APPENDIX 2

ASSESSMENT OF LANDSCAPE, NATURAL CHARACTER AND VISUAL EFFECTS [LLA]

Doug's Opua Boatyard
PROPOSED WHARF AND LAND-BASED FACILITIES UPGRADE

ASSESSMENT OF LANDSCAPE, NATURAL CHARACTER AND VISUAL EFFECTS

LITTORALIS
LANDSCAPE ARCHITECTURE

1 INTRODUCTION AND METHODOLOGY

This report has been commissioned by Mr D Schmuck of Doug's Opua Boatyard to inform a resource consent application to undertake a range of works needed to facilitate the boatyard's continued operation into the foreseeable future. These include replacing the existing, consented wharf with a more serviceable structure, regrading and rehabilitating the yard's slipway and related infrastructure, and substantially refurbishing the boatshed. A more detailed account of these various proposals is provided later in this report and by descriptions from other disciplines that are informing the resource consent application.

The privately-owned title involved is legally described as Pt Lot 1 and Lot 2, Block XXXII Town of Opua and Section 3, Block XXXII Town of Opua with its 1,088m^2 extent lying between Richardson Street and the inland edge of Walls Bay Esplanade Reserve.

The boatyard title is zoned as Commercial under the Far North District Plan and so the works envisaged within that property, with the exception of earthworks related to the slipway upgrade, are defined as a permitted activity. It is the proposals within Section 2 SO68634 of the esplanade reserve and the intention to reconstruct the wharf and other activities in the CMA that require consent, as laid out more fully in the Resource Consent Application prepared by Reyburn and Bryant. That document describes the complete suite of activities for which consent is being sought and contains detailed analysis against the provisions of the Far North District Plan, the Regional Coastal Plan for Northland, the Water and Soil Plan for Northland, relevant Acts and other related regulatory matters.

Since the proposal spans across Mr Schmuck's private land, Section 2 and part of Section 3 of the esplanade reserve and the portion of the Coastal Marine Area (CMA) occupied by the proposed wharf and slipway, that collective of variously owned and administered space will be referred to as "the Site" within this report.

This landscape-related assessment has been undertaken on the basis of the following methodology:

- Review background documents that inform an understanding of the Site and wider setting in terms of its history, physical characteristics and the regulatory framework.
- Undertake a detailed walkover of the Site along with the related area of reserve and visit immediately adjacent, publicly accessible places, with a particular focus upon the coastal margins of Opua and overlooking road corridors.
- Repeat that process by boat from the CMA, taking into account primary tracking routes for vessels, including the Opua vehicular ferry.
- Photograph the Site – where visible – from these various locations and assemble the resulting images into accompanying attachments. Vantage-points were selected to capture the greatest exposure or "worst case" view from each locale.

- Describe and analyse the biophysical and land use characteristics of the Site.
- Broadly categorise the Site context based upon areas of contiguous landscape/urban character, with these areas being frequently determined by land use as the primary determinant.
- Assess the relationship between the Site and the various viewing audience groupings that are potentially affected by the proposal in order to report upon visual effects.
- Assess landscape effects in relation to the form of the proposal and its compatibility or otherwise with established characteristics, patterns and general structure of both the Site and its wider context.
- Identify and quantify natural character effects that may be imposed upon adjacent areas of coast.
- Provide some summarising conclusions that draw together the main body of findings.

SECTION A: DESCRIPTION OF THE SITE

An insert into Attachment One, based upon a vertical aerial photograph, illustrates the arrangement of the Site and its most immediate setting. This image highlights the way that the boatyard property relates to the esplanade reserve and how that maritime function then links to the existing wharf that projects seaward from alongside the toe of the concreted portion of the slipway.

Reference to Attachment Three, an Overall Arrangement Concept for the proposal, reveals other elements that exist in relation to the Site, such as the arrangement of vegetation, a seawall along the coastal margin, a rank of dinghy racks to the south and the course of the Opua-Paihia Walkway as it skirts the coastal edge when approaching and passing across the Site.

Panoramas VP10, VP11 and VP12 of Attachment Two provide photographic impressions of the Site, showing the relative arrangement of the boatshed, slipway (and its component parts), and wharf as they currently stand.

Neither the Site nor any of the terrain immediately associated with Opua has been identified as having elevated landscape or natural character values or sensitivity by either the Far North District Plan or by the Regional Policy Statement for Northland; a circumstance that is unsurprising in light of its relatively modified state and the prevailing influence of surrounding land-based and marine activities.

2 EXISTING PHYSICAL CHARACTERISTICS

2.1 Geology and soils

According to New Zealand Land Inventory mapping, Opua occupies part of a wider area whose geology is founded upon greywacke and argillite originating from the

early Mesozoic period. This often exists as sandstone interbedded with grey to black mudstone. It may be weathered to yellow brown soft clay reaching to a depth of 30m.

The same source defines the soils present as being Rangiora Clay, Clay Loam and Silty Clay Loam, as may be predicted from the parent geology. Northland Regional Council's *Managing Northland* Soils resource sheets record that these soils are found on rolling to steep hill country along Northland's eastern edge and are part of the Marua soil suite which is prone to large scale slipping. As a mature soil, they tend to be strongly leached to podzolised.

In the case of the inland parts of the Site, along with the majority of the esplanade reserve's grassed area, the natural soils of the land are dramatically altered. Excavation of the toe of a small spur to the north of the terrestrial part of the slipway (and originally extending over at least part of where the slipway now exists) undertaken during the original formation of the current boatyard in the late 1960's and early 1970's, has left that area as weathered insitu material whilst the resulting cut material was pushed into what is now the reserve to fill over the original watercourse following the installation of a culvert.

Accordingly, most of the "soils" in the lower part of the valley floor and coastal margin are anticipated to be of compromised characteristics in terms of structure and nutrient profile. That circumstance is corroborated by Mr Schmuck, who has advised of brown rock being present in the upper profile of the reserve near his slipway, and by the shallow exploratory auger investigations of Haigh Workman.

2.2 Landform

Panoramas VP5 - 7 usefully illustrate the contour of the Site as it is observed from seaward. A steep-sided valley drains towards the Site from a head formed by the English Bay Road ridgeline and an easterly spur capped by Sir George Back Street.

As it passes under Richardson Street and into the Applicant's property, the valley floor suddenly widens as a reflection of past filling when the boatshed and related vehicular areas inland were formed. It continues to flair as it closes upon the shoreline, with the evenly-graded research, slipway and bench that the boatshed and southern hardstand occupy all resulting from substantial earthworks described above in section 2.1.

Serving as a northern backdrop to the Site is a sharply inclined hillside and spur (the donor of the fill that has reshaped the lower valley floor) that is best seen in Panorama VP10. This terrain originates at the small, steep headland just north of the wharf and continues up towards English Bay Road after being briefly disrupted by the course of Richardson Street.

The shoreline associated with the Site has an estuarine character, being soft and shallow, with a containing headland of well weathered material to either side. The finer composition of the beach and intertidal/subtidal zones is described in detail in the 4Sight ecological reporting that forms part of the application package.

2.3 Hydrology

The dramatic historic modification of the terrain of the Site has included piping a small stream that once ran through the land from its source in the upper parts of the valley above Richardson Street. Mr Schmuck advises that a large part of the perpetual flow of that watercourse is provided by a fresh water spring that is positioned between the boatshed and Richardson Street.

In its reticulated form, that stream finds no expression as it passes under the Site to exit anonymously into the marine area.

All other fresh water flows are the function of rainfall upon the highly modified contour of the land and are, or will be, handled by drainage infrastructure designed to contain potential hazardous discharges from the activities upon the Site, or to divert other uncontaminated flows around those areas of collection.

2.4 Vegetation

An enlargement within Attachment One (Vantage Point Locations) illustrates the relationship between the Site and a much wider pattern of predominantly indigenous vegetation that spills into it. The steep slope lying to the north of the slipway, seen in Photograph 1 opposite, is clad in a range of shrub and fern species reflective of a process of colonisation since that lower terrain was cut bare approximately 40 years ago.

Photograph 1: The steep wooded flank rising from the northern edge of the slipway. Much of the vegetation seen beyond the upturned dinghies has colonised the cut face created to allow the for the slipway route and to generate material used to fill the wider site and reserve areas.

These include manuka (Leptospermum scoparium), kanuka (*Kunzea ericoides*), mahoe (*Melicytus ramiflorus*) and matipo (*Myrsine australis*), and harakeke/flax (*Phormium tenax*). Mamaku (*Cyathea medullaris*) and ponga/silver fern (*Cyathea dealbata*) are abundant, whilst occasional nikau (*Rhopalostylis sapida*), can be seen establishing. Young specimens of larger tree species including pohutukawa

(*Metrosideros excelsa*), rewarewa (*Knightia excelsa*), and tanekaha (*Phyllocladus trichomanoides*) are also present and these will rapidly add to the scale and containing role of that flank as they continue to grow.
A less favourable component of this vegetation mix is Taiwan cherry *(Prunus campanulata*) which is present in large numbers that include some well-established trees approaching 10m in height.

The north west apex of the Site contains a substantial puriri, whose canopy can be seen as a backdrop to the boatshed in Photograph 6 further below. A number of other trees have been cleared from the nearby slope, but there is sign of strong recolonisation, albeit in competition with the equally opportunistic Taiwan cherry.

