assist with the screening of the boat ramp and associated activity as the plants become established effectively shifting the apparent boundary of the open space. The relocation of the pétanque court and sitting area will re-establish and reinforce the new edge and largely screen the activities of the ramp.
- 104 The effect of the proposal on the inner park in the short term will be **moderate to high**, due largely to the changes that will occur to the park and the time it takes for regular users to adjust to such change. However, in my opinion, the medium to long term effect will quickly reduce to **moderate low** or even **low** degree as people adapt to the changes, respond to the new opportunities the proposal will provide and the existing amenity and character values of the park are restored.

- 105 Within the coastal precinct, the development will remove a portion of the amphitheatre area, and replaces it with the re-establishment of a boat launching facility in the Māpua area. The development also includes measures to accommodate and/or restore the popular attributes of the park.
- 106 While the scale of the park will be slightly reduced, the proposal will retain the essential qualities of the Waterfront Park while at the same time providing for a boat ramp facility. It is my view that the Waterfront Park landscape has the ability to absorb the proposal such that the qualities of the park can be substantially restored.

## RELEVANT STATUTORY AND POLICY PROVISIONS

### THE RESOURCE MANAGEMENT ACT 1991 (RMA)

- 107 The development lies at the interface with the Māpua Estuary, a regionally significant landscape. Of relevance to this proposal are the following:
- Section 6a) is concerned generally with *'The preservation of the natural character of the coastal environment (including the coastal marine area), ... and the protection of them from inappropriate use, and development'*
  - 6b) is concerned with *"the protection of outstanding natural features and landscapes from inappropriate ... use, and development"* and
  - 6d) is concerned with the *"maintenance and enhancement of public access to and along the coastal marine area"*
  - Section 7c) is concerned with the *"the maintenance and enhancement of amenity values"*

#### **Comment:**

- 108 Appropriate or inappropriate use or development is considered in the context of what natural character attributes are preserved or protected and whether an activity is considered "appropriate". Such a consideration depends upon the extent to which a location or site can absorb development without adverse effects occurring on the recognised qualities of the site itself and the surrounding environment.
- 109 The impact of the boat ramp on the values and qualities of the Waimea estuary is considered to be **low**<sup>17</sup> and as such would not offend either 6a) or 6b). Furthermore, it would be consistent with the objectives of 6d).
- 110 The amenity values of the park will be impacted initially by the development but will be restored with amenity values enhanced by providing opportunity for both pedestrian and

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<sup>17</sup> I refer to the evidential statement of Dr Robertson

boat owners to establish safe access the water's edge. This will contribute positively to amenity values, thus being consistent with the objective of 7c).

111 It is my opinion that due to the compromised edge to the estuary, a boat ramp located as proposed would not further compromise the natural character values of the estuary.

#### **NZ COASTAL POLICY STATEMENT 2010: (NZCPS)**

112 **Objective 2** aims to *"preserve the natural character of the coastal environment and protect natural features and landscape values through recognising the characteristics and qualities that contribute to natural character, natural features and landscape values and their location and distribution and identifying those areas where various forms of subdivision, use, and development would be inappropriate and protecting them from such activities."*

113 **Objective 4** aims to *"maintain and enhance the public open space qualities and recreational opportunities of the coastal environment through recognising that the coastal marine area is an extensive area of public space for the public to use and enjoyment and maintaining and enhancing public walking access to and along the coastal marine area."*

114 **Objective 6** aims to *"enable people and communities to provide for their social, ... and cultural wellbeing ... through use, and development, recognising that the protection of the values of the coastal environment does not preclude use and development in appropriate places and forms, and within appropriate limits, and functionally some uses and developments can only be located on the coast or in the coastal marine "*

115 When considering the relevant policies that would apply to this application, these include the following:

116 **Policy 6** is concerned with the activities within the coastal environment with the relevant clauses being:

- 1f) *'consider where development that maintains the character of the existing built environment should be encouraged, and where development resulting in a change in character would be acceptable'*,
- 2b) *'recognise the need to maintain and enhance the public open space and recreation qualities and values of the coastal marine area'* ,
- 2c) *'recognise that there are activities that have a functional need to be located in the coastal marine area, and provide for those activities in appropriate places'* and finally
- 2(e) *'promote the efficient use of occupied space, by: requiring that structures be made available for public or multiple use wherever reasonable and practicable'*

117 **Policy 13** is concerned with “*the preservation of outstanding coastal landscapes and protecting them from inappropriate ... development*”: and

118 Policy 14 focuses on “*the restoration and rehabilitation of coastal environments.*”

**Comment:**

119 Consistency with **Objectives 2 and 4** are similar to the consistency described for Section 6 a), b) and d) as well as its consistency with Section 7c). Further to this, Objective 6 recognises that appropriate development as considered under the RMA will be consistent with the NZCP. The development is considered to be appropriate.

120 **Policy 6** seeks to encourage the maintenance of the character of the existing built environment, maintain and enhance the public open space and the recreational qualities of the CMA. It recognises that some activities have a functional need to be located within or adjacent to the CMA and seeks to ensure that any occupied space has multiple uses wherever reasonably practical. It is my opinion that the proposal is fully consistent with this policy.

121 **Policy 13** seeks to preserve the natural character of the coastal environment and to protect it from inappropriate subdivision, use, and development by avoiding “*significant adverse effects*” in areas of the “coastal environment with outstanding natural character”.

