



LANDSCAPE AND VISUAL ASSESSMENT



***HISTORIC WHARF RE-BUILD
MOIR STREET
MANGAWHAI HARBOUR
NORTHLAND***

November 2017

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Review Letter, 12 March 2020

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Ref: NA

12th March 2020

To whom it may concern

RE: LANDSCAPE AND VISUAL ASSESSMENT – PREARED FOR THE MANGAWHAI HISTORIC WHARF TRUST – RE-ESTABLISH PUBLIC WHARF – MOIR STREET - MANGAWHAI

I was engaged by the Mangawhai Historic Wharf Trust (MHWT) to prepare a Landscape and Visual Assessment (LVA) Report to accompany a consent application to re-establish the public wharf based on the design of the historic wharf located at Moir Street, Mangawhai.

At the time of preparing the LVA (November 2017) I was employed at Dream Planning. The report is property of Dream Planning.

I am now the director, planner and landscape architect at Evolve Planning and Landscape Architecture.

Since some time has lapsed since preparing the report, I have been requested to provide comment in regard to the report. I can confirm I have read the report and am satisfied that the report does not require any amendments.

I am a planner with a masters in planning and am a full member of the New Zealand Institute of Planners (NZPI). I am also a registered landscape architect with a bachelor of landscape architecture and a full member of the New Zealand Institute of Landscape Architects (NZILA). I have 18 years' experience in both fields.

Should you have any queries please do not hesitate to contact the author.

Yours faithfully

Evolve Planning + Landscape Architecture Limited

Kylie McLaughlin-Brown
Director . Planner . Landscape Architect
BLA (MNZILA Registered)
MPLANPRAC (Hon) (MNZPI)

Po Box 80
Mangawhai
Mobile: 021 27 00 215
Email: kylie@evolveplanning.co.nz



EXECUTIVE SUMMARY

Introduction

Mangawhai Historic Wharf Trust (the “Applicant”) is intending to submit a resource consent application to the Northland Regional Council for the re-establishment of Mangawhai Wharf situated at the end of Moir Street, Mangawhai.

The project is a community based and funded project and has been initiated essentially to re-establish the historic Wharf at the end of Moir Street, Mangawhai. The former Wharf was demolished in the mid 1950’s. The project is being coordinated by the Mangawhai Harbour Restoration Society and involves a number of community groups.

It is understood that the scope of the project is to focus on the re-establishment of a functional Wharf, of similar design, in its original location only. It is understood that the following is excluded in the scope of the proposed application:

- *Reclamation of land to provide parking and potentially other amenities, such as toilets.*
- *Dredging of any harbor channels apart from possibly the area immediately running in front of the Wharf.*
- *The provision of water, power, sewerage and any other services.¹*

The site forms part of the upper reaches of the Mangawhai Harbour Environment and is zoned Marine Management Area (Protection) MM1 under the Regional Coastal Plan for Northland and is zoned General Coastal Zone and is identified as having High Natural Character values under the Northland Proposed Regional Plan (Regional Plan). The site is identified as having High Natural Character Values and under the Northland Regional Policy Statement. The land adjoining the proposed Wharf is zoned Residential (Harbour Overlay) under the Kaipara District Plan. The site also falls within Site of Significance to Maori SM04 – Mangawhai Harbour which straddles the landward and seaward boundary. The site is adjacent to RMU181 – Esplanade Reserve and Heritage Building 45 – the Mangawhai Tavern under the Kaipara District Plan.

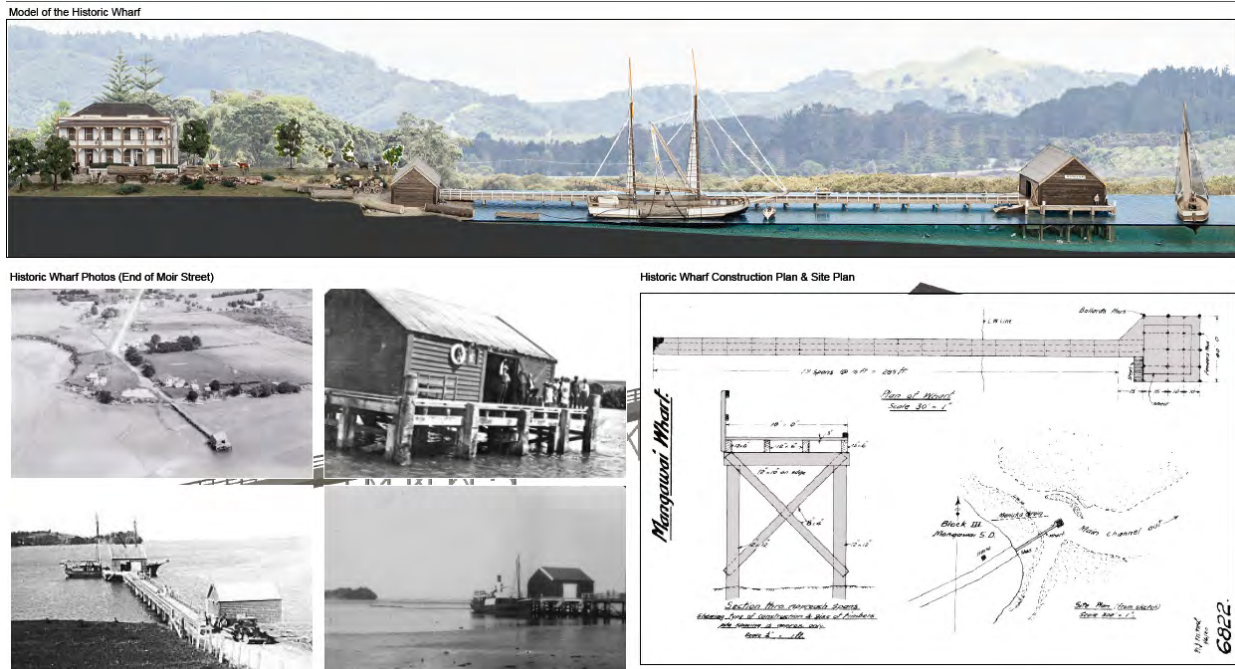
This LVA has been prepared in order to accompany the resource consent application. The LVA has been prepared in accordance with the NZILA (New Zealand Institute of Landscape Architects) Landscape Assessment and Management Best Practice Note (2010) and the NZILA Code of Conduct and is in accordance with Quality Planning Landscape Assessment Guidance Note.

Historic Mangawhai Wharf / Proposed Reconstruction

The Mangawhai Wharf was once located at the end of Moir Street, adjacent to the Mangawhai Tavern heritage building and was originally built around 1890 following years of community lobbying. Mangawhai Harbour was the “gateway” to the wider District on the East coast prior to road and rail links in terms of commercial prosperity. The Wharf once built was used by flat bottomed schooners. By 1900, there was one specifically dedicated to the Mangawhai run. The Wharf underwent significant maintenance and repairs in 1920 and the use of the Wharf ceased in 1942 once the war commenced with Japan. After the war the Wharf was not used again for commercial use and the Mangawhai Harbour Board ceased to exist. The Wharf fell into a state of disrepair and was removed mid 1950’s. Attached in Appendix 1 (Sheet 2) is a number of images of

¹ Design and Scope Brief for Mangawhai Historic Wharf Report

the historic Wharf. The only remains of the Wharf include remnant cut off pilings and historic channel draining groynes which are to remain in place. ²



Images and Model of the Historic Wharf

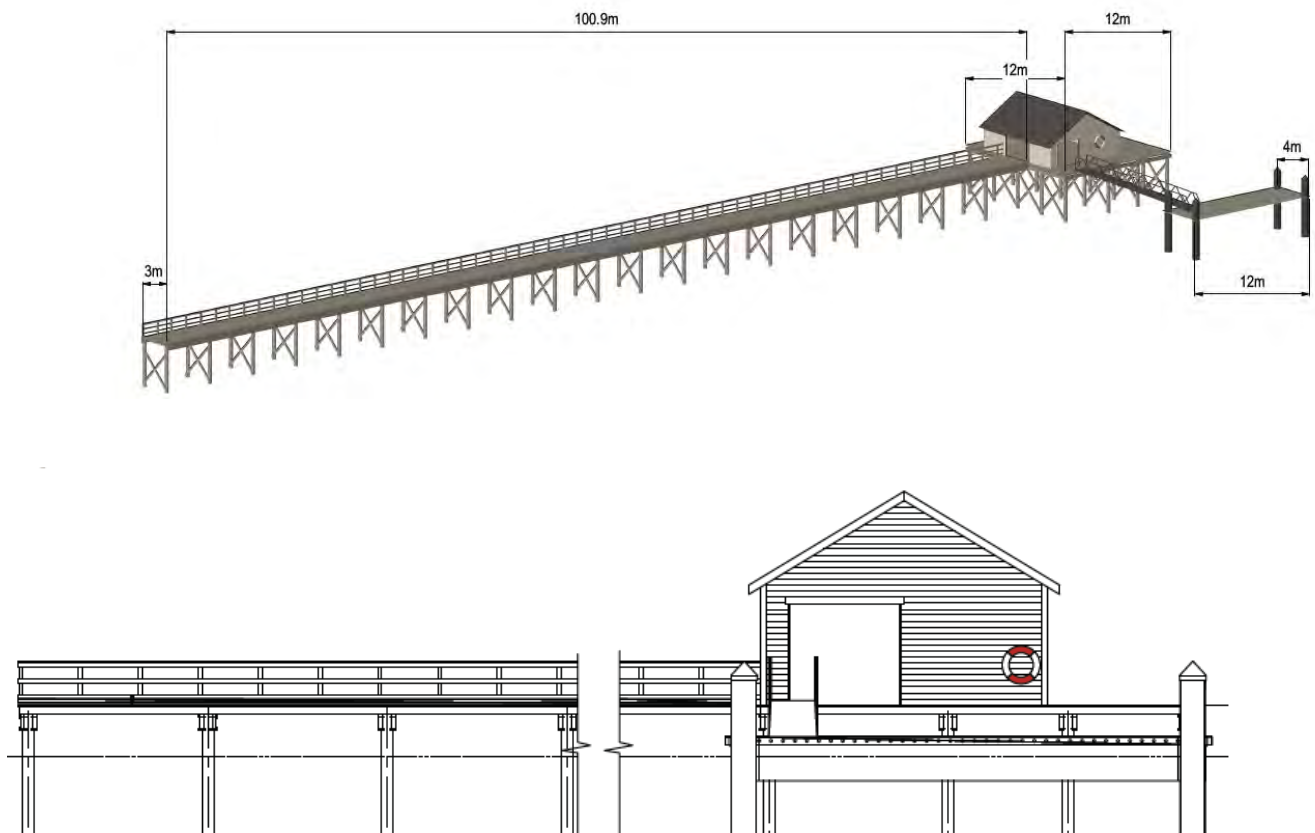


Remains of the Groynes visible.

² Source: Colin Leach

Proposal – Historic Mangawhai Wharf Re-Build

The proposed rebuild of the Wharf structure within the historic location, seeks to re-create this heritage feature. The Wharf is to be constructed within the historic location based on the original design concept but utilising modern materials. The Wharf will extend approximately 101 metres into the CMA from the shoreline, the width is proposed to be 3 metres for the first 90 metres, expanding to 12 metres for the last 11 metres to form a T section. A 12 x 4 metre floating concrete pontoon accessed by a 14 metre gangway, will extend to the south allowing for access to the Wharf from the water. The gangway is 14 metres in length to provide for safe access at low tide. The Wharf will be supported by 42 pilings, with a diameter of 300mm, which will be spaced at 4.5 metre intervals from the shoreline to the T section.



