

Addendum

Visual and Natural Character Effects Assessment

Waikawa Bay Plan Change

Prepared for Port Marlborough
By Boffa Miskell Ltd

April 2010



1 Introduction3
1.1 Scope of assessment 3
2 Figure 6 (Revised)3
3 Assessment of Effects on Adjoining Residences4
3.1 Existing Landscape Context 4
3.2 Visual Assessment 4
3.3 Effects of the Proposed Marina 5
3.4 Effects of the Proposed Mooring Management Area 5
4 Conclusions6

FIGURES

1 Waikawa Bay Context and viewpoint locations
2 Waikawa Bay Context - Photographs
6 Revised Figure 6 -Simulation
7-8 (See original assessment)
9 Limbert's jetty - Simulation
10 Lloyd's Dwelling - Simulation

1 Introduction

This report is an addendum to the Landscape and Natural Character assessment prepared by Boffa Miskell Ltd (February 2010) for Port Marlborough and submitted with the proposed plan change application to Marlborough District Council (MDC). This addendum addresses two of the points raised by MDC in their request for further information, namely:

1. The simulation on Figure 6 be revised to exclude the mature vegetation currently shown, in order to better represent the short to medium term visual effects. The revised simulation (Figure 6) is attached.
2. Further information on the effects on the landowners adjoining the proposed north-west marina extension and mooring management area, and any measures proposed to mitigate those effects. Two further visual simulations have been prepared, Figures 9 and 10, together with an assessment of effects.

1.1 *Scope of assessment*

This assessment is based on the field work completed previously, and additional field work and photography undertaken in response to the MDC information request. Two visual simulations were prepared, one from Limbert's jetty and one from the deck of the Lloyd's dwelling, (see Figure 1 for viewpoint locations). The Lloyd property was the only property visited.

This addendum should be read in conjunction with the original assessment, including the figures. The figure numbers in this report correspond to the figures in the original report.

2 Figure 6 (Revised)

The first two images on Figure 6 have not been revised; the third figure at the bottom of the page is new and does not show any vegetation on the breakwater of the potential north-east marina extension.

Without vegetation on the breakwater, the masts of the vessels within the marina are more visible. The additional masts, together with the existing masts, would combine to form a more visually dense mass than there is currently. In addition, these masts would contrast against the vegetated backdrop of the hill beyond. The simulations show that vegetation would assist to reduce the visual impact of a marina extension by screening views to the inner marina.

Without vegetation, the marina would be more prominent from nearby locations but not out of character with the existing inner bay that is dominated by marina activities.

3 Assessment of Effects on Adjoining Residences

3.1 Existing Landscape Context

Eight private properties and one Reserve (Local Purpose) adjoin the proposed plan change area; five of these have dwellings. Two dwellings overlook the proposed mooring area and two overlook the proposed marina zone extension, with one dwelling that potentially has views to both. The dwellings all appear to be at similar elevations, approximately 20m above sea level. Regenerating native bush covers the properties and most of the dwellings are nestled into the vegetation with little or no cleared curtilage around the houses.

The views from most of the dwellings appear to be directed across the bay toward the far shore rather than along the shoreline. The tall and often dense native trees around and below the dwellings, are likely to restrict views in some directions (for example, see Figure 9 view from Lloyd's deck). Two of the dwellings are located on small headlands and may well have broader views of the bay and shoreline.

Currently, the bay adjacent to these properties is open water with a steep and unmodified rocky shoreline, with the exception of three jetties. Native vegetation extends down to the waterline. The immediate environs have a high degree of natural character due to the unmodified nature of the shore and water space.

3.2 Visual Assessment

The simulations, in Figures 9 and 10, used for the assessment have been prepared using the indicative marina design provided by the applicant. Two viewpoints were selected as representative views of the proposed plan change site. Limbert's jetty is located at the northern extent of the proposed mooring area, a few metres above sea level and below the Limbert's dwelling. The second viewpoint is from the deck of Lloyd's dwelling approximately 20 above sea level. The visual effects of the proposal from the two viewpoints are discussed below.

