



Bayswater Maritime Precinct

Landscape, Natural Character and Visual Assessment
Prepared for Bayswater Marina Holdings Limited

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1.0 Introduction

Background

- 1.1 Boffa Miskell Limited (“BML”) has been engaged by Bayswater Marina Holdings Limited (“the applicant”) to assess the potential landscape, natural character and visual amenity effects resulting from the proposed Bayswater Marina development. This report will accompany a resource consent application for a development known as the ‘Bayswater Maritime Precinct’. The proposal involves the re-development of the present marina facility, which includes large areas of surface car parking, with the future development incorporating the well established marina facility, associated berth holder car parks, public open space and walkways / boardwalks and housing in the form of terrace houses and three small apartment buildings.
- 1.2 This report provides an assessment of effects on the natural character of the coastal environment due to the site’s proximity to the Coastal Marine Area (‘CMA’), as well as assessing potential landscape and visual effects, in relation to the site’s harbour and Bayswater / North Shore context, taking into consideration the relevant statutory provisions.
- 1.3 In undertaking this assessment, the author and reviewer have visited the site and its surrounds on multiple occasions to understand the nature of the site, its existing use and its physical and visual relationship to the harbour, adjacent coastline, surrounding streets and proximate residential properties, as well as the context, character, visual catchment and viewing audiences within the wider area.
- 1.4 BML landscape architects have also formed part of the project design team for the proposal working collaboratively as part of a multidisciplinary team comprising architecture (PBA Architects), urban design (McIndoe Urban), planning (Craig Shearer), civil engineering (Airey Consultants) and transport planners (Stantec) as well as the Client with the marina operational experience. We have prepared the Landscape Concept Plan package that forms part of the application documentation. This assessment has been prepared by a Boffa Miskell landscape planner who has not formed part of the design team.
- 1.5 The project has involved a number of design iterations including presentation to the Auckland Urban Design Panel (AUDP) on four occasions. The proposal to be lodged for resource consent is informed by feedback from the Panel, although the nature of the proposal is less intensive than that reviewed.

Assessment Methodology

Relevant Guidance

- 1.6 This assessment has been undertaken with reference to the Quality Planning Landscape Guidance Note¹ and its signposts to examples of best practice, which include:

¹ <http://www.qualityplanning.org.nz/index.php/planning-tools/land/landscape/landscape-assessment>

- Best Practice Note 10.1, Landscape Assessment and Sustainable Management, New Zealand Institute of Landscape Architects (2010).
- Guidelines for Landscape and Visual Impact Assessment 3rd Edition, Landscape Institute (UK) and IEMA (2013).
- Auckland Council Information Requirements for the assessment of Landscape and Visual Effects (September 2017).

Effects Ratings and Definitions

1.7 This assessment provides ratings, based upon the professional judgement of the author(s), in relation to the level of natural character, landscape and visual effects that would result from the proposal.

1.8 These ratings are defined in **Table 1** below:

1.9

Table 1: Effects Ratings

Effect Rating	Use and Definition
Very High:	Total loss to the characteristics or key attributes of the receiving environment and /or visual context amounting to a complete change of landscape character.
High:	Major change to the characteristics or key attributes of the receiving environment and /or the visual context within which it is seen; and/or a major effect on the perceived amenity derived from it.
Moderate - High:	A moderate - high level of effect on the character or key attributes of the receiving environment and/or the visual context within which it is seen; and/or have a moderate - high level of effect on the perceived amenity derived from it.
Moderate:	A moderate level of effect on the character or key attributes of the receiving environment and/or the visual context within which it is seen; and/or have a moderate level of effect on the perceived amenity derived from it.
Moderate - Low:	A moderate - low level of effect on the character or key attributes of the receiving environment and/or the visual context within which it is seen; and/or have moderate - low level of effect on the perceived amenity derived from it.
Low:	A low level of effect on the character or key attributes of the receiving environment and/or the visual context within which it is seen; and/or have a low effect on the perceived amenity derived from it.
Very Low:	Very low or no modification to key elements/ features/ characteristics of the baseline or available views, i.e. approximating a 'no change' situation.

1.10 Assessing landscape and visual effects requires an understanding of landscape character and the importance or value of the landscape. Using this baseline, a determination of landscape sensitivity and the magnitude (level) of change which results from a proposed development (along with other factors such as the quality and use) can be made to inform the overall significance of landscape and visual effects.

1.11 In combination with assessing the level of effects, the landscape and visual effects assessment also considers the nature of effects in terms of whether this would be positive (beneficial) or negative (adverse) in the context within which it occurs. Neutral effects can also occur where landscape or visual change is considered to be benign in the context of where it occurs. The nature of these are defined in **Table 2** below:

Table 2: Determining the Nature of Effects

Nature of Effect	Use and Definition
Adverse (negative):	The proposed development would be out of scale with the landscape or at odds with the local character, pattern and landform which results in a reduction in landscape and / or visual amenity values.
Neutral (benign):	The proposed development would complement (or blend in with) the scale, landform and pattern of the landscape maintaining existing landscape and / or visual amenity values.
Beneficial (positive):	The proposed development would enhance the landscape and / or visual amenity through removal or restoration of existing degraded landscape uses and / or addition of positive elements or features.

1.12 This assessment considers the effect on the landscape, natural character and visual amenity of the coastal environment as a result of the proposal. It is important to note that although each of these effects (landscape, natural character and visual amenity), are assessed separately, they are also considered together in relation to the maritime environment of the wider Waitematā Harbour as well as its immediate landward context of Bayswater, the wider North Shore and Auckland city centre to the south.

2.0 Existing Environment

Site Location

- 2.1 The site is located at the south-western terminus of the Bayswater Peninsula (at O'Neill's Point), and comprises reclaimed land associated with the 415 berth, Bayswater Marina, which was built between 1994 and 1998. Prior to the Bayswater Marina reclamation, the land to the east, vested to Auckland Transport, was formed through reclamation to establish public transport / bus access to the Bayswater Ferry terminal. This adjacent land, which remains in public ownership, remains associated with access to and parking for the ferry terminal. The ferry currently berths on a pier within the marina. AT has plans to return the ferry terminal to its more original location and alignment, however, this capital works project is not currently funded.
- 2.2 Bayswater peninsula extends west into the inner Waitematā Harbour from the larger Devonport peninsula which terminates in North Head / Maungauika.
- 2.3 The Bayswater peninsula comprises a well-established suburban residential neighbourhood that has been configured around the linear spine road of Bayswater Avenue that runs centrally down the ridge of the peninsula. Bayswater Ave adjoins Lake Road in the east. At its western terminus, Bayswater Avenue becomes Sir Peter Blake Parade, which forms the sole access road to the marina and ferry. The portion of Sir Peter Blake Parade that accesses the reclamation is located within the Bayswater Marina site; public access is provided..
- 2.4 The established neighbourhood of Bayswater comprises a typical range of largely suburban residential housing. Lots and houses are generally larger around the coastal perimeter with a greater proportion of infill housing and smaller lots in the interior. Streets are typically lined with wide grass verges with the sporadic placement of street

trees. There is a predominant cover of mature pohutukawa trees around the coastal escarpment of the peninsula as shown in Figure 1 below.



Figure 1: Pohutukawa trees along the southern escarpment edge of the Bayswater Peninsula

2.5 The site, refer Figure 2 below, lies on the eastern shoreline of the inner Waitematā Harbour and forms the gateway into Bayswater for those arriving by the Fullers ferry that departs from downtown Auckland, approximately 2.3km to the south across the Harbour.

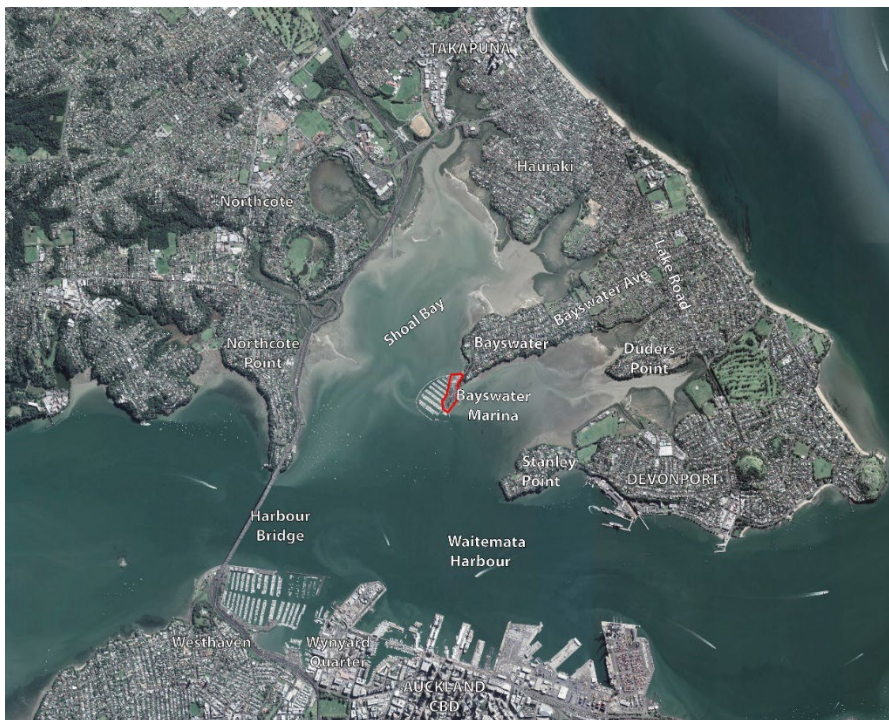


Figure 2: Site location in relation to the wider harbour environment.