Proposed Wharf

1. LANDSCAPE CONTEXT

1.1 Site Location

As shown in the Locality Diagram attached as Sheet 1 of Appendix 1 the proposed Wharf rebuild is situated within the Coastal Marine Area (CMA) and is situated immediately adjacent to end of Moir Street, Mangawhai Village. The subject site forms part of the Mangawhai Harbour and is considered to have High Natural Character Values under the Regional Policy Statement and Regional Coastal Plan (Operative and Proposed). The location of the proposed Wharf rebuild is in the location of the original Wharf.

The site is tidal in nature and where proposed Wharf will end, is located adjacent to a channel which travels further up the upper reaches of the Harbour. The site at low tide includes a *“benthic substrate of hard pan covered by a thin layer of sand, shell, rock, rubble, pacific oysters, broken pottery and glass, there is a small area of salt marsh on either side of the existing boat ramp”*³ which is located at the end of Moir Street. Rock walls are evident along the shoreline. The Mangawhai Tavern, which is a heritage building, is located immediately adjacent to the subject site. The remainder of the land adjacent to the proposed Wharf site is predominantly residential with pockets of Esplanade Reserve located around the coastline.

1.2 Surrounding Landscape and Seascape Context

Mangawhai Village / Harbour Catchment.

Mangawhai Harbour forms the southernmost boundary of the Northland Regional Councils jurisdiction. Mangawhai Harbour is an estuarine system, which is enclosed by Mangawhai Barrier Spit which is an Outstanding Landscape consisting of predominantly an unconsolidated dune system. A small entrance to the Mangawhai Harbour is located adjacent to Mangawhai Ocean Beach. Mangawhai Harbour includes a number of marine habitats which are typical of estuarine systems and include saltmarshes, mangroves, intertidal flats and extensive channels and entrance sand spit. Upper Harbour habitats of mangroves and salt marshes are affected by sediment runoff as a result of poor riparian protection on the Harbours edge and catchment.⁴

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 characterized by historic residential development, whilst the western side of the peninsula is 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 characterized by historic residential development and amenities with more recent subdivisions and residential development occurring more 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.

Mangawhai Harbour includes a strong cultural association with both Te Uri O Hau and early settlers, the Harbour has been used over the years as a source of food, commercial gain and recreation.

Activities within the estuarine system within close proximity to the subject site include consented dredging, consented mangrove removal and 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 and an existing boat ramp located at the subject site and a number of rock walls. The Harbour is also used for water sports both motorized and non-motorized. Further up the harbour includes a pontoon, moorings and a number of consented boat ramps.

³ Extract from AEE prepared by La Bonte Coastal Consultants dated 11 October 2017

⁴ Source: Northland Regional Council Significant Ecological Marine Area Assessment Sheet – Mangawhai Harbour

The surrounding land adjacent to the proposed Wharf location is predominantly residential in character, with recent subdivisions being undertaken. As aforementioned, the Mangawhai Tavern is located directly adjacent to the proposed Wharf. A number of esplanade reserves form the coastal edge and generally are in pasture with dotted coastal pohutukawa trees. The site is located within walking distance (500-600 metres) from local shopping complex, daycare, kindergarten and school.

Mangawhai Village comprises of a fluctuating seasonal population with day trippers, overseas visitors and those with second dwellings / bach destination. The peak population coincides with summer in particular December / Christmas through to Easter. There are a number of permanent residents and businesses within Mangawhai Village.



2.0 STATUTORY REQUIREMENTS (LANDSCAPE AND VISUAL)

Statutory requirements are addressed within the resource consent application. However, the following statutory requirements relating to landscape matters are outlined below and have been taken into consideration when preparing the LVA.

2.1 The Resource Management Act

Part II of the RMA sets out the purpose and principles of the Act. Section 5 states that the purpose of the RMA is to promote the sustainable management of natural and physical response. Section 6 sets out the matters of importance that must be recognized and provided for in achieving the purpose of the RMA. Section 7 contains other matters that must be given particular regard to, and section 8 states that the principles of the Treaty of Waitangi must be taken into account in achieving the purpose of the RMA.

The protection of ONF and ONL from inappropriate subdivision use and development is identified as a matter of natural importance in section 6(b). There are no ONLs or ONFs identified on or adjacent to the site. Those that are within the wider landscape context of the site includes ONL – Mangawhai Barrier Spit which is located approximately 2.5 kilometres away from the site location.

Another matter of national importance is the preservation of the natural character of the coastal environment (including the CMA) and its protection from inappropriate subdivision, use and development as identified in section 6(a) and the maintenance and enhancement of public access to and along the coastal marine area in section 6(d).

Section 7 identifies a range of matters that shall be given particular regard to in achieving the purpose of the RMA and includes section 7c) the maintenance and enhancement of amenity values, this is considered in the assessment in relation to the potential effects on views and visual amenity.

The Fourth Schedule of the RMA specifies the matters that should be considered when preparing an assessment of effects on the environment, including section 2(b) Any physical effect on the locality, including any landscape and visual effects.

2.2 The New Zealand Coastal Policy Statement

The New Zealand Coastal Policy Statement 2010 (NZCPS) includes a number of policies which are relevant to the proposal given the site's location within the coastal environment. These policies are also reflected in the Northland Regional Policy Statement and Plans.

Policies 13 and 15 of the NZCPS outline

Policy 13 Preservation of Natural Character:

- 1 – To preserve the natural character of the coastal environment and to protect it from inappropriate subdivision use and development;*
- b) To avoid significant adverse effects and avoid, remedy or mitigate other adverse effects of activities on natural character in all other areas of the coastal environment.*

Policy 15 Natural Features and Natural Landscapes:

To protect the natural features and natural landscapes (including seascapes) of the coastal environment from inappropriate subdivision, use and development.

2.3 Northland Regional Council

The site forms part of the upper reaches of the Mangawhai Harbour Environment and is zoned Marine Management Area (Protection) MM1 under the Regional Coastal Plan for Northland and is zoned General Coastal Zone and is identified as having High Natural Character values under the Northland Proposed Regional Plan. The site is identified as having High Natural Character Values and under the Northland Regional Policy Statement.

The Northland Regional Policy Statement

The **Northland Regional Policy Statement (NRPS)** contains relevant objectives and policies in relation to the protection of natural features and landscapes which seek to implement the NZCPS.

It is considered that the site does not fall under outstanding natural features or landscapes. However, the site does fall within the CMA and is identified as having High Natural Character Values.

Objectives of relevance under the NRPS include:

3.14 Natural Character, Outstanding Natural Features, Outstanding Natural Landscapes and Historic Heritage

Identify and protect from inappropriate subdivision use and development

- a) the qualities and characteristics that make up the natural character of the coastal environment, and the natural character of freshwater bodies and their margins*
- b) The quality and characteristics that make up outstanding natural features and outstanding natural landscapes*
- c) The integrity of historic heritage.*

Policies of relevance under the NRPS

4.6.1 Policy – Managing effects on the characteristics and qualities natural character, natural features and landscapes

(1) In the coastal environment:

- a) Avoid adverse effects of subdivision use, and development on the characteristics and qualities which make up the outstanding values of areas of outstanding natural character, outstanding natural features and outstanding natural landscapes.*
- b) Where (a) does not apply, avoid significant adverse effects and avoid, remedy or mitigate other adverse effects of subdivision, use and development on natural character, natural features and natural landscapes.*

Methods which may achieve this include:

- (i) Ensuring the location, intensity, scale and form of subdivision and built development is appropriate having regard to natural elements, landforms and processes, including vegetation patterns, ridgelines, headlands, peninsulas, dune systems, reefs and freshwater bodies and their margins; and*

(ii) In areas of high natural character, minimising to the extent practicable indigenous vegetation clearance and modification (including earthworks / disturbance, structures, discharges and extraction of water) to natural wetlands, the beds of lakes, rivers and the coastal marine area and their margins; and

(iii) Encouraging any new subdivision and built development to consolidate within and around existing settlements or where natural character and landscape has already been compromised.

(2) Outside the coastal environment avoid significant adverse effects and avoid, remedy or mitigate other adverse effects (including cumulative adverse effects) of subdivision, use and development on the characteristics and qualities of outstanding natural features and outstanding natural landscapes and the natural character of freshwater bodies. Methods which may achieve this include:

a) In outstanding natural landscapes, requiring that the location and intensity of subdivision, use and built development is appropriate having regard to, natural elements, landforms and processes, including vegetation patterns, ridgelines and freshwater bodies and their margins;

b) In outstanding natural features, requiring that the scale and intensity of earthworks and built development is appropriate taking into account the scale, form and vulnerability to modification of the feature;

c) Minimising, indigenous vegetation clearance and modification (including earthworks / disturbance and structures) to natural wetlands, the beds of lakes, rivers and their margins.

(3) When considering whether there are any adverse effects on the characteristics and qualities of the natural character, natural features and landscape values in terms of (1)(a), whether there are any significant adverse effects and the scale of any adverse effects in terms of (1)(b) and (2), and in determining the character, intensity and scale of the adverse effects:

a) Recognise that a minor or transitory effect may not be an adverse effect;

b) Recognise that many areas contain ongoing use and development that: (i) Were present when the area was identified as high or outstanding or have subsequently been lawfully established

(ii) May be dynamic, diverse or seasonal;

c) Recognise that there may be more than minor cumulative adverse effects from minor or transitory adverse effects; and

d) Have regard to any restoration and enhancement on the characteristics and qualities of that area of natural character, natural features and/or natural landscape

Northland Regional Plan (Operative)

Provides a number of objectives, policies and rules for implementing the NZCPS and NRPS. Objectives and policies relevant to the application include those on the preservation of natural character.

Objective 7.3

The preservation of the natural character of Northlands coastal marine area and protection of it from inappropriate subdivision, use and development

Policy 7.4.1

In assessing the actual and potential effects of an activity to recognize that all parts of Northlands Coastal Marine Area have some degree of natural character which requires protection from inappropriate subdivision use and development.

Policy 7.4.2

As far as reasonably practicable to avoid the adverse environmental effects including cumulative effects of subdivision, use and development on those qualities which collectively make up the natural character of the coastal marine area including:

Natural water and sediment movement patterns;

Landscapes and associated natural features;

Indigenous vegetation and the habitats of indigenous fauna

Water quality

Cultural heritage values, including historic places and sites of special significance to Maori

Air quality

Policy 7.4.3

Within Marine 1 and Marine 3 Management Areas the rules that apply to each of those identify what subdivision, use and developments may be appropriate taking into consideration the actual or potential effects on natural character as required by amongst others Policy 1.1.1 of the NZCPS.

Northland Regional Plan (Proposed) September 2017

The objective of the NRPP is to:

Manage the use, development, and protection of Northland's natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural well-being and for their health and safety while:

- 1) sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations, and*
- 2) safeguarding the life-supporting capacity of air, water, soil, and ecosystems, and*
- 3) avoiding, remedying, or mitigating any adverse effects of activities on the environment*

There are no specific policies related to Natural Character.

2.4 The Kaipara District Plan – Operative Version November 2013

The land adjoining the proposed Wharf is zoned Commercial (Harbour Overlay) with adjoining sites zoned Residential (Harbour Overlay) with the southern fringe of the Harbour zoned Rural (Harbour Overlay). The site also falls within Site of Significance to Maori SM04 – Mangawhai Harbour which straddles the landward and seaward boundary. The site is adjacent to RMU181 – Esplanade Reserve and Heritage Building 45 – the Mangawhai Tavern under the Kaipara District Plan.