Viewpoint Location	Visual Assessment
Figure 9 Limbert's jetty	<p>This viewpoint provides an 'end-on' view of the proposed mooring area and proposed north-west extension</p> <p>From this location the proposed plan change would result in loss of open water in the foreground due to moored vessels. The potential marina extensions beyond will extend further across the bay (to the left) and closer to the viewer. The cumulative visual effects of these changes will result in more intense and visually cluttered background and will effectively bring the marina activity, at the head of the bay, out into the bay and closer to this viewpoint.</p>
Figure 10 Lloyd's deck	<p>This viewpoint located on the deck of the Lloyd's dwelling looks across the proposed north-west marina area. Vegetation obscures views to the shore and water immediately below the dwelling. The proposed mooring area north of the marina extension is not visible from here.</p> <p>The change in visual terms, created by the proposed plan change, would be significant from this location. The existing open water with moored vessels would be replaced by a complex of regimented marina structures</p>

and berthed vessels. In addition, the relatively static scene (existing) would be replaced by a more dynamic one where vessels come and go and pedestrian activity will be apparent on the walkways. Although vessels are already part of the current view, a built marina will bring a very different visual character to the immediate environment.

The changes to the shoreline, which would include reclamation, carparks, roadway, ablution blocks and other infrastructure, would not be visible from this elevated location due to the steep viewing angle of and the tall vegetation on the slopes below the house. Lighting in the marina and car park areas is likely also to be apparent.

For residents overlooking the plan change area, the visual effects of the proposed mooring management area would not be as significant as they would be for the residents overlooking the proposed marina area. Marina structures would be permanent and substantial structures, and berthed vessels would add further to the visual bulk and complexity of what is currently open water and an unmodified shoreline. In contrast, moored vessels in the proposed mooring area, are less substantial in visual terms and un-occupied moorings have very little visual presence and require no permanent change to the shore.

3.3 Effects of the Proposed Marina

Based on the field work and assessment from the Lloyd's dwelling, the visual effects and the effects on natural character are likely to be very similar for the other dwellings above the proposed marina extension. That is, the effects will be significant. The introduction of permanent structures (breakwaters), berthed vessels, and the consequential marina activity close to the shore and in the foreground of the view, will substantially reduce the visual amenity for the properties located above the marina. Lighting on the marina walkways and light spill from the car park area is likely to change the night time amenity for these dwellings.

If the plan change was not to occur and a marina not developed in this location, the high demand for swing moorings may see additional vessels moored in this water space. This would result in a more 'visually cluttered' water space (than there is currently) for the dwellings overlooking it, but the intensity of associated activity would be much less than would result from a marina.

Due to the steep vegetated slopes below the dwellings, it is likely that the shore reclamation, road, vehicles, buildings and other structures will not be visible from the existing dwellings. If parts of the marina shore infrastructure were visible, it may only be a partial view and would comprise a peripheral part of the view across the bay.

The localised effects of the proposed marina on the natural character of the shore line and adjacent water space will be significant. The establishment of carparking, roading and other infrastructure will permanently change what is currently an unmodified shoreline.

3.4 Effects of the Proposed Mooring Management Area

For properties overlooking the proposed mooring area, the visual change, would be noticeable but not be as significant as the proposed marina extension. This is because the nature of the change is not intensive, and will not generate the continual activity that

a marina would. It is not likely that the mooring area would be continually at full capacity, as shown on the simulation. Moored vessels, and the activity they create, while not currently present in this location, are an integral element of the character of Waikawa Bay

The natural character of the water space would be reduced slightly, but the natural shoreline would remain unmodified.

Moored vessels would not substantially alter the general amenity of the area immediately adjacent because they would not generate continual activity or introduce new activities such as structures and vehicle movement..

4 Conclusions

Waikawa Bay has a distinct boating and marina character. Marina and boating activities dominate the inner bay, and are also present throughout the rest of the bay. Marina structures and activities already extend some way along the western shore. The plan change seeks to expand on the existing development pattern, consolidating development at the head of the bay and along the western shore, rather than disperse it to other parts of the bay or other bays in the Sounds.

The effects on the visual and natural character for the dwellings adjoining the proposed plan change area, with views over the proposed marina area, would be significant. For the dwellings overlooking the proposed mooring area the effects would be minor. However, the localised effects of the proposed plan change also need to be considered together with the effects on Waikawa Bay overall. In respect of the whole of Waikawa Bay the proposed plan change would have minor visual effects and effects on the natural character of the bay.