- 2.6 Other peninsulas that extend into the inner harbour in proximity to the site include Stanley Point approximately 0.8km to the south-east and Northcote Point approximately 1.4km to the west. Both accommodate suburban residential neighbourhoods, with some dwellings situated on elevated ground that are afforded views across the harbour towards the site.

Site and Landscape Context

- 2.7 For the purpose of this assessment the site comprises the Bayswater Marina including the floating breakwater and boat harbour / piers and the landward reclamation which supports marina related functions, including parking as well as the proposed development area. The reclamation is physically contained by a rip-wrap seawall around the northern, western and southern edges and adjoined by the AT reclaimed area to the east. The marina berths lie to the west of the reclamation contained by an extensive, 900m long, floating breakwater. Marina berth access pier heads extend from the western and southern edges of the reclamation. The floating breakwater structure incorporates a pedestrian walkway which is popular amongst the local community as a walking route providing attractive harbour views west toward the Auckland Harbour Bridge and, from the end of the breakwater south to the Auckland central area with its high rise skyline. The breakwater is also used for fishing, swimming and sunbathing, it connects to the reclamation at its northern end, close to the natural shoreline and the coastal parklands of Marine Parade Reserve and Quinton Park.

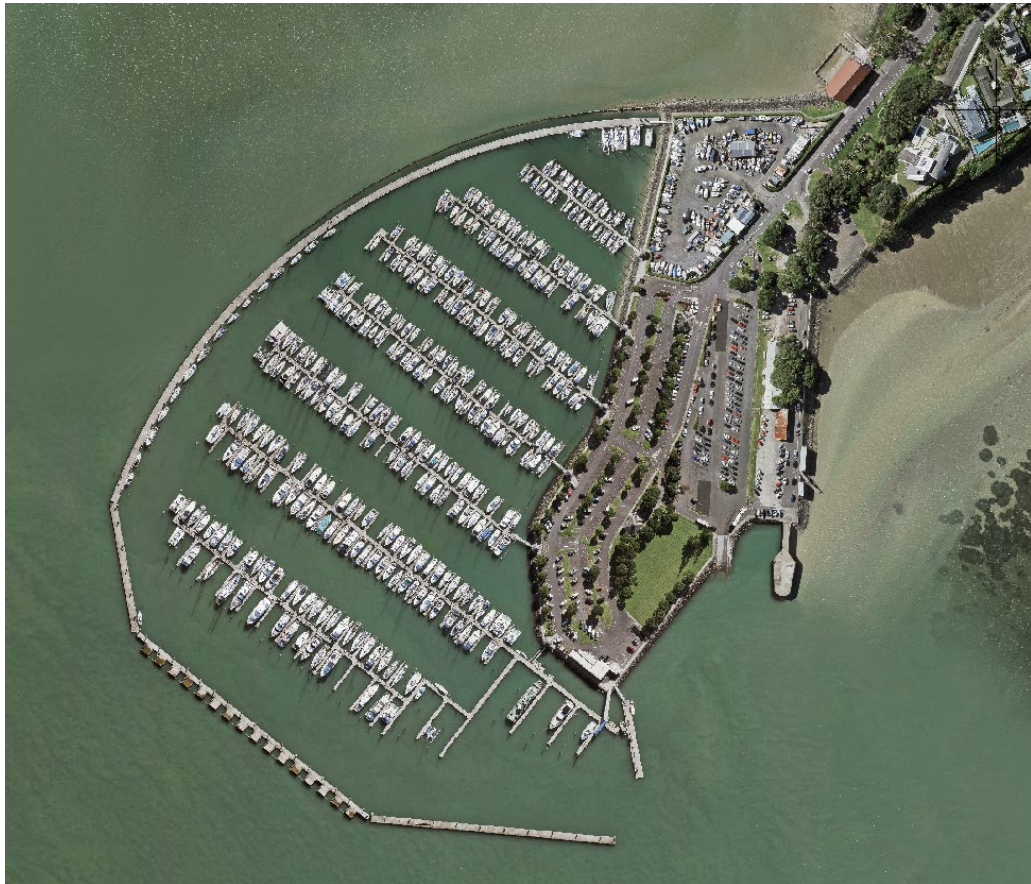


Figure 3: Bayswater Marina

- 2.8 The reclamation comprises flat ground, the majority of which is occupied by hardstand, used for parking including nominated berth holder parking as well as public parking (for general visitors and ferry users), accessed by Sir Peter Blake Parade. There is an area set aside for boat servicing and sales, set behind a Karo (*Pittosporum crassifolium*) hedge located in the north-western corner of the reclamation, and a publicly accessible greenspace (approximately 3,000m²) is located in the south-eastern corner, oriented toward the harbour and across to the central City.
- 2.9 A number of small scale buildings are located on the site, these typically comprise toilet blocks, shelters, as well as the Marina Operations Office and the Bayswater Ferry Terminal located at the southern tip of the reclamation and housed in a cluster of portacom style buildings.
- 2.10 On the AT portion of the reclamation to the east there is a large shed occupied by the Takapuna Grammar School Rowing Club.
- 2.11 There is a public boat ramp at the southern end of Sir Peter Blake Parade in the lee of the original ferry pier structure and a floating pontoon at the south-eastern edge of the marina which provides fuelling for boats.
- 2.12 Vegetation within the site largely comprises pohutukawa trees (planted following reclamation in the late 1990's, typically approximately 6m in height) in berms between the car parking isles and around the coastal perimeter. The tallest and most established pohutukawa are located in a group to the east on the AT land. Two mature Norfolk Island Pines (approximately 12m - 15m in height) are also located within the public greenspace of the site, as illustrated in Figure 4 below.



Figure 4: Existing public greenspace in the south-east of the marina.

- 2.13 In terms of its wider context the Bayswater reclamation extends into the harbour from the end of the natural Bayswater Peninsula landform. The peninsula is defined by Shoal

Bay to the north and Ngataringa Bay to the south with the Stanley Point Peninsula similarly extending out into the harbour to define Ngataringa Bay in the south.

- 2.14 To the east of the reclamation the coastal escarpment of the natural peninsula landform comprises a vertical face some 18m in height (RL18.4 above mean sea level). This coastline is residential in character with generally large, clifftop houses taking advantage of the elevated coastal views set within a context of a vegetated and pohutukawa clad coastline, refer Figure 5 below. The clifftop properties that have the potential to overlook the site are accessed from Marine Terrace and Norwood Road. In particular the two houses at end of Marine Terrace, which sit above a small Council reserve that adjoins the AT land are larger two storey dwellings oriented to view east / south east across the Harbour to the Auckland central city.
- 2.15 There are two areas of Council reserve on the foreshore adjacent to the marina to the northeast, the low lying Marine Parade Reserve and the elevated Quinton Park. Marine Parade Reserve is used by the public for high tide water access for small craft such as kayaks / paddle boards and for kite surfing, via a small (no vehicle access / hand trolley only) boat ramp. This reserve has vehicular access and a small vehicle turning area but no / limited parking. Adjacent to Quinton Park the building on the headland is a small hotel and conference facility, VR Takapuna / Ocean Breeze Hotel, beyond which there are residential properties along the clifftop oriented west and north overlooking the tidal expanse of Shoal Bay.



Figure 5: View north towards the cliff overlooking Bayswater Marina.

- 2.16 To the immediate north of the site, adjoining Sir Peter Blake Parade, there is a large three storey (on its outer, seaward elevation) somewhat dilapidated building historically the home of the Takapuna Boating Club (Refer Figure 6 below).



Figure 6: The three storey former Bayswater Yachting Club building on Sir Peter Blake Parade.

- 2.17 The club started in 1914 on the shores of Shoal Bay and following the First World War established its clubhouse. This building is no longer in club use but is in part occupied by a surf / paddle board / kayak hire and school operation. Part of the building is vacant and un-used and the whole structure is falling into disrepair. In its heyday the facility included a saltwater pool and water access, both of which remain in remnants. The title in respect of this property requires the building to be used for a community purpose with a recent attempted sale of the property falling through due to this limitation.