The site does not fall within an Outstanding Landscape under the District Plan.

Kaipara District Council does not have jurisdiction below MHWS where the majority of the Wharf is located.

3.0 EFFECT ON NATURAL CHARACTER

A working definition of natural character is derived from research undertaken for the Ministry of the Environment in relation to Environmental Performance Indicators that state that:

“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:

The extent to which natural elements, patterns and processes occur; and

The nature and extent to modifications to the ecosystem 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”⁵

The Northland Regional Council Natural Character Mapping Methodology Report utilizes 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:

- *Is part of nature, particularly indigenous nature;*
- *Is free from the effects of human constructions and non-indigenous “biological artefacts”*
- *Exhibits fidelity to the geomorphology, hydrology and biological structure, composition and pattern of the reference conditions chosen*
- *Exhibits ecological and physical processes comparable with reference conditions.*

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”⁶

Natural patterns and elements are those visible components which indicate a level of naturalness and lack of modification. Natural elements include hydrological features and landform, the structural elements that form the “landscape”. Natural patterns include those structural elements (including the vegetative overlay) which interact with the natural elements to add coherence and strengthen the landscape.

Natural processes include ecology and other processes which create landscape change including erosion, regeneration process and so forth.

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

The Northland Regional Council has identified the majority of Mangawhai Harbour as having High Natural Character Values.

⁵ Source: Ministry of the Environment in relation to Environmental Performance Indicators (2002) Boffa Miskell Ltd.

⁶ Northland Regional Council Northland Mapping Project Mapping Methodology Report 2014

The Northland Regional Councils 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 lands management (e.g. low intensity pasture) few and visually subservient human features and a strong experience of naturalness.*

The Northland Regional Councils 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 consist 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. “*

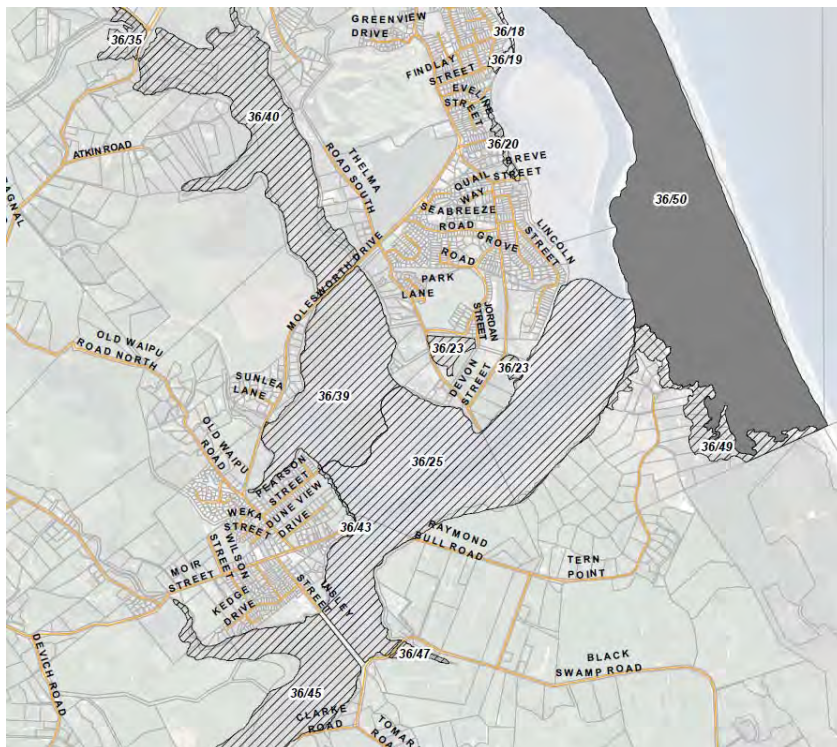
The report defines areas where natural character is less than high:

- *May have low levels of nature (versus human constructed environments)*
- *Typically have moderate to low levels of indigenous nature*
- *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;*
- *May include moderate to high levels of invasive species;*
- *Relative to other Northland coastal sites there is usually a low level of matching to reference conditions for one or more of:*
 - *Biological structures and composition and ecological processes*
 - *Geomorphology or landform, hydrology, hydraulics, water quality and physical processes*
 - *Sound and odour environment, darkness regimes*
 - *May exhibits a variety of impacts from buildings, human built structures, paved surfaces, roading or vehicle tracks.*



Northland Regional Council – High Natural Character Area

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.



Natural Character Mapping Worksheet

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.”*



Northland Regional Council Aerial Photography 2015 the year following the mapping project undertaken



Google Earth Photography 2017 – Note the extent of change in terms of vegetation patterns and land use change from predominantly pasture and vegetation to residential development and newly created residential subdivisions.

I have 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. 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.

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.

The values outlined within the worksheet that contribute to this ranking in my opinion have changed somewhat since the mapping was undertaken in 2014. Above are two aerial photos taken 2015 and 2017. These photos demonstrate considerable change of land use within this timeframe, this includes further residential development within Dune View Drive. 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-story 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 is in the process of subdivision consent and will in the future be developed as residential.

The Northland Mapping Project appears to have not acknowledged that the Mangawhai Tavern garden bar is located directly adjacent to MHWS and does include a high level of noise and light spill, particularly over the summer weekends when concerts are held, these land uses adjacent to the CMA do provide a level of sound which has the potential to reduce the natural character of the environment.

In my opinion the Northland Mapping Project has 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 that naturalness of the site.

The AEE prepared by La Bonte in support of the application also outlines that the site (seaward side of MHWS) has limited ecological and habitat values, outlining that the site at low tide includes a *“benthic substrate of hard pan covered by a thin layer of sand, shell, rock, rubble, pacific oysters, broken pottery and glass, there is a small area of salt marsh on either side of the existing boat ramp”* the report also outlines that there are no shellfish beds in the vicinity of the proposed structure or any significant shellfish populations in the area of the proposed Wharf. The report concludes that the effects associated with the Wharf construction activity within the CMA are expected to be no more than minor⁷

It is my opinion that the subject site would now 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. It is therefore 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.

Proposed mitigation measures are restricted to colour control of any painted features of the proposed Wharf as it is intended that the Wharf be constructed out of wood, metal and concrete. Any additional painted features are to comply with:

- *Refer to BS2525 – The colour of all any painted structures must be made from the following indicators:*
 - *Hue (colour) All the colours from 00-24 are acceptable*
 - *Reflectance Value (RV) and Greyness Groups The predominant wall colours have a RV rating of no more than 60% for greyness groups A and B and no more than 40% for greyness group C;*
 - *Roofs – A RV rating of no more than 40% within greyness groups A, B and C⁸*

Development within the immediate and visible context of the coast can alter people's perception of an area's natural character. In this regard the proposed development will add an additional

⁷ Extract from AEE prepared by La Bonte Coastal Consultants dated 11 October 2017

⁸ Reference: Extract from City of Auckland District Plan Hauraki Gulf Islands Section Review – Colour for Buildings, September 2006, Prepared by Hudson Associates Landscape Architects.

man-made structure into the coastal environment, increasing the scale and intensity of maritime activities within the Harbour. However, as outlined above it is my opinion that the site does not display high natural character values and the level of modification has reduced the sensitivity of the site.

It is my opinion that the proposed Wharf rebuild will have a perceived 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 and the water based structure which will occupy the Harbour the natural features (e.g. Pohutukawa lined fringe) will continue to be visible and contribute to the level of perceived naturalness within the Harbour. The proposed Wharf rebuild will recreate a significant historic feature for Mangawhai and the Northland Region.

4.0 LANDSCAPE AND VISUAL ASSESSMENT

4.1 Potential Effects on Landscape

Potential effects on the landscape can be positive, negative or benign and can be permanent or temporary in nature. Changes to the landscape do not necessarily result in adverse effects. Changes can be avoided or reduced by potential mitigation measures.

This landscape assessment takes into account the natural and physical environment and perceptual and associative aspects (believes, uses, values and relationships) which may change over time.

Landscape Character “*is a distinctive combination of landscape attributes that give an area an identity.*” Landscape values are essentially the values or importance that people and communities place on a particular landscape and associated attributes.⁹ Landscape attributes include the biophysical elements, patterns and processes, associative meanings and values (including spiritual, cultural, social) and sensory or perceptual qualities.

Direct physical effects on the Landscape can have the potential to affect the landscape character and those values placed on the particular landscape attributes through the physical effects to the biophysical landscape (including landforms, landcover, vegetation, water bodies, natural processes). Physical effects on the landscape could result from activities such as modification to landforms through earthworks, alteration to land cover through vegetation removal or through disturbance / alteration to water bodies and natural processes.

Landscape effects can be reliant on the ways in which landscapes are likely to respond to change which include the following factors:

- *Landscape resilience - the ability of a landscape to adapt to change whilst retaining its particular character and values*
- *Landscape capacity - the amount of change that a landscape can accommodate without substantially altering or compromising its existing character or values*
- *Landscape sensitivity – the degree to which the character and values of a particular landscape are susceptible to the scale of external change*

⁹ Extract from “Best Practice Guide – Landscape Assessment and Sustainable Management” by NZILA December 2010

- *Landscape vulnerability – the extent to which landscape character and values are at risk from a particular type of change.*¹⁰

Development of the site cannot be accommodated without a change in the existing landscape character, this is the case as the development is proposed within the CMA. Having accepted that there will be a change to the existing landscape character of the site specifically, further landscape effects depends on:

- The effects on landscape features of values within and around the site;
- The effect on the wider landscape and seascape character;
- The effect on high natural character areas

4.2 Direct Physical Effects

Potential effects resulting from direct physical effects generated by the proposed development on the landscape is restricted to construction and use of heavy machinery within the CMA which is required to construct the Wharf. The AEE has outlined that the construction of the Wharf with proposed mitigation measures will have a no more than minor effect coastal processes and ecological values. Potential effects relating to construction will be temporary in nature.

4.3 Landscape and Seascape features and values

Landscape and seascape character is a distinctive combination of attributes (biophysical features, patterns, processes, sensory qualities, spiritual, cultural and social associations) that give an area its identity.

Landscape and seascape effects can occur in the absence of direct viewers. Effects on character can derive from changes in the land use and landscape patterns as a result of development.¹¹

The site landward and seaward contains a level of landscape and seascape character which has been modified over time by human occupation and development and by structures and most recently residential development.

The most valuable landscape features include the Pohutukawa and fringed coastal margin, interplay between the tidal nature of the water and sand banks at low tide and interplay between the coastal margin and water at hightide. It is considered that the proposed Wharf, will alter the view of the landscape but will not alter the most valuable landscape features.

The existing boat ramp will remain and pedestrian access along the CMA will be provided for high tide access by crossing over the proposed Wharf and at low tide, pedestrian access will be along the high tide mark or beneath the deck of the Wharf. The pontoon structure will provide for the temporary berthing of vessels during launching activities.

My observations in regard to associative meaning and values are based on my personal understanding of the area and historical knowledge of Mangawhai. There are a number of cultural sites both from Maori and European occupation dotted along Mangawhai Harbour coastline and within close proximity to the subject site. This part of the Harbour has long been used for

¹⁰ Extract from “Best Practice Guide – Landscape Assessment and Sustainable Management” by NZILA December 2010

¹¹

gathering of food, gardens and in European times as a commercial hub with the historic Wharf and Mangawhai Tavern (previously Mangawhai Hotel). The site also formed an important connection point via boat between Auckland and the North prior to road and rail transport. These historic and cultural associations will be enhanced through the re-creation of the Mangawhai Wharf.

