BEFORE INDEPENDENT HEARING COMMISSIONERS APPOINTED BY THE NORTHLAND REGIONAL COUNCIL

IN THE MATTER	of the Resource Management Act 1991 (**RMA**)
AND	
IN THE MATTER	of an application for a resource consent to build a replica of the Mangawhai Wharf by **THE MANGAWHAI HISTORIC WHARF TRUST** Applicant

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EVIDENCE BY KYLIE MCLAUGHLIN-BROWN
FOR THE MANGAWHAI HISTORIC WHARF TRUST

(LANDSCAPE, CHARACTER AND VISUAL)

Dated: 4 September 2020

BROOKFIELDS
LAWYERS
A M B Green
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MAY IT PLEASE THE COMMISSIONERS:

1. My name is Kylie McLaughlin-Brown.

QUALIFICATIONS AND EXPERIENCE

2. I hold the qualifications of a Bachelor of Landscape Architecture (from UNITEC Institute of Technology) and a master's in planning Practice with honours (from Auckland University). I am a registered member the New Zealand Institute of Landscape Architects (**NZILA**) and a full member of the New Zealand Planning Institute (**NZPI**).

3. I have 18 years' experience as a landscape architect and planner in both the private and public sector.

4. I was employed by Whangarei District Council from 2002-2006 as a Policy Planner and was responsible for the implementation of the Coastal Management Strategy and ten Coastal Structure Plans.

5. I was also responsible for undertaking the District Wide Landscape Assessment in conjunction with Stephen Brown (Landscape Architect) to determine the District's areas of High Natural Character and areas of Outstanding Natural Landscapes and Visual Amenity Landscapes. I worked in conjunction with the Environmental Defence Society to develop Landscape Planning Guidelines. I was also responsible for providing feedback and expert advice on Coastal matters to the Northland Regional Council from the District Council which included moorings and marinas, mangroves and aquaculture activity. I was also responsible for preparing the submission on behalf of the Whangarei District Council to the Aquaculture Parliamentary Select Committee.

6. I was employed by Dream Planning based in Mangawhai from 2006- April 2018 as a Planner and Landscape Architect. I was employed at Parallax Consultants based in Warkworth as a Planner and Landscape Architect from May 2018-June 2019. In June 2019 I became self-employed and I am the Director, Planner and Landscape Architect at Evolve Planning and Landscape Architecture based in Mangawhai.

7. As a planner and landscape architect the work I have been involved in includes a number of land use and subdivision consents within the urban, rural and coastal environments throughout New Zealand. I have prepared a number of landscape and visual assessments, landscape and management plans and also undertaken private plan changes.

8. I have provided expert opinion on behalf of both Kaipara District Council and Whangarei District Council in terms of landscape matters for various resource consent applications and I have represented Whangarei District Council and Kaipara District Council as a landscape architect at a number of hearings and Kaipara District Council in Environment Court mediation as a landscape architect.

9. My evidence has been prepared in accordance with the Landscape Assessment methodology contained within the NZILA Best Practice Note: Landscape Assessment and Sustainable Management 10.1.

CODE OF CONDUCT

10. I confirm that I have read and am familiar with the "*Code of Conduct for Expert Witnesses"* contained in the Environment Court Practice Note 2014 and I agree to comply with the code. I confirm that I have considered all the material facts that I am aware of that might alter or detract from the opinions that I express, and that this evidence is within the area of my expertise, except where I state that I am relying on the evidence of another expert.

ROLE IN THE PROJECT

11. I was engaged by Mangawhai Historic Wharf Trust (**MHWT**) during my time at Dream Planning (2017) to prepare the Landscape and Visual Assessment report to accompany the consent application for the proposed Wharf.

12. I have since been engaged on 20 August 2020 as Evolve Planning and Landscape Architecture by the MHWT to prepare expert evidence and address any points of submission in opposition to the Wharf related to landscape matters.

13. In preparing this evidence I have read the following documentation:

    (a) The resource consent application submitted by the MHWT and AEE prepared by Dream Planning dated April 2020;

    (b) The submissions received in support and opposition to the application;

    (c) The Section 42A report prepared by Northland Regional Council;

    (d) The New Zealand Coastal Policy Statement;

    (e) The Proposed Regional Plan (Appeals version);

    (f) The Operative Coastal Plan;

    (g) The Northland Regional Policy Statement;

    (h) The Kaipara District Plan; and

    (i) Desktop Study of the site and surrounds.

14. I made numerous visits to the site and surrounds in October and November 2017 at the time of preparing the LVA and have subsequently undertaken another site visit to the site and surrounds on 25 August 2020.

15. The visual simulations prepared to accompany the LVA and also presented within this evidence were prepared by Elena Emmerich (Draughtsperson - Dream Planning) with my review and direction and to the best of my knowledge are prepared in accordance with the NZILA Visual Simulation Guideline 10.2. They do however contain elements of error and are not 100% accurate but do provide a visual simulation of what the Wharf will look like.

SCOPE OF EVIDENCE

16. In my evidence I will provide a summary of the LVA and also provide an assessment of those points of submission in opposition to the Wharf rebuild in relation to landscape matters only.

17. Where I concur with either the Council's assessment contained within the s42A report, planning evidence prepared by Vishal Chandra or evidence prepared by the MHWT I will not provide any further assessment / detail with respect to these matters.

HISTORIC MANGAWHAI WHARF REBULD

18. A description of the proposed activity being the Historic Mangawhai Wharf rebuild has been provided within the body of the evidence prepared by MHWT (Colin Leach Chairman) with which I concur.

EXISTING ENVIRONMENT

Site Description and Wider Landscape Context

19. The proposed Wharf rebuild is located within the Coastal Marina Area (**CMA**) which is tidal in nature. The site is situated immediately adjacent to the end of Moir Street, Mangawhai Village, as described within the evidence prepared by the MHWT. The location of the rebuild is consistent with the location of the original Wharf, where the Groyne is still evident.

20. The site forms part of the upper reaches of the Mangawhai Harbour Environment, is zoned General Coastal Zone and is identified as having High Natural Character Values under the Proposed Regional Plan for Northland (Appeals Version June 2020). The site is also identified as having High Natural Character Values under the Northland Regional Policy Statement as shown in **Attachment 1.**

21. Mangawhai Harbour is defined by the Barrier Spit towards the east, Molesworth Peninsula which descends from the North and dissects the Harbour. Molesworth Peninsula is joined to Mangawhai Village by a causeway. The eastern landward side of the peninsula is characterised by historic residential development, whilst the western side of the peninsula's character is changing from rural residential to residential development with a number of significant new subdivisions occurring. Mangawhai Village forms the south western most part of Mangawhai Harbour and is characterised by historic residential

development and amenities with recent subdivisions occurring inland. The northern most upper reaches of Mangawhai Harbour adjoin the rural catchment where silt and sediment are evident. The south- eastern component of Mangawhai Harbour includes a mixture of rural land use and rural residential development with Tern Point gated community situated on the fringe of the Mangawhai Barrier Spit.

22. There are a number of activities within the Mangawhai Harbour within close proximity to the subject site including consented dredging, consented mangrove removal and a consented jetty (which is located within Back Bay situated approximately 800 metres from the subject site). Two moorings are identified in the NRC mapping within close proximity to the subject site, stairs are located adjacent to Pearson Street reserve, an existing boat ramp is located at the subject site together with a number of rock walls. The Harbour is also used for water sports both motorised and non-motorised including boating, jetskis, kite surfing, paddle boarding, kayaking and so forth. Further up the harbour i a pontoon, moorings and a number of consented boat ramps can be found.

23. The site is immediately adjacent to the Mangawhai Tavern (heritage building). The remainder of the land adjacent to the proposed Wharf site is predominantly residential in nature with recent subdivisions, with pockets of Esplanade Reserve extending around the fringe of the coastline, the coastal edge is generally lined by Coastal Pohutukawa trees.

24. The site is within walking distance (500m-600m) from the local shopping complex and associated amenities, daycare, kindergarten and school and is within close proximity to Mangawhai Central.