At the southern end of the esplanade reserve, another pocket of native vegetation reaches down toward the water's edge as a setting for the ranks of dinghy racks found there. This association is composed of similar shrub and tree fern species to those found on the slipway flank just described. An apparently evenly-aged grove such as this suggests that this vegetation has been planted, with some of the species involved, such as puka (*Meryta sinclairii*) supporting that impression. Reference to planting initiatives in the management plan for the reserve further reinforce the likelihood that the plants are largely installed. A few invasive species including a couple of woolly nightshade/tobacco weed (*Solanum mauritanium*) hanging over the dinghies, have become well-established.

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Photograph 2: A belt of young growth that descends the coastal flank to enclose the southern edge of the esplanade reserve grass area in association with the dinghy racks erected there. Much of this vegetation is thought to have been planted.

2.5 History of use and development

An appreciation of the sequential development of the Site over the past century provides a base for understanding how the place has become what it is. It is thought to have begun in late 1800's with the construction of a small cottage upon what is now the esplanade reserve alongside the slipway, accessed from along the shoreline route of the current Opua-Paihia Walkway. From the 1930s onwards, the waterside location of that building saw it increasingly utilised for boat-related

activity, initially with small craft pulled up on the shore through to the construction of a railed slipway seen in Photograph 4 below. A small boatshed visible in the central lower edge of that image was part of that early scene.

Photograph 3: An oblique aerial image from 1950. Note steam locomotive stationed part way along wharf. The boatyard site is seen to upper right, with a couple of vessels pulled well up the shore. Source: Air Logistics

As the Site changed during this period, so too did Opua. The town's wharf had been in existence since prior to 1880 and initially served largely for coal transport from the Kawakawa mines via the North Island's first railway. It had been extended in the early 1920's to cater for refrigerated meat export, which it continued until 1940. The wharf was rebuilt five years after Photograph 3 was taken to cater for Northland's produce export and transitioned to serving cruise liners as that role declined.

Meanwhile the settlement intensified and expanded along the ridgelines and spurs that could be readily accessed by new roads, as seen in Photograph 5 from 1973. That pattern has been consolidated into the form found today.

Photograph 4: April 1967, with slipway installed in association with the cottage that had been there for over 80 years, occupying what is now part of the esplanade reserve. Initial earthworks to northern spur evident in the background. Source: Ted Leeds

By the time Photograph 5, below, was taken in 1973, the current boatshed had been constructed and earthworks largely completed for the installation of the

slipway. The boatyard commenced operation as a commercial entity in 1966, with the new, current slipway being consented a decade later.

Photograph 5: A low oblique image taken in 1973, soon after the boatshed was built (see upper right of centre). A boat is seen hauled up the shore alongside the cottage, which still existed at that time. Source: Air Logistics

2.6 Buildings and other development

The Doug's Opua Boatyard title contains the boatshed mentioned in the previous segment and seen in Photographs 6 and 7 below. Associated areas of concreted or otherwise sealed surfaces inland of and to the north of the shed are used for parking and to provide for wharf visitors to walk down to the shore. Until recently much of the gravelled hardstand set to the south of the shed, and a small section to the north, was devoted to housing boats that were delivered on branches of rails set off at an angle to the primary slipway. Vessels were moved to those areas courtesy of a turntable set near the crest of the slip, where they would be rotated and winched off along these "branch lines". They'd be hauled by a large cable winch regulated by an old motorcar gearbox via turning block pulleys at the head of each rail line. This ingenious system was in action for decades, but has been largely decommissioned with boats now restricted to the primary slipway and with the turntable due to be removed.

Photograph 6: A view up the slipway as it currently stands, with the existing containment drain positioned roughly half way up the rails and the perforated walkway crossing immediately below that. The small taper of wall to left marks the apex of a concrete dinghy ramp. Timber to lower right is the landing of the existing wharf.

The rails for the slipway run down the ramp descending from the boatshed and continue some distance into the subtidal marine area in order to achieve adequate depth for haul-out in this area of shallow, estuarine coast.

Photograph 7: A view into the bowels of Doug's Opua Boatyard shed at the head of the slipway (indicated by the turning block pulley seen to lower left). The steel framing that supports the structure is visible within.

The simple, robust signature of the red, A-frame boatshed stands as an enduring feature, with its no-nonsense exterior being echoed by the earth floor found within. This structure has an unashamedly confident presence due to its emphatic steep pitched roof (rather reminiscent of a church) and the deep red ochre colouring of its wall cladding. The building speaks of its function as a nautical workshop through its simplicity, functionality and modesty of materials. Its relationship with the sea is directly reflected in its orientation towards the coast and the slipway ramp that originates at its entry and disappears below the water a short distance to the east.

Photograph 8: Looking along the existing wharf, with the charter pontoon building seen beyond the blue dodger of the boat to left.

An existing timber wharf sits alongside the intertidal and subtidal sections of the slip. It extends approximately 65m out into the bay, once the floating pontoon at its apex is accounted for. A small shed/office occupies as second pontoon on the northern side of the wharf and is the headquarters of Great Escape Yacht Charters

and their sailing school. That structure and its supporting pontoon are clearly seen in Panorama VP 13, which was captured from near a small headland a short distance further north.

SECTION B: CHARACTERISATION OF SETTING

3 DEFINING ELEMENTS / LANDSCAPE CHARACTER AREAS

The wider structure of the Opua/Okiato area can be categorised into a series of defining elements and landscape character areas. In general, these tend to be largely determined by relationships with the sea and influence of land uses that are established in this variably developed area. Reference to the panoramic photographs contained in Attachment Two will usefully inform reading of the following descriptions. The position of those photographing points is set out in Attachment One, with those tightly clustered around the Site being defined on a larger scale insert to that sheet.

3.1 Veronica Channel and immediately upstream

Veronica Channel provides the approach to Opua when arriving by boat from the broader Bay of Islands to the north. The channel progressively narrows as it approaches Opua and is understood to terminate shortly after passing Okiato Point. At this point the linear watercourse squeezes between the broader Okiato headland and the parallel body of steep, elevated land that runs parallel to it on the Opua side of the channel. The channel flares into the much more spacious confluence of the Waikare Inlet and Kawakawa River after passing the narrowing created by Tapu Point and Waimangaroa Point that the Opua Wharf projects from.

Whilst the approach from the more open sea has some sense of relatedness to settled parts of the coast such as Te Haumi as it forges south, it is when it reaches the contained portion of water between English Bay and Okiato Point that a much greater sense of urban presence develops. That character is a reflection of housing strung along ridges and spurs, scattered across the coastal flank and nestled into small bays.

Photograph 9: Looking upstream along the watercourse associated with the Veronica Channel, leading from Okiato Point to Opua Wharf and beyond.

The presence of Opua wharf, with its moored boats, large buildings and backdrop thicket of masts of yachts in the Opua Marina beyond is another contributor. On the water, a relatively dense fringe of moored vessels is present and the almost constant movement of the vehicular ferries brings a further sense of urban influences.

3.2 "Opua basin" / Walls Bay

As the aerial photograph underlying Attachment One illustrates, the projection of Opua Wharf creates an added measure of containment to the scalloped form of Walls Bay and the short segment of coast running north to the Site, rather like a barrier spit or estuarine shellback that can naturally accrete off a point. This atmosphere of enclosure is tangible when standing alongside the sheltered waters of this area and creates a sense of it being a basin whose mouth runs from the downstream tip of the Opua Wharf across to the headland just north of the Site.

As the primary shore-level context for the Site, this "Opua basin" is strongly influenced by the substantial structure of the Opua Wharf and the rank of moderately large vessels that are typically berthed alongside. Reinforcing that built presence is the two storied building at the foot of the wharf, the old shop and apartments a small distance west and the vehicular ferry landing amidst them. The course of Beechy Street set just above the Walls Bay beach brings an urban element to that backshore and is reinforced by the houses and other buildings that sit along the flank and its toe as the containing slope runs west.

Photograph 10: Looking across the "Opua basin" toward the ferry landing from near the base of Doug's Opua Boatyard wharf. The Opua Wharf can be seen extending a containing finger out to upper left, whilst Walls Bay gently arcs around to the right.

A scattering of boats within the waters of the basin project this sense of settlement into the marine area. The course of the Opua-Paihia Walkway along the shoreline that runs north toward the Site and beyond and adds further to the coastal settlement flavour present.

3.3 Opua Wharf and maritime precinct

The Opua Wharf has just been referred to in the preceding description of the basin, but fills another role in establishing a theme of intensive marine development that runs south from that structure to include the substantial sheds at the toe of the slope leading to the approach to the Wharf, the Opua Marina with its related parking areas and various office and amenity buildings, the large public boat ramp just beyond the marina and a specialist marine commercial area that lies still

further south west at the upstream end of this broad reclamation. That commercial area includes a range of buildings and the Ashby Boatyard hardstand and lifting facilities.

Collectively, these developments bring an influential belt of structures and development to the western shore of the junction of Waikare Inlet and Kawakawa River. They also sit as an influence in the background (with the exception of Opua Wharf) to the basin that the Site is most closely related to.

Photograph 11: A view along the highly structured and substantial elements associated with Opua Wharf, including the finger piers creating a semi-marina to the enclosed side of the wharf and buildings established at the foot of the structure seen in the midground.

3.4 Opua coastal settlement

Moving out of the most densely developed core that has just been described under the preceding two character areas, Opua's residential areas have a distinctive and legible pattern that has been primarily determined by the topography of the locale.

Very steep coastal flanks and deeply incised valleys have primarily driven roads to be located on the crests of ridges and spurs. From those elevated access corridors, houses have then lined this highest ground, benefitting from inspiring views across the seascape and its related terrestrial landscape.