In relation to the wider landscape and seascape context, the site is visible across a relatively large area which features a range of different outlooks and audiences. The site is part of Mangawhai Harbour which throughout has a number of moorings, pontoons, legal and illegal boat ramps, jetty, stairs, coastal erosion devices and is utilized for swimming, fishing, motorized and non-motorised water activity (predominantly in summer), which changes the landscape and seascape values depending on the tide and use.

The susceptibility of the wider seascape to change is based upon its ability to accommodate the changes proposed without undue effect on the areas overall character. Mangawhai Harbour is a large Harbour and the waters are of a large scale considered to be conducive to absorbing change. The values of the wider area include those related to the ONL, HNC and ONC identified within the wider Mangawhai Harbour. The backdrop to the Harbour is predominantly residential, with areas of rural located further up the Harbour and on the south-eastern side of the Harbour.

It is my opinion that the ability of the site and wider seascape and landscape to absorb change and the given that the most prominent natural features are to remain together with the historical connection and associative meaning that the Wharf will re-create ensures that the proposed Wharf re-establishment will result in a moderate to low adverse effect (result in a minor effect) on the site and wider landscape and seascape values.

The proposed Wharf rebuild results in positive beneficial effects through re-creating associative meaning for the wider Mangawhai community and also provides for enhanced public access to the CMA.

4.4 Amenity Values and Visual Effects

4.4.1 Amenity Values

Amenity values are defined under Section 7 of the RMA and includes *the natural and physical quality and character of an area (landscape) that contributes to peoples appreciation of its pleasantness, aesthetic coherence and cultural and recreational attributes.*

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 rural amenity, these type of amenity values requires a subjective judgement. Visual amenity is essentially a subset of amenity values.

4.4.2 Visual Amenity

The purpose of this section is to assess the potential visual effects of a proposal which essentially assesses the visual relationship of a proposed development with the immediate and surrounding environment and elements of the landscape, and include the following:

- Landscape type and character;
- Expectation of viewers;

- Location from which the proposal is visible/distance of viewers (both private and public);
- The proportion of development visible (determined by the observers position relative to the object viewed);
- The observers viewing interval (permanent/temporary/transient/intermittent);
- Visual integration of the proposed development (based on background/foreground elements and landscape character);
- The ability to mitigate potential adverse effects on a development;
- Ability to enhance degraded landscapes;
- Level of disturbance/change (physical and visual) generated by the development and the level of ability to absorb change;
- The relationship of the development to the landscape i.e. sensitive design taking into consideration physical topography, colours, materials and so forth;

4.4.3 Extent of Visibility and Viewing Audiences

The overall landscape context as well as the existing features of the site is critical to understanding the visual effects of the proposal.

The viewing audience comprises of those individuals or groups of individuals who will see the development or part of the development at any one time. The viewing audience can be permanent, temporary and/or transient.

A scale can be used to determine potential visual impacts on each group of viewers and viewpoints. Potential visual effects on the landscape are determined by the overall landscape context, the sites natural and manmade features, the coherence and visual absorption capacity of a particular landscape. Effects on the landscape can sometimes be remedied or mitigated through landscape enhancement and through appropriate management and design guidelines.

The scale below has been developed in assessing the magnitude of an actual effect. The following scale includes:

Significant Visual Effect

A very significant effect is where the proposal becomes the dominant feature on the landscape and the quality and character of the landscape is significantly affected.

Moderate to High Visual Effect

A moderate to high visual effect results in a significant effect where the proposal is instantaneously evident and the resulting change affects the overall character of the landscape.

Moderate Visual Effect

A moderate visual effect results in effects of some significance where the proposal may have a visible presence on the landscape where the change may result in an evident landscape change.

Moderate to Low Visual Effect

A moderate to low visual effect results in a “minor effect” under the Resource Management Act where the proposal may be visible however visual effect is where a proposal has a minor effect on the landscape, where the proposal is able to be absorbed into the landscape.

Low Effect

Less than minor effect under the Resource Management Act where the proposal may result in a minor change to the wider view, an awareness of the change does not have an effect on the overall character of the landscape.

No Effect/ Status Quo

Where the proposal causes no identifiable changes to the landscape.

Beneficial Effect

Landscape change can be either positive or adverse. Buildings and human occupation in the landscape does not necessarily create an adverse effect, and can be a positive effect. Beneficial effects can include degraded landscapes rehabilitated, restored and significantly enhanced or areas of significant landscape protected.

It is considered that the proposed Wharf will result in greater use of this part of Mangawhai Harbour, which at present is generally underutilized. The Wharf provides an opportunity for motorized and non-motorised water activity and fishing providing for the enhancement of amenity and recreational attributes.

4.3.4 Visual Catchment and Viewing Audience

The visual catchment of the site is physically defined to the North by the upper reaches of Mangawhai Harbour and the western side of Molesworth Peninsula and includes users of Mangawhai Harbour and those residents located along Molesworth Peninsula. The viewing catchment is shown below and within Appendix 1 sheet 6.



To the east by Mangawhai Sandspit, Mangawhai Harbour, parts of Tern Point and the rural estuarine plains adjacent and parts of Molesworth Peninsula.

To the South by Insley Street causeway, Blackswamp Road, Raymond Bull Road and Hideaway Campground.

To the West by Moir Street, the Mangawhai Tavern and Pearson Street / Kainui / Dune View Esplanade Reserve.

The visual catchment and the context in which the proposed development may be seen are relatively small given the topography and nature of the surrounding environment including the level of built development, existing level of vegetation and topography.

A number of viewpoints have been selected which are considered to be the most prominent viewpoints and representative of view from the surrounding area.

4.4.5 Representative Viewpoints

Representative viewpoints have been taken from public viewing positions and are shown in Appendix 1 sheets 7-14 and include:

South of the Site

- 1- Raymond Bull Paper Road
- 2 – Insley Street

West of the Site

- 3- Esplanade Reserve Moir Street – adjacent to Mangawhai Tavern
- 4 – End of Moir Street

North of the Site

- 5- Molesworth Drive
- 6– Causeway Bridge
- 7 - Back Bay Jetty

East of the Site

- 8 – Mangawhai Harbour

Viewpoint 1 and 2 – South of the Subject Site (Appendix 1 - Sheet 7 and 8)

Location and Audience

Views of the proposed Wharf rebuild from the south will be experienced by those users of the upper reaches of the southern part of the Harbour, those users of parts of Insley Street and those residing within the catchment. Dwellings within the rural area of Black Swamp Road and Raymond Bull Road may also experience views. At the end of Raymond Bull Road is an unformed Paper Road which provides access to the CMA. There are currently no esplanade reserve network located adjacent to this part of the Harbour. It is considered that access to this area is remote and users would be limited to local residents.

Users of Insley Street viewing the Wharf will likely be in a vehicle travelling in a north westerly direction. Users of this part of Mangawhai Harbour will likely be seasonal within the summer months and tide dependent.

Current View (Key Characteristics and Features)

The key characteristics and features of the current view is typically of coastal marine area which is ever changing and includes (depending on tide) water and sand interplay with at times depending on weather and seasons marine activity. The midground comprises of Mangawhai Village foreshore which includes predominant Pohutukawa lined edge with residential built development located behind. The rural hinterland and Brynderwyn Ranges are located within the distance and form the backdrop and skyline view. At present there are no visible structures within the CMA from this viewing location.

Key Changes resulting from the proposal

The current view experienced from the south varies depending on locality. However, the most prominent view is considered to be from the CMA. The Wharf structure will be visible; however it is considered that visibility likely to diminish with high tide as the piles are submerged under water and will be seen with the recessive background of Mangawhai Village foreshore. It is considered that the most prominent viewpoint will experience a moderate to low effect (minor) and other viewpoints from the South including that from Insley Street will experience a low effect (less than minor) due to the distance of the viewer from the site and within the context of the overall scale of the view.

Viewpoint 3 and 4– West of the Subject Site (Appendix 1 - Sheet 9 and 10)

Location and Audience

The location of these viewpoints is taken directly west of the proposed Wharf rebuild, viewpoints taken from the most visually prominent areas taken from the Esplanade Reserve immediately adjacent to the Wharf and Mangawhai Tavern and immediately adjacent to the existing boat ramp looking east.

The audience of viewers from the west include those users of the Esplanade Reserve area that extends from Mangawhai Tavern to Dune View and then from the end of Pearson Street and Kainui Place and dwellings situated adjacent to the CMA. It is considered that views would be intermittent in nature with existing vegetation (predominantly Pohutukawa) essentially breaking up the view. The view is also representative of those users of Mangawhai Tavern and Moir Street boat ramp.

Current View (Key Characteristics and Features)

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

Key Changes resulting from the proposal

The majority of the Mangawhai Wharf will be visible from this location and extends into the CMA, however, the proposed structure does not affect any of the landscape characteristics which form the landscape values of the site. Whilst the view creates a change, change is does not necessarily result in adverse effects. The proposal will provide for active and passive recreation within the

CMA and provides for a visual interest and recreates a historic feature which forms part of Mangawhai's rich maritime history and associative meaning for the community.

The proposed structure will represent a notable change to the outlook to the east, however will be seen within the context of the wider Mangawhai Harbour environment with a backdrop of Mangawhai rural hinterland and Molesworth Peninsula. The backdrop diminishes the prominence of the structure which will be further reduced at high tide when the poles will be less visible. It is considered 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 will be moderate initially diminishing to moderate to low (minor) once the structure becomes part of the landscape like it once was historically.

Viewpoint 5-7 – North of the Subject Site Molesworth Drive, Causeway, Back Bay Jetty
(Appendix 1 - Sheet 11, 12, 13)

Location and Audience

A number of viewpoints have been taken North of the site including Molesworth Drive (the main road between Mangawhai Heads and Mangawhai Village), the Causeway – showing that the site is not visible from this location, and from a public jetty adjacent to Back Bay gated community and esplanade reserve. This viewing location also provides a typical view from the CMA from the north.

The viewing audience from the north includes those residing within the north-western side of Molesworth Peninsula, those using the CMA to the north of the site, users of Molesworth Drive and those users of the Back Bay Jetty. Those users of the CMA are considered to be seasonal and transient in nature with views which will ever be changing with movement. The site is not visible from the adjacent esplanade reserve due to the level of mangroves and topography of the area.

Current View (Key Characteristics and Features)

This section focuses on the viewpoint from Back Bay Jetty, as the changes and potential effects from Molesworth Drive and the Causeway are negligible resulting in no identifiable changes.

The current view from the Back Bay Jetty / CMA consists of the wide expanse of Mangawhai Harbour which at low tide is predominantly sand / silt with the main channel in the distance, at high tide water would form the foreground of the view. The Pohutukawa lined foreshore is evident interspersed with glimpses of built development. The rural hinterland is viewed in the distance. When viewed within the CMA the view is ever changing dependent on viewing location and tide.

Key Changes resulting from the proposal

This section focuses on the viewpoint from Back Bay Jetty, as the changes and potential effects from Molesworth Drive and the Causeway are negligible resulting in no identifiable changes.

The proposed Wharf is located adjacent to the main channel at low tide and is symmetrical in nature with the line of the channel from this viewing location. It is considered that the proposed Wharf will be more visually prominent at low tide than high tide as the support piles will be predominantly underwater and screened at high tide.