POINTS OF SUBMISSION

25. A total of 227 submissions were received, 195 in support and 32 in opposition. I have read through all of the submissions received and also the summary of submissions contained within the s42A report My evidence will concentrate on points of submission in opposition to the Wharf rebuild related to landscape matters only.

26. Whilst I will not go into detail in regard to the submissions in support of the Wharf rebuild there were a number in support which outlined positive benefits related to landscape matters in particular amenity values including recreational attributes, visual amenity, historical and cultural association and maintenance of natural character. An extract of positive effects is outlined below, this list is not exhaustive:

    (a) Benefits to the school;

    (b) Historic value / focal point;

    (c) Improved public access to the CMA;

    (d) Public recreational values;

    (e) Add significant value to the character of Mangawhai;

    (f) Useable amenity for the community;

    (g) Passive interaction with the Harbour;

    (h) Community asset providing function and aesthetics;

    (i) Beautiful structure providing connection to the land and the sea;

    (j) Minimal adverse effects on the natural character of the surrounding environment; and

    (k) Visual effects are minor in keeping with both land and coastal marine natural environments.

27. A number of submissions were received in opposition to the Wharf rebuild related to landscape matters including:

    (a) Natural character;

(b) Amenity values including potential effects resulting from noise and lighting; and

(c) Potential visual effects of a man-made structure.

28. Specific submissions in relation to landscape matters are outlined below:

(a) Betty Belcher – Noise and lighting;

(b) Jennifer Marie Price – Looks industrial;

(c) Gayle Forster – Noise of boats and jetskis;

(d) New Zealand Fairy Tern Charitable Trust – Natural Character;

(e) David Mark Goodwin (adjacent neighbour)– Natural view of the estuary will be replaced by an ugly man-made structure. Lights on Wharf will attract seedy night behaviour. Floating pontoon an eyesore wrecking the view of the estuary;

(f) Melissa Scott – Natural Character;

(g) Christine Wild – Decrease in Natural Character due to an increase in activity and noise, visual pollution;

(h) Royal Forest and Bird Protection Society – Natural Character; and

(i) This evidence concentrates on the points of submission in opposition related to landscape matters and are assessed below.

ASSESSMENT OF EFFECTS (LANDSCAPE MATTERS)

29. I concur with the conclusions reached within the s42A report prepared by Kate McGuire Consents Officer Generalist – Northland Regional Council with respect to potential effects on Natural Character, Landscape Values, Seascape Values, Amenity and Visual Amenity Values reached within section 6.3 paragraphs 30-34 which conclude that potential effects on these matters are no more than

minor. However, as a number of submissions related to landscape matters, further comment is provided below.

ASSESSMENT OF VISUAL AND AMNEITY EFFECTS

Potential Amenity Effects

30. Amenity values in terms of Part 2 of the Resource Management Act 1991 (The Act) are a matter that particular regard must be had to in the determination of a resource consent application. The Act refers to *"those natural or physical qualities and characteristics of an area that contribute to peoples' appreciation of its pleasantness, aesthetic coherence and cultural and recreational attributes."*

31. Amenity values can be affected by tangible and measurable matters, elements such as dust, odour, noise, glare, daylight and sunlight, vibration, bulk and location of development and traffic. Amenity values can be affected by the perceptions and expectations that people hold about amenity; these types of amenity values require a subjective judgement.

32. The points of submission in opposition to the Wharf rebuild in relation to amenity values include potential effects on noise, light and visual amenity.

Potential Noise Effects

33. Potential effects from noise will likely be generated by noise from motorised watercraft and users of the Wharf.

34. It is likely that motorised and non- motorised craft would use the Wharf for launching and watercraft will utilise the harbour and wider coastal environment in its entirety, which is a permitted activity. It is also considered that launching of motorised watercraft may be preferable at the Mangawhai Heads Boat Ramp over the proposed Wharf due to the tidal nature of the location and distance of the Wharf from the mouth of the Harbour. It is my understanding that the speed limit within this portion of the Harbour is 5 knots. It is also my opinion that motorised watercraft use is within the existing environment and it is likely that the noise from motorised watercraft will be absorbed into the wider environment.

35. In terms of noise experienced from users of the Wharf it is likely that noise experienced will be heard in the context of noise permitted within the surrounding environment including users of the esplanade reserve, Mangawhai Tavern, Mangawhai Tavern Markets and recreational users of the Mangawhai Estuary.

Potential light Effects

36. The Wharf is proposed to be lit by solar lighting for navigation and safety purposes. At the start of the finger is one flood light on a sensor, kick board lights are down the finger length for safety. There are two corner wharf lights for safety on a sensor. Navigational lighting is on by day and night switching being one main all around pole light on the wharf outer edge, 4 inward facing lights on the pontoon and two outward lights on the ramp to the pontoon as detailed within the lighting plan details of the Total Marine Design. This navigational lighting is required and will need to be lit at all times for the safety of users of the Mangawhai Harbour and users of the Wharf.

37. Whilst the Wharf will increase the light spill within the CMA, the Mangawhai Tavern includes flood lights which are used seasonally when the outdoor green area within the Tavern is used for night-time concerts. Therefore, there is already an element of light spill and glare within the surrounding environment from lighting. Night-time lighting is also visible from Molesworth Peninsula adjacent.

38. It is understood that there will also be CCTV cameras and restrictions on use for safety purposes.

39. It is my opinion that the additional navigation and safety lighting will be visible at night however it will result in a minor effect on the CMA as the lighting will be seen in the context of lighting from Mangawhai Tavern, vehicles and household activity within Moir Street and Molesworth Peninsula adjacent.

Potential Visual Effects

40. Turning to potential visual effects, visual amenity is a subset of amenity values.

41. There are a total of three submissions which raise potential visual amenity effects. Jennifer Marie Price – *"looks industrial"* Christine Wild – *"visual pollution"* There is only one submission directly related to potential visual effects from David Mark Goodwin whose property is situated at 3 Moir Street, Mangawhai and experiences views towards the proposed Wharf rebuild. This evidence will only address this viewpoint, however for completeness the Visual Representation set is included as **Attachment 2.**

42. I have not been able to assess the potential visual effects from the site in question so have assessed the potential visual effects from the public viewpoint taken from the most visually prominent areas taken from the Esplanade Reserve immediately adjacent to Mr Goodwins property, photos are shown in **Attachment 3.**

43. For completeness the visual representations of the Wharf from the Mangawhai Tavern and immediately adjacent to the existing boat ramp looking east are included and are also assessed. Those viewpoints included in the LVA are demonstrated in Sheets 9 and 10 of **Attachment 2.**

44. It is considered that views would be partial and intermittent in nature with existing vegetation (Pohutukawa) essentially breaking up the view. These views are also representative of those users of Mangawhai Tavern, Moir Street boat ramp and the esplanade reserve network.

45. The current view changes depending on viewing location and direction, however when viewing the site in easterly and northerly directions, the view includes the Pohutukawa lined esplanade edge, wide expansive Harbour which is ever changing dependent on tides and seasons. With the rural flats to the south east and Molesworth Peninsula forming the backdrop to the site with Mangawhai Sandspit and Tern Point in the far distance.

46. The majority of the Mangawhai Wharf will be visible from this location as the Wharf extends into the CMA, however, the proposed structure does not affect any of the landscape characteristics which form the landscape values of the site.

47. Whilst the view creates a change, the change does not necessarily result in adverse effects. The proposal will provide for active and passive recreation within the CMA, provides visual interest and recreates an historic feature which forms part of Mangawhai's rich maritime history and associative meaning for the community.

48. The proposed structure will represent a notable change to the outlook to the east and north, however the structure will be seen within the context of the wider Mangawhai Harbour environment with a backdrop of Mangawhai rural hinterland and Molesworth Peninsula.

49. It is my opinion that the backdrop diminishes the prominence of the structure which will be further reduced at high tide when the poles will be less visible.

50. It is my opinion that whilst the proposed Wharf will result in a visual change to the views of those residing to the west of the site and those users of the Esplanade Reserve area, Mangawhai Tavern and Moir Street boat ramp, the degree of adverse potential effects experienced by individuals particularly from Moir Street boat ramp and sites adjacent will be moderate initially diminishing to moderate to low (minor) once the structure becomes part of the landscape like it once was historically.