Natural Character

- 2.18 The preservation of the natural character of the coastal environment is a matter of national importance under Section 6 of the Resource Management Act (RMA) and the New Zealand Coastal Policy Statement 2010 (NZCPS). Natural character is generally agreed and accepted to comprise the following components:
- The presence of natural landforms.
 - The presence of natural processes; and
 - The presence of natural elements and patterns.
- 2.19 Natural character has been mapped along the Auckland regional coastline and included in the Auckland Unitary Plan, Operative in Part (AUP OiP) Natural Heritage Overlays. There are no Outstanding Natural Character (ONC) or High Natural Character (HNC) areas identified to cover any part of the site or the adjacent coastline.

- 2.20 Bayswater Marina occupies a prominent, all be it low-lying, position within the inner Waitemata Harbour and is part of a modified urban coastal environment. Shoreline reclamation of the harbour occurred over many decades; with the most notable modification / extent of excavation and reclamation occurring along the downtown Auckland waterfront. Various forms of reclamation also occurred along the North Shore coastline including at Bayswater, the Ngataranga Bay sports fields, the Devonport Naval Base and Devonport Wharf. In addition, the western side of Shoal Bay comprises reclamation supporting the alignment of SH1, the Northern Motorway, between the Harbour Bridge at Stokes / Onewa Point and Esmonde Road.
- 2.21 Along the coastline adjoining the site, a perception of naturalness is provided by the coastal escarpments with their associated cover of pohutukawa trees. The site itself contains little by way of natural elements other than vegetation planted within the car park areas and around the coastal perimeter.
- 2.22 In terms of natural patterns and processes, the sea, with its tidal rise and fall and associated marine and bird life, as well as the seasonal and daily weather patterns, provide another element of natural character. However, the site is also the result of a substantial amount of human engineering – which in addition to the suburban development across the peninsula, has results in a reduced actual or perceived level of naturalness.
- 2.23 The marina's land-water interface is typical of reclaimed land within the harbour and is generally characterised by a rock rip-wrap seawall that provides protection from wave action although this is also calmed within the marina by the floating breakwater structure.
- 2.24 The subject portion of the coastal environment therefore has a limited level of naturalness and a low level of natural character / is highly modified.

3.0 Visual Catchment and Viewing Audiences

- 3.1 To confirm the visual catchment and relevant viewing audiences for the proposal, a study of aerial photography as well as a number of visits to the site and the surrounding area have been undertaken over the years between 2018 and 2020. In addition, the extent of visual catchment and viewpoints used in earlier landscape analysis including at the time of the Proposed Auckland Unitary Plan (PAUP) have been reviewed and adopted.
- 3.2 The site comprises a distal reclamation extending from the Bayswater Peninsula surrounded by the tidal waters of the Waitemata Harbour. It is therefore visible at a distance across the harbour and along the adjacent shoreline including around Ngataranga Bay (south) and Shoal Bay (north and west) including from the Northern Motorway which defines the western edge of Shoal Bay.
- 3.3 As a result of the site's water based context there are few near viewing locations or audiences; these being limited to views from the immediately surrounding waters, the floating breakwater walkway within the marina, Marine Parade Reserve, to the north, and the single, elevated, residential property located at the end of Marine Terrace. The majority of views towards the site are seen at a greater distance and within a much wider context.

- 3.4 The extent of visual catchment / viewing audiences to the north-east, on Marine Terrace, is limited as views down onto the reclamation are largely obscured by dense plantings of mature trees, primarily pohutukawa, located on the steep land between the 'high road' of Marine Terrace and the low road' of Sir Peter Blake Parade.
- 3.5 In all other directions viewing audiences will look across water towards the site. From Stanley Point some 860m to the south, there are approximately 25 existing, elevated properties that have the potential to look north across Ngataranga Bay to the site. Northcote Point, is some 1.6km distant to the west harbour, elevated properties with an outlook toward the site look over the motorway corridor to the Harbour and Bayswater Marina with the marina berths and associated boats in the foreground of the development area. For this viewing audience views include those from the roads and pedestrian walkways that run close to the water's edge, as well as from elevated properties set further back on the landform.
- 3.6 To the south-west, elevated middle ground views from the Auckland Harbour Bridge are afforded to Bayswater Marina from higher wheel-base vehicles that enable views above the safety railing and bridge climb. These views are generally focussed more toward the wider expansive view of the Harbour and Auckland central city skyline in the fore and middle ground of these views.
- 3.7 The primary viewing audiences for the proposal have therefore been identified to comprise the following:

Public Audiences

- pedestrians and road users, including cyclists along Sir Peter Blake Parade looking down the length of the road towards the site and users of Marine Parade Reserve;
- people traversing on the water on the Waitematā Harbour, particularly around Shoal Bay, Ngataranga Bay and near the Harbour Bridge, including along the ferry routes from Auckland to Bayswater and to Birkenhead / the Upper Harbour;
- road users travelling along State Highway 1 (primarily southbound), including the Esmonde Road and Onewa Road onramps to the north and north-west respectively;
- pedestrians using the overbridge from Heath Reserve across State Highway 1 to the north-west and people using the boat ramp, car park and public walkway on the motorway edge at Sulphur Beach Reserve to the west;
- users of public reserves, most notably; the western edge of Quinton Park to the north, the western side of Ngataranga Bay Sports Field to the east, Blair Park (primarily the boat launch) to the south-east on Stanley Point, Plymouth Reserve (Kawerau Avenue, Duders Point) to the north-east, and the more distant summit of Takarunga / Mt Victoria to the south-east;

Private Audiences

- a limited number of residential viewing audiences within Bayswater on elevated ground (predominately 12 Marine Terrace);
- residential viewing audiences with an outlook to the east from elevated locations around Northcote Point, such as Waimana Avenue and Richmond Avenue;
- residential viewing audiences with an outlook to the north-west along Stanley Point Road, First Ave, and Second Ave within Stanley Point;

- residential viewing audiences at the end of Ngataringa Road, Aramoana Ave, and Kawerau Ave in Narrow Neck;
- elevated residential viewing audiences around St Marys Bay; and
- people within the Warehouse Group multi-storey offices at Northcote (located along The Warehouse Way).

4.0 Relevant Statutory Planning Context

Resource Management Act

- 4.1 Part 2 of the Resource Management Act 1991 (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 resources. Section 6 sets out the matters of national importance that must be recognised and provided for in achieving the purpose of the RMA.
- 4.2 The protection of outstanding natural features and outstanding natural landscapes from inappropriate subdivision, use and development is identified as a matter of national importance in section 6(b). There are no outstanding natural features or landscapes within or in the context of the site.
- 4.3 Another matter of national importance is the preservation of the natural character of the coastal environment (including the coastal marine area), 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 areas in section 6(d). The site is within the coastal environment hence effects on natural character have been assessed.
- 4.4 Part 7 identifies matters to which regard is to be given in achieving the purpose of the RMA including:

(c) the maintenance and enhancement of amenity values:

The New Zealand Coastal Policy Statement

- 4.5 The purpose of the New Zealand Coastal Policy Statement 2010 (NZCPS) is to set out objectives and policies in order to achieve the purpose of the RMA in relation to the coastal environment. The NZCPS therefore includes a number of policies which are relevant to the proposal. Policies which are considered particularly relevant to this assessment are Policies 13 and 15, as set out below:

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:

- (a) *avoid adverse effects of activities on natural character in areas of the coastal environment with outstanding natural character; and*
- (b) *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...*

(2) Recognise that natural character is not the same as natural features and landscapes or amenity values and may include matters such as:

- (a) *natural elements, processes and patterns;*
- (b) *biophysical, ecological, geological and geomorphological aspects;*
- (c) *natural landforms such as headlands, peninsulas, cliffs, dunes, wetlands, reefs, freshwater springs and surf breaks;*
- (d) *the natural movement of water and sediment;*
- (e) *the natural darkness of the night sky;*
- (f) *places or areas that are wild or scenic;*
- (g) *a range of natural character from pristine to modified; and*
- (h) *experiential attributes, including the sounds and smell of the sea; and their context or setting.*

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:

- (a) *avoid adverse effects of activities on outstanding natural features and outstanding natural landscapes in the coastal environment; and*
- (b) *avoid significant adverse effects and avoid, remedy, or mitigate other adverse effects of activities on other natural features and natural landscapes in the coastal environment.*

Auckland Unitary Plan – Operative in Part

4.6 The AUP (OiP) sets out the objectives and policies for development and management of activities in designated zones and environments within the Auckland Region. The key policies of relevance to this assessment are listed below.

E18. Natural character of the coastal environment

E18.2. Objectives

(1) The natural characteristics and qualities that contribute to the natural character of the coastal environment are maintained while providing for subdivision, use and development.

(2) Where practical the natural character values of the coastal environment are restored or rehabilitated.