Photograph 12: Housing strung along the most accessible ridge and spur terrain where roads have been pushed along the apex of the landform.

The severity of the terrain has been equally influential in ensuring that much of the setting for these residential enclaves is dominated by native growth which in turn

provides a unifying frame for the entire settlement. In most cases, the coastal flank below homes appears to be entirely vegetated, although in cases like Richardson Street, a road is concealed partway down the slope.

Overall, this character area brings a sense of being settled but in a way that respects the natural context of the various neighbourhoods.

3.5 Okiato headland

The terrain on the Okiato headland is gentler than that of its counterpart on the Opua side of the channel and land use patterns reflect the resulting greater ease of development. The density of settlement is significantly greater than on the Opua hills and the extent of remaining natural forest cover substantially less.

Photograph 13: The pohutukawa-clad coastal margin reaching between Okiato Point and Tapu Point, as experienced from the Aucks Road landing for the ferry.

A brief glance at Attachment One confirms that circumstance. Whilst the Okiato residential area has a local character that is shaped by its relationship with the Veronica/Opua channel and its pohutukawa-clad shoreline, it is considerably less distinctive than is found on the hills on the opposite side of the water.

One of the aspects of Okiato that is particularly notable however, is the way that its coastline offers a story of the past boat building and maintenance heritage of the area. These facilities are now largely derelict, but provide evidence of the way that vessels were traditionally built and managed, using railed slips and simple sheds set alongside the shore. It is understood that the origins of these early marine ventures lie in the tiny bay to the south east of Tapu Point, where small ships were apparently constructed directly on the upper shore. The backshore area where this is likely to have happened can be seen from careful inspection of Attachment One.

Some more recent sheds and pontoons along the Okiato/Tapu Point coast cater for individual private use.

An implied strand to the narrative about this early Opua marine enterprise is that these various facilities have succumbed to the greater scale, efficiency and compliance management abilities of the big, modern hardstands that have developed in recent times. Whilst a relatively newcomer amidst this tale of waterside enterprise in the area, Doug's Opua Boatyard is the sole survivor of the small, characterful "boutique" boatyard facilities that were once more numerous.

Photograph 14: The remains of the slip and shed owned by Mr P Deeming and situated just to the south east of the Opua vehicular ferry ramp at Aucks Road. See Attachment One for location.

Photograph 15: This long-established boatshed is also tucked along the stretch of coast between the eastern ferry landing and Tapu Point. Attachment One is marked with the position of this structure.

Photograph 16: An historic slipway with its carriage still resting above high tide and a small shed overgrown with vegetation alongside. This is situated near the former Deemings Boatyard.

Photograph 17: The former Deemings Boatyard shed alongside Tapu Point, with its concrete slipway vaguely visible beyond.

Photograph 18: Buildings associated with Okiato Point. Note private pontoon and boatshed.

SECTION C: DESCRIPTION OF PROPOSAL

Prior segments have analysed the Site and its context as a setting for the proposal. Attachment Three consists of a concept plan that illustrates how the various components of the proposal would be arranged, largely as refurbishment or replacement of existing elements. This plan is complemented by the drawings prepared by Thomson Survey that are found appended to the primary application document. Attachment Four contains an enlargement of that concept which focusses particularly upon some possible avenues for enhancing the balance of the esplanade reserve that lies outside of the easements associated with the boatyard's function.

The proposal can be broadly categorised into three component parts, as follows:

Boatshed

A desire to lessen the gradient of the upper slipway by cutting down at its head, as will be described shortly, and a related requirement to position a new slip winch within the shelter of the boatshed but at a level determined by the new slipway (which is much lower than its current floor) results in a need to substantially alter the most visible, eastern end of the structure.

The Applicant recognises the simple, functional working character of the existing building – acknowledging it as part of the legacy that informs the continuing role of the boatyard - and wishes to maintain that gritty identity in a substantial upgrade of the building to provide for another 50+ years of functional life. Reference back to Photograph 7 earlier in this report will refresh appreciation of the current nature of the shed. Close inspection also reveals the generally battered condition of this building and the need for widespread repair or replacement of a range of elements.

The intention of the Applicant is to recycle the steel portal frames that define the form and scale of the current boatshed into what would effectively be a new

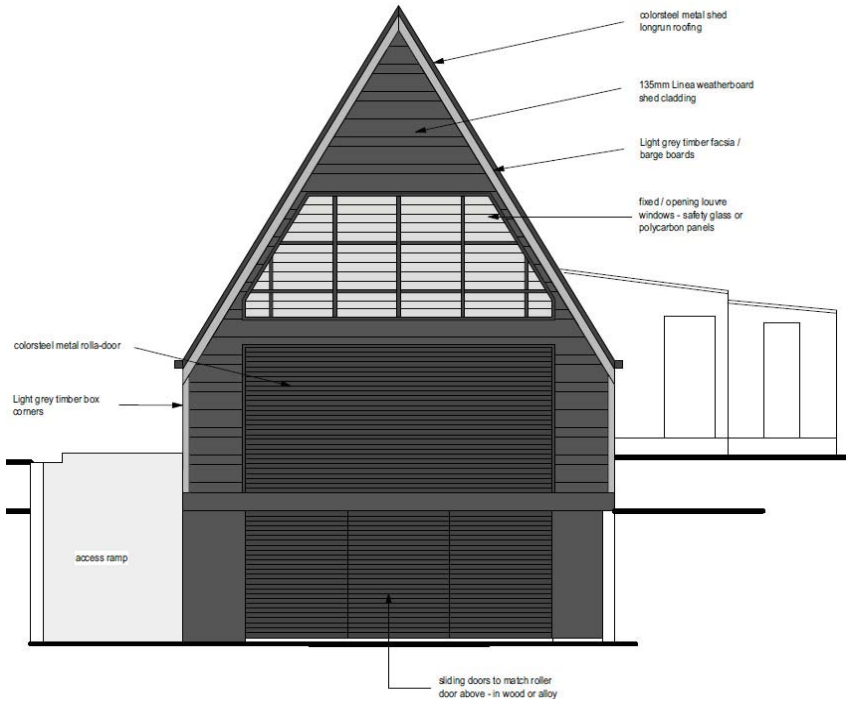


Image 1: The eastern elevation of the proposed refurbished/rebuilt boat shed. The existing slipway level is set approximately at the horizontal dividing beam seen above the lower set of three doors. A larger version of this drawing forms Attachment 5. *Source: Going Architectural*

building. A drawing presented above provides an overview of the component parts of the refreshed structure. The upper floor would perpetuate the current use of the shed as a workshop and would have a large powder-coated roller door to open the end of the building. Below this, a matching panel composed of opening doors would provide access down to the slipway via internal steps to either side, with the central door devoted to a winch pit that would have a direct lead to the slipway.

A cladding of narrow Linear fibre cement weatherboards would echo the prevailing horizontal line of the roller door and pattern of proposed louvred windows or clear/smoked polycarbonate above (to provide a combination of good natural light and ventilation to the working area). This unity of line is a deliberate effort to create a simple coherence to the texture of the building and a nod of acknowledgement to the fine-grained linearity currently expressed though the structure's narrow, profiled cedar planked cladding, albeit with a 90º switch in orientation from that vertical format. Tying all of these component parts into a whole through the restrained use of colour – in the form of dark charcoal hues - is another strategy to achieve a simple coherence that perpetuates the legacy of the existing boatshed.

Having described these proposed measures relating to the boatshed rejuvenation, it is relevant to record that the shed has no form of heritage protection applying to it, nor is resource consent required to undertake the intended works under the Commercial zoning of the Site. The primary reason for devoting effort to recording it here is to represent the broadly encompassing thinking that underpins the overall

strategy for ameliorating and future-proofing the Site in a manner that conserves the positive dimensions of its character and amenity.

Slipway

As previously intimated, a central part of the proposal is to regrade the slipway so that it is less steep and finishes at a level approximately 2m below the existing boatshed floor level. There are two objectives behind this initiative. One is to lessen the loads on the winch and cable as boats are drawn up the slipway, thereby optimising safety and prolonging the life of equipment. Another is to achieve a greater level of spatial containment as a result of the "working area" at the head of the slipway being sunk below surrounding ground.

As the Thomson Survey drawing suite (reference 8095) appended to the application demonstrates, the upper, regraded portion of the slipway would ease down into the surrounding ground as it passes above the containment grate. Land to either side would be retained at approximately its current level, initially by way of low, surfaced, batters which would transition to becoming retaining walls that commence with a 1m height at the reserve's inland boundary and increase to 2m in height by the time they reach the eastern front of the boatshed. It is anticipated that these walls would be finished in a dark charcoal/black hue. In order to protect against falls over the retaining walls and to optimise containment of any airborne waterblast spray, a similarly dark coloured parapet wall approximately 1.2m in height would be integrated with the crest of the retaining wall.

The new concrete of the slipway would be an exposed aggregate that is finished to match the current weathered concrete surface and provides for a much more recessive presence from the outset, when compared with conventional float-finished concrete.

The contrasting belt of perforated concrete blocks that currently denote the route of the Opua – Paihia public walkway would remain intact. A related *slipway* warning sign would be painted onto the slipway surface uphill of the path route to reinforce the safety message of signs installed to either side of the slipway crossing. It is at approximately this point on the slip that a deployable containment screen would be temporarily stretched during water blasting activity further up the slipway. It is understood that this device will ultimately be fabricated from horticultural shade mesh of a dark green or black colouring and that is would be in place only periodically and for short duration of an hour or two.