Boffa Miskell Ltd
April 2010

Bron Bennetts

Principal
Registered NZILA Landscape Architect

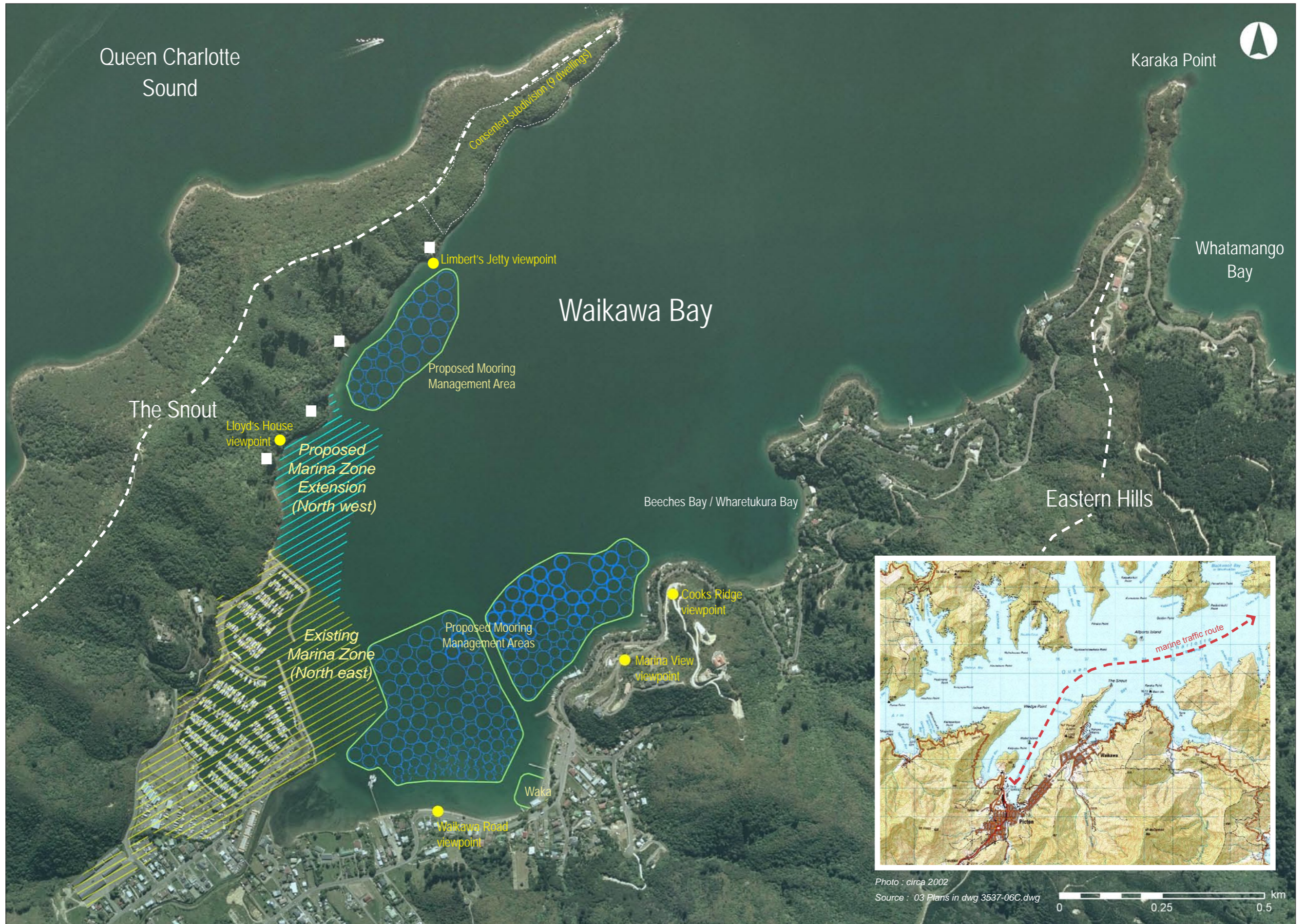


Photo : circa 2002

Source : 03 Plans in dwg 3537-06C.dwg

0 0.25 0.5 km



Ref: W08094_LA_Figures_2010_Addendum.indd
© Boffa Miskell Ltd 2010 - Revised 7 April 2010

Waikawa Bay - Plan Change Application - Landscape and Natural Character Assessment - Addendum
Prepared for Port Marlborough, April 2010

FIGURE 1

Proposed Plan Change and Location of Viewpoints

These visualisations have been produced as a result of information provided by the client and/or sourced by or provided to Boffa Miskell Limited by a third party for the purposes of providing the services. No responsibility is taken by Boffa Miskell Limited for any liability or action arising from any incomplete or inaccurate information provided to Boffa Miskell Limited (whether from the client or a third party). These visualisations are provided to the client for the benefit and use by the client and for the purpose for which it is intended.