E18.3. Policies

(3) Manage the effects of subdivision, use and development in the coastal environment to avoid significant adverse effects, and avoid, remedy or mitigate other adverse effects, on the characteristics and qualities that contribute to natural character values, taking into account:

(a) the location, scale and design of the proposed subdivision, use or development;

(c) the presence or absence of structures, buildings or infrastructure;

(d) the temporary or permanent nature of any adverse effects;

(e) the physical and visual integrity of the area, and the natural processes of the location;

(g) the physical, visual and experiential values that contribute significantly to the wilderness and scenic values of the area;

(h) the integrity of landforms, geological features and associated natural processes, including sensitive landforms such as ridgelines, headlands, peninsulas, cliffs, dunes, wetlands, reefs, freshwater springs, streams, rivers and surf breaks;

(4) Promote land use practices and restoration activities that will restore or rehabilitate natural character values.

E19 Natural features and natural landscapes in the coastal environment

E19.2. Objective

(1) The characteristics and qualities of natural landscapes and natural features which have particular values, provide a sense of place or identity, or have high amenity value, are maintained while providing for subdivision, use and development in the coastal environment

(2) Manage the effects of subdivision, use and development in the coastal environment to avoid significant adverse effects, and avoid, remedy or mitigate other adverse effects on the characteristics and qualities of natural landscapes and natural features which have particular values, provide a sense of place or identity, or have high amenity values, taking into account:

E19.3. Policies

(2) Manage the effects of subdivision, use and development in the coastal environment to avoid significant adverse effects, and avoid, remedy or mitigate other adverse effects on the characteristics and qualities of natural landscapes and natural features which have particular values, provide a sense of place or identity, or have high amenity values, taking into account:

(a) the location, scale and design of the proposed subdivision, use or development;

(b) the extent of anthropogenic changes to the natural characteristics and qualities;

(c) the presence or absence of structures, buildings or infrastructure;

(d) the temporary or permanent nature of any adverse effects;

(e) the physical and visual integrity and the natural processes of the location;

(g) the physical, visual and aesthetic values that contribute significantly to the natural landscape's values;

(h) the integrity of landforms, geological features and associated natural processes, including sensitive landforms such as... headlands, peninsulas, cliffs...

Coastal – Marina Zone

F3.3. Policies

7) Require any marina development to be of a scale, design and location that remedies or mitigates adverse effects on the coastal environment, particularly in relation to the following matters:

- (a) the natural character of the coastal environment;*
- (b) effects on the recreational, visual and amenity values in the locality, including lighting effects;*
- (d) effects on the landscape elements and features;*

Auckland Unitary Plan, 1504 Bayswater Marina Precinct

The Bayswater marina is subject to a site specific precinct overlay, the Bayswater Marina Precinct (BMP). The provisions set out in the AUP Precinct have informed the design process and guided the nature of the Bayswater Maritime Precinct proposal. The relevant provisions are set out below:

1504.2. Objectives

(1) Bayswater Marina precinct is a community and marina-oriented place developed in a comprehensive and integrated way with a primary focus on recreation, public open space and access to and along the coastal marine area, public transport, boating, maritime activities and maritime facilities.

1504.3. Policies

- (2) Require new buildings to be located and designed so that they:
 - (a) are visually appropriate for a marine environment and are designed to reflect the maritime location;*
 - (b) reflect an integrated design approach incorporating open space and pedestrian focused access;*
 - (c) reflect a diversity of development intensity across the precinct;*
 - (d) are constructed of suitable materials for a marine environment;*
 - (e) do not dominate or detract from existing landscape or coastal features, such as the cliff line;*
 - (f) do not detract from the character of the scheduled historic heritage Takapuna Boating Club building;*
 - (g) address and contribute to the amenity of the coastal edge;**
- (4) Encourage development to be designed and located to retain the existing mature trees, in particular the pohutukawa trees on and next to the old reclamation, and to provide new trees for amenity and shelter*
- (11) Promote distinctive high quality design for all new development.*

5.0 The Proposal

- 5.1 The proposal is to complement the primary marina function and public access / open space character of the Bayswater Marina through the reorganisation of the existing hardstand area to accommodate the required marina berth parking and in addition introduce a residential and mixed use component to the site.
- 5.2 The development will comprise commercial (marina operations and associated retail) and F&B activities to support the local, Bayswater, residential catchment and ferry / public transport (bus) users, public open space and residential development in the form of both terrace housing and three, four storey apartment buildings. The urban renewal of the marina will create a unique, coastal living environment, with improved public access and amenity, whilst maintaining and enhancing the established primary, land and water based, functions of the marina.
- 5.3 Vehicle access to the berth holder parking which is primarily relocated to the western perimeter of the site adjacent to the pier heads, is via Sir Peter Blake Parade and two east / west cross Streets, 'Cross Street' located in the south and 'Link Street' centrally located with a one way shared lane in the north of the site. The arrangement of publicly accessible streets will provide structure to the development and breaks the residential component into three neighbourhoods, south, central and north.
- 5.4 In terms of open space, the minimum required area established under the Bayswater precinct provisions (being 7200m²) is met with public open space parkland provided in the southeast, where the existing grassed parkland is located, and in the north complementing the lower portion of Quinton Park on the coastline to the north. These open space parklands are connected by a widened coastal path and boardwalk with associated seating and planting around the western edge of the reclamation. New pier heads and berth-holder access is created with security to the piers located away from the public walkway. Access to the floating breakwater is maintained at the northern parkland and recreational walking, a key local amenity, enhanced with the provision of an improved path network.
- 5.5 The proposed northern park, 2,100m² in area, faces north toward Quinton Park and the small enclosed tidal bay on the south eastern side of Shoal Bay. It will have an open grass character and amenity with specimen shade trees and a slope grading down to the existing sea wall. A shared lane separates the ten adjacent terrace houses from the open space grassland of the park avoiding the potential for privatisation of the open space by residents. A separate pedestrian path linking from Sir Peter Blake Parade and connected to the boardwalk / floating breakwater access is also provided.
- 5.6 The proposed southern park, 1,400m² in area, is oriented to the view across the Harbour to the Auckland central area with its dramatic day and night time high-rise skyline. This parkland enjoys the activity of the public boat ramp, ferry terminal and boats coming and going from the marina. The seaward edge is designed with a broad stair / steps to enable people to access the water edge at high tide. The existing row of well-established Pohutukawa trees in this part of the site will be retained as a feature of the park. The seven terrace houses that define the western edge of the park will have the opportunity to locate a 'front door' to the park providing activation with a small path providing public access as well as connection to the houses. The two apartment buildings that bookend this part of the site have a public path at their edge with the

Marina Office located in the ground level of the southern building and F&B in the northern adjacent to Cross Street.

- 5.7 The amenity of the ferry access will be enhanced with F&B activities incorporated into the ground floor of the apartment buildings likely to provide services for ferry users as well as local Bayswater residents and people residing within the Maritime Village development.
- 5.8 The proposal is to balance cut and fill across the site to avoid transport of fill material off site. Airey Consultants have developed the proposed earthworks plan in collaboration with the architectural, urban design and landscape design team to achieve the best overall combination of site levels and overland flow paths. This has resulted in a strategy of placing excess cut around the perimeter of the site raising the ground by up to 2.5m. The need for site wide earthworks means that the majority of the existing trees are not able to be retained in situ, other than the row of Pohutukawa in South Park the retention of which has been set as a priority.
- 5.9 Transplanting of some of the better specimens of the existing Pohutukawa as well as planting large grade replacement Pohutukawa as well as other native trees / mixed shrub and groundcover planting is proposed to assist in offsetting the loss of existing trees. The project arborist (Peers Brown Miller) has advised that transplanting of existing trees will be challenging due to their compromised / constrained root balls and poor existing growing conditions. They consider that replacement planting with well grown, hardened-off nursery specimens is likely to be a preferable strategy for the long term. In light of this the proposal is to seek to transplant 31 of the better formed and less compromised Pohutukawa with a contingency to monitor their health and replace them with large grade nursery stock if they do not thrive in their transplanted locations.
- 5.10 In total 94 terrace house unit titles are to be created with development on each to be undertaken by individual purchasers in compliance with the Bayswater Maritime Precinct Design Manual for Terraced Housing (BMVDM) , this process includes design review and approval (refer Urban Design report by Graeme McIndoe of McIndoe Urban). There is potential for some lots to be amalgamated but this is controlled through the Bayswater Maritime Village, Design Manual for Terraced Housing. The three 4-storey apartment buildings are located in the southern portion of the site, being distant from the established Bayswater residential catchment. Each proposed apartment building comprises 9 units creating a total of 27 apartments.
- 5.11 As noted, proposed commercial development is limited to the ground floor of the apartment buildings at the corner of Sir Peter Blake Parade and Cross Street. A total of 753m² of commercial and retail space is enabled, including the Marina Office.
- 5.12 All new water edge structures will be set so as not to extend into the CMA other than where they are specifically related to marina activities, such as marina pier access.
- 5.13 The masterplan has been developed to accommodate, as a primary consideration, the required 310 berth-holder car parks which are legally required in accordance with the current marina leasehold licences (refer Stantec Transport Report). In reality this number of car parks is seldom occupied with higher levels of use associated with Auckland's typical maritime peaks – Auckland Anniversary Day and the like. The detailed landscape design of all parking areas has considered the public realm / onsite amenity of the Village. In particular, public walkway and boardwalk around the western perimeter of the site to avoid the appearance of adjacent parking. Each car park, other than those nominated for drop off, includes a central strip of hardy coastal planting designed to reduce the amount of hard surfacing and ensure that the car parks read

and function as an extension of the public realm, in addition to providing for berth-holder requirements.