The proposed Wharf, whilst visible from this viewing location does not protrude within the skyline and contains a substantive backdrop which assists in the Wharf being visually unobtrusive from this location. The most prominent component of the Wharf from this location is the “boat house” which from this viewing location is situated at a level which is continuous with existing built development adjacent. It is considered that whilst the proposed Wharf will result in a visual change to the views of those residing to the north of the site and those transient and seasonal users of the northern part of Mangawhai Harbour, the degree of adverse potential effects experienced by individuals will be low to moderate (minor), but not more than minor.

Viewpoint 8 – East of the Subject Site (Appendix 1 - Sheet 14)

Location and Audience

This viewpoint is taken from within the CMA and is representative of users of Mangawhai Harbour and also provides a representative viewpoint, although in closer proximity from residents of Molesworth Peninsula. At the time the photos were undertaken there were no public vantage points situated along Molesworth Peninsula and public access to the esplanade reserve was closed temporarily due to construction.

Viewing audience from the CMA is likely to consist of walkers experiencing the CMA at low tide, or people walking along the Esplanade reserve network, however connection of this network is intermittent. The viewing audience will also consist of users of motorized and non-motorist water craft. These viewers are likely to be transient in nature with the view ever changing depending on location and view direction. These users are likely to be seasonal with higher users within the summer months and peak holiday times. Views east of the subject site will be afforded from those dwellings situated along the western side of Molesworth Peninsula, however no public vantage points were experienced. These viewers are anticipated to have a wide viewshaft with the proposed Wharf forming part of this view. The distance of dwellings from Molesworth Peninsula are estimated to be 800 metres to 1+ kilometres away from the proposed Wharf. The southernmost tip of the Peninsula being the closest to the Wharf is currently being developed.

Current View (Key Characteristics and Features)

The current view from this location is somewhat different at low tide to high tide. Low tide consists of a large expanse of sand banks dissected by a number of channels with mangroves located to the south east. Mangawhai Village forms the midground with a mixture of coastal Pohutukawa interspersed with residential development – predominantly dwellings. The rural / rural residential hinterland forms the backdrop to the site.

Key Changes resulting from the proposal

The proposed Wharf will be visible from this location and is considered that the Wharf will have greater visibility at low tide than high tide with the piles being more visually prominent at low tide. It is considered that at high tide the view of the Wharf will be diminished and appear less visually obtrusive with the structure able to blend in with the recessive backdrop of Mangawhai Village.

It is considered that potential visual effects from this location are considered to be low to moderate depending on the site and that effects are considered to be no more than minor from this viewing location.

Potential effects arising from lighting of the Wharf structure.

The Mangawhai Tavern includes flood lights which are used predominantly 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.

The Wharf is proposed to be lit for navigation purposes at the end of the Wharf with one light situated on the pier, one light situated on the boat house and 4 lights focused inward on the floating concrete pontoon, no other lighting is proposed. 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.

Also proposed is low level deck lighting for pedestrian safety purposes within the toe kick. It is considered limited light spill will result from this form of lighting.

It is my opinion that the addition of navigation lighting will be visible at night however will result in a minor effect on the CMA as the lighting will be seen in the context of lighting from Mangawhai Tavern.

4.4 Landscape and Visual Effects Summary

Potential effects on the landscape can be both positive, negative or benign. The way in which landscapes are likely to respond to change include:

- *Landscape resilience - the ability of a landscape to adapt to change whilst retaining its particular character and values*
- *Landscape capacity - the amount of change that a landscape can accommodate without substantially altering or compromising its existing character or values*
- *Landscape sensitivity – the degree to which the character and values of a particular landscape are susceptible to the scale of external change*
- *Landscape vulnerability – the extent to which landscape character and values are at risk from a particular type of change.*¹²

The Visual Absorption Capability (VAC) is defined as the capacity of the landscape to visually absorb change without significant modification to the landscape / seascape character. Factors such as patterns, processes and elements including natural features, vegetation (both native and exotic), topographic features, built elements and land use are considered to determine the VAC of a site and in the case of the subject site the level of development that is anticipated by the proposed Wharf.

I have assessed these factors to determine the VAC of the subject site below.

Built Elements / Land Use- The site is the historic site of the previous Mangawhai Wharf built in the 1800s and removed in 1950. The remnant groynes remain and are visible at low tide and when on the water. The site also includes an existing boat ramp adjacent to a number of erosion protection rock walls and is immediately adjacent to commercially zoned land which is occupied by the Mangawhai Tavern, a historic building.

¹² Extract from “Best Practice Guide – Landscape Assessment and Sustainable Management” by NZILA December 2010

Natural Features / Vegetation Cover- Whilst the proposed Wharf is within the CMA, the esplanade edge is lined with a number of mature Pohutukawa trees. The AEE prepared by La Bonte outlines that there are no significant ecological features present at the proposed location of the Wharf.

Topography / Natural Patterns – the subject site is flat in nature comprising of Mangawhai Harbour, the high tide mark is the shoreline and low tide includes predominantly sandy / silty base with two main channels.

It is considered that the proposed Wharf will reintroduce a built structure within the coastal margins of Mangawhai Village, where the coastline already comprises of features of human modification and use. The proposed structure will not disrupt the dynamic nature of coastal processes and will strengthen the memorability and associative meaning of the area by re-creating a historic feature which was once an important part of Mangawhai's maritime culture. Overall it is considered that the subject site has the capacity to visually absorb the proposed development without any significant change in the seascape character.

While portions of the proposed development will be visible from public vantage points (as outlined above), it is considered that the overall potential effect of the proposed Wharf re-establishment is considered to be minor and that in terms of beneficial amenity effects the proposed Wharf will result in greater use of this part of Mangawhai Harbour, which at present is generally underutilised. The Wharf provides an opportunity for motorized and non-motorised water activity and fishing providing for enhancement amenity and recreational attributes. The Wharf also seeks to re-create an important historical and cultural feature for present and future generations to enjoy and learn from.

Potential Cumulative effects resulting from seascape and natural character

Cumulative effects are those which build up over time or occur in combination with other effects. Cumulative effects are considered to be those that affect the physical landscape, they involve the introduction of new features into the landscape.

It is considered that the proposed development will not result in any potential cumulative effects on the subject site or surrounding environment, given that it is unlikely similar activity will be proposed within the general locality.

5.0 CONCLUSION


The proposed development includes the re-establishment of Mangawhai Wharf situated within the CMA at the end of Moir Street, Mangawhai, the proposal is to re-create an historic and cultural feature which forms part of Mangawhai's maritime history re-creating associative meaning. The Wharf will provide for a number of amenity and recreational attributes for the wider community.

Overall, the proposed structure is considered to be well sited, scaled and designed for the location and surrounding seascape and landscape context. This is due to the location of the Historic Wharf, access and existing level of built development and coastal structures.

It is my opinion that the proposed Wharf will have a moderate to low adverse effect (minor effect) on the perceived naturalness and natural character within the Harbour. Natural features (e.g. Pohutukawa lined fringe) will continue to be visible and contribute to the level of perceived naturalness within the Harbour.

Whilst the structure will be visible from various locations, the visibility will be ever changing dependent on viewing location and tide. It is my opinion that the ability of the site and wider seascape and landscape to absorb change will result in a moderate to low adverse effect (result in a minor effect) on the site and wider landscape and seascape values.

Report Prepared by:



Kylie McLaughlin-Brown
BLA (MNZILA Registered)
MPLANPRAC (Hon) (MNZPI)



Appendix 1 - Historic Wharf Visual Representation Plan Set

Sheet 2	Locality Plan
Sheet 3	Historic Photos and Plans
Sheet 4	North West Perspective
Sheet 5	South West Perspective
Sheet 6	Viewing Catchment
Sheet 7-14	Viewpoint Analysis
Sheet 15	3D Render of Wharf
Sheet 16-18	Construction Plans



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



ADDRESS MANGAWHAI VILLAGE		TITLE LOCALITY PLAN		
CLIENT / APPLICANT MANGAWHAI WHARF TRUST		SHEET 02 SCALE 1:13000 @ A3 <small>NOTE THAT ALL MEASUREMENTS ARE IN METRES UNLESS SHOWN</small>		
PROPOSAL HISTORIC WHARF REBUILD MANGAWHAI WHARF MOIR STREET, MANGAWHAI				
			DREAM PLANNING <i>PO BOX 123, MANGAWHAI PH (09) 431 4568 EMAIL admin@dream-inc.co.nz WEB www.dreaminc.co.nz</i>	REF # DLA17034
				VERSION # 002
			DATE 16.11.2017	
			DRAWN BY EE	

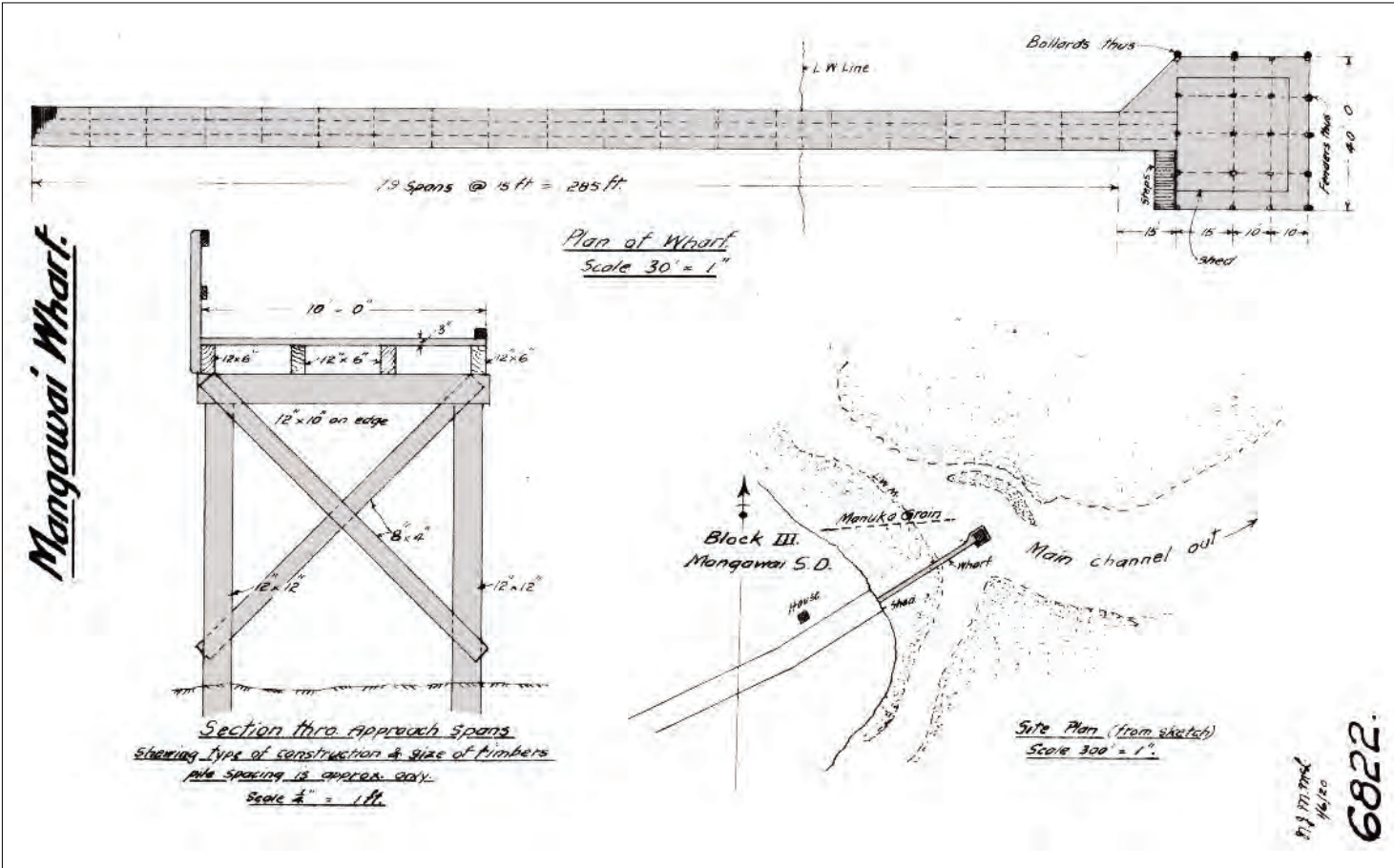
Model of the Historic Wharf



Historic Wharf Photos (End of Moir Street)