NATURAL CHARACTER

51. The entire Mangawhai Harbour CMA is identified as having High Natural Character Values under the Northland Regional Policy Statement and Proposed Regional Plan which was derived from mapping undertaken in 2010 and 2014. A number of the submissions in opposition raise potential effects on natural character.

52. A working definition of natural character is derived from research undertaken for the Department of Conservation which provides some guidance. It provides:

> "*Natural character is a term used to describe the naturalness of all coastal environments. The degree or level of natural character within an area depends on:*

1. *The extent to which natural elements, patterns and processes occur; and*
2. *The nature and extend to modifications to the ecosystem and landscape / seascape;*
3. *The highest degree of natural character (greatest naturalness) occurs where there is least modification.*
4. *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"*

53. I have previously been involved in mapping areas of High Natural Character during my time at Whangarei District Council so am familiar with the process and characteristics required for an area to be determined as having High Natural Character. I am also familiar with the errors and potential inconsistencies with mapping such areas which is also recognised in the Northland Regional Policy Statement.

54. The Northland Regional Council Natural Character Mapping Methodology Report utilises the definition in Froude et al. (2010) and includes the following criteria:

"Natural Character occurs along a continuum. The natural character of a "site" at any scale is the degree to which it:

1. *Is part of nature, particularly indigenous nature;*
2. *Is free from the effects of human constructions and non-indigenous "biological artefacts"*
3. *Exhibits fidelity to the geomorphology, hydrology and biological structure, composition and pattern of the reference conditions chosen;*
4. *Exhibits ecological and physical processes comparable with reference conditions.*
5. *Human perceptions and experiences of a "sites" natural character are a product of the sites biophysical attributes, each individuals sensory acuity and a wide variety of personal and cultural filters"*[1]

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[1] Northland Regional Council Northland Mapping Project Mapping Methodology Report 2014.

55. Natural character exists on a continuum, from totally modified at one extreme, to entirely natural at the other.

56. The Northland Regional Council's assessment criteria for the formation of High Natural Character Areas within the NRPS definition in relation to the site include "High Natural Character" generally means a high proportion of indigenous vegetation cover, visually unobtrusive land management (e.g. low intensity pasture) few and visually subservient human features and a strong experience of naturalness.

57. The Northland Regional Council's assessment criteria for the formation of High Natural Character Areas within the latest maps (2014) prepared by the Northland Mapping Project Natural Character Methodology define "High Natural Character" as "*almost entirely consists of nature, especially indigenous nature. Relative to other Northland coastal sites, there is a moderate to high level of matching to reference conditions for biological structures and composition and ecological processes, geomorphology or landform, hydrology, hydraulics, water quality and physical processes, sound and odour environment, darkness regimes, exhibit minimal impact from buildings, human built structures, paved surfaces, roading or vehicle tracks. "*

58. The report defines areas where *natural character is less than high* as follows:

    i. *May have low levels of nature (versus human constructed environments)*
    ii. *Typically have moderate to low levels of indigenous nature*
    iii. *May be dominated by human constructed and managed biological systems such as pasture for grazing, lawns, gardens, plantations, orchards which are typically dominated by introduced species;*
    iv. *May include moderate to high levels of invasive species;*
    v. *Relative to other Northland coastal sites there is usually a low level of matching to reference conditions for one or more of:*
    vi. *Biological structures and composition and ecological processes*
    vii. *Geomorphology or landform, hydrology, hydraulics, water quality and physical processes*

viii. Sound and odour environment, darkness regimes

ix. May exhibits a variety of impacts from buildings, human built structures, paved surfaces, roading or vehicle tracks.

59. The Natural Character Worksheet for Mangawhai demonstrates that within the Mangawhai Harbour the natural character index varied from 0.86- 0.47 with the subject site being within the area ranked 0.47. Anything above 0.43 is considered to have High Natural Character Values (see **Attachment 1**).

60. A description of the subject site included *"narrow band of fringing pohutukawa trees on low eroding coastal cliffs. Understory and margins of non-native species."* The values that contributed to this ranking are outlined as *"Mature indigenous trees and some bush. Minimal human mediated hydrological or landform changes and few obvious structures."*[2]

61. Significant land modification in terms of the change in vegetation patterns and land use occurred between 2014 (when the assessment was undertaken) to the present due to the continuing development pressures within Mangawhai, particularly along the foreshore adjacent to Moir Street, Dune View Drive and Pearson Street (see **Attachment 1**).

62. Within the body of the LVA I applied the above attributes and criteria and definition of Natural Character when forming my opinion with regard to the subject site where these fall into my area of expertise.

63. It is my opinion that the seaward area of the site cannot be considered in isolation when assessing the landscape and natural character values and therefore the landward area also needs to be considered when assessing the natural character values.

64. Whilst the site was ranked as having High Natural Character values, the score was the lowest within the Mangawhai Harbour and was only within High Natural Character area by a value 0.04 within the scale index.

65. The values outlined within the worksheet that contribute to this ranking in my opinion have changed somewhat since the mapping was undertaken in 2014,

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2 Northland Regional Council Mapping Project Worksheet.

as shown in **Attachment 1** are two google earth aerial photos taken 2014 and 2020. These photos demonstrate considerable change of land use within this timeframe, and includes further residential development within Dune View Drive, Pearson Street and Moir Street, also adjacent at Molesworth Peninsula, in particular, Moir Point.

66. The area of land directly adjacent to and behind the Mangawhai Tavern which essentially had a rural feel and was grazed with horses in 2014 is now "Harbourside Development" which consists of 400m² allotments and two-storey dwellings. Further to the north of the subject site in 2014 included a 4.2ha block of residential zoned land which was predominantly in mature vegetation. This vegetation has since been cleared and this site now forms part of a residential development (William Gilbert Drive).

67. The Northland Mapping Project appears to have not considered that the Mangawhai Tavern is located directly adjacent to MHWS; the activity includes a high level of noise and light spill, particularly over the summer weekends. These land uses adjacent to the CMA provide a level of light and sound which has the potential to reduce the natural character of the environment.

68. In my opinion the Northland Mapping Project also failed to acknowledge the existing boat ramp, remnants of the historic Wharf (groynes) and rock wall erosion protection structures that line this part of the Harbour. These are essentially manmade structures within the Harbour environment which in my opinion reduces the naturalness of the site.

69. It is my opinion that the subject site would likely demonstrate less than high natural character values based on the changes that have taken place within the CMA from 2014 to present and also because the mapping description did not acknowledge a number of human built structures, buildings and sound and darkness regimes that can occur from time to time from activity undertaken at the Mangawhai Tavern adjacent.

70. It is my opinion that the site in its entirety (seaward and landward), displays a level of modification which has reduced the sensitivity and natural character values.

71. It is my opinion that the proposed Wharf rebuild will have a moderate to low adverse effect (minor effect) on the perceived naturalness and natural character within the Harbour and this is a result of the overall increase in the intensity of human activity. The water based structure which will occupy the Harbour and the natural features (e.g. Pohutukawa lined fringe) will continue to be visible and contribute to the level of perceived naturalness within the Harbour.

STATUTORY CONTEXT

72. I have prepared an assessment of the proposal against the New Zealand Coastal Policy Statement (**NZCPS**), Northland Regional Policy Statement (**NRPS**) Northland Regional Coastal Plan (**NRCP**) and Proposed Regional Plan (**PRP**) in the body of the LVA with respect to landscape matters and do not intend to repeat that statutory assessment within my evidence.

73. To conclude, it is my opinion that the proposal meets the intent of the NZCPS and is consistent with the objective and policy framework contained within the NRPS, NRCP and PRP.

74. I concur with the relevant statutory assessment undertaken in regard to landscape matters within the s42A report prepared by Kate McGuire Consents Officer – Generalist - Northland Regional Council.

75. I concur with the relevant statutory assessment undertaken in regard to landscape matters contained within the planning evidence prepared by Vishal Chandra.