Five dwellings overlook the proposed plan change area (Indicated by white arrows); Two would overlook the proposed marina zone, two the mooring management area and the middle dwelling on a small headland may have views to both areas.



Limbert's dwelling and jetty located at the northern extent of the mooring management area



Lloyd's jetty and house (right). The proposed marina zone occupies the water space and shore in this view.



Existing Situation showing typically moored vessels (October 2008)



Potential Layout showing potential marina extensions, and indicative vessels in mooring management areas (Jan 2010)

Note: The simulation shows the mooring management areas at full capacity. In reality, it is unlikely that all of the moorings would be occupied all of the time.



Potential Layout without planting mitigation (Jan 2010)

VIEWPOINT DETAILS	
NZMG Easting	: 2 597 459 mE
NZMG Northing	: 5 992 684 mN
Elevation	: 5 m (approx)
No of Photos in Simulation	: 8
Included View Angle	: 145°
Date of Photography	: 9:50am 8 October 2008
Source	: 03 Plans in dwg 3537-06C.dwg



Existing Situation showing typically moored vessels (October 2008)



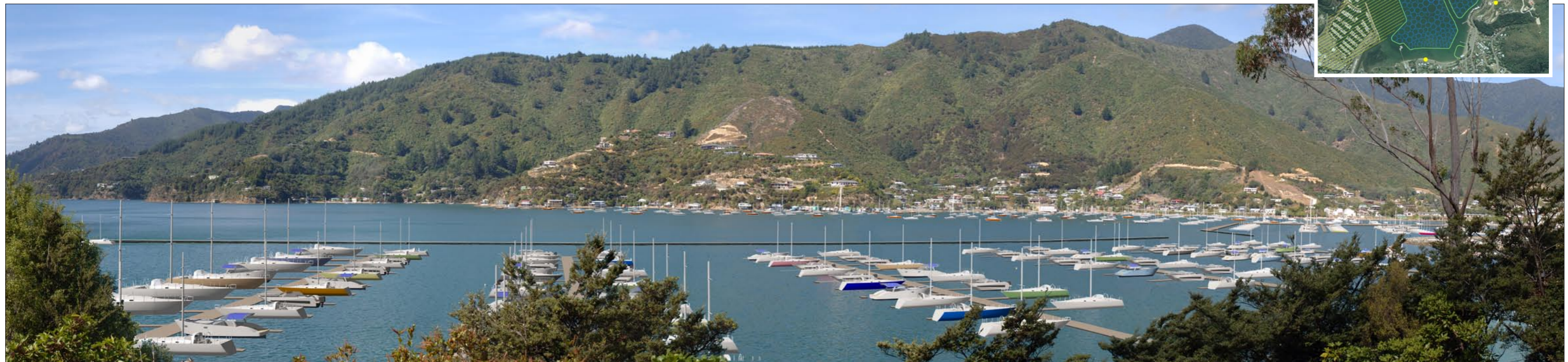
Potential Layout showing potential marina extensions, and indicative vessels in mooring management areas (April 2010)

Note: The simulation shows the mooring management areas at full capacity. In reality, it is unlikely that all of the moorings would be occupied all of the time.

VIEWPOINT DETAILS	
NZMG Easting	: 2 597 441 mE
NZMG Northing	: 5 994 021 mN
Elevation	: 4 m (approx)
Date of Photography	: 12:30pm 31 March 2010
Source	: 03 Plans in dwg 3537-06C.dwg



Existing Situation showing typically moored vessels (October 2008)



Potential Layout showing potential marina extensions, and indicative vessels in mooring management areas (April 2010)

Note: The simulation shows the mooring management areas at full capacity. In reality, it is unlikely that all of the moorings would be occupied all of the time.

VIEWPOINT DETAILS	
NZMG Easting	: 2 597 033 mE
NZMG Northing	: 5 993 555 mN
Elevation	: 15 m (approx)
Date of Photography	: 12:50pm 31 March 2010
Source	: 03 Plans in dwg 3537-06C.dwg