122 The Waimea Estuary is considered to be locally outstanding. It is also an estuary that has a wide variety of environments from highly modified to near on pristine. The natural character values of the site immediately surrounding the site and foreshore are modified and from a visual perspective, are modified by wharfs, moored boats, rock armouring and including the ecological modification described in Dr Robertsons report. In the scale of the estuary, they are highly localised. What is proposed will alter those modifications to some degree which will result in ‘change’ to those modifications, however I consider the further impact that these will have on the natural character values of this location to be low and the development considered ‘appropriate’ to both its location and context. I consider the proposal to be consistent with this policy.

123 **Policy 14** seeks to restore and rehabilitate coastal environments. Based on the descriptions of the coastal environment provided by Dr Robertson and the limitations that exist to address the shortcomings both existing and, in the future, I consider the alterations as proposed will be **neutral** in this regard, they do not restore, but neither do they adversely affect the environment.

124 **Policy 15** addresses the RMA Section 6b) requirements of protecting “*outstanding natural features and landscapes from inappropriate subdivision, use and development*”. I would

consider the Waimea Estuary both an outstanding feature and landscape and as described above this consideration is in the context of a wide range of habitat and landscape components that range from highly modified to pristine. The Mapua Wharf area and Waterfront Park interface is one such modification that has resulted in or caused a wide range of visual and environmental impacts, ranging from wharfs and buildings on the foreshore, rock armouring, mooring posts and anchors within the estuary and many more. These form an integral part of both the outstanding feature and the outstanding landscape.

- 125 The important consideration with this application revolves around the word 'inappropriate'. The boat ramp and access path have many impacts to be considered, and these are visually experienced primarily on the land part of the site. I understand the extension of the ramp will have implications for benthic conditions and currents, however I will leave that for others to describe. With regards the boat ramp and the estuary in this location, the ramp is not considered to be inappropriate and the impacts of this on the values of the estuary that contributes to its 'outstanding'-ness are considered to be low.

#### **THE TASMAN DISTRICT RESOURCE MANAGEMENT PLAN (TRMP)**

- 126 The access to the boat ramp is located within the Recreation Zone. 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.
- 127 The portion of boat ramp located above Mean High Water Springs (MHWS) is within the Open Space Zone and as such the development would be considered to be Discretionary and the car park and trailer parking area will be located within the Residential zone. The parking within a residential zone 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).
- 128 Overall, I understand the status of the activity is Discretionary<sup>18</sup>. I understand that the Discretionary status of the activity, is unspecified or open with regards to effects. My evidence focuses on Landscape and Visual amenity effects.

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<sup>18</sup>Statement of Planning Evidence – Mark Morris

## 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.”<sup>19</sup>*

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

130 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”<sup>20</sup>*, *“amenity and convenience for people in commercial areas”<sup>21</sup>* and *“the maintenance and enhancement of natural and heritage features”<sup>22</sup>*.

131 Under 5.3<sup>23</sup>, the TRMP advocates for the *“Maintenance and enhancement of the special visual and aesthetic character of localities.”<sup>24</sup>* with policies aimed at *“mitigate(ing) the adverse effects of activities on the character and ... amenity values in specific urban locations.”<sup>25</sup>* and to *“enhance features that contribute to the identity and visual and aesthetic character of localities”<sup>26</sup>*, 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”<sup>27</sup>*

### **Comment:**

132 The development occurs within an environment that is highly modified with the sites’ natural character values being relatively **low** and amenity and associative values for the Waterfront Park being relatively **high**.

133 With the development as proposed, mitigation of any adverse effects are achieved through the location of the boat ramp and access road, through the redesign of the balance of the Waterfront Park and the mitigation planting that is proposed. Further mitigation is provided

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<sup>19</sup> TRMP Chp 5

<sup>20</sup> *ibid* 5.2.3.4

<sup>21</sup> *Ibid* 5.2.3.5

<sup>22</sup> *Ibid* 5.2.3.6

<sup>23</sup> 5.3-Visual and Aesthetic Character

<sup>24</sup> *Ibid* 5.3.2

<sup>25</sup> *Ibid* 5.3.3.4

<sup>26</sup> *Ibid* 5.3.3.5

<sup>27</sup> *Ibid* 5.4.2

through the provision of boat launching facilities that duplicates as an access point to the waters of the estuary when the ramp is not operational.

- 134 Once established, the new layout and planting will substantially restore the existing amenity of the inner park and retain the important values associated with the park's proximity to the Waimea Estuary and the views that this provides.
- 135 A component of the proposal is the establishment of a 62-lot trailer carpark within the area described as the Kite Park. The baseline effect for purposes of comparison is a sealed or paved parking area. What is preferred by the application is to retain the grass cover and demarcate parking areas using markings on the grass surface. It is assumed this will be appropriately managed and if so the landscape outcome of an extent of grass would be preferable to a sealed carpark in this area.