CONCLUSION

76. It is my opinion that the proposed Wharf re-build within the CMA situated at the end of Moir Street, Mangawhai is appropriate and will recreate an associative meaning of the historic feature for the community and will also create a positive amenity and recreational attribute for the wider community.

77. It is my opinion that the structure is well sited with the scale and design appropriate to the location, seascape, landscape and natural character values.

78. It is my opinion that whilst the structure will result in a visual change, the change is seen in the context of the surrounding environment and over time will become part of the coastal landscape. The design and recessive colour of the Wharf will assist in ensuring that the Wharf can be visually absorbed into the wider landscape from various viewpoints.

Kylie McLaughlin-Brown

Attachments

1 Natural Character Assessment (Evolve Planning)

2 Historic Wharf Rebuild Visual Representation Plan Set (Dream Planning)

3 Viewpoint from the esplanade reserve adjacent to Mr David Mark Goodwins property (Evolve Planning)

Attachment 1

Natural Character Assessment (Evolve Planning)

Attachment 1 – Natural Character Assessment

Northland Regional Council – High Natural Character Area

Northland Regional Policy Statement

(Source: Northland Regional Council GIS)

evolve
Planning + Landscape Architecture

Attachment 1 – Natural Character Assessment

Northland Regional Council – High Natural Character Area

Proposed Regional Plan

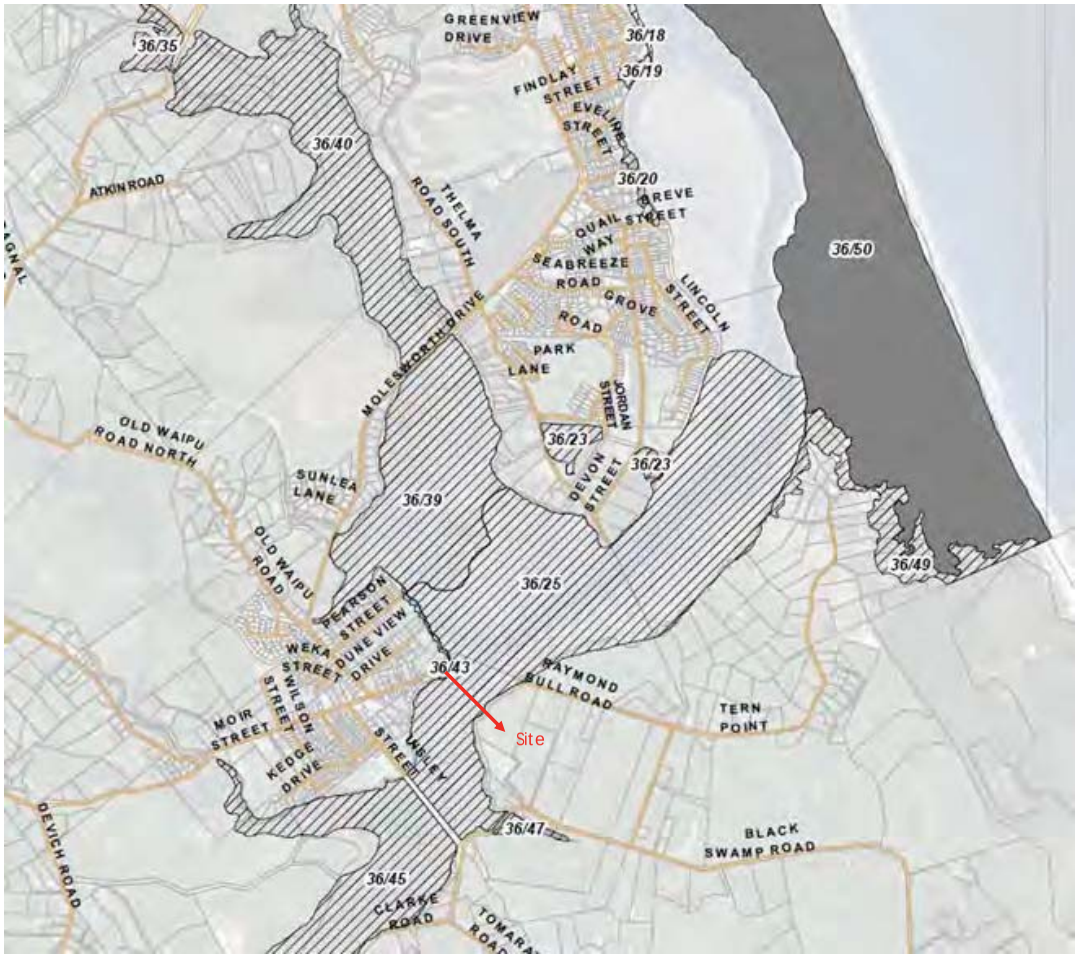
(Source Northland Regional Council GIS)

evolve
Planning + Landscape Architecture

Attachment 1 – Natural Character Assessment

Northland Regional Council Northland Mapping Project

Natural Character Worksheet – Mangawhai Harbour



The Natural Character Worksheet for Mangawhai demonstrates that within the Mangawhai Harbour that the natural character index varied from 0.86- 0.47 with the subject being within the area ranked 0.47. Anything above 0.43 is considered to have High Natural Character Values.

Source: Northland Regional Council Natural Character Worksheet – Mangawhai Harbour.

evolve
Planning + Landscape Architecture

Aerial Photo Mangawhai 2014

(photo taken within the timeframe of the NRC Mapping Project 2011-2014)

Source Google Earth

evolve
Planning + Landscape Architecture

Aerial Photo Mangawhai 2020

The Natural Character Values Changed Significantly

Source Google Earth

evolve
Planning + Landscape Architecture

evolve
Planning + Landscape Architecture

Attachment 2

Historic Wharf Rebuild Visual Representation Plan Set

(Dream Planning)

November 2017

HISTORIC WHARF REBUILD VISUAL REPRESENTATION

- Locality Plan 02
- Historic Photos & Plans 03
- North West Perspective 04
- South West Perspective 05
- Viewing Catchment Plan 06
- Visual Representation of View Points 07-14
- 3D Rendering of Proposed Wharf Rebuild 15
- Construction Plan Set by Total Marine Services Ltd. 16-18

DREAM
PLANNING

ADDRESS	MANGAWHAI VILLAGE
CLIENT / APPLICANT	MANGAWHAI WHARF TRUST
PROPOSAL	HISTORIC WHARF REBUILD MANGAWHAI WHARF MOIR STREET, MANGAWHAI

TITLE

LOCALITY PLAN

SHEET 02

SCALE 1:13000 @ A3

NOTE THAT ALL MEASUREMENTS ARE IN METRES UNLESS SHOWN

DREAM PLANNING

PO BOX 123, MANGAWHAI
PH (09) 431 4568
EMAIL admin@dream-inc.co.nz
WEB www.dreaminc.co.nz

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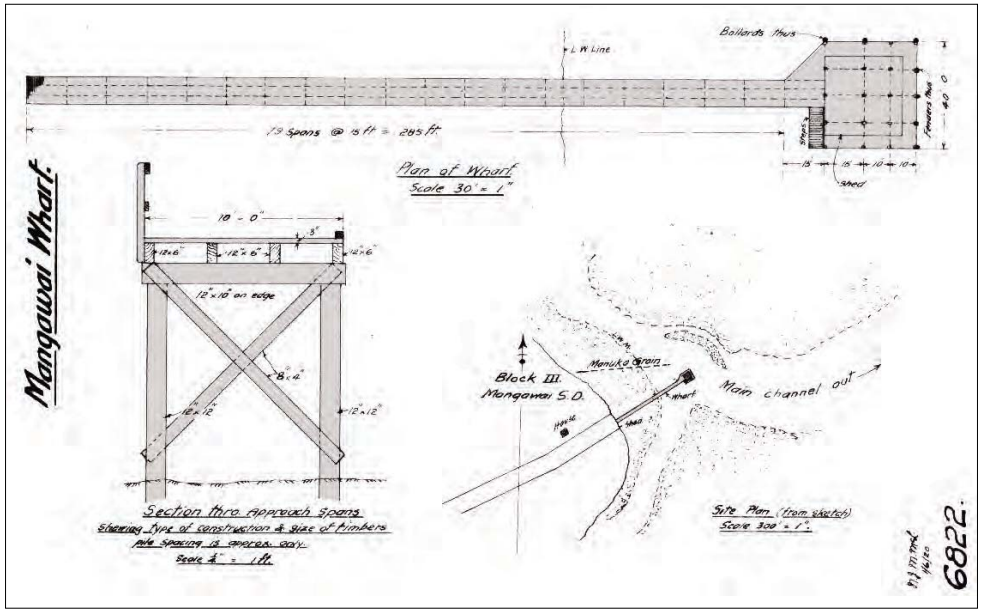
REF #	DLA17034
VERSION #	002
DATE	16.11.2017
DRAWN BY	EE