Historic Wharf Construction Plan & Site Plan





ADDRESS	MANGAWHAI VILLAGE
CLIENT / APPLICANT	NAME
PROPOSAL	REBUILT HISTORIC MANGAWHAI WHARF 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	D R E A M P L A N N I N G PO BOX 123, MANGAWHAI PH (09) 431 4568 EMAIL admin@dream-inc.co.nz WEB www.dreaminc.co.nz		REF # DLA 17034
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			DATE 16.11.2017
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ADDRESS	MANGAWHAI VILLAGE	
CLIENT / APPLICANT	MANGAWHAI WHARF TRUST	
PROPOSAL	HISTORIC WHARF REBUILD MANGAWHAI WHARF MOIR STREET, MANGAWHAI	
TITLE	THE HISTORIC WHARF	
SHEET	SCALE 1:5500 @ A3 <small>NOTE THAT ALL MEASUREMENTS ARE IN METRES UNLESS SHOWN</small>	
04		
	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
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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	SCALE 1:5500 @ A3 <small>NOTE THAT ALL MEASUREMENTS ARE IN METRES UNLESS SHOWN</small>		
	DREAM PLANNING		REF # DLA 17034
	PO BOX 123, MANGAWHAI		VERSION # 005
	PH (09) 431 4568		DATE 16.11.2017
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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 #

DLA17034-001

VERSION #

A

DATE

14 / 11 / 2017

DRAWN BY

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	SCALE 1:5500 @ A3 <small>NOTE THAT ALL MEASUREMENTS ARE IN METRES UNLESS SHOWN</small>		
	DREAM PLANNING		REF # DPL17034
	PO BOX 123, MANGAWHAI PH (09) 431 4568		VERSION # 007
	EMAIL admin@dream-inc.co.nz		DATE 16.11.2017
	WEB www.dreaminc.co.nz		DRAWN BY EE
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Note:
Photo taken with 50mm Lens in line with NZILA Visual Simulation Guidelines



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 08	SCALE 1:5500 @ A3 <small>NOTE THAT ALL MEASUREMENTS ARE IN METRES UNLESS SHOWN</small>	
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Proposed Wharf Rebuild

GOOGLE EARTH PERSPECTIVE






		
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CLIENT / APPLICANT MANGAWHAI WHARF TRUST		
PROPOSAL HISTORIC WHARF REBUILD MANGAWHAI WHARF MOIR STREET, MANGAWHAI		
TITLE THE HISTORIC WHARF		
SHEET 09	SCALE 1:5500 @ A3 <small>NOTE THAT ALL MEASUREMENTS ARE IN METRES UNLESS SHOWN</small>	
	DREAM PLANNING <i>PO BOX 123, MANGAWHAI PH (09) 431 4568 EMAIL admin@dream-inc.co.nz WEB www.dreaminc.co.nz</i>	REF # DPL17034
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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 <small>NOTE THAT ALL MEASUREMENTS ARE IN METRES UNLESS SHOWN</small>	
	DREAM PLANNING <i>PO BOX 123, MANGAWHAI PH (09) 431 4568 EMAIL admin@dream-inc.co.nz WEB www.dreaminc.co.nz</i>	REF # DLA17034
		VERSION # 0010
		DATE 16.11.2017
		DRAWN BY EE
ALL DRAWINGS ARE THE PROPERTY & COPYRIGHT OF DREAM PLANNING		

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



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 011	SCALE 1:5500 @ A3 <small>NOTE THAT ALL MEASUREMENTS ARE IN METRES UNLESS SHOWN</small>	
	DREAM PLANNING <i>PO BOX 123, MANGAWHAI PH (09) 431 4568 EMAIL admin@dream-inc.co.nz WEB www.dreaminc.co.nz</i>	REF # DPL17034
		VERSION # 0011
		DATE 16.11.2017
		DRAWN BY EE
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Note:
Photo taken with 50mm Lens in line with NZILA Visual Simulation Guidelines



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 12	SCALE 1:5500 @ A3 <small>NOTE THAT ALL MEASUREMENTS ARE IN METRES UNLESS SHOWN</small>	
	DREAM PLANNING <i>PO BOX 123, MANGAWHAI PH (09) 431 4568 EMAIL admin@dream-inc.co.nz WEB www.dreaminc.co.nz</i>	REF # DLA17034
		VERSION # 0012
		DATE 16.11.2017
		DRAWN BY EE
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Note:
Photo taken with 50mm Lens in line with NZILA Visual Simulation Guidelines

07 VIEW FROM RESERVE - BACK BAY JETTY



BACK BAY JETTY (PUBLIC)



GOOGLE EARTH PERSPECTIVE



Proposed Wharf Rebuild



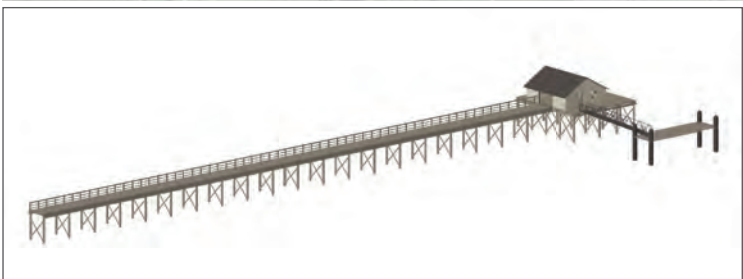
ADDRESS			MANGAWHAI VILLAGE
CLIENT / APPLICANT			MANGAWHAI WHARF TRUST
PROPOSAL			HISTORIC WHARF REBUILD MANGAWHAI WHARF MOIR STREET, MANGAWHAI
TITLE			THE HISTORIC WHARF
SHEET	SCALE 1:5500 @ A3 <small>NOTE THAT ALL MEASUREMENTS ARE IN METRES UNLESS SHOWN</small>		
	DREAM PLANNING PO BOX 123, MANGAWHAI PH (09) 431 4568 EMAIL admin@dream-inc.co.nz WEB www.dreaminc.co.nz		REF # DLA17034
			VERSION # 0013
			DATE 16.11.2017
			DRAWN BY EE
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Note:
Photo taken with 50mm Lens in line with NZILA Visual Simulation Guidelines

A wide, flat, sandy beach stretches across the foreground. The sand is a light tan color with some darker patches. In the background, a line of green hills and some buildings are visible under a heavy, overcast sky. The sky is filled with large, dark grey clouds, and the overall atmosphere is gloomy.

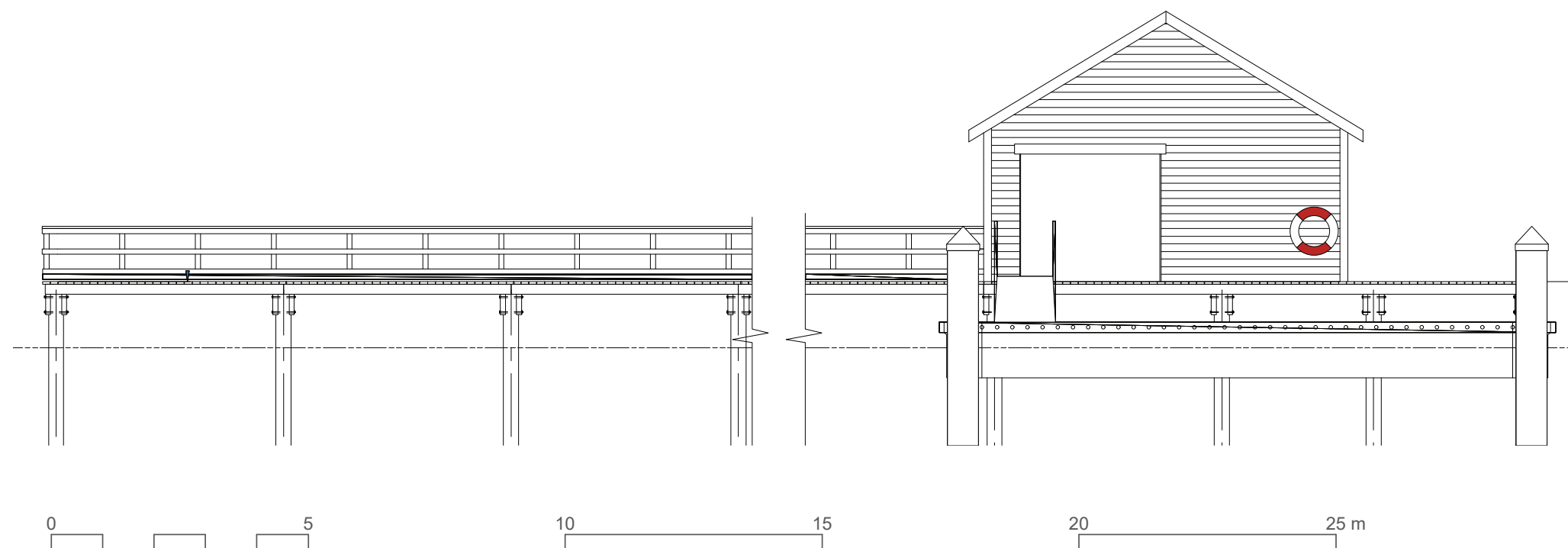
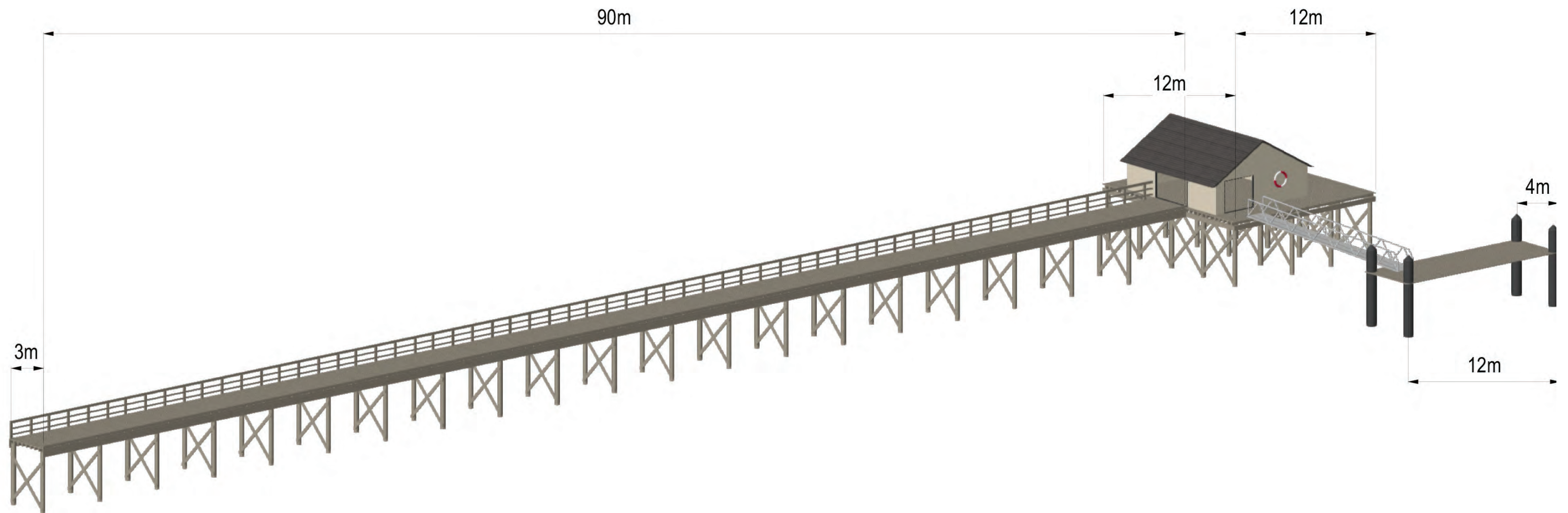