## CHAPTER 6: URBAN ENVIRONMENT EFFECTS

- 136 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.
- 137 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*"<sup>28</sup> with related policy to "*encourage a sense of place and identity*"<sup>29</sup>
- 138 The TRMP promotes the objective of maintaining and enhancing the distinctive character values of urban settlements<sup>30</sup> 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*"<sup>31</sup>. and focuses on the Māpua/Ruby Bay area with the policy "*To maintain Māpua 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*"<sup>32</sup> and

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<sup>28</sup> Ibid 6.1.2.1

<sup>29</sup> Ibid 6.1.3.1 (a)

<sup>30</sup> Ibid 6.7

<sup>31</sup> Ibid 6.7.3.3

<sup>32</sup> Ibid 6.15.3.4



*“To develop and maintain high quality, enduring public spaces both at the water’s edge and within Māpua.”<sup>33</sup>*

**Comment.**

- 139 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 that will contribute positive recreational attributes to the Māpua wharf area in a way that restores the important amenity values of the location into which it has been placed.

**CHAPTER 8: MARGINS OF RIVERS, LAKES, WETLANDS AND THE COAST**

- 140 The maintenance of public access along the coast and the protection of natural character values within the coastal environment are matters of national importance<sup>34</sup>. At the same time public access linkages between reserves and the adjoining coastal marine area is a policy<sup>35</sup> along with ensuring adequate public access is available to outstanding natural features<sup>36</sup>.

- 141 Chapter 8.2 addresses Natural Character with the objective to protect and enhance the coastline from the adverse effects of use and development.<sup>37</sup> 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.”<sup>38</sup>* The proposal accommodates a fundamental conflict between providing safe and convenient boat access to the Waimea Estuary while at the same time maintaining the existing access that is enjoyed along the foreshore.

**Comment**

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

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<sup>33</sup> Ibid 6.15.3.14

<sup>34</sup> Ibid chp8.1

<sup>35</sup> Ibid 8.1.3.5

<sup>36</sup> Ibid 8.1.3.7

<sup>37</sup> Ibid 8.2.2

<sup>38</sup> Ibid 8.2.3.16

- 143 A notable difference is the fact that the boat ramp will need to extend out into the estuary, beyond the existing development and as such will impact to some degree on the CMA and the edges of the Waimea Estuary.
- 144 Due to the nature of the environment, the currents involved and the tidal range within this area, mitigation options, in the form of planting or similar, for the boat ramp other than its location, are limited.
- 145 Overall, due to the compromised nature of the existing natural character values, and the appropriateness of a boat ramp being located proximate to the Māpua development hub, the boat ramp in this area will result in a **moderate - low** overall degree of impact. In my opinion this assessment rating is reinforced further by the conclusion drawn by Dr Robertson when considering the cumulative impact of the development on the the biophysical values of the estuary. He concluded them to be less than minor<sup>39</sup>.

## CHAPTER 9: LANDSCAPE

- 146 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 Values<sup>40</sup> 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. 9.1.3.4 seeks to discourage activities that would '*significantly alter the visual character of land in outstanding landscapes.*'
- 147 The boat ramp is optimally located within this site to minimise its impact on the local landscape<sup>41</sup>
- 148 While the Mapua Estuary is considered to be of national importance and locally outstanding, the scale of the impact that the boat ramp would have on the recognised values of the estuary landscape is considered to be low

## CHAPTER 18 – SPECIAL AREA RULES – 18.11 – COASTAL ENVIRONMENT AREA.

- 149 Under the CEA I understand a boat ramp meets the definition of a building and therefore a boat ramp in this location would be considered a **Restricted Discretionary Activity** and

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<sup>39</sup> Robertson Envio – chp 6pg 27

<sup>40</sup> TRMP Part III Schedule 25D-22

<sup>41</sup> 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.

under 18.11.3.2. with discretion restricted 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, including effects on:*

*(a) natural features;*

*(b) landscape and seascape values;*

*(c) significant natural values;*

*(d) the character of any existing development.*

150 It is noted that effects on a site of cultural significance is also to be considered, and I will defer to experts in this field to give consideration to this matter.

**Comment:**

151 The ramp will impact on the local edge of the estuary, an edge that is already highly modified in this location<sup>42</sup>. The adverse effects on natural features that would stem from any alteration as proposed would be considered low.

152 A boat ramp is a familiar and appropriate feature in both estuary and coastal landscapes. The modifications proposed are located within an area that is highly modified and the natural values of the site are not considered to be significant. The impact of the boat ramp on the visible marine characters values of this location will be **low**.

## CHAPTER 25 – COASTAL MARINE AREA

153 The application is a Discretionary Activity with the matters of discretion including, a) effects on natural character of the coastal environment, b) effects on the shape of the shoreline in plan view and profile, h) public access, j) amenity values of the locality and l) effects of the existence and use of the structure on landscape and seascape values and visual amenity.

154 The impact on natural character values such as they are, are addressed in the assessment given for the NZCPS and elsewhere in the report and I defer to the assessment of Dr Robertson when considering the ecological impacts on the CMA.

155 It is my opinion the visual impact of what is proposed on the CMA generally is **low**.

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<sup>42</sup> I refer to the aerial photographs shown in Ms Gavins Peer Review Figs 1 and 2.