- 5.14 As noted, the proposed Village development is structured into three neighbourhood precincts - south, central and north - around a simple, legible street pattern which comprises Sir Peter Blake Parade as the main access and eastern edge to the development and a new perimeter street - South Street and North Lane - with three cross street connections, Cross Street in the south, the centrally located Link Street and a one way (east) shared lane – part of North Lane defining the edge of North Park (noting that these street names are placeholders for the purpose of identification)



Figure 7: Bayswater Maritime Precinct Site Plan

- 5.15 The no-exit end of South Street is designed to provide limited drop off access, for mobility impaired, to the current ferry terminal although the main public drop off will remain located within the AT land to the east.
- 5.16 All terrace houses are required to secure their vehicle access / garaging to the rear off the internal precinct courtyard / mews and to incorporate a 'front door' to the street.
- 5.17 The Bayswater Maritime Precinct, Design Manual for Terraced Housing (refer Urban Design Assessment prepared by McIndoe Urban) provides specific guidance and controls to ensure that the terraced houses maintain the maritime character of the marina location. Section 4 of the Guidelines provides detailed direction on anticipated materials, which include concrete finishes, cedar cladding, natural or pre-weathered metal cladding and corten steel as well as more semi-permanent materials such as canvas . Guidance is also provided on materials that are not acceptable including, plastic awnings, any materials designed to replicate another and aluminium composite panels.

- 5.18 A similar approach has been taken towards guidance on colour palettes with anticipated colours comprising soft weathered and washed colours, sea greens, powder blues and natural woods. Heavy, dark colours and bright colours are not acceptable with the exception of optional bright colours on front doors to provide a unique character to individual dwellings. This depth of guidance will ensure that proposed terrace houses will maintain a cohesive theme and consistency of materials and colours without becoming uniform or repetitive. Allowing for diversity within the overarching maritime theme.
- 5.19 The three proposed apartment buildings have also been designed to respond to their marine / nautical and surrounding urban context. The South apartments draw inspiration from the process of coastal erosion, utilising rough textured plaster render to mimic the materiality of limestone rock cliff faces. The Central apartment building draws inspiration from the tradition of white clifftop 'mansions', siting a building that resembles some of its clifftop neighbours in the centre of the site. Glass balustrades and plastered concrete finish provides a sleeker character building which is layered with integrated planter boxes set into the balconies. The North apartments speak to the Takapuna Boating Club building and worn seaside architecture. This apartment building has board finished concrete panels and timber finished balcony walls. The intent is to reflect the history of the peninsula and weathered natural materials associated with a weathered, maritime character.
- 5.20 The Precinct provision requirement to provide twenty boat trailer parks within Precinct B, to support the public use of the boat ramp, has been accommodated with twelve parallel parks along the west side of Sir Peter Blake Parade and the remaining eight parks distributed in areas adjacent to Cross Street and within the mews of the Central and Northern neighbourhoods. Boat ramp users tend to be habitual, local users who will become familiar with the location of the dedicated trailer park locations (refer also Stantec Transport report).
- 5.21 In summary, the proposal will significantly enhance the amenity of the site, rationalising hardstand surface parking and reconfiguring the berth holder car parks to support access to the marina piers. The quality and amenity of the 'public realm', noting that the site will remain in private ownership with all management / maintenance by the body corporate, Bayswater Marina owners and Bayswater Marina Holdings Limited, will be enhanced and formalised and the CPTED qualities improved with the introduction of residential 24/7 activities. Public access and use will also be enhanced with two parkland areas provided each with a different outlook, solar orientation and amenity. The provision of small scale F&B will also enhance local use and provide an amenity to the local area beyond the marina precinct and including for ferry users. The scale of development being up to a maximum of four storeys is consistent with that anticipated through the precinct provisions and the density at a maximum of 97 terrace house units and 36 apartments is relatively modest. The built development will sit below the adjacent clifftop housing that lines the Bayswater and Stanley Point headlands.

6.0 Assessment of Effects

- 6.1 Landscape and visual impacts result from natural or induced change in the components, character or quality of landscape. Usually these are the result of landform or vegetation modification or the introduction of new structures, activities or facilities into

the landscape. The process of change itself, that is the construction process and/or activities associated with the development, also carry with them their own visual impacts as distinct from those generated by a completed development.

- 6.2 The landscape and visual effects generated by any particular proposal can be perceived as:
- Positive (beneficial), contributing to the visual character and quality of the environment.
 - Negative (adverse), detracting from existing character and quality of environment; or
 - Neutral (benign), with essentially no effect on existing character or quality of environment.
- 6.3 The degree to which landscape and visual effects are generated by a development depends on a number of factors, these include:
- The degree to which the proposal contrasts, or is consistent, with the qualities of the surrounding landscape.
 - The proportion of the proposal that is visible, determined by the observer's position relative to the objects viewed.
 - The distance and foreground context within which the proposal is viewed.
 - The area or extent of visual catchment from which the proposal is visible.
 - The number of viewers, their location and situation (static, or moving) in relation to the view.
 - The backdrop and context within which the proposal is viewed.
 - The predictable and likely known future character of the locality.
 - The quality of the resultant landscape, its aesthetic values and contribution to the wider landscape character to the area.
- 6.4 Change in a landscape does not of itself, constitute an adverse landscape or visual effect. Effects are generated when the values associated with the characteristics of the landscape are altered in either beneficial or adverse ways. In urban landscapes where change can be anticipated a proposal should be assessed in respect of the existing environment as it appears today as well as in respect of the future, expected nature of the environment, taking into consideration the provisions of the Unitary Plan (AUP OiP).

Landscape Effects

Landscape Character Effects

- 6.5 Landscape character is derived from the distinct and recognisable elements that occur in a landscape. It is reflective of the particular combination of geology, landform, vegetation, land use and features of human settlement. Landscape character establishes the distinctive sense of place defining different areas of the landscape.

- 6.6 The proposal is set within the context of a marina environment on reclaimed land. Existing features of the site are predominantly centred around marine activities and include the extensive floating breakwater and marina berths contained within the calm waters of the breakwater, extensive hardstand primarily occupied by surface car parking, the Marina Operations Office and Bayswater Ferry Terminal. Reclaimed land of similar, vehicle dominated characteristics adjoins the site to the south associated with the Auckland Transport Bayswater ferry terminal park and ride / public transport, bus, interchange and the Takapuna Grammar School Rowing Club facility. The modified urban coastal character of the marina has the capacity to accommodate a residential land use, provided that the primacy of the marina and open space attributes are not undermined. This is supported by objective 2 of the Bayswater Marina Precinct (BMP).
- 6.7 The natural landform of the Bayswater peninsula is elevated with its established residential development sitting atop the coastal escarpment some 18m above mean sea level. The coastline comprises a pattern of houses looking out to the harbour view and vegetation including a presence of coastal pohutukawa. Many of the 'front row' of coastal properties are large and contain large two storey houses, given the prime coastal location. In addition the Ocean Breeze Hotel located at the end of Beresford Street, on the site adjoining the elevated portion of Quinton Park is a four storey development.
- 6.8 The re-organisation of the existing marina hardstand and the presence of new built development within the central & western portion of the established reclamation will be apparent in the landscape. However, the modest height of the development, up to a maximum of 12m / 3 storeys and a basement, the bulk, scale and articulation of the three 3-storey apartment buildings and the design manual controlling the built form of the terraced housing will ensure that the proposed development sits into the landscape without a high level of prominence.
- 6.9 The newly introduced built development will be seen alongside the elevated Bayswater peninsula landform but will not challenge the height or scale of the treed cliff line or the primacy of the cliff top housing.
- 6.10 The materials for the three proposed apartment buildings have been selected to reflect the character of the local maritime and urban coastal environment, the weathered cliffs, clifftop 'mansions' and worn seaside architecture. Weathered and worn materials and soft neutral colour schemes will complement the surrounding maritime context and create a maritime precinct with a distinct local identity.
- 6.11 The future diversity and visual richness of the maritime inspired terrace dwellings will reflect the individual nature of the surrounding built environment, this diversity will be controlled by the Bayswater Maritime Precinct Design Manual for Terraced Housing (BMPDG) . This sets out standards and requirements regarding the design of the building envelopes, facades, rooftops, adornments, materials and colour palettes to ensure that the development complements the existing marine environment. The building envelopes, setback, projections and façade guides ensure that the terraced houses will incorporate varied articulation and frontages that break up the massing of built form. These provisions align with policies 2(a) and 2(e) for the BMP.
- 6.12 The BMPDG propose a material and colour palette that have soft weathered qualities that will sit well with the existing colours and tones of the coastal environment. The use of neutral colours and natural materials will complement the character of the Takapuna Boating Club building to the north of the development in accordance with policy 2(f) of

BMP. Vegetation planted along the coastal esplanade will also serve to soften the proposed development.