Note:
Photo taken with 50mm Lens in line with NZILA Visual Simulation Guidelines




ADDRESS			MANGAWHAI VILLAGE		
CLIENT / APPLICANT			MANGAWHAI WHARF TRUST		
PROPOSAL			HISTORIC WHARF REBUILD MANGAWHAI WHARF MOIR STREET, MANGAWHAI		
TITLE					
THE HISTORIC WHARF					
SHEET		SCALE 1:5500 @ A3			
14		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 # DLA17034 VERSION # 0014 DATE 16.11.2017 DRAWN BY EE	
		ALL DRAWINGS ARE THE PROPERTY & COPYRIGHT OF DREAM PLANNING			

PROPOSED 3D RENDERING OF WHARF REBUILD

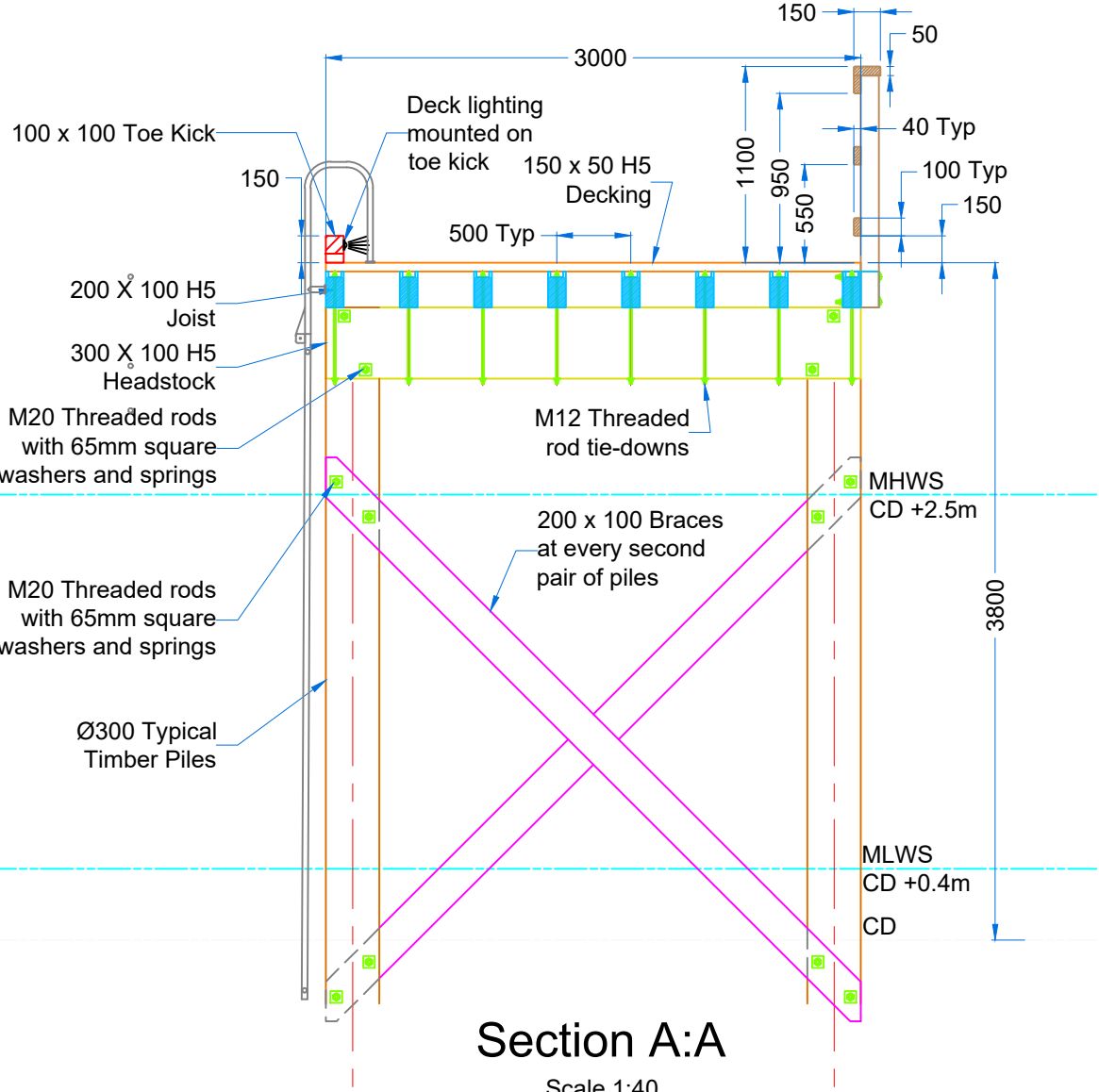


Length Section 1:100 @ A3

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	
			
		REF # DLA 17034	
		VERSION # 0015	
		DATE 16.11.2017	
DREAM PLANNING PO BOX 123, MANGAWHAI PH (09) 431 4568 EMAIL admin@dream-inc.co.nz WEB www.dreaminc.co.nz		DRAWN BY EE	
ALL DRAWINGS ARE THE PROPERTY & COPYRIGHT OF DREAM PLANNING			