## SECTION 42A REPORT AND SUBMISSIONS.

- 156 A Section 42A report was prepared by Victoria Woodbridge with specialist landscape input being provided by Liz Gavin.
- 157 Due to the volume of submissions made both in favour and opposed the application, I have relied on the submission's summary provided within the S42A report. I believe the matters addressed within my evidential statement address most of the matters raised in submissions.
- 158 I will first address the matters raised by Ms Gavin in her peer review as these appear to have influenced the conclusions drawn by Ms Woodbridge. I will deal with the matters of concern raised by Ms Gavin in the order they are raised and this does not reflect any order of priority or importance.
- 159 When discussing the methodology that was used for the assessment, Ms Gavin notes the fact that the NZCPS was not addressed within my report. This was an unfortunate oversight and has been appropriately included in this statement.
- 160 Ms Gavin also comments on the fact that Mana whenua values and their historical use of the site and "*past land associations having cultural and associated values*"<sup>43</sup> were not specifically addressed in my assessment report. I do not consider myself an expert on the historic land use and associations that Māori had with this location nor this site. The fact that iwi has an historical association with the site was noted within my report, and I am aware of the consultations that were undertaken by the project with iwi, and they are described fully elsewhere within the application, however I was not party to any of them. I do not think it appropriate for me to outline or attempt to describe the details of the associations and values mana whenua attribute to this landscape and note and welcome that fact that submissions have appropriately been received on this matter.
- 161 Likewise, criticism is levelled for not adequately describing the biotic and abiotic values within the Waimea estuary, this has been identified as a 'gap' in my assessment. The descriptions of the estuarine environment and the identification of effects that will potentially stem from the construction of the proposal including the implications of working within the CMA and the effects of tidal activity have been comprehensively and expertly addressed by Dr Robertson and the Davis Ogilvie reports. I defer fully to these experts. It is recognised that the development as proposed will result in change. It is my opinion that the change will occur in a location where change has already occurred.

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<sup>43</sup> Landscape Architecture Peer Review - RM230253-RM230259\_BM240306\_MAPUA BOAT RAMP – pg 3

- 162 Ms Gavin correctly noted that I had not compared the proposal against the NZCPS2010, and this oversight has been addressed. When discussing my oversight, Ms Gavin again considers a gap in my evidence something that she acknowledges has been provided under the expertise of other more qualified experts<sup>44</sup>. It is noted that the impact assessment of these matters undertaken by Dr Robertson, have resulted in a low to very low assessment of biophysical effects.<sup>45</sup>
- 163 Ironically, Ms Gavin then considers the landscape effect to be low-moderate due to visual change in the natural line of the coastline amongst other matters of visual interest. Referring to the images presented by Ms Gavin in her Figures 1 and 2, the coastline as it currently stands is far from natural.
- 164 Turning to the officer's report prepared by Victoria Woodbridge. The officer's report addresses matters of landscape in chapters 9 and 13 and 15 of her report.
- 165 In her report she references Fig 11 of my original report. Following the submission of the report it was pointed out to me the error in this photomontage, it appeared to remove the viewing platform which is not the intention. This image has been revised and is now shown in the GA as Viewpoint location Photograph 2 Sheet 6.
- 166 As requested, I have now also included photomontages of the proposed structure taken from select locations to illustrate, as best as can be estimated, the anticipated impact of the ramp in particular when viewed at low tide.
- 167 In her report, when considering the impact as estimated in my photomontages, the reporting officer poses a good question that helps to put the results of visual change into some perspective. Ms Woodbridge ponders on the impact "*for people who may visit the area infrequently and place value on the views and visual amenity of the CEA and CMA in this area.*"<sup>46</sup>. I suggest this question would reasonably apply to all viewpoints shown.
- 168 Further to this I note and agree with the statement made in para 9.12 "*We agree that in relation to the landward coastal character the area has been highly modified and, in this context, we consider the boat ramp would have a lower degree of adverse effect. The access and associated signage are likely to be absorbed into the receiving environment relatively quickly and easily taking account of proposed landscape mitigation.*"<sup>47</sup>

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<sup>44</sup> Ibid pg 9 and 10

<sup>45</sup> Robertson Enviro - Table 4.2 pg 22

<sup>46</sup> Officers Report para 9.9 pg 54

<sup>47</sup> Section 42A Report – para 9.12

- 169 In her next paragraph she ponders "*We also agree that adverse visual effects would be more than minor, and we have difficulties in understanding how this would reduce over time.*"
- 170 The boat ramp will result in change, that is agreed by all and I agree that the visual impact for certain areas of the park will initially be more than minor.
- 171 I am also mindful of the conclusions drawn by Mr Robertson where he states that the effects on both the terrestrial and aquatic ecology of the CMA location, an assessment that includes a consideration of cumulative effects, he considers the impacts to be **low or very low**.
- 172 The questions I ask myself therefore is, when seen through fresh eyes.
- Would the structure and its associated activity in this location appear out of place?
  - What activities that are currently undertaken within the wider park area would no longer be possible within the new layout?
  - What qualities or values that currently exist within the Waterfront Park and its immediate foreshore would be removed or destroyed by what is proposed?
- 173 The answers to the above gives a pathway as to how the boat ramp can and will be accommodated within the Waterfront Park, an urban coastal park. How with time the community and recreational functions of the park, such as they are<sup>48</sup>, will return and the experiential values largely remain, as I anticipate they will. The proposal will add a dimension to the existing environment through the activation of the space in urban design terms, introducing new people into what is recognised as an underutilized area.