- 6.13 The proposed landscape has been designed to enhance the existing interface of the marina between the water and land. Clearly defined spaces and circulation routes have been developed to provide a range of experiences and opportunities for berth holders and users of the marina, ferry users and the general the public as well as for future residents. Public open spaces comparable in size to those existing open space reserves adjacent to the Marina are provided at the northern and southern ends of the precinct. These are connected by a marina-side public pedestrian boardwalk with 'eddy' stopping / gathering points, along the long western and southern water edges of the precinct. This public walkway provides an attractive route to the ferry terminal for the local community and is connected to the recreational walkway along the floating breakwater. The esplanade will be lined with pohutukawa which will soften the proposed buildings and reinforce the existing vegetated character of the marina. The positioning of the two main open spaces, and their connecting boardwalk, enhance access to the coastline and the relationship of the public to the marina and marine environment. These improvements to the coastal environment address policy 2(g) of the BMP, contributing to the coastal edge.

Landscape Effects

- 6.14 Landscape effects will predominantly comprise the removal of vegetation, primarily comprising pohutukawa trees, across the site including those located in the current marina surface car park. There are 70 pohutukawa trees which will be removed to accommodate the works of which approximately 31 will be retained and subsequently transplanted within the development. Six existing pohutukawa trees will be retained insitu and incorporated into the South Park. Replanting including 129 large grade pohutukawa and other native trees are proposed to be planted along with substantial areas of lower growing native groundcover planting. By incorporating a sequence of, predominantly, pohutukawa trees along the coastal edge as part of the boardwalk landscape the character and amenity of the coastline will be maintained in support policy 4 of the BMP.
- 6.15 The site is reclaimed land, it will not be further reclaimed or extended with development contained within the established artificial landform. Proposed earthworks will slightly raise the height of the established landform by an average of 1m but the established footprint will be maintained. The proposed boardwalk will in isolated locations introduce a new cantilevered walkway structure which will, in places, extend partly over the coastal rip-rap retaining wall. The boardwalk (other than where accessing the marina piers) will not extend over the water or detract from the existing character of the already constructed coastal edge. Overall it is considered that the character of the coastline will be enhanced through a combination of the generous public walkway and associated planting of pohutukawa trees and other native vegetation, in line with policy 2(f) of the BMP.
- 6.16 Proposed earthworks have been designed to work with the existing predominantly flat landform and will not introduce any significant changes to the landform or its existing retaining structures. Gabion baskets set atop the existing rip-rap to support the coastal pathway / boardwalk will tie in with the existing coastal structure with a low level of effect on landscape character due to their consistency with the established nature of the coastal environment.

Natural Character Effects

- 6.17 Natural character is a consequence of the natural elements, patterns and processes in the coastal environment. The subject site comprises a reclamation, hence it's landform is already not a natural component of the landscape albeit now well established. The primary aspects of natural character associated with the site therefore comprise its vegetation and the more ephemeral patterns of the coastal tidal waters and their associated ecology.
- 6.18 In this respect the proposed coastal earthworks, which comprise a slight lifting of the landform with an extension to the coastal sea wall and the location of the public walkway / boardwalk on top of these, will very slightly modify the established nature of the coastal edge, however the consistency of form and coastal edge qualities is assessed to result in very low adverse natural character effects.
- 6.19 The proposal will not affect the adjacent natural cliff-line. Proposed built development within the maritime precinct will sit at a height subservient to the cliffs although mirroring the solid form of the natural elevated shoreline. The location of public open space around the shoreline of the proposal will replicate the pocket open spaces on the adjacent natural landform and replicate this established attribute of the established character of the shoreline.
- 6.20 The site has a cover of predominately pohutukawa trees which, with the exception of the row of six trees in the southern parkland area, will be removed. Replacement planting includes the proposed transplanting of 31 of the better formed (including root formation) existing pohutukawa trees and additional planting of large grade native trees including pohutukawa but with a diversified range of native coastal species. Substantial native underplanting and groundcover is also proposed including within the central 'strip' of proposed car parks to maximise the permeable nature of hard surfaces. In terms of the vegetative qualities of the site's natural character, therefore, the proposal is considered to maintain and enhance the vegetative and associated open space character of the coastal environment.
- 6.21 On balance the natural character of the now long established Bayswater Marina environment will be maintained and enhanced. The vegetated character of the coastal edge will be maintained and substantially improved and the open barren character of the reclamation altered to incorporate residential built development in line with the anticipated outcomes of the AUP OiP and Bayswater Marina Precinct. The marina will remain unaltered with the coastal character of the environment characterised by the contained boat harbour and associated infrastructure. As an amenity for coastal recreation the shoreline will be enhanced with the provision of high amenity open space and public coastal access.

Visual Amenity Effects

- 6.22 Visual amenity effects are influenced by a number of factors including the nature of the proposal, the ability of the landscape to accommodate the nature and scale of change proposed and the consistency of the proposal with the character of the site and the surrounding area. Visual amenity effects are also dependent on distance between the viewer and the proposal, the complexity of the intervening landscape and the nature of the view.

- 6.23 Likely visual effects have been assessed and determined using a combination of;
- On site observations from the proposed site and surrounding publicly accessible areas;
 - Photographs taken on site from publicly accessible areas (Refer to Appendix 2, Graphic Supplement – Viewpoint Location Plan)
 - Visual simulations (Refer to Appendix 2, Graphic Supplement – Figures 3 – 19)
 - Landscape Concept Plans (Refer to Appendix 3, Landscape Concept Package for Resource Consent)
 - Earthworks Information; and;
 - Architectural Plans (Refer to AEE).
- 6.24 In order to assist in appreciating the nature and scale of the proposal in the landscape and in respect of views a series of five visual simulations have been prepared (Refer to Appendix 2, Graphic Supplement, Figures 3 – 19). The viewpoints used include those used in previous landscape and visual analysis in respect of the Bayswater Marina, associated with earlier plan change and Proposed Auckland Unitary Plan processes and were agreed with Council. In addition the Graphic Supplement includes a range of photographs.
- 6.25 In the following text VP followed by a number refers to the photograph locations and VP followed by a letter refers to the five visual simulation viewpoints, the viewpoint locations are all illustrated in the Viewpoint Location Plan – Figure 1 in the Graphic Supplement.

Public Audiences

- 6.26 Public viewpoints within proximity to the site (other than those within the site which will remain publicly accessible) are limited due to the low lying nature of the marina and intervening landform, vegetation and built form. Public views in proximity are available along Sir Peter Blake Parade, Marine Parade Reserve and Quinton Park as well as from the approaching / departing ferry. Longer distance views are available from the surrounding peninsulas and across the Waitemata Harbour to the south.

Northcote Point Residential Audiences (Visual Simulation – VPA)

- 6.27 Residential views looking east from Northcote Point, vary significantly depending on their particular elevation, orientation, intervening vegetation and built development. Views from lower lying properties along Sulphur Beach Road and Denby Lane are limited by a rising embankment, intervening vegetation and the intervening eight lanes of SH1. Elevated roads closer to the centre of the Northcote Point afford panoramic views east over the Waitemata Harbour, particularly from Richmond Avenue (refer VPA), Alfred Street and Waimana Avenue. Distances between to the site from these residential audiences vary from 1.6km to 2km and are backdropped by Stanley Point with Takarunga / Mt Victoria rising behind. The height profile of the proposed development sits it below the ridgeline with Takarunga sitting well clear above. The nature of the change to the character and amenity of these views is small with the proposed development sitting into the established patina of the urban environment.