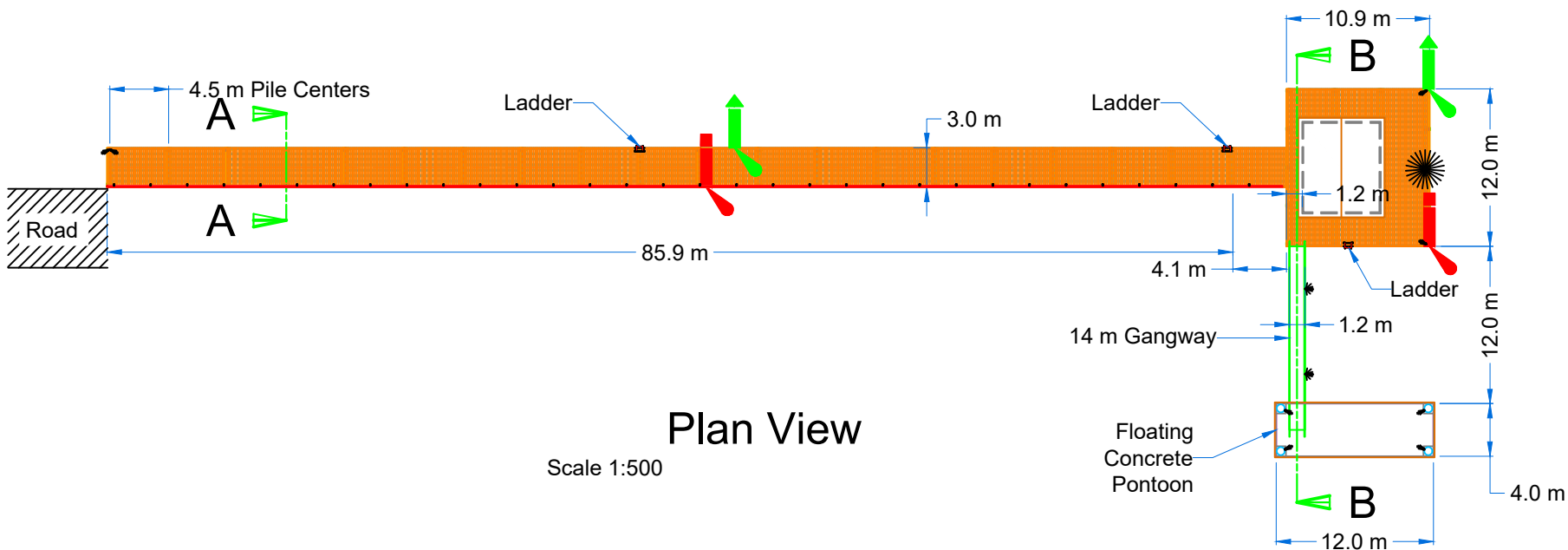


Site Plan
Scale 1:10,000

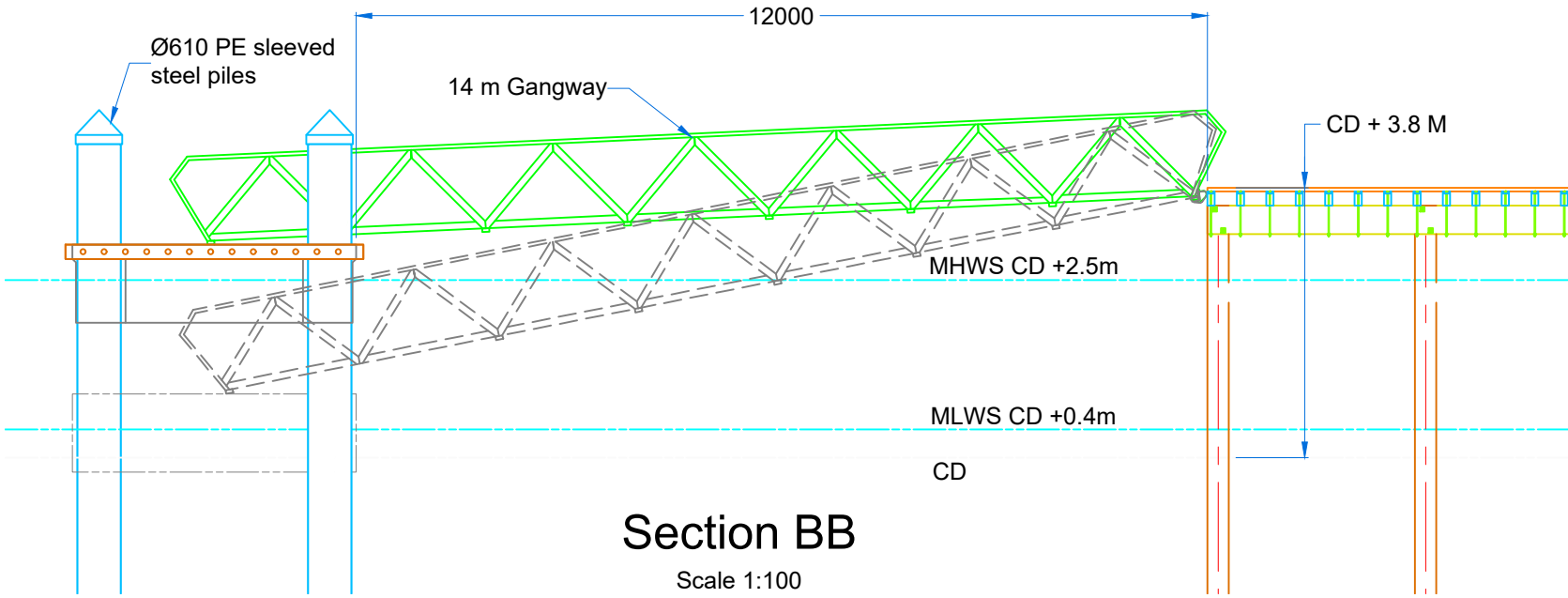


Section A:A
Scale 1:40

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

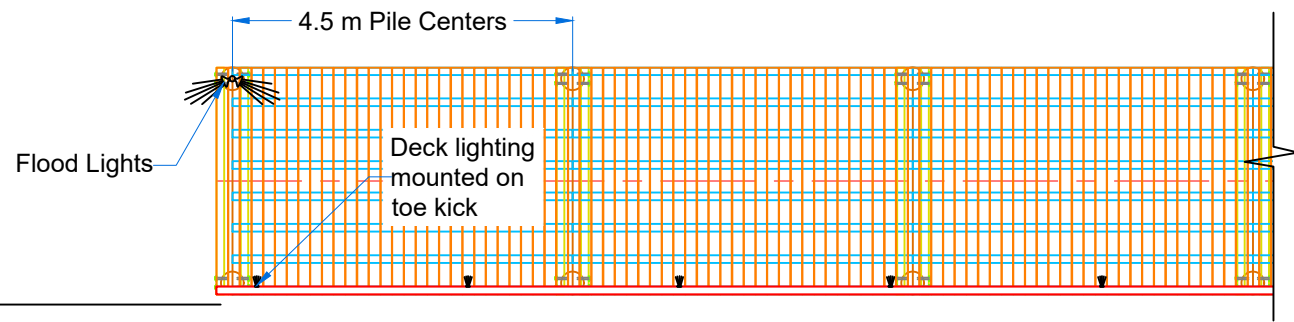
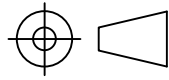


Plan View
Scale 1:500

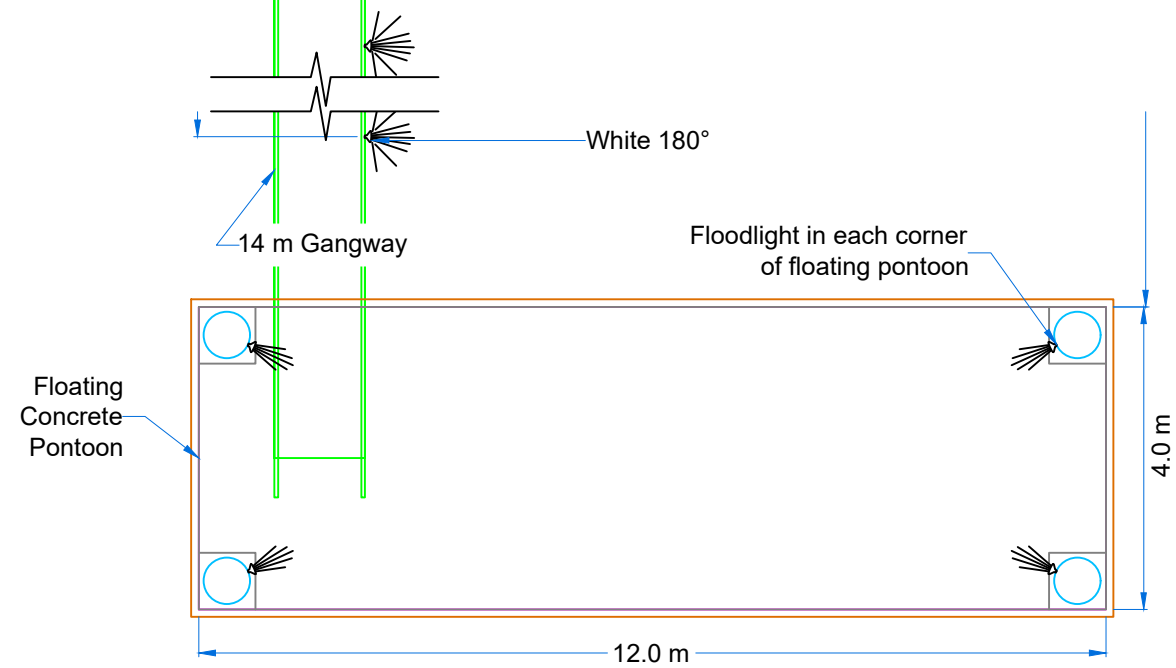
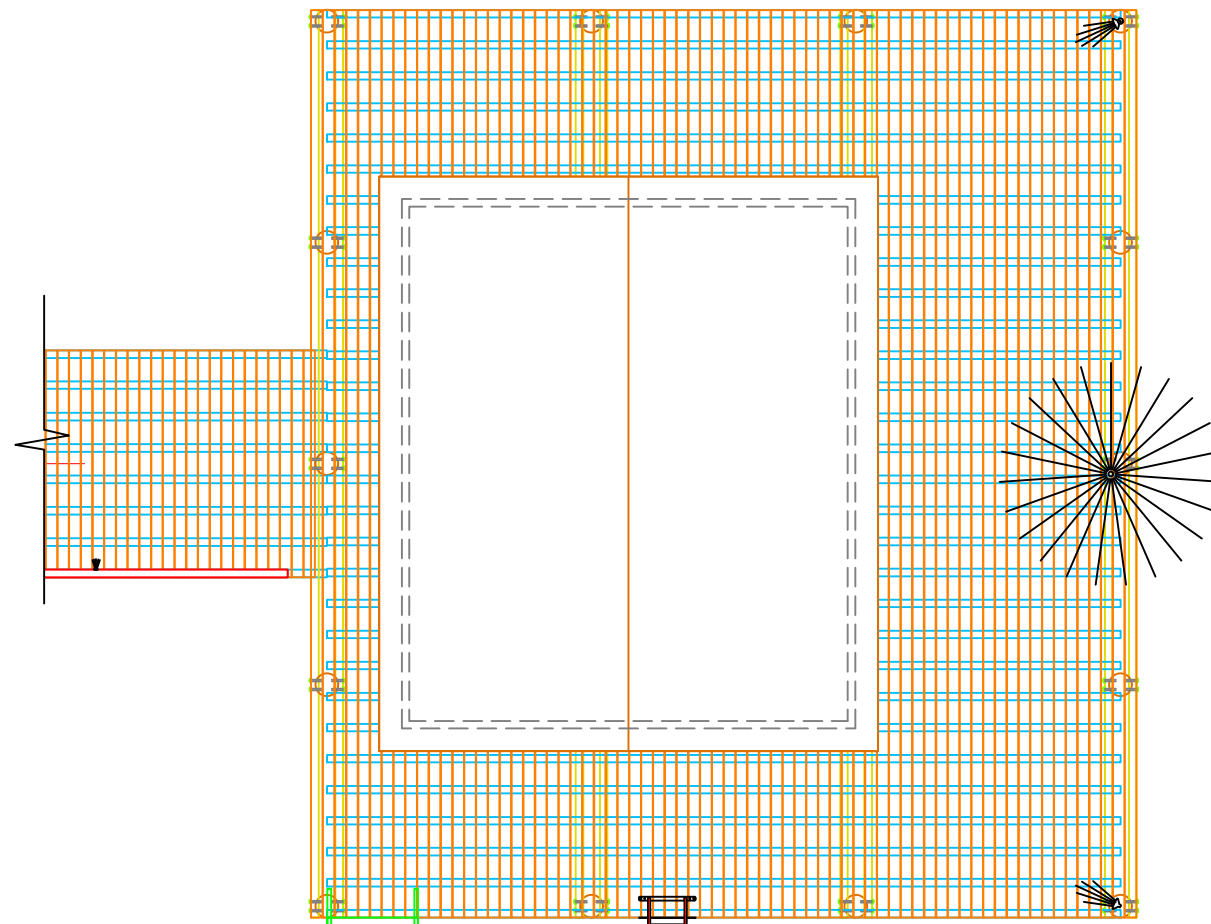


Section BB
Scale 1:100

MANGAWHAI WHARF				General Arrangement	
General Tolerance	Client	MANGAWHAI WHARF	Scale	Varies	Drawing No: 0165-0501-0000- 0001
0.00 ± 0.1mm	Scale	Varies	Drawn by	CRAIG CAVE	Type: GENERAL ARRANGEMENT



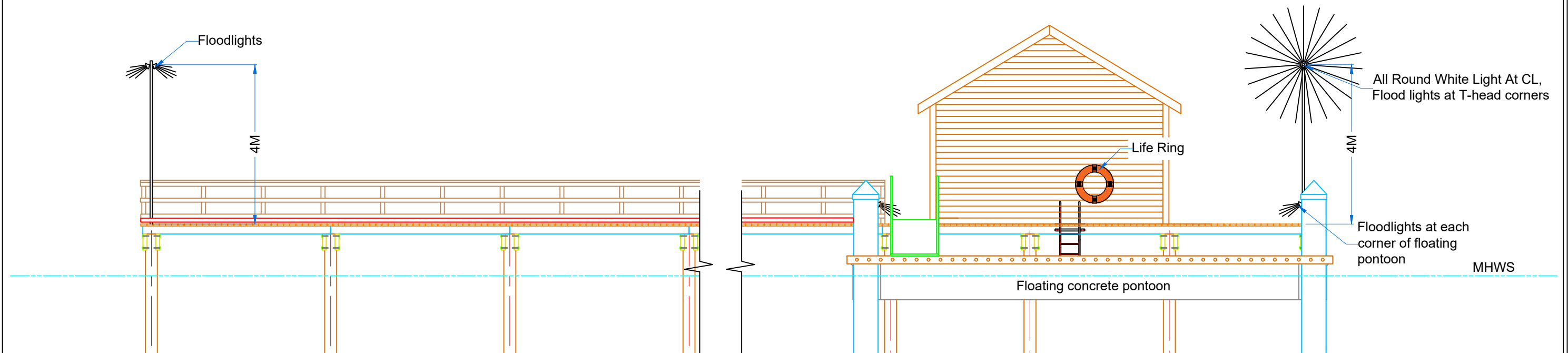
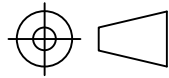
Notes;
All Lighting is to be solar powered



Rev	Date	Description	Approved
A	24/08/2017	Issued for review	C.C.
B	25/09/2017	Lighting detail added	C.C.
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		TOTAL MARINE SERVICES LTD		Lighting Plan	
General Tolerance	Client : MANGAWHAI WHARF	TMST	Drawing No: 0165-0501-0000- 0002	Type: GENERAL ARRANGEMENT	
0. = +/- 1.0mm	Scale: 1:100				
0.0 = +/- 0.5mm	Drawn by: CRAIG CAVE				
0.00= +/- 0.1mm					

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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.
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			Lighting Elevation	
General Tolerance	Client : MANGAWHAI WHARF T		Drawing No: 0165-0501-0000- 0003	
0. = +/- 1.0mm	Scale: 1:100		Type: GENERAL ARRANGEMENT	
0.0 = +/- 0.5mm	Drawn by: CRAIG CAVE			
0.00= +/- 0.1mm				

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