## CONCLUSION

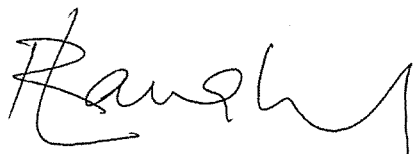
- 174 It is proposed to develop a boat access ramp along the southern boundary of Waterfront Park, Māpua, and a new area for parking is to be developed over Tahī Street in the residential zone.
- 175 The boat ramp itself is to be located within the Open space Zone and extending into the CMA with the access road located within the Recreation Zone. The wider development needs to be considered as a Discretionary Activity.
- 176 It is my opinion that despite the scale of the development, the boat ramp and access road can be accommodated within the redesign of the park while at the same time preserving or

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<sup>48</sup> To this end I am mindful of the research referenced earlier that describes the park generally as 'under utilized' and 'windswept'.

restoring the popular functions, its features and the various amenity and open space values of the existing park.

- 177 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 landscape impact of the proposed development on these values to be **low**.
- 178 It is recognised that due to the scale of the development, a high level of change will initially occur. However, following this change, as the site recovers, the functions of the park are restored and the mitigation planting becomes established and effective over the next 5-6 years, the suitability and familiarity that the ramp and its associated activity has in such a coastal location, gives the development an ability to integrate into its context.
- 179 It is my opinion that Waterfront Park, has the ability to absorb the development as proposed and be fully restored such that the long-term adverse impact of the development on landscape values will be **low** and the facility will in fact contribute positively towards the amenity and recreational values of the Mapua precinct.



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Registered NZILA Landscape Architect  
Senior Landscape Architect





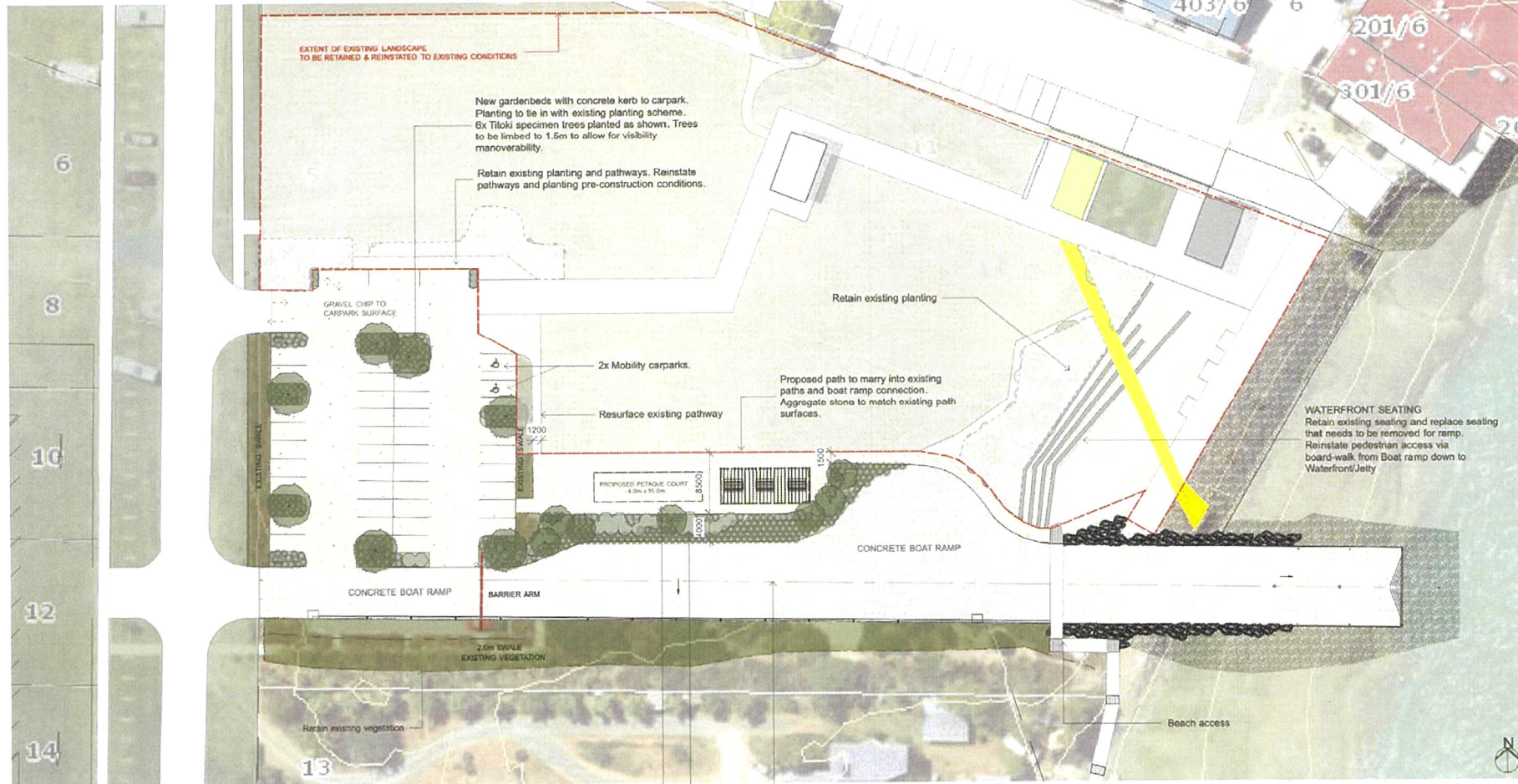


# General Arrangement Plan



Not to Scale - To Fit Page

Data Source: OBD Landscape Architects



**PROPOSED PLANTING TO NEW CARPARK**  
 Phormium Emerald Gem / Dwarf Flax  
 Apodasmia similis / Oioi  
 Brachyglottis greyi  
 Chionochloa flavicansans  
 Muehlenbeckia axillaris  
 Alectryon excelsus / Titoki specimen trees

**BOAT RAMP PLANTING BUFFER**  
 Phormium tenax / Harakeke Flax  
 Cortaderia Richardii / Toetoe  
 Pittosporum varieties  
 Griselinia varieties  
 Coprosma varieties  
 Chionochloa flavicans  
 Muehlenbeckia astonii  
 Metrosideros 'Maon Princess' / Pohutukawa

**PETANQUE COURT**  
 Relocated Petanque Court - 4.0m x 15.0m.  
 Option for pergola or sunshades for picnic tables  
 to form communal area - indicatively shown.