- 6.28 Considering the nature and scale of the proposed development and the distance between the site and the Northcote / western residential viewing audiences the proposed development will not form a dominant addition to the view, potential adverse effects will be **very low** / negligible

State Highway 1 users and commuters – (Visual Simulations – VP B and VP C)

- 6.29 Road users travelling along State Highway 1, particularly those travelling south, comprise a transient audience which will experience glimpsed views across Shoal Bay to the development. Two visual simulation viewpoints address this viewing audience; refer VPB from the Esmond Road Onramp to SH1 and VPC, an elevated viewpoint where the direction of travel is oriented toward Bayswater Marina on the Onewa Road On-Ramp motorway flyover.
- 6.30 From SH1 at the Esmond Road onramp south-easterly views across the tidal expanse of Shoal Bay look toward the Bayswater Peninsula headland and the central Auckland skyline with the marina in its fore to middle-ground. The central city forms a more distant focal point of these views. At high tide and in the right wind conditions kite surfers on Shoal Bay can also provide an activity which attracts attention in this view. The Bayswater Yacht Club building sitting on the foreshore at the base of the Bayswater Peninsula can be seen in these views forming a built landmark on the water's edge.
- 6.31 The proposed development extends the headland out into the harbour but with a lesser height profile, retaining the central city backdrop behind. In the context of (even slowly) moving views across the harbour from the motorway the proposed development makes a small change to the view and is of a consistent character and form to the established backdrop to Shoal Bay. The development will not be particularly noticeable and the focal points of interest in the view, particularly the central city skyline will remain in view and unaltered. The proposal will introduce a negligible change to the character of the view.
- 6.32 Traversing the Onewa Road flyover to connect to SH1 (VPC) the site, marina and proposed development sit in front of Stanley Point, with its single 'point tower' high-rise apartment building landmark. The Port lies to the immediate right with the central city skyline further around and coming clearly into view as the flyover turns and grades down to meet SH1. The proposed height of development in the Bayswater Maritime Precinct sits buildings well below the Stanley Point skyline with proposed development remaining strongly back-dropped by that more distant landform. Again in the context of a moving view with wide harbour and city aspect including the central city focal point the nature of the change to the view will be limited and the character of the view largely unchanged.
- 6.33 Both of these viewpoints are at a medium / middle ground distance from the site, with views experienced from moving vehicles. They are expansive views which include the prominent feature of the central city skyline including the focal landmark of Sky Tower, which draw focus and attention in the view. Potential visual effects of the proposed development are assessed to will result negligible change to the character of the view and **very low** adverse visual effects.

Ngataringa Park (VP D)

- 6.34 People in Ngataringa Park and the adjacent Stanley Bay Park can look west across Ngataringa Bay to the Bayswater Peninsula headland and Bayswater Marina. VPD illustrates the view from adjacent to the water's edge in Ngataringa Park looking across the bay to the site. Elevated land in Northcote provides a landward backdrop to this view with the proposed development sitting below this established skyline. The proposal will make the white boats and masts of the marina less noticeable in the view but the marina development as a whole will remain subservient in height to the adjacent Bayswater Peninsula headland with its associated housing. Trees in the foreground of the view on the AT Land will sit in front of the development screening parts of the buildings from view.
- 6.35 In other parts of Ngataringa Park, mature vegetation surrounding the sports fields limits views towards the site. Glimpsed views available from the interior of the park towards the site are low lying in nature and from a distance of 1.2km. In all views, the proposed development will appear against the urban backdrop of Northcote. The proposed materials and maritime colour palette, as required by the BMVDM, will ensure that the development does not appear prominent or incongruous as part of the wider view.
- 6.36 Given the variable visibility of the site from this public parkland location and the presence of substantial screening vegetation the nature and character of views will be little changed by the proposal, potential adverse visual effects are assessed to be **very low**.

Waitematā Harbour users and Bayswater Ferry commuters – (Visual Simulation – VP E, and photographs VP6 and VP7)

- 6.37 Views from the Waitematā Harbour are transient in nature and are experienced in the context wide water and landward views including to the urban shoreline of Auckland. The proposed development will be visible from a range of distances with boats passing by the marina on route to or from the upper harbour beyond the Harbour Bridge. The visual simulation shows a view from the Bayswater Ferry leaving the marina ferry terminal. The strong horizontal nature of the landform backdrop to the harbour is evident with the elevated landform of the Bayswater Peninsula defining the coastline to the right of the marina. Boats in the marina create a whiter / lighter element in the view. The proposal will visually extend the peninsula landform at a scale that remains subservient to the clifftop and does not attract particular notice. The skyline remains consistent and the addition of built form on the existing low lying hardstand of the marina ties in with the established urban coastline nature of the view.
- 6.38 In closer views, approaching the ferry terminal or boat ramp the three proposed apartment buildings, located along the eastern side of the proposed development, will comprise a greater proportion of the view than the terrace houses. Their relatively low profile as well as their slightly varied materiality and muted natural colours will avoid them standing out in any prominent way, with the development feeling like a logical extension of the urban Bayswater peninsula environment located at the node of the ferry terminus. Across the harbour, at the alternative destination for the ferry, is the Auckland central area with its tall high-rise skyline and high density urban character. In the context of this part of the harbour both in respect of the North Shore and central Auckland the proposed Bayswater Maritime Precinct development will sit comfortably into the nature and scale of the landward backdrop to the harbour and not introduce a

prominent visual element to the view. In terms of visual effects, public views from the harbour will not be materially changed, adverse visual effects are assessed to be **low**.

Views from the Bayswater marina Floating Breakwater (Visual simulation - VPF)

- 6.39 VPF illustrates the view for users of the recreational walkway out along the floating breakwater of the marina. This is a relatively close public view looking along the marina open water 'fairway'. The proposed terrace houses will backdrop the foreground view of the boats in the marina but the height of the proposed development is sufficiently low to maintain a prominence of boat masts on the skyline.
- 6.40 The nature of change to the character or quality of the view will be small and any adverse visual effects **very low**.

Views from other public open space locations

- 6.41 People within the elevated parkland of Quinton Park to the north of the site are largely enclosed by mature vegetation around the coastal edge of the park. Where there are gaps in vegetation glimpsed views will be available of the site and adjacent harbour. The limited visibility of the site from this viewpoint will result in the generation of **very low** adverse visual effects.
- 6.42 Users of the Blair Park boat ramp on the Stanley Point peninsula, have low lying, narrow views towards the site. Audiences from this viewpoint are generally taking part in water based sports activities. The proposed development will appear against the urban backdrop of Northcote with the low scale and visually recessive material / colour palette, as required by the BMVDM, ensuring that the development will not appear prominent or incongruous within the context of the view. Overall the proposed development will appear as an extension to the Bayswater cliff line.
- 6.43 People in Plymouth Reserve (Kawerau Avenue) to the north-east of the site have direct open views of the proposed development along the Bayswater Peninsula cliff line. From this angle the proposed development will appear as a lesser scale extension of the Bayswater peninsula cliff line.
- 6.44 Long distance public views are available from the summit of Takarunga / Mt Victoria to the south-east. This elevated viewpoint has panoramic views across the Devonport peninsula and its series of inner-harbour south facing peninsula landforms including the Stanley and Bayswater peninsulas as well as the central city, Isthmus and harbour and Hauraki Gulf. In the context of these expansive views the Bayswater Maritime Precinct will introduce a negligible change the character of the view.

Private Audiences

- 6.45 The main private viewing audiences will be residential and all are well separated from the development both by distance and elevation. One visual simulation, VPA, illustrates the public road as well as residential view from Northcote Pont, as described below.

Marine Terrace, residential street

- 6.46 The most proximate private residential viewing audience includes the small grouping of properties directly to the north east on Marine Terrace, this residential no-exit street is elevated approximately 15m above Bayswater Marina. The steep embankment between the Marine Terrace and Sir Peter Blake Parade is heavily vegetated with pohutukawa trees which screen and filter views south west towards the site. Those properties on Marine Terrace that adjoin the coastal escarpment, including the single closest house to the site at #12/14 Marine Terrace are oriented south-east toward the harbour and central city skyline and away from the site. The relatively low profile of the development, relative to the height of houses on the cliff mean that the proposal will have limited presence or visibility in respect of views from this property. Those views that may be glimpsed through vegetation will involve looking down on parts the development which occupies land currently used for surface car parking. The nature of the view will change slightly but its amenity will have a similar nature and the quality of the outlook will not be adversely affected.

Stanley Point Residential Audiences

- 6.47 Residential audiences with a view toward the site are situated on the northern edge of the western end of the Stanley Point peninsula at a distance of 800m to 1km. Residential audiences further east on the peninsula have no views towards the site due to intervening landform, vegetation and buildings. Those properties with the ability to view toward the site are also likely to have their views screened and filtered by mature vegetation along the cliff edge. In those limited views that are available from Stanley Point the proposed development will appear set against the urban backdrop of Northcote Point and within the context of established clifftop houses in Bayswater including a number of large houses that sit along the clifftop skyline. In this context the proposed development will make a limited change to the nature and quality of the view. The proposal will not be prominent and the recessive colours and materials of the development will avoid it standing out in the view

St Marys Bay

- 6.48 Distant, elevated views are available from north facing residences across the harbour in St Marys Bay approximately 3km from the site. Low angle views from Harbour Street and London Street are screened and by mature vegetation adjacent to SH1 and filtered by boat masts in Westhaven. More elevated views from some residences on Dunedin Street, Waitematā Street and St Francis de Sales Street are afforded panoramic, north facing views of Waitematā Harbour with the landward backdrop of the North Shore including Bayswater and the existing marina. Other features of these views include the Harbour Bridge, Sentinel Tower in Takapuna and Rangitoto. From this aspect the proposed development will be seen set low against the Bayswater Peninsula and appear as an extension of the cliff line / urban peninsula. At this distance the nuances of the built form will not be perceptible, however, the proposed materials and colour palette will ensure that the development does not appear prominent or incongruous within the wider context of the view.. The change to the character or amenity of the view will be negligible with **very low** / negligible adverse visual effects.