A surfaced access would run down much of the southern edge of the concreted slipway at a grade that approximates the terrain as it stands. This would be finished in a low-reflectivity, subdued surface such as oxide coloured, exposed aggregate concrete or interlocking precast paving units. It is positioned to function as the primary pedestrian access from the Richardson Street side of the property down to the wharf. Its other purpose is to allow for mower access to the esplanade by Council's contractors. Some form of overland drainage interception along the southern edge of this paving would prevent any surface water from the reserve

finding its way into the containment system being (re)established to handle water from the slipway.

Allied to this measure to manage overland flow is a 1.2m high parapet wall proposed for the boundary between the southern part of the boatyard land and the main body of the grassed open space, as indicated on the concepts forming Attachments 3 and 4. This initiative would also serve to address an identified management issue for the grassed area by containing overland flow before it reaches the reserve.

The intertidal and subtidal section of the slipway would be refurbished to largely match its current appearance. Below the walkway crossing of the concreted section of slipway, the rails would revert to being set amongst the sediment of the beach, supported by sleepers or some other form of structural support that is buried beneath that sand surface.

As a result of proposed dredging to provide an all-tide access to the slipway and wharf the length of rails in the CMA would be reduced. A bed of pipi revealed through ecological assessment is proposed to be conserved by the introduction of a "subsurface erosion barrier" as seen in Attachment 3 and 4. The 4Sight and Total Marine reporting respectively explain the reason behind this structure and its configuration.

It is anticipated that the portion of this barrier that would project into the upper shore would be entirely buried by the sand of the beach, just as much of the concrete dinghy ramp has been. The mid, intertidal portion would be just visible as a single row of rocks that would be almost entirely capped by sediment that is expected to spill over it as a result of minor natural longshore transport from the south.

In terms of its physical expression, the erosion barrier is expected to have a relatively muted presence and largely in the lower portion of the tidal cycle, indicated by a small measure of exposure of the single row of rock in the top course of the structure and by the contrast of deeper water found between it and the wharf. Effective visual integration of this structure with the natural intertidal and subtidal profile will require it to be constructed relatively parallel to the existing sea floor surface to achieve an even spill of material over the structure's length. This suggests that particular care will be needed to select suitable rocks with a flattened top surface for that capping course and for them to be skilfully installed to a consistent, even line.

It is intended that the spoil from excavations required to regrade the slipway would be positioned on the inland, privately-owned portion of the Site, near Richardson Street, as denoted on the Thomson Survey drawings.

Wharf

The outline of the existing wharf and pontoon structures is indicated as a broken line on Attachment Three, indicating the extent of the charter ponton, wharf tip loading pontoon and its related gangway and the main body of the approximately 1.5m wide wharf. This indication serves as a basis for comparison for the three comparable elements that are proposed to replace these structures, as documented by the Total Marine drawings referenced APP-039650-01-01 Rev 11 dated 17.01.19 and related report that inform the application.

The proposed wharf is, in effect, largely set 1.5m north of the existing structure, such that the upstream margin of the new structure generally follows the line of the downstream edge of the old.

In its main body, the proposed timber wharf is wider than the current structure at 3.0m, providing a more acceptable space for safely passing when moving as a group or carrying items. A flare at the head of the timber portion of the new wharf allows the pontoon beyond to align more closely with the positioning of the slipway rails and to provide for operational matters like the function of the boom crane to be mentioned shortly. That pontoon and its elongated gangway are very closely aligned to the scale and position of the elements that it replaces, being the same overall length. Within that footprint, the eastern pontoon is approximately 1.0m wider than its predecessor and 2.0m longer.

The charter pontoon, which would be of closely comparable scale and format to the present one, would continue to hang off the wharf at the position that it currently holds. It is, however, set approximately 4m further north due largely to the necessary flare in the wharf's overall layout. It would also have more generous fingers projecting from its eastern end to access boats held within a central docking embayment. It is anticipated that Great Escape Yacht Charters, one of the primary users of the wharf facility, would either reposition their current office building onto the new charter pontoon or would construct a replacement building of comparable scale.

Two fresh elements being proposed are a security gate situated before (west of) the charter pontoon and a light standard with dual lamps at its head that also incorporates a small crane arm.

Overall the wharf and its appendages are very closely aligned to the position, scale and character of the structures that they would replace. An increase in width of some parts of the elements is largely motivated by a desire for greater safety and functionality.

Esplanade reserve

Enhancing the local purpose esplanade reserve is not strictly part of the proposal. A concept plan for the reserve which forms Attachment Four has been prepared primarily to explore how the boatyard operation and the related open space could effectively co-exist. It was also framed around considering how the various

objectives and policies of the *Walls Bay Esplanade Reserve Management Plan* (Reviewed October 2014. Far North District Council) [WBERMP] could be expressed through the way that the area is developed and managed. As a note to the lower right of that drawing emphasises, the concept is entirely conceptual and does not seek to pre-empt community involvement or any due process.

Photograph 7: The grassed portion of esplanade reserve that is related to the slipway. The seawall that the coastal walkway runs alongside is to lower left and the public dinghy storage racks obscured by vegetation just above that.

As the earlier brief historical account of the Site has indicated, what is now the esplanade reserve area has been subject to substantial filling and other disruptions to its natural soils, so careful assessment of any areas to be potentially planted and the replacement of unsuitable material with fresh soil is recommended. The adjacent proposed earthworks provide an excellent opportunity for this to occur.

At a level of principle, the Applicant has expressed his support for optimising the public use and enjoyment of the reserve and is willing to contribute resources to realising the potential of the space. This motivation is largely founded upon a long-standing local involvement, but is also inspired by a measure of offered mitigation for what are considered to be the very limited adverse effects of the proposed works.

The annotation on Attachment Four is largely self-explanatory and so can be summarised under the following overarching goals or measures:

- Maintaining the majority of grassed area as a flexible recreation space and to continue to cater for the needs of yacht owners to lay out sails and rigging.
- Providing improved management of stormwater in advance of it reaching the grassed area from uphill.
- Creating a predominantly low, dense belt of planting to the frontages that address the boatyard and related hardstand to the west of the grassed area.
- Offering an area to sit or picnic by installing a seat/table on the margin of the grass and of the Opua – Paihia Walkway.
- Improving naming signage of the reserve so that its identity and existence are clear.

When assessed against the objective and policies of the WBERMP, the collective of ideas contained in Attachment Four appear to satisfy almost all relevant provisions.

SECTION D: EFFECTS ASSESSENT

Preceding sections describe the characteristics of the Site and its setting. These are followed by a description of the anticipated development of the Site and its component parts. The purpose of *this* section of the report is to define the effects of the proposal upon the setting, to consider how the proposal would impact upon the experience of people viewing development that would result from the plan change from outside of the site, and to comment upon the resulting level of effect upon landscape character, visual amenity and natural character.

Adverse effects impact negatively on the landscape and result in landscape, natural character and/or visual amenity values being diminished. ***Benign* or *neutral effects*** are those in which a proposed change neither degrades nor enhances these values when considered in the whole. In circumstances where ***positive effects*** arise from a development, the changes that have been brought are deemed to be beneficial relative to the landscape state of the site prior to that change.

Effect ratings that will be used:

Very high: resulting in a dramatic or total loss of the defining landscape characteristics of the site/context, or visual amenity associated with that setting.

High: leading to a major change in the characteristics site or setting, or significantly diminishing key attributes, and/or comparable impacts upon visual amenity.

Moderate – high: an interim measure of effect in which impact of the development results in a change of some significance to the qualities or perception subject landscape.

Moderate: a self-explanatory magnitude in which effects sit midway between the extremes this spectrum of magnitude. Can also be considered as an "average" level.

Moderate – low: impacts on landscape characteristics and attributes are relatively contained. The threshold defining "minor" in relation to the S104D

gateway test sits within this level of magnitude, typically towards the lower end of its spectrum.

Low: effects are generally very limited and do not result in compromising the characteristics of a landscape or perceptions of it in a more than subtle way.

Very low: negligible or imperceptible effects result upon the landscape and/ or perceptions of it.

7 VISUAL AMENITY EFFECTS

Viewing audiences / affected parties

To assist with predicting the level of visual and landscape effect that the proposal would generate, publicly accessible vantage points in the area were selected to be broadly representative of each of the following identified audience groups, selecting worst-case views wherever possible. Panoramic photographs were taken at each location and are particularly referred to in the following commentary. Their capture location is marked in the aerial photograph comprising Attachment One and an enlargement within that image. Arrows inserted into the sky above the Site highlight its location in those more distant images where it is not immediately obvious.

Photography was carried out using a Canon EOS 200D digital camera with a lens focal length (FL) setting of approximately 32mm. When that FL is related to the size of the photo receptor array in this camera, the resulting ratio is comparable to a 35mm film camera mounted with a 50mm FL lens. The images contained in Attachment Two are each composed of multiple frames (usually 4-5) which are taken with approximately 30% overlap and digitally merged. As the splayed arrows seen in Attachment One suggest, the field of view (FOV) portrayed by the images is typically in the order of 90-130°, broadly relating to the typical human horizontal FOV of 114°. In circumstance where a wider FOV is conveyed by a panorama, this has been knowingly undertaken in an effort to illustrate elements of the wider context that are considered to be of importance.

The degree of adverse visual / landscape effect generated by a proposed change or development depends upon the character of the surrounding landscape (the context), existing levels of development on the application site, the contour of the land, the presence or absence of screening and/or backdrop vegetation, and the characteristics of the proposed development. When contemplating visual effects in relation to this proposal, it is important to acknowledge that the boatyard structures currently establish a measure of impact.