4.0m Native Coastal planting buffer between  
 Picnic area and Boat ramp. Planting to tie in with  
 original planting scheme.  
 Proposed planting to include:  
 Phormium tenax / Harakeke Flax  
 Cortaderia Richardii / Toetoe  
 Pittosporum varieties  
 Griselinia varieties  
 Coprosma varieties  
 Chionochloa flavicans  
 Muehlenbeckia astonii

**PROPOSED BOAT RAMP**  
 Two-way vehicle access with control  
 arm. Turning bay for trailers. Refer to  
 Engineers Plans for boat ramp details.

**LEGEND**

- CONCRETE BOAT RAMP  
Broom finished surface to concrete for non-slip  
boat ramp launching area. Refer to Engineers  
specifications.
- AGGREGATE STONE  
Compacted aggregate stone - seashell or  
Riwaka Gold. Surface to blend in with existing  
aggregate surfaces used. Resurface areas  
where needed.
- TIMBER BOARD WALK  
Proposed to blend in with existing boardwalks.  
Refer to Engineers specifications.
- SHORELINE

**NOTE**  
 PLANS TO BE READ IN CONJUNCTION WITH  
 ENGINEERING PLAN SET PRODUCED BY DAVIS OSHIVE

**LANDSCAPE MASTER PLAN**

**PROPOSED MAPUA BOAT RAMP**

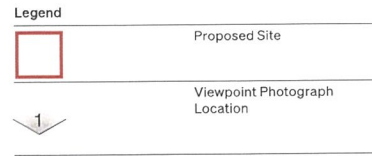
NELSON - MAPUA BOAT CLUB

SCALE	1:500 @ A3
DATE	30 JULY 2024
JOB No.	192021
DRAWN	OB
CHECKED	OB
STATUS	FOR CONSENT
SHEET No.	P1 OF 1
DRAWING No.	P1
REVISION	R4



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# Local Context and Viewpoint Location Plan

