

1.0 TECHNICAL MEMO – RECREATION

To: Stacey Sharp & Blair Masefield, Beca (consultant planners)

From: Craig Jones, Director, Visitor Solutions Ltd

Ref: Northland Regional Council: APP.005055.38.01
Whangārei District Council: LU2200107

Date: 16 November 2023

2.0 GENERAL

I have completed a site visit on 16.12.2022 driving the length of SH15 from SH1 to Ralph Trimmer Drive and a site walkover, including each of the following areas Northport, Mair Road car park, Marsden Bay Drive/Rama Road, Marsden Cove Marina, and areas of One Tree Point.

3.0 PURPOSE

The purpose of this supplementary memorandum is to respond to technical matters, pertaining to recreation, raised during initial hearings proceedings.

This memorandum is to be read in conjunction with the initial recreation technical memorandum dated 28 July 2023 appended to the Council s42A Officers Report, and the Recreation Joint Witness Statement (JWS) dated 21 September 2023.

For the avoidance of doubt, the opinions and conclusions expressed in both the above-referenced documents remain unchanged.

4.0 TECHNICAL RESPONSE TO MATTERS RAISED

I note the following key summary points:

1. The mitigation options (in totality) proposed in the Recreation JWS Addendum are, in my opinion, the minimum required to offset the current **recreational opportunities** that will be negatively impacted by the Applicant's development proposal. Leaving minor recreational opportunity effects at the local level.
2. The mitigation options outlined in the Recreation JWS Addendum do not mitigate the loss of the **recreational environment** from the proposed development. I am unable to quantify the value of this recreational environment in monetary terms and am unaware of any accepted recreational methodology that could accurately do so. I believe the loss of the recreational environment would remain significant at the local level.
3. I remain of the opinion that the best, safest and most functional long term outcome for the Te Araroa Trail would be for a permanent water taxi to operate from Marsden

Cove Marina with a new walking / cycling access running roughly parallel to Marsden Bay Drive and Rama Road onto Marsden Point Beach. In my opinion this is the only assured long term recreational access solution. It would also offer wider community recreational benefits linking the Marsden Cove community directly to Marsden Point Beach.

4. I remain concerned for the safety of recreationists if a pontoon is developed as proposed by the applicant. This pontoon would inevitably be used for swimming, fishing, spearfishing, diving, and as a water taxi birth. I believe having this pontoon in a more restricted environment close to active commercial infrastructure is not appropriate from a safety perspective.
5. I do not believe Mair Road carpark is a suitable long term access solution onto Marsden Point Beach (and the Te Araroa Trail). This is primarily due to the need for steps and boardwalks given the steep elevated nature of the dune face. These structures are at constant risk of being washed out in storm events. I also have concerns about the long term viability of access under the Channel Infrastructure wharf.