Walkers on the Opua-Paihia coastal walkway

Panoramas VP10, 11, 12, and 13 represent the spectrum of views to the Site experienced from the walkway. They are also indicative of the views had by those using the grassed part of the reserve. VP 10 replicates the first close view of those strolling downstream towards Paihia, just after they pass the pocket of public dinghy racks. Those crossing the slipway see the Site as indicated by Panorama VP 12 when looking inland toward the shed and VP 11 when they turn to look out towards Tapu Point across the wharf. It is from this closest point that the proposed

changes such as widening the wharf during its replacement, lowering the upper slipway and reconfiguring the front of the boatshed would be most perceptible, but the magnitude of impact associated with those changes would very limited.

A fourth image, VP 13, shows the way that the wharf is witnessed from amongst vegetation from just downstream of the Site. It is therefore indicative of the view to be had by people heading toward Opua on the path. From these slightly more distant positions (including VP 10) the viewer's eye level is little different to the deck level of the wharf, so proposed widening of the extent intended is virtually imperceptible.

Users of Walls Bay foreshore and low-lying homes nearby

Walls Bay is oriented to focus down the "Opua basin" toward Veronica Channel and beyond. As Panorama VP9 illustrates, the boatshed, slipway and wharf are all visible over this 400m distance, but the detail of their composition is lost. The wharf itself is largely concealed by the boats secured to its southern face at the time that the images were taken.

From this perspective, the small bay containing the Site stands in relief to the wooded coastal flanks that frame it to either side. In part, this is a result of the built elements just described, but it is also a function of the bright grass of the reserve which contrasts markedly with the surrounding native vegetation. In making this observation, it can also be stated that the gentle backshore of the Site sets it as a predictable location for such long-standing development to occur and the integration of the shed is assisted by the basin-like landform that envelopes it.

When considering the experience of the proposal relative to the existing scene conveyed by this VP, it will be only the changed colour of the boatshed that would be perceptible to any noticeable degree. Whilst the red cladding and raw galvanised roof of the existing boatshed might be experienced as a charming cultural element by some, the darker colours proposed for the building will see it substantially merge with the heavy hues of the forested backdrop.

Opportunities for views to the Site progressively diminish heading west along Walls Bay (and into its more populated area) as a result of shoreline pohutukawa along that backshore and the intervention of the gently curved headland below the first portion of Richardson Street.

Users of Opua Wharf

The wharf provides a slightly elevated vantagepoint from directly across the "Opua basin", as seen in Panorama VP7. The wharf is a well-used facility by people embarking on tourist trips, users of finger berths on the inside of the structure, sightseers simply walking or driving along the structure to take in views, fishermen and commercial operators of various types.

Views are over a similar distance to those from Walls Bay, so comments about discrimination of detail are of relevance. A greater concentration of moored boats in the central and outer part of the "Opua basin" is influential in placing those

vessels between this viewing point and the Site. Clearly the disposition of those vessels will change with tide and wind. Their density is also likely to change during the year, with the mooring area almost certainly emptying out during the peak summer period. Notwithstanding those variables, Panorama VP7 stands to demonstrate the way that intervening moored boats tend to buffer views to the Site in its present state.

Once again, it will be the intention to revise the colour of the boatshed that will be the tangible difference between what is proposed and what exists, with that initiative substantially reducing its perceived presence in this view.

Those in boats travelling along the primary channel to and from Okiato Point and users of moorings on the Okiato side of the waterbody

Panorama VP4 was captured from alongside the eastern channel marker set off of Okiato Point to display the view of those returning up the more enclosed final portion of Veronica Channel. As this image demonstrates, none of the Site (including the wharf) is visible, so the primary purpose of this VP is to demonstrate that limitation. It is of equal relevance for the mooring area immediately nearby.

Passengers and crew on the Opua vehicular ferry

The ferries typically operate in pairs, with a timing of approximately 15 minutes between trips, so they carry a significant number of passengers (most as occupants of cars). The crews of the ferries are a related audience.

Three panoramas are provided to indicate visibility from the ferry. For those in vehicles loading from the Opua ramp, VP8 illustrates the view framed by the apartments to left and the Opua wharf to right. The boatshed is clearly, but distantly, seen, as is the slipway. The wharf is largely concealed amongst boats tied alongside, but that concentration of craft is somewhat attention arousing in its own right. Preceding observations of impact in relation to the Walls Bay and Opua Wharf apply equally to this vantagepoint. It can also be observed that the act of driving down the ramp and onto the ferry is of primary focus for most.

Panorama VP5 was captured from the ferry as it neared the end of the Opua Wharf en route from Okiato. What this image demonstrates is that even when quite close to the downstream end of the Opua Wharf, the headland to the north of the Site serves to block views into the valley mouth where the slipway is situated. Over this distance of approximately 250m, the detail of the wharf can be more clearly distinguished, but the relatively subtle changes of slightly wider decks and minor elements would be imperceptible relative to the current wharf.

The eastern landing ramp is where VP3 was captured from. Rather like nearby VP4, the intervening terrain of the western shoreline blocks all but the tip of the wharf, which itself is difficult to distinguish from amongst boats moored offshore of that western coast.

Regardless of the relatively negligible impact of the Site amongst views from the vehicle ferry, it is anticipated that it will be those travelling on the first few hundred

metres of the trip towards Okiato that will be most likely to notice the Site in either its present or altered forms.

Residents and motorists in western parts of Okiato

As the aerial image underlying Attachment One illustrates, the broad form of the wider Okiato peninsula head is somewhat offset from its Opua counterpart, being effectively a little further to the north west. This topographic relationship has some bearing upon visual connections between the two bodies of land. It results in the small headlands projecting from the landmass along the coast associated with the Site acting as a series of barriers to oblique views.

This circumstance is illustrated by VP1, taken from near the end of Okiato Road, where a distant glimpse of the Site is substantially limited by the headland north of the Site and the way that the boatshed and slipway are set up the valley beyond. Almost 1km of separation further adds to the Site being barely perceived.

The same remains true for the view from VP2, despite being some distance to the south of the first Okiato vantagepoint, but still approaching the same offset from the Site.

These two VPs are considered to be generally representative of the way that the many homes that overlook the channel toward Opua from the Okiato side, albeit that most are likely to have fewer intervening constraints in their broader views when compared to those glimpsed from the more constrained road corridor.

Motorists and pedestrians on Richardson Street

In its position in the tightly constrained valley below its serving road (which itself is heavily hemmed in by roadside vegetation) there is only a brief glimpse down to the Site from Richardson Street. This is seen in VP14, which is set just to the south east of the entrance to the Site. This road is a quiet corridor with just a handful of homes lying further north along its course.

From this close and slightly elevated position, all parts of the proposed works would be visible, with the height of the vantage point allowing a fuller appreciation of the increased width of the proposed wharf than most others. Within this view it is the existing raw galvanised roof of the boatshed that is most commanding, so the intention for the replacement roof to be of a dark tone will see that impact considerably lessened. The adjustments to the slipway are predicted to be subtle when seen from here, with the surface progressively disappearing as it is obscured by the retaining wall that would hold up the bank nearest this viewing position. There will, however be an awareness of the related parapet wall at the crest of that retaining, although its presence will be offset by the dark finish that is specified.

Occupants of homes positioned on nearby parts of Richardson Street and Sir George Back Street

The setting of the boatyard at the contained toe of a very steep, heavily vegetated slope severely limits the potential for views from homes situated above. Panorama VP5 shows two homes located in Sir George Back Street that may have possible views down to the site from seaward decks. These are seen as the gabled-roof

house to the right of the mast of a white boat with a blue stripe in the foreground of that image, along with the house immediately to its right, also with a gable oriented toward this vantage point. Photograph 7, found earlier in this report, shows one of the buildings on the skyline to upper left. These properties were not visited during the preparation of this assessment, so predictions of visibility are based upon standing within various parts of the Site and viewing up to those properties.

Panorama VP 15 was obtained from the deck of the home at 4 Richardson Street and presents what can be considered a "worst case" perspective from this quarter, being closer and more exposed to the boatyard, but still with a healthy measure of elevation. It is understood that the owner of this property has submitted in favour of the application. VP15 shows that a view to the wharf is achievable and that the slipway can be glimpsed through vegetation. It is anticipated that views from the decks of the homes on Sir George Back Street that have been identified are likely to be a little more distant and fragmented, but not dissimilar. Perpetuating those views will be dependent upon active management of the developing and apparently vigorous native forest on the slopes below these houses.

The primary tangible difference for these residents will be the expanded width of the wharf and minor increments added to the pontoons. Once again, without direct comparison with the existing structures, it is considered that the change will be of very limited impact when set within the scale of the bay water body and surrounding vegetated hillsides that feature in these views. As such, visual effects upon this viewing audience are predicted to be *very low*, with provision for a *low* rating in the absence of physically visiting those properties.

Visual effects summary

The preceding descriptions of viewing audience groups and their predicted experience of the proposal provides an insight into the potential impact of the proposal within various parts of what might be considered its "visual catchment". For a large part of that "catchment", a combination of distance and intervening elements such as the small headlands adjacent to the Site and filter of boats moored offshore the Boatyard mean that the existing boatyard facilities are not easily seen, with the valley floor components generally entirely obscured from tangential vantagepoints.

Distinguishing what currently exists from what is proposed is predicted to be almost impossible for those audiences upon the Okiato peninsula, Veronica Channel (and upstream past Tapu Point), Opua Wharf and Walls Bay, other than the darker finish of the boatshed, which would bring a reduction in visual presence. Accordingly, adverse visual effects upon this collective of audiences is assessed as being very low and effectively benign.

For the small assemblage of people who witness the Site from more elevated terrain inland – effectively the Richardson Street corridor and less than a handful of homes on the slope above – the change would be more tangible, largely in the form of a widened wharf and a less reflective finish to the reclad roof of the

boatshed. The latter would bring a positive effect whilst the difference in the scale of the wharf is not predicted to be particularly tangible in the absence of a direct comparison. When the positive and limited adverse dimensions of the proposal are balanced, the visual effect upon this grouping is considered to be *very low*.

Those using the coastal walkway, esplanade reserve and the boatyard itself would witness the changes at a closer, more detailed level. When initially completed, the works would have a rather "new" and finished appearance in comparison with the more rustic and weathered character of the components that currently exist. In effect though, the scale and nature of the elements would remain largely as they presently are. The broader wharf would be potentially noticeable when passing its abutment, but from further back the wider deck would not be evident (as demonstrated by Panoramas VP10 and VP13).

The darker boatshed would have a lesser presence than in its current form and the possibility of planting akin to that shown in Attachment Four would soften the interface between the boatyard and the reserve, along with the related portion of the coastal walkway.

Overall, the adverse visual effect upon this closest audience is assessed as being within the range of *very low* to *low*.

8 LANDSCAPE EFFECTS

Landscape effects are those impacts upon the structure, pattern and character of landscape that result from a development or change in land use. In this case, that development or change takes the form of relatively subtle reconfiguring or replacement of built elements that already exist in a consented form.

The wider context of the Site on the margin of the "Opua basin" is also influential in determining the magnitude of landscape effects arising from the proposed changes to the boatshed, slipway and wharf.

As Attachment One and the various photographic panoramas of Attachment Two illustrate, the boatyard operation and its related CMA elements sit within a setting where recreational boating activities are a central part of the identity of the *place* and have been for a considerable period, as the genesis of the Boatyard provided earlier sets out. An intensity of moored boats that occupy much of the basin and line both sides of the navigation channel along a considerable reach up and downstream of the Site are experienced as being directly related to the Boatyard, which is tangibly related to their care (just as a marina maintenance hardstand is an expected part of a wider marina facility). A protected, waterside location is a predictable position for a traditional boatyard such as the subject of this report.

In its current form, the Boatyard is considered to be an integral part of the Opua maritime landscape. The extent of perceptible change resulting from the proposal

is extremely limited, with the most tangible difference being in the boatshed becoming more recessive as a result of fresh cladding.

In this context, the magnitude of adverse landscape effect generated by the proposed works, is considered to be *very low*.

9 NATURAL CHARACTER EFFECTS

Section 6(a) of the Resource Management Act (1991) states that the following matter of national importance shall be recognised and provided for:

"The preservation of the natural character of the coastal environment (including the coastal marine area), wetlands, and lakes and rivers and their margins and the protection of them from inappropriate subdivision, use and development."

A working definition of natural character is derived from research undertaken for the Ministry of the Environment in relation to Environmental Performance Indicators (Boffa Miskell Ltd 2002). This states that:

"*The degree or level of natural character within an area depends on the extent to which natural elements, patterns and processes occur; and the nature and extent of modifications to the ecosystems and landscape / seascape. The highest degree of natural character (greatest naturalness) occurs where there is least modification. The effect of different types of modification upon the natural character of an area varies with the context and may be perceived differently by different parts of the community."*

As the preceding extract indicates, natural character exists on a continuum that spans from totally modified at one extreme, to entirely natural at the other.

Previous descriptions in this report outline how the setting for the Site includes the nearby Opua Wharf and related settlement hub, the waterside Beechy Street, strings of houses along accessible terrain, numerous moored boats and the Opua - Paihia Walkway threading its way along the coastline along a cut bench and small boardwalk structures. Counterbalancing these cultural elements is an enveloping pattern of predominantly native vegetation that often is experienced as spanning from ridge to shoreline. The marine area itself is reasonably intact, notwithstanding the constructed elements that interrupt that naturalness at a number of points.

The Site has not been defined as having unduly heightened natural character by the assessments that inform the Regional Policy Statement for Northland, but is considered to sit marginally more towards the natural end of the natural character spectrum than the totally modified and therefore has a measure of sensitivity. At an immediate scale, the boatshed, slipway and wharf already detract from natural character, as does the seawall that backs the small beach, the dinghy racks and, to a lesser extent, the somewhat manicured presence of the mown grass on the reserve.

The proposed works are not anticipated to shift the natural character balance found at the site to a lesser level than currently exists. The proposed wharf is nominally closer to the headland to its north, but that slight shift is not considered to be influential upon the experience of natural character. Similarly, the slightly greater collective surface area of the intended wharf and its related pontoons occupies a larger "footprint" on the surface of the sea, but that small increase is not considered to be particularly perceptible nor to switch the structure to being unduly dominant.

Overall, it is the finding of this assessment that natural character effects would be *very low*.

SECTION E: CONCLUSIONS

The Site and boatyard elements have an enduring relationship with the "Opua basin" and stand as something of a lone survivor of a past era when small boatyards were a relatively common element along settled parts of the Northland coast. The modest scale of the activities and maritime activity that the facility brings to an area that is deeply imbued with a nautical tradition (reflected by its extensive areas of moorings, wharf and common elderly craft) brings a compatible focus of interest that many people are predicted to appreciate, as evidenced by a submissions in response to previous resource consents for the Site by Mr Schmuck.

The Site, with its modest wharf (along with the comparably-scaled boats that use it) and steep-pitched boatshed, can therefore be considered something of a subtle feature within the wider Opua setting. In recognising this role in a time when marinas, travel lifts and substantially-scaled vessels stacked in commercial hardstand yards are the norm, the proposal has been shaped to retain the essence of its character whilst seeking to achieve upgrades that strengthen its functionality and allow it to achieve compliance with a range of statutory requirements.

In terms of landscape, visual and natural character effects, the current facilities create an existing level of "impact", although it can be argued that they bring some strong positive contributions to local character in an area that is quite broadly modified in comparison with more intact coastal places nearby, such as many parts of the Waikare Inlet. Accordingly, the adverse effects of the current facilities are considered to be relatively minor overall.

The nature of the proposal is such that it broadly seeks to replace like with like, in terms of components and general scale. Some elements are a little larger, such as the width of the wharf, the slipway would be at a different grade and contained within sunken walls at its crest, and the boatshed would have a different façade, but overall those changes are incremental adjustments to what currently exists. As such, the magnitude of adverse effects associated with those changes are correspondingly constrained to a minor level or less. In some part, that containment of potential adverse effects is a reflection of the effort assigned to

ensuring that the boatyard maintains its established character and that its interface with the neighbouring area of the reserve is as compatible as possible.

Mike Farrow **Registered landscape architect** **March 2019**

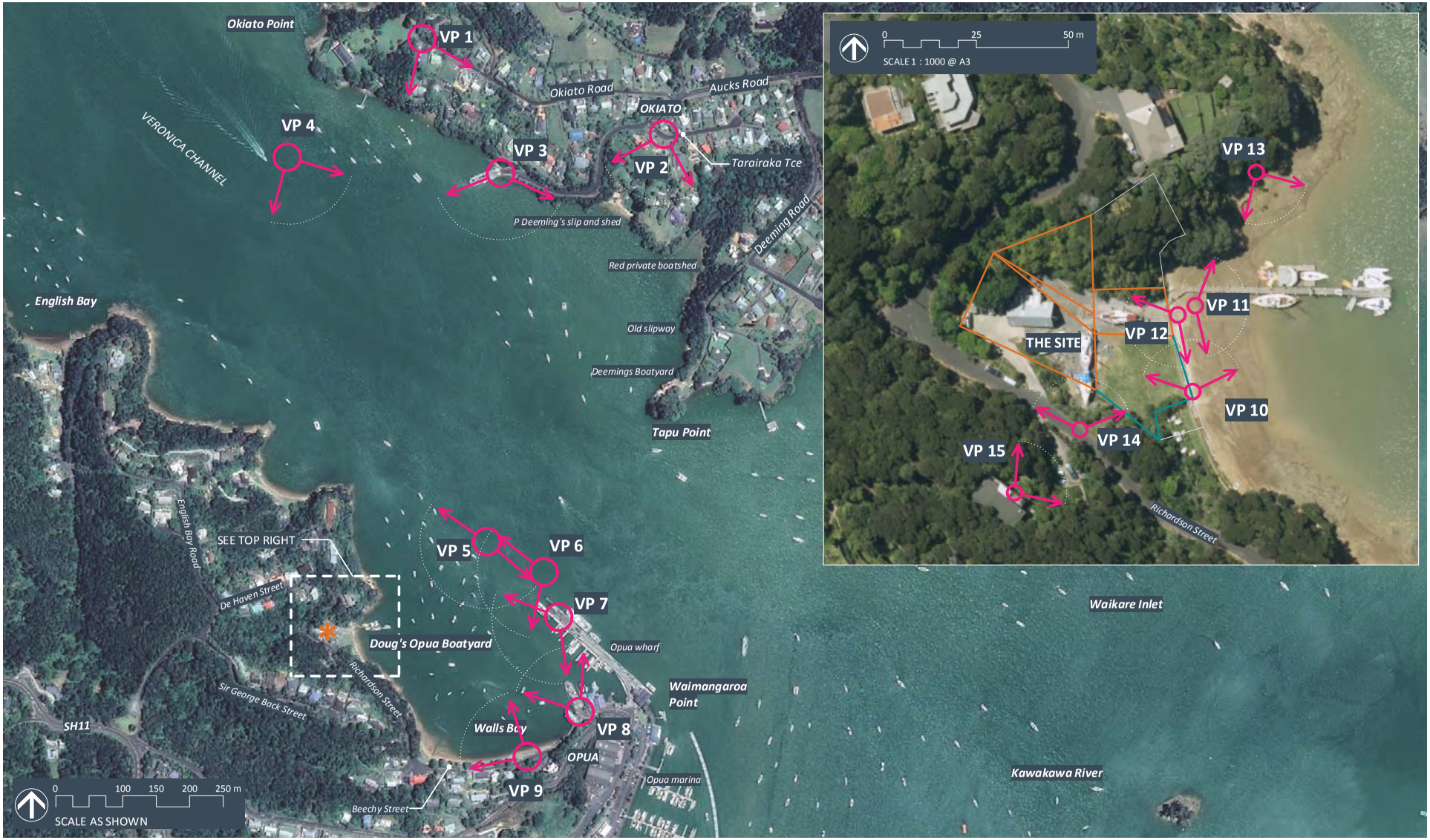
ATTACHMENTS

DOUG'S OPUA BOATYARD
ASSESSMENT OF LANDSCAPE, VISUAL AND NATURAL CHARACTER EFFECTS

Prepared for Doug's Opua Boatyard

LITTORALIS
LANDSCAPE ARCHITECTURE

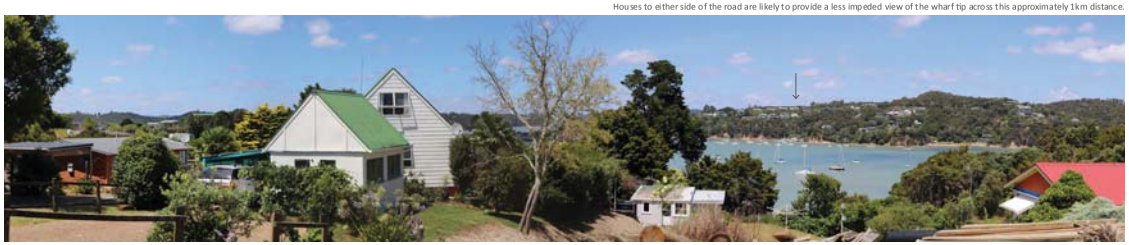
ATTACHMENT ONE
VANTAGE POINT LOCATIONS



LITTORALIS
LANDSCAPE ARCHITECTURE

ATTACHMENT TWO
SITE PHOTOGRAPHS

Panorama VP1:
Looking across the channel from the only spot in Okiato Road that affords a view. Site location indicated by an arrow, but most is obscured by the northern headland and just the outer portion of the wharf glimpsed amongst moored vessels.
Houses to either side of the road are likely to provide a less impeded view of the wharf tip across this approximately 1km distance.



Panorama VP2:
A narrow, and only, slot of view from Tiraiaka Terrace. It would appear that an impending building will seal this exposure, but it remains a useful indication of views from nearby homes. The lower slipway and wharf are evident (as marked) but the boatshed is obscured up the valley from this position.

LITTORALIS
LANDSCAPE ARCHITECTURE

ATTACHMENT TWO
SITE PHOTOGRAPHS

Panorama VP3:
Taken from the loading ramp to the Opua car ferry. Only the channel end of the wharf is visible (just) amongst intervening moored boats.

Panorama VP4:
A distant view from the starboard channel marker set off of Okiato Point. The entire proposal is obscured by an intervening headland on the western shore from this area and beyond.

LITTORALIS
LANDSCAPE ARCHITECTURE

ATTACHMENT TWO
SITE PHOTOGRAPHS

Panorama VP5:
Looking across to the Site from the Opua car ferry as it nears the tip of Opua Wharf. The boatshed is contained by the northern headland still, and not visible

Panorama VP6:
Set just off the north east tip of Opua Wharf, this view represents the perspective of those on boats leaving that wharf and those heading downstream from Opua Marina or vessels moored in the lower Kawakawa River. Note shielding effect of boats moored offshore of the Site.

LITTORALIS
LANDSCAPE ARCHITECTURE

ATTACHMENT TWO
SITE PHOTOGRAPHS

Panorama VP7:
A view across the Walls Bay "basin" towards the Site from near the end of Opua Wharf. This is one of the most direct views into the Site, being slightly elevated and positioned perpendicular to the valley form of the Site.

Panorama VP8:
Looking north west from the Opua car ferry's southern landing ramp.

LITTORALIS
LANDSCAPE ARCHITECTURE

ATTACHMENT TWO
SITE PHOTOGRAPHS

Panorama VP9:
A view from the eastern end of Walls Bay. Trees seen alongside the road in the background buffer exposure to the Site beyond this point and the intervening coastal scarp closes off views to the boat shed on the Site.

Panorama VP10:
Looking north along the margin of the reserve from the corner of the dinghy racks, with the full sweep of Site seen.

LITTORALIS
LANDSCAPE ARCHITECTURE

ATTACHMENT TWO
SITE PHOTOGRAPHS

Panorama VP11:
Sighting along the existing wharf from near the junction of the slipway rails and the Opua-Paihia coastal walkway. This image gives some sense of the visual catchment of the mid part of the Site and the way that small headlands to either side limit the visibility of the landward parts of the proposal.

Panorama VP12:
A view up the slipway and related areas taken from near average mid tide mark. This image illustrates the relationship between the reserve, slipway, boatshed and landing point of the wharf to extreme right.

LITTORALIS
LANDSCAPE ARCHITECTURE

Panorama VP13:
The wharf as seen from the point just to the north of the Site.

Panorama VP14:
The only opening to view the site from the Richardson Street corridor, located a short distance south east of the boatyard entrance (seen in the immediate background).

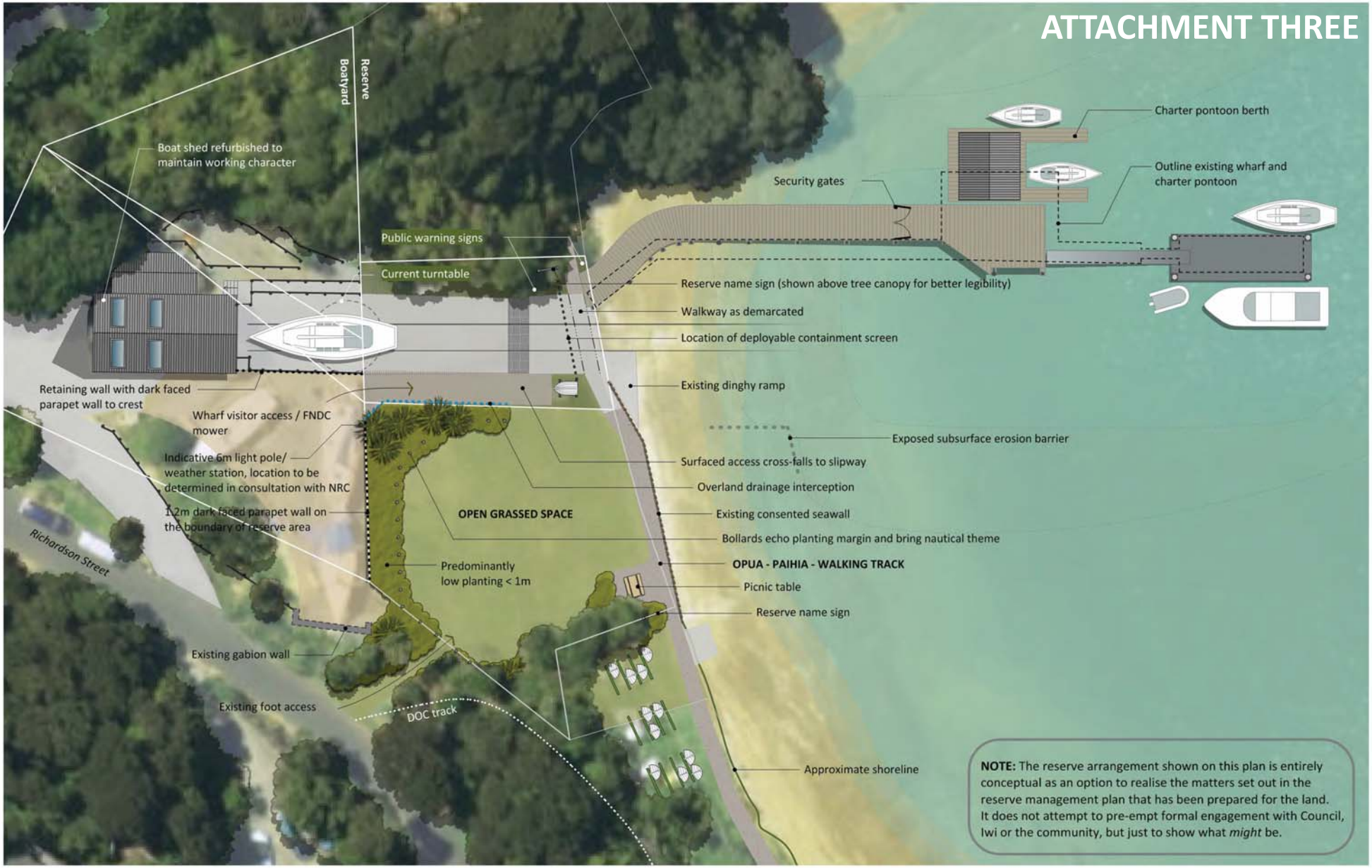
LITTORALIS
LANDSCAPE ARCHITECTURE

ATTACHMENT TWO
SITE PHOTOGRAPHS

Panorama VP15:
The Site as experienced from a private property at 4 Richardson Street, this being the closest dwelling to the proposal.

LITTORALIS
LANDSCAPE ARCHITECTURE

ATTACHMENT THREE



NOTE: The reserve arrangement shown on this plan is entirely conceptual as an option to realise the matters set out in the reserve management plan that has been prepared for the land. It does not attempt to pre-empt formal engagement with Council, Iwi or the community, but just to show what *might* be.

0 5 10 15 20 25 m

SCALE AS SHOWN

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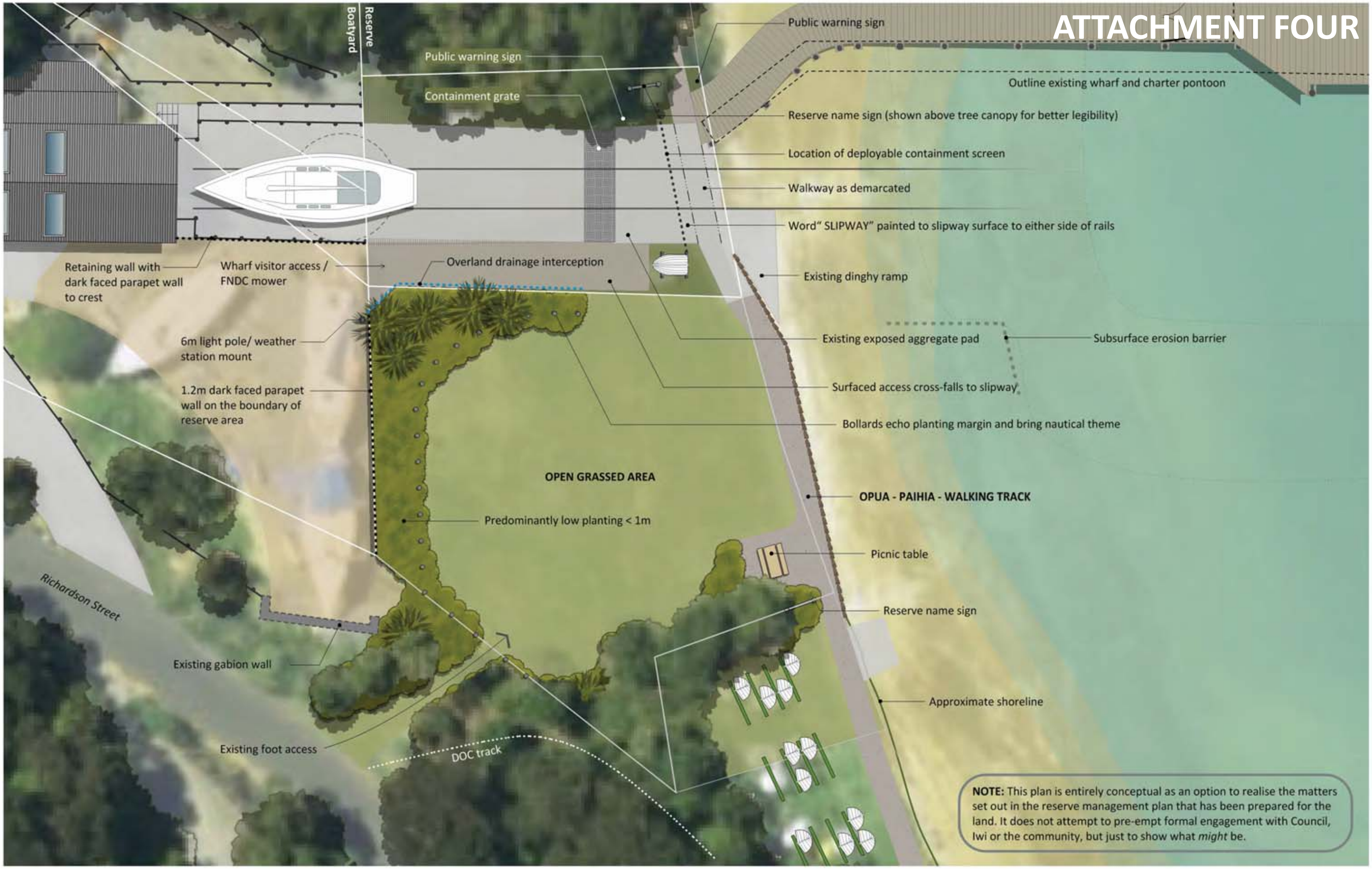
LITTORALIS
LANDSCAPE ARCHITECTURE

OVERALL ARRANGEMENT CONCEPT
DOUG'S OPUA BOATYARD



NOTE: This plan is entirely conceptual as an option to realise the matters set out in the reserve management plan that has been prepared for the land. It does not attempt to pre-empt formal engagement with Council, Iwi or the community, but just to show what *might* be.

SCALE 1 : 200 @ A3

Ref: 1253_C1_20190325_200

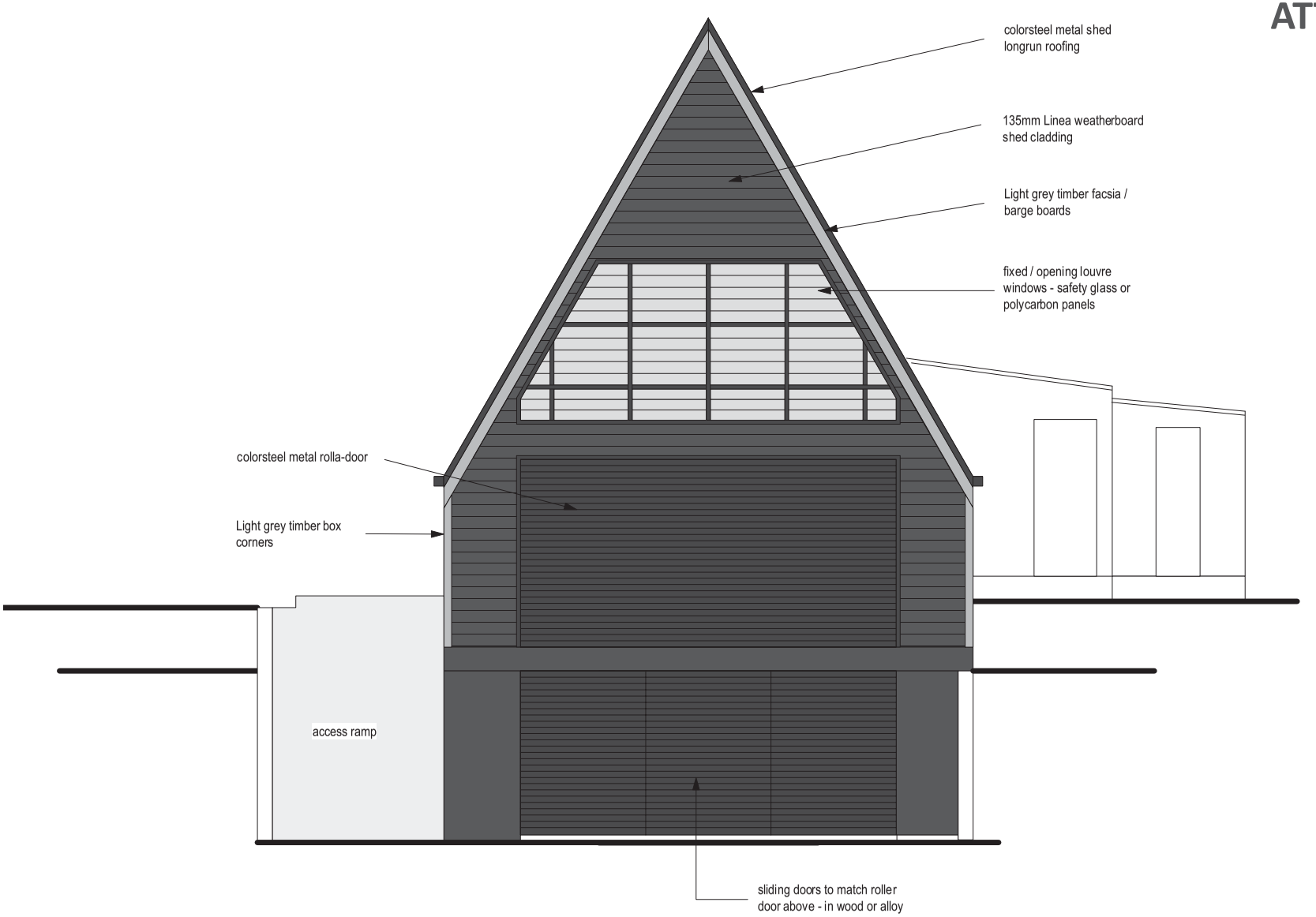
LITTORALIS
LANDSCAPE ARCHITECTURE

RESERVE AREA

INDICATIVE CONCEPT

PREPARED TO INFORM APPLICATION BY DOUG'S OPUA BOATYARD

ATTACHMENT FIVE



East Elevation 1:50

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Job:

Proposed alterations to existing Shed / Office building
Doug's Boat Yard

Date: 20th February 2019

Ref: 16-28 Scale: A3 size

Sheet: of:

Preliminary Plans