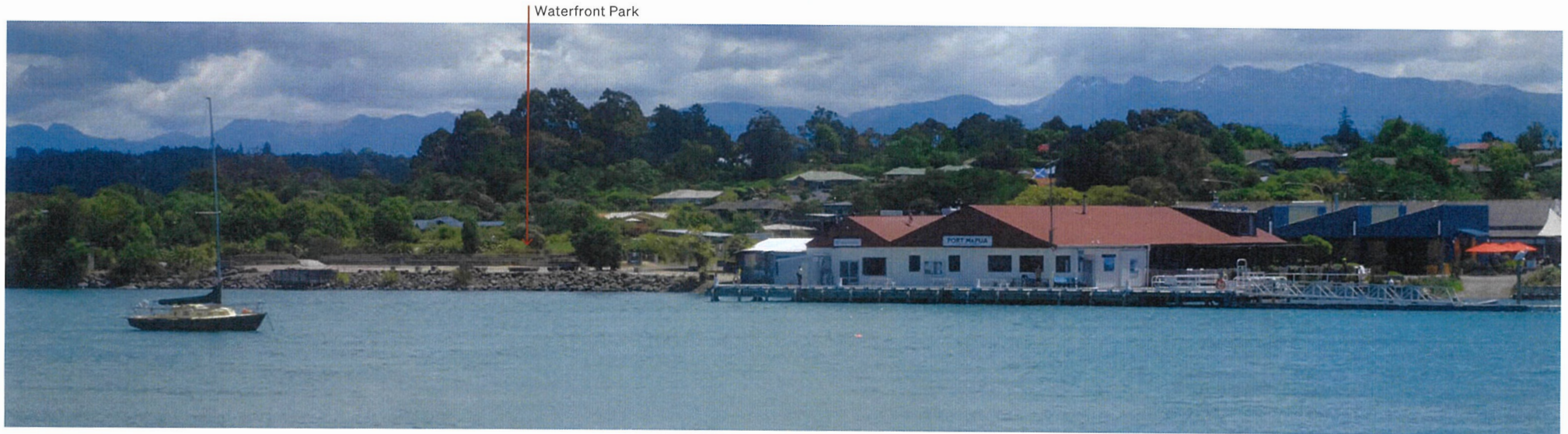


Scale 1:2000 @ A3

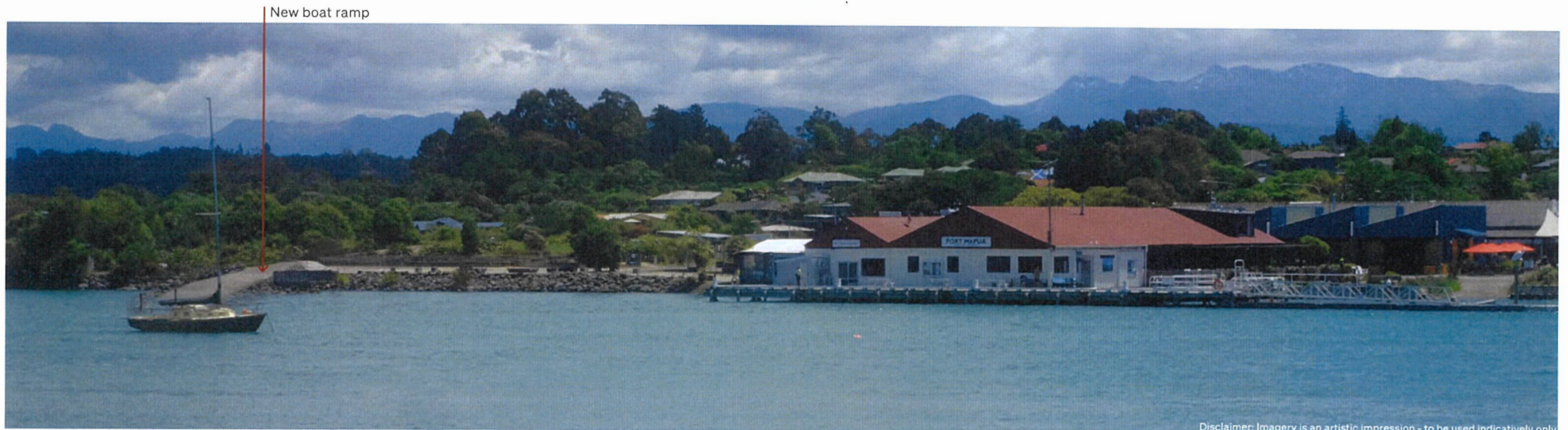
Data Source: topofthesouthmaps.co.nz



# Viewpoint Location Photograph 1



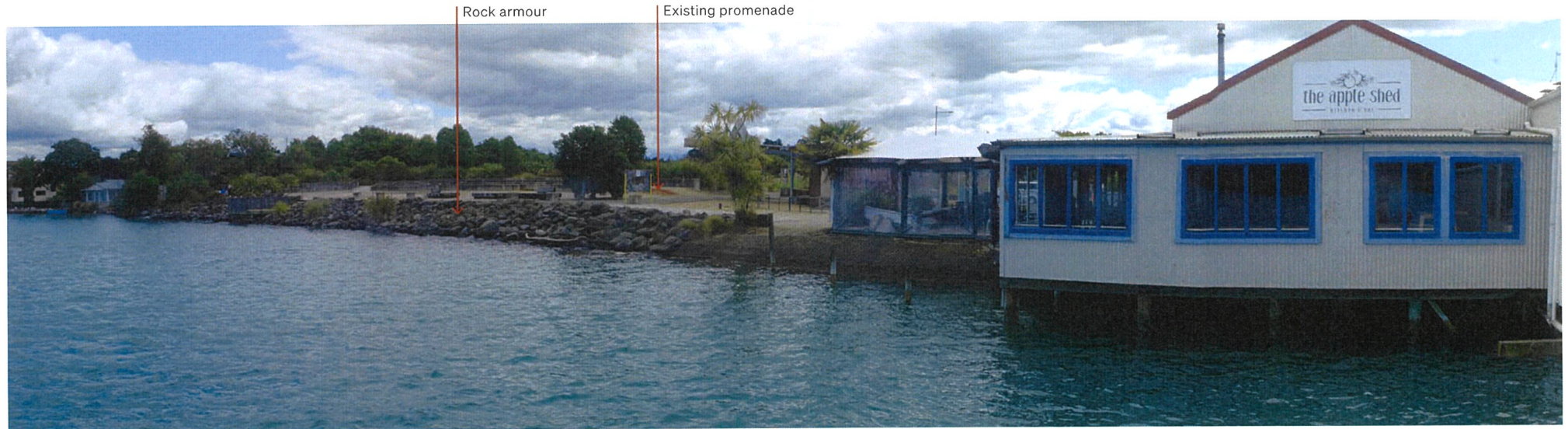
Viewpoint Location Photograph 1: Existing view from ferry landing on Rabbit Island towards Site (distance of 330-410m)



Disclaimer: Imagery is an artistic impression - to be used indicatively only

Viewpoint Location Photograph 1: Proposed view from ferry landing on Rabbit Island towards Site (distance of 330-410m)

## Viewpoint Location Photograph 2



Viewpoint Location Photograph 2: Existing view from the end of wharf towards Site (distance of 90m from the boat ramp)



Viewpoint Location Photograph 2: Proposed view from the end of wharf towards Site (distance of 90m from the boat ramp)

# Viewpoint Location Photograph 2A



Viewpoint Location Photograph 2A: Existing view from the end of wharf towards Site taken at low tide (distance of 90m from the boat ramp)



Viewpoint Location Photograph 2A: Proposed view from the end of wharf towards Site taken at low tide (distance of 90m from the boat ramp)

## Viewpoint Location Photograph 3



Viewpoint Location Photograph 3: Existing view from within amphitheater precinct (distance of 30-40m from boat ramp)



Viewpoint Location Photograph 3: Proposed view from within amphitheater precinct (distance of 30-40m from boat ramp)