7.0 Assessment in respect of relevant Unitary Plan Provisions

- 7.1 Relevant statutory provisions identified in Section 4 have been addressed as part of the assessment below.
- 7.2 The proposed Bayswater Maritime Precinct has been carefully designed with the AUP OiP precinct provisions for the Bayswater Marina in mind. The development is set within a primary context of the working marina operation and the of a height and scale of the modest residential development comprising terrace houses and three small scaled apartment buildings (9 units in each apartment) is anticipated by the precinct provisions
- 7.3 The proposed Bayswater Maritime Precinct Design Manual for Terraced Housing (BMVDM) details design standards, materiality and colour schemes for the development to fit with the maritime character and aspirations of the precinct provisions. The design Guidelines are proposed to ensure that suitable, high quality materials, that include variation, diversity and interest in design and that reinforce the marine qualities of the site will be achieved.
- 7.4 It is proposed that a Design Review Panel will review and provide approval of all building proposals for the terraced housing lots. This will ensure that high quality design and compliance with the design guidelines is upheld. The proposed materials as set out in the BMVDM are appropriate for the marine / maritime environment. The proposed built form, articulation, materiality and colour palette for the three proposed apartment buildings have been designed to reflect the maritime environment and the wider marine context. These proposed terrace house design guidelines and the architectural design of the apartment building support policies 2a, 2c, 2d, 2f and 11 of the BMP.
- 7.5 The proposed broken urban form and height of the development has been designed to appear as an extension to the sandstone cliffs of the Bayswater Peninsula headland adjacent to the marina. The proposed height of the buildings sit within the anticipated height of the precinct provisions and could be expected on the site as part of the future environment. The proposed development will not dominate or detract from the existing landscape setting or character in support of policy 2e of the BMP.
- 7.6 The proposed North and South parks provide new structured and formalised open space to the marina environment which make the most of the coastal setting and provide public amenity for both residents and the wider community. The North and South parks are a similar scale of the already popular adjacent reserve across the bay from North park. The boardwalk open space along the long western and southern edges of the site adjacent to the marina enhances the pedestrian public open space opportunities and the coastal edge of the marina. These improvements to the open space, integrating open space and pedestrian links support policies 2b and 2g of the BMP.

8.0 Conclusion

- 8.1 The proposed Bayswater Maritime Precinct will transform the existing open expanse of marina related parking and associated maritime activities into a marina based open space and small scale, medium density residential environment located at the urban node of the Bayswater ferry terminus. It will establish a new residential community with a small provision of retail and commercial opportunities and significant publicly accessible, high quality open spaces.
- 8.2 The proposal will introduce a high quality built form, complemented by two new parkland areas connected by a coastal boardwalk which will enhance the accessibility and public amenity of the marina. The proposed maritime inspired architecture will reinforce the coastal location and respond to the provisions of the precinct plan. Application of the BMVDM will ensure that the development will maintain a marine village character and integrate with the maritime context.
- 8.3 No valued or sensitive landscape features will be modified or removed to enable the development. Although trees will be required to be removed to enable the development, overall there will be a net gain of public open space which will be enhanced by a coastal inspired landscape design with the inclusion of a significant number, of pohutukawa and other native coastal trees.
- 8.4 The proposed buildings and land use represent a change to the established marina, however the proposed maritime precinct will enhance the quality of the urban environment, creating new opportunities and spaces for the community. There are expected to be **low** adverse effects on landscape character.
- 8.5 Development of the site in the manner proposed will result in a change to the character of the site, with visual effects ranging from **very low** to **low** adverse. Although the potential visual catchment of the site / proposal is wide ranging, the proposed development will generally be viewed by audiences at a medium to long distances. The low lying nature of the site results in most available viewpoints viewing the development against existing landform as a backdrop, there are no changes to the surrounding skylines. Beneficial effects will also be generated with a high quality public realm, recreational pedestrian access and open space amenity enhanced.
- 8.6 The proposed coastal edge planting of native trees along with retained trees will soften the lower levels of the built form and help to ground the development. The proposed material and colour palette for buildings will ensure that the development maintains the character of the maritime environment. Integrating the development with the surrounding urban and marine context.
- 8.7 As a key commuter ferry terminal on the North Shore the Bayswater Maritime Precinct forms a key urban destination and location that is appropriate for medium density residential development of the nature proposed. The height and urban gain of the proposal are modest and the accompanying public open space and recreational benefits significant. The proposed development will sit easily within its harbour, marina and urban North Shore environment and is considered appropriate development in the context of the site and its related planning provisions.

Appendix 1: Landscape and Visual Effects Assessment Methodology

11 February 2019

Introduction

The Boffa Miskell Ltd Landscape and Visual Effects Assessment (LVA) process provides a framework for assessing and identifying the nature and level of likely effects that may result from a proposed development. Such effects can occur in relation to changes to physical elements, the existing character of the landscape and the experience of it. In addition, the landscape assessment method may include an iterative design development processes, which includes stakeholder involvement. The outcome of any assessment approach should seek to avoid, remedy or mitigate adverse effects (see **Figure 1**). A separate assessment is required to assess changes in natural character in coastal areas and other waterbodies.

This outline of the landscape and visual effects assessment methodology has been undertaken with reference to the **Quality Planning Landscape Guidance Note**² and its signposts to examples of best practice, which include the **UK guidelines for landscape and visual impact assessment**³ and the **New Zealand Landscape Institute Guidelines for Landscape Assessment**⁴.

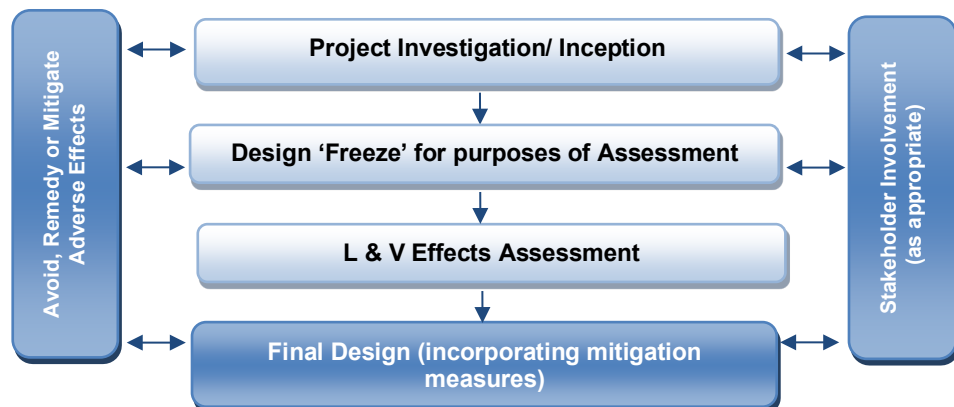


Figure 1: Design feedback loop

When undertaking a LVA, it is important that a **structured and consistent approach** is used to ensure that **findings are clear and objective**. Judgement should be based on skills and experience and be supported by explicit evidence and reasoned argument.

While landscape and visual effects assessments are closely related, they form separate procedures. The assessment of the potential effect on the landscape forms the first step in this process and is carried out as an effect on landscape elements, features and on landscape character. The assessment of visual effects considers how changes to the physical landscape affect the viewing audience. The types of effects can be summarised as follows:

Landscape effects: *Change in the physical landscape, which may affect its characteristics or qualities.*

² <http://www.qualityplanning.org.nz/index.php/planning-tools/land/landscape>

³ Landscape Institute and Institute of Environmental Management and Assessment (2013) Guidelines for Landscape and Visual Impact Assessment, 3rd Edition (GLVIA3)

⁴ Best Practice Note Landscape Assessment and Sustainable Management 10.1, NZILA

Visual effects: *Change to views which may affect the visual amenity experienced by people.*

The policy context, existing landscape resource and locations from which a development or change is visible, all inform the 'baseline' for landscape and visual effects assessments. To assess effects, the landscape must first be **described**, including an understanding of the **key landscape characteristics and qualities**. This process, known as landscape characterisation, is the basic tool for understanding landscape character and may involve subdividing the landscape into character areas or types. The condition of the landscape (i.e. the state of an individual area of landscape or landscape feature) should also be described together with, a judgement made on the value or importance of the potentially affected landscape.

Landscape Effects

Assessing landscape effects requires an understanding of the landscape resource and the magnitude of change which results from a proposed activity to determine the overall level of landscape effects.

Landscape Resource

Assessing the sensitivity of the landscape resource considers the key characteristics and qualities. This involves an understanding of both the ability of an area of landscape to absorb change and the value of the landscape.

Ability of an area to absorb change

This will vary upon the following factors:

- Physical