Model of the Historic Wharf

Historic Wharf Photos (End of Moir Street)

Historic Wharf Construction Plan & Site Plan



ADDRESS	MANGAWHAI VILLAGE
CLIENT / APPLICANT	NAME
PROPOSAL	REBUILT HISTORIC MANGAWHAI WARF MOIR ROAD, MANGAWHAI

TITLE

HISTORIC PHOTOS & PLANS OF THE HISTORIC WHARF

SHEET 03

SCALE 1:5500 @ A3

NOTE THAT ALL MEASUREMENTS ARE IN METRES UNLESS SHOWN

DREAM PLANNING

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REF #	DLA 17034
VERSION #	003
DATE	16.11.2017
DRAWN BY	EE

SOUTH-WEST PERSPECTIVE

ADDRESS	MANGAWHAI VILLAGE
CLIENT / APPLICANT	MANGAWHAI WHARF TRUST
PROPOSAL	HISTORIC WHARF REBUILD MANGAWHAI WHARF MOIR STREET, MANGAWHAI
TITLE	**THE HISTORIC WHARF**
SHEET	04
	SCALE 1:5500 @ A3 NOTE THAT ALL MEASUREMENTS ARE IN METRES UNLESS SHOWN
	DREAM PLANNING *PO BOX 123, MANGAWHAI* *PH (09) 431 4568* *EMAIL admin@dream-inc.co.nz* *WEB www.dreaminc.co.nz*
	REF # **DLA 17034**
	VERSION # **004**
	DATE **16.11.2017**
	DRAWN BY **EE**

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NORTH-WEST PERSPECTIVE

ADDRESS	MANGAWHAI VILLAGE
CLIENT / APPLICANT	MANGAWHAI WHARF TRUST
PROPOSAL	HISTORIC WHARF REBUILD MANGAWHAI WHARF MOIR STREET, MANGAWHAI
TITLE	THE HISTORIC WHARF
SHEET	05
SCALE	1:5500 @ A3 NOTE THAT ALL MEASUREMENTS ARE IN METRES UNLESS SHOWN
REF #	DLA 17034
VERSION #	005
DATE	16.11.2017
DRAWN BY	EE

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KEY

Viewing Catchment

08 View Points

01 VIEW FROM THE END OF RAYMOND BULL ROAD (PAPER ROAD)

02 VIEW FROM INSLEY STREET / BLACK SWAMP ROAD INTERSECTION

03 VIEW FROM ESPLANADE RESERVE MOIR STREET - ADJACENT MANGAWHAI TAVERN

04 VIEW END OF MOIR STREET - ADJACENT MANGAWHAI TAVERN AND EXISTING BOATRAMP

05 VIEW FROM MOLESWORTH DRIVE

06 VIEW FROM MOLESWORTH DRIVE CAUSEWAY

07 VIEW FROM RESERVE - BACK BAY JETTY

08 VIEW FROM MANGAWHAI ESTUARY

ADDRESS	MANGAWHAI VILLAGE
CLIENT / APPLICANT	MANGAWHAI WHARF TRUST
PROPOSAL	HISTORIC WHARF REBUILD MANGAWHAI WHARF MOIR STREET, MANGAWHAI

REF #	VERSION #	DATE	DRAWN BY
DLA17034-001	A	14 / 11 / 2017	EE

VIEWING CATCHMENT THE HISTORIC WHARF

SHEET 01

SCALE 1:13000 @ A3

NOTE THAT ALL MEASUREMENTS ARE IN METRES UNLESS SHOWN

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01 VIEW FROM THE END OF RAYMOND BULL ROAD (PAPER ROAD)

Proposed Wharf Rebuild

GOOGLE EARTH PERSPECTIVE

ADDRESS	**MANGAWHAI VILLAGE**
CLIENT / APPLICANT	MANGAWHAI WHARF TRUST
PROPOSAL	HISTORIC WHARF REBUILD MANGAWHAI WHARF MOIR STREET, MANGAWHAI
TITLE	**THE HISTORIC WHARF**
SHEET	07
SCALE	SCALE 1:5500 @ A3 NOTE THAT ALL MEASUREMENTS ARE IN METRES UNLESS SHOWN
REF #	DPL17034
VERSION #	007
DATE	16.11.2017
DRAWN BY	EE

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Note:
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02 VIEW FROM INSLEY STREET / BLACK SWAMP ROAD INTERSECTION

Proposed Wharf Rebuild

Note:
Photo taken with 50mm Lens in line with NZILA Visual Simulation Guidelines

GOOGLE EARTH PERSPECTIVE

ADDRESS	**MANGAWHAI VILLAGE**
CLIENT / APPLICANT	MANGAWHAI WHARF TRUST
PROPOSAL	HISTORIC WHARF REBUILD MANGAWHAI WHARF MOIR STREET, MANGAWHAI
TITLE	**THE HISTORIC WHARF**
SHEET	08
	SCALE 1:5500 @ A3 NOTE THAT ALL MEASUREMENTS ARE IN METRES UNLESS SHOWN
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REF #	**DPL17034**
VERSION #	**008**
DATE	**16.11.2017**
DRAWN BY	**EE**

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03 VIEW FROM ESPLANADE RESERVE MOIR STREET - ADJACENT MANGAWHAI TAVERN

Proposed Wharf Rebuild

Note:
Photo taken with 50mm Lens in line with NZILA Visual Simulation Guidelines

GOOGLE EARTH PERSPECTIVE

ADDRESS	**MANGAWHAI VILLAGE**
CLIENT / APPLICANT	MANGAWHAI WHARF TRUST
PROPOSAL	HISTORIC WHARF REBUILD MANGAWHAI WHARF MOIR STREET, MANGAWHAI
TITLE	**THE HISTORIC WHARF**
SHEET	09
	SCALE 1:5500 @ A3 NOTE THAT ALL MEASUREMENTS ARE IN METRES UNLESS SHOWN

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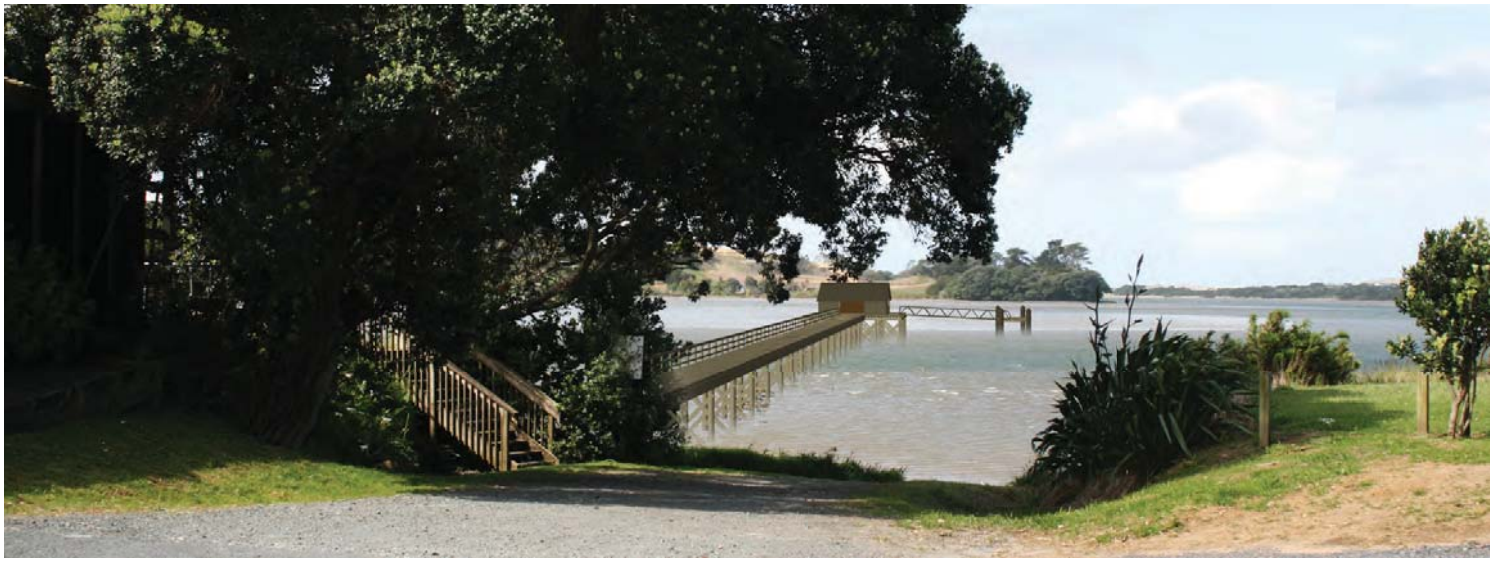
04 VIEW END OF MOIR STREET - ADJACENT MANGAWHAI TAVERN AND EXISTING BOATRAMP



Proposed Wharf Rebuild

GOOGLE EARTH PERSPECTIVE

ADDRESS	**MANGAWHAI VILLAGE**
CLIENT / APPLICANT	MANGAWHAI WHARF TRUST
PROPOSAL	HISTORIC WHARF REBUILD MANGAWHAI WHARF MOIR STREET, MANGAWHAI
TITLE	**THE HISTORIC WHARF**
SHEET 10	SCALE 1:5500 @ A3 NOTE THAT ALL MEASUREMENTS ARE IN METRES UNLESS SHOWN

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VERSION #	**001 0**
DATE	**16.11.2017**
DRAWN BY	**EE**

Note:
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05 VIEW FROM MOLESWORTH DRIVE

Proposed Wharf Rebuild

Note:
Photo taken with 50mm Lens in line with NZILA Visual Simulation Guidelines

GOOGLE EARTH PERSPECTIVE

ADDRESS	**MANGAWHAI VILLAGE**
CLIENT / APPLICANT	MANGAWHAI WHARF TRUST
PROPOSAL	HISTORIC WHARF REBUILD MANGAWHAI WHARF MOIR STREET, MANGAWHAI
TITLE	**THE HISTORIC WHARF**
SHEET 011	SCALE 1:5500 @ A3 NOTE THAT ALL MEASUREMENTS ARE IN METRES UNLESS SHOWN
	REF # **DPL17034**
	VERSION # **0011**
	DATE **16.11.2017**
	DRAWN BY **EE**

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06 VIEW FROM MOLESWORTH DRIVE CAUSEWAY

Proposed Wharf Rebuild

Note:
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GOOGLE EARTH PERSPECTIVE

ADDRESS	**MANGAWHAI VILLAGE**
CLIENT / APPLICANT	MANGAWHAI WHARF TRUST
PROPOSAL	HISTORIC WHARF REBUILD MANGAWHAI WHARF MOIR STREET, MANGAWHAI
TITLE	**THE HISTORIC WHARF**
SHEET	12
	SCALE 1:5500 @ A3 NOTE THAT ALL MEASUREMENTS ARE IN METRES UNLESS SHOWN

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DATE	**16.11.2017**
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07 VIEW FROM RESERVE - BACK BAY JETTY

Proposed Wharf Rebuild

BACK BAY JETTY (PUBLIC)

GOOGLE EARTH PERSPECTIVE

ADDRESS	**MANGAWHAI VILLAGE**
CLIENT / APPLICANT	MANGAWHAI WHARF TRUST
PROPOSAL	HISTORIC WHARF REBUILD MANGAWHAI WHARF MOIR STREET, MANGAWHAI
TITLE	**THE HISTORIC WHARF**
SHEET	13
	SCALE 1:5500 @ A3 NOTE THAT ALL MEASUREMENTS ARE IN METRES UNLESS SHOWN
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VERSION #	**001 3**
DATE	**16.11.2017**
DRAWN BY	**EE**

Note:
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08 VIEW FROM MANGAWHAI ESTUARY

Proposed Wharf Rebuild

Note:
Photo taken with 50mm Lens in line with NZILA Visual Simulation Guidelines

GOOGLE EARTH PERSPECTIVE

ADDRESS	**MANGAWHAI VILLAGE**
CLIENT / APPLICANT	MANGAWHAI WHARF TRUST
PROPOSAL	HISTORIC WHARF REBUILD MANGAWHAI WHARF MOIR STREET, MANGAWHAI
TITLE	**THE HISTORIC WHARF**
SHEET	14
	SCALE 1:5500 @ A3 NOTE THAT ALL MEASUREMENTS ARE IN METRES UNLESS SHOWN

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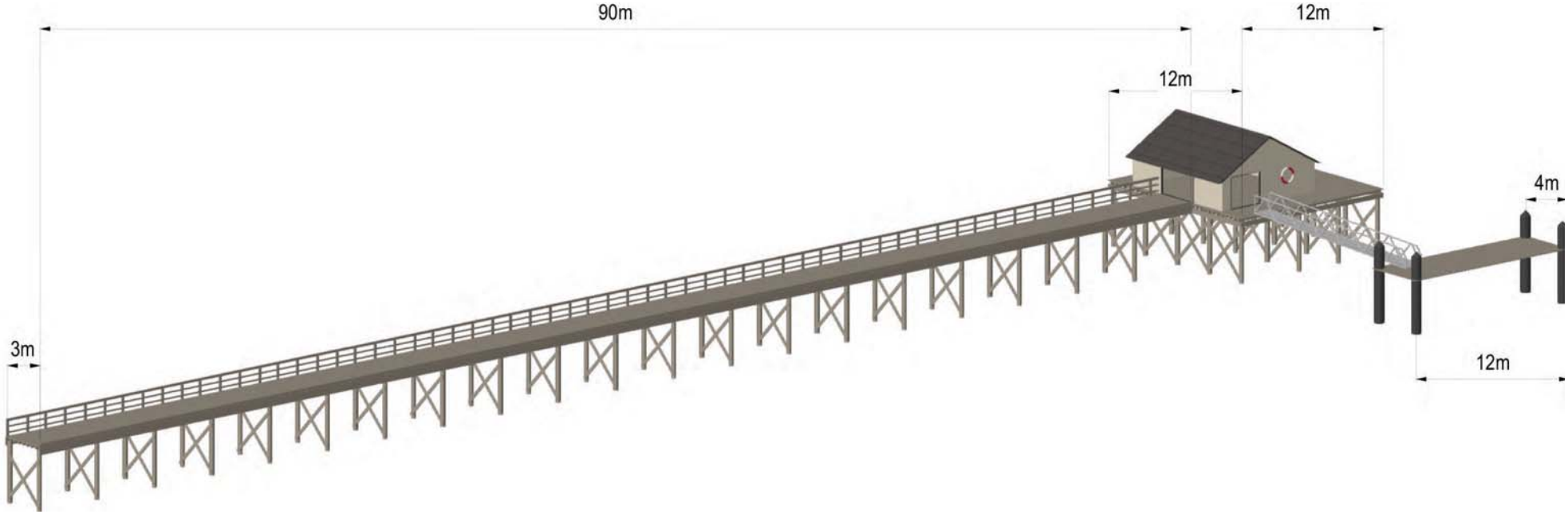
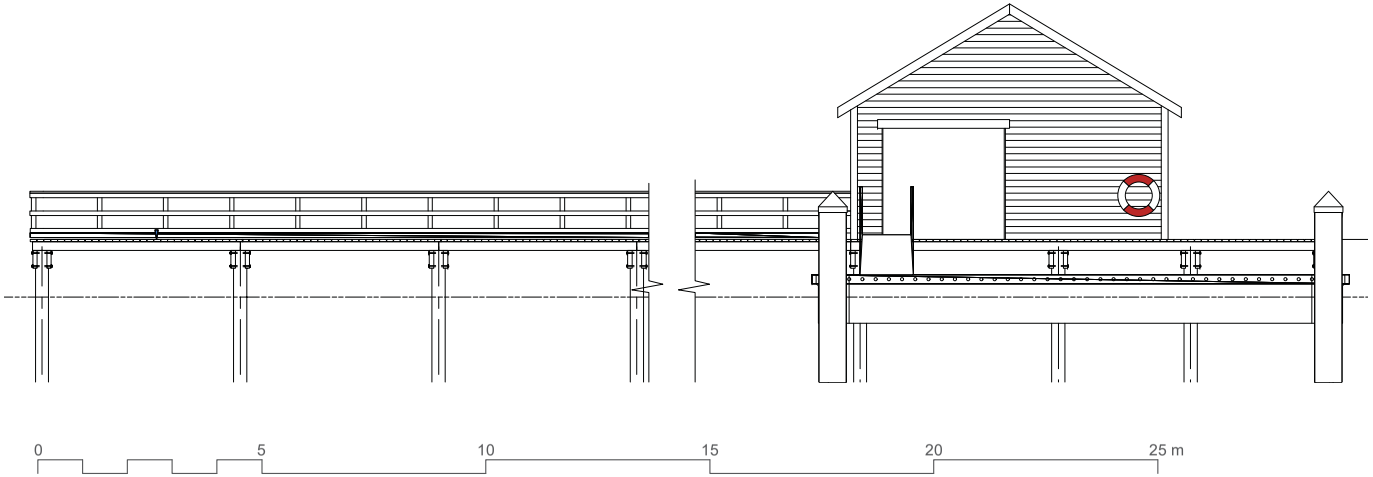
REF #	**DLA17034**
VERSION #	**001 4**
DATE	**16.11.2017**
DRAWN BY	**EE**

PROPOSED 3D RENDERING OF WHARF REBUILD





Length Section 1:100 @ A3

ADDRESS	MANGAWHAI VILLAGE
CLIENT / APPLICANT	MANGAWHAI WHARF TRUST
PROPOSAL	HISTORIC WHARF REBUILD MANGAWHAI WHARF MOIR STREET, MANGAWHAI
TITLE	3D RENDERING OF THE HISTORIC WHARF REBUILD
SHEET 15	SCALE 1:5500 @ A3 NOTE THAT ALL MEASUREMENTS ARE IN METRES UNLESS SHOWN
	DREAM PLANNING PO BOX 123, MANGAWHAI PH (09) 431 4568 EMAIL admin@dream-inc.co.nz WEB www.dreaminc.co.nz
	REF # DLA 17034
	VERSION # 001 5
	DATE 16.11.2017
	DRAWN BY EE

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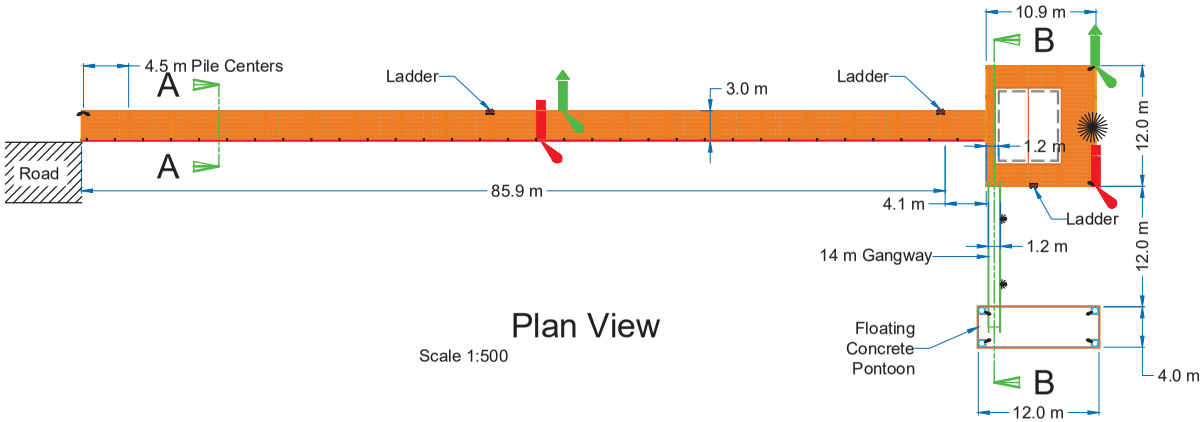
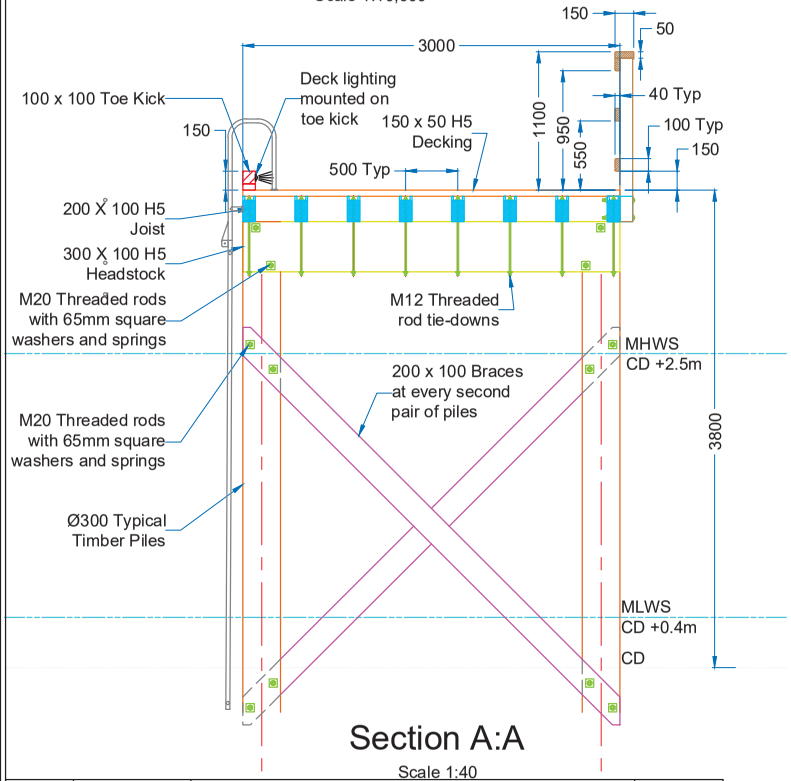
Site Plan

Scale 1:10,000



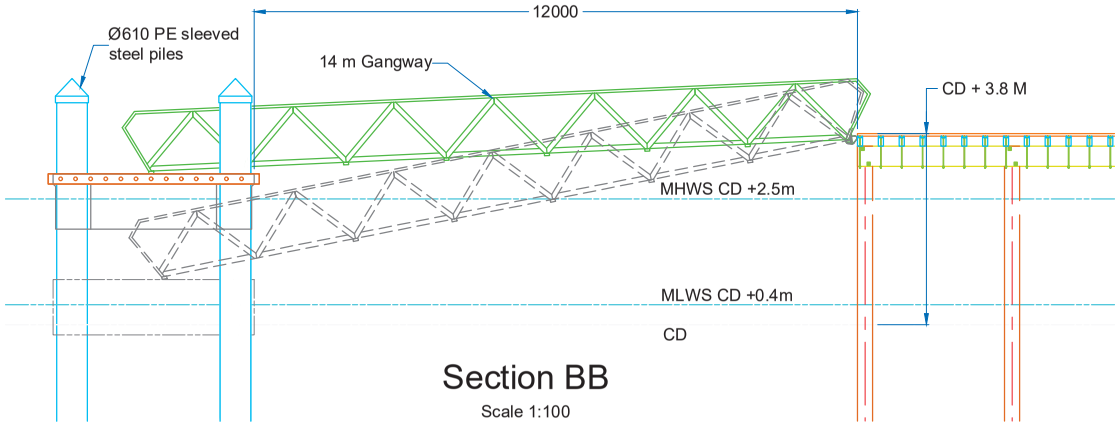
Plan View

Scale 1:500



Section A:A

Scale 1:40



Section BB

Scale 1:100

Rev	Date	Description	Approved
A	24/08/2017	Issued for review	C.C.
B	25/09/2017	Lighting detail added	C.C.
C	24/10/2017	Shed size & pos changed, Piles sized, Ladders added	C.C.
D	06/12/2017	Moved building 1.2m seaward,T-Head piles evenly spaced.	CC

MANGAWHAI WHARF

General Tolerance
0. = +/- 1.0mm
0.0 = +/- 0.5mm
0.00= +/- 0.1mm

Client : MANGAWHAI WHARF T
Scale: Varies
Drawn by: CRAIG CAVE

TOTAL MARINE SERVICES LTD

General Arrangement

Drawing No: 0165-0501-0000- 0001

Type: GENERAL ARRANGEMENT

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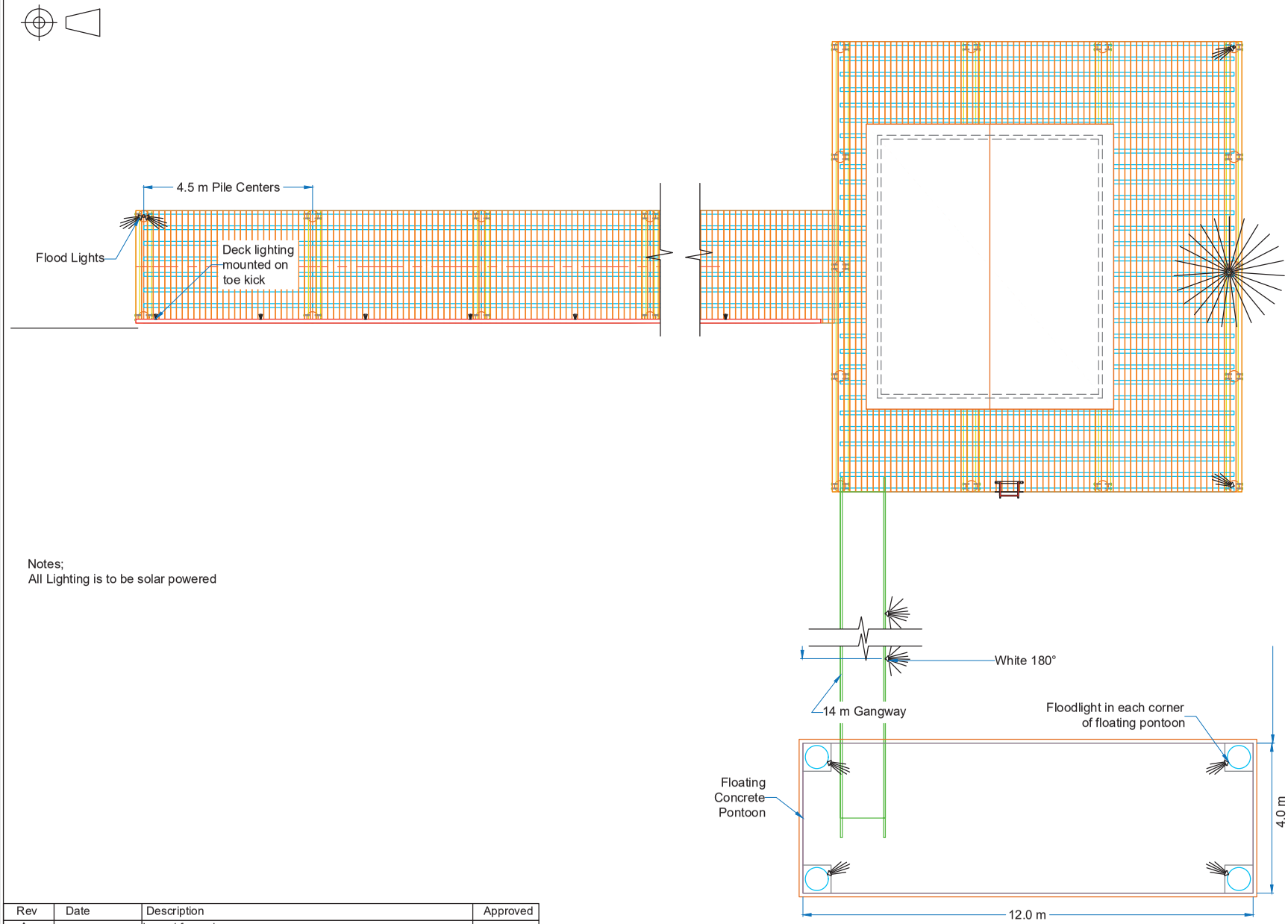

Notes;
All Lighting is to be solar powered

Rev	Date	Description	Approved
A	24/08/2017	Issued for review	C.C.
B	25/09/2017	Lighting detail added	C.C.
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MANGAWHAI WHARF

General Tolerance
0. = +/- 1.0mm
0.0 = +/- 0.5mm
0.00= +/- 0.1mm

Client : MANGAWHAI WHARF TRUST
Scale: 1:100
Drawn by: CRAIG CAVE

TOTAL MARINE SERVICES LTD

Lighting Plan

Drawing No: 0165-0501-0000- 0002

Type: GENERAL ARRANGEMENT

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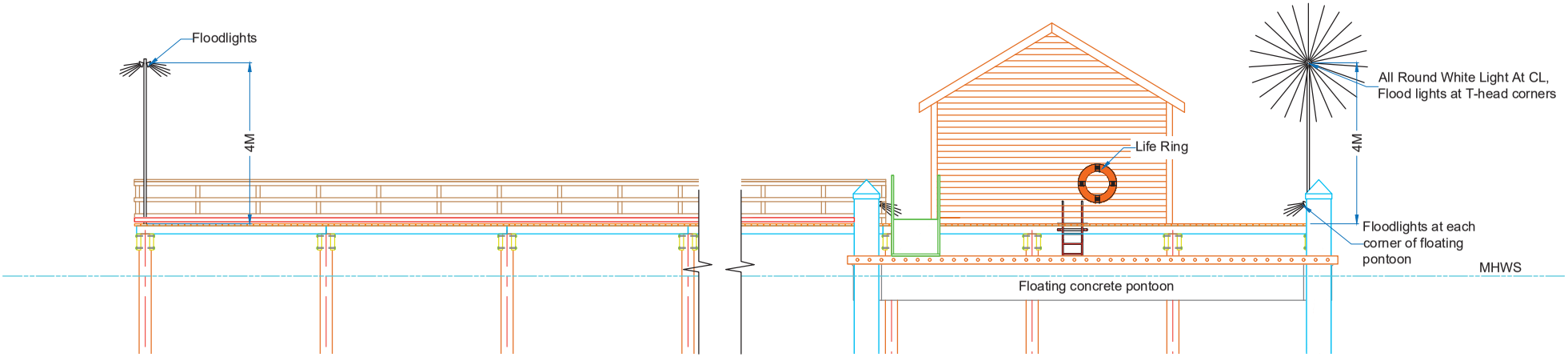

Notes;
All Lighting is to be solar powered

Rev	Date	Description	Approved
A	24/08/2017	Issued for review	C.C.
B	25/09/2017	Lighting detail added	C.C.
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MANGAWHAI WHARF

General Tolerance
0. = +/- 1.0mm
0.0 = +/- 0.5mm
0.00= +/- 0.1mm

Client : MANGAWHAI WHARF T
Scale: 1:100
Drawn by: CRAIG CAVE

TOTAL MARINE SERVICES LTD

Lighting Elevation

Drawing No: 0165-0501-0000- 0003

Type: GENERAL ARRANGEMENT

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Attachment 3

Viewpoint from the esplanade reserve adjacent to

Mr David Mark Goodwins property

(Evolve Planning)

Attachment 3 – View from Esplanade Reserve

Adjacent to 3 Moir Street, Mangawhai

Site

Photo Location

Dwelling 3 Moir Street—Mr Goodwin

evolve

Planning + Landscape Architecture