# Viewpoint Location Photograph 4



Viewpoint Location Photograph 4: Existing view from existing viewing platform towards ramp (distance of 2-3m)

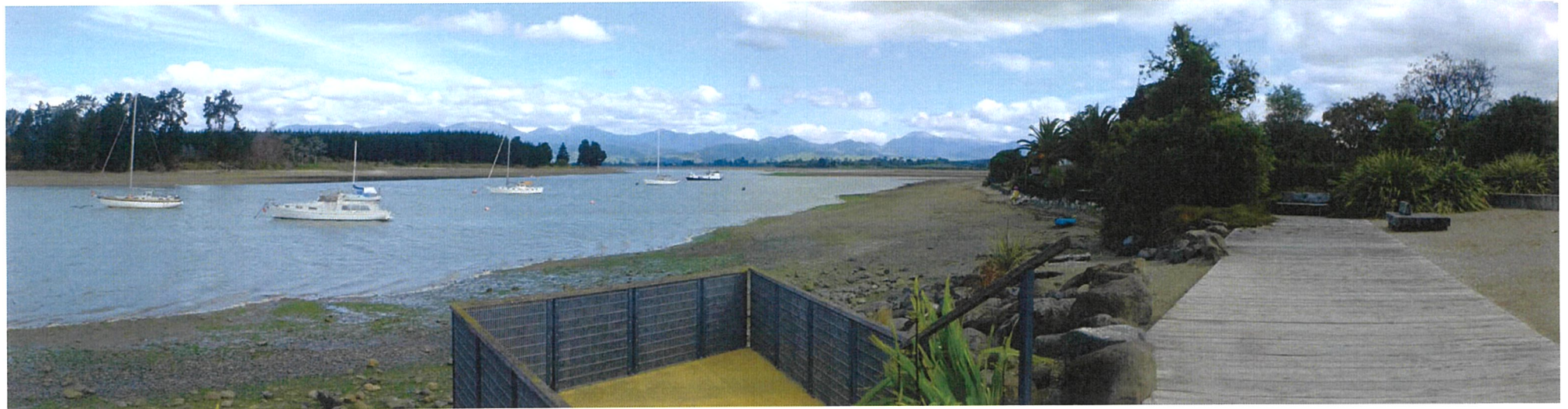


\*Disclaimer: Imagery is an artistic impression - to be used indicatively only

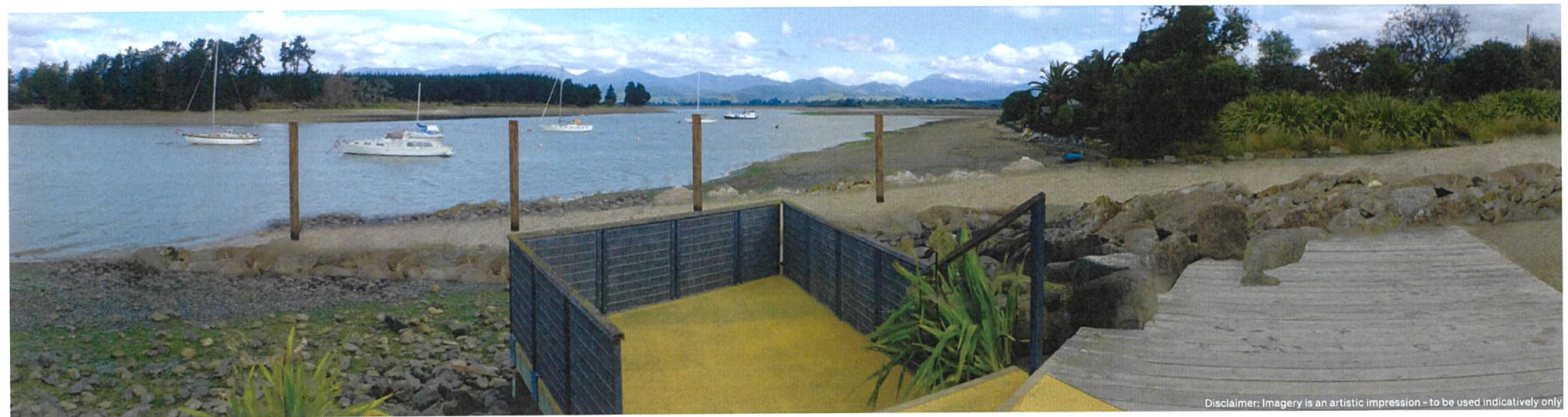
Viewpoint Location Photograph 4: Proposed view from existing viewing platform towards ramp (distance of 2-3m)



# Viewpoint Location Photograph 4A



Viewpoint Location Photograph 4: Existing view of the CMA and distant landscape from the platform area (distance of 5-6m)



Viewpoint Location Photograph 4: Proposed view of the CMA and distant landscape from the platform area (distance of 5-6m)

# Viewpoint Location Photograph 5



Viewpoint Location Photograph 5: Existing view from within the CMA to the south of the site (distance of 30-40m)



Viewpoint Location Photograph 5: Proposed view from within the CMA to the south of the site (distance of 30-40m)

# Viewpoint Location Photograph 6



Viewpoint Location Photograph 6: Existing view from within the waterfront park of the access road and turning area (distance of 35-40m)



Viewpoint Location Photograph 6: Proposed view from within the waterfront park of the access road and turning area (distance of 35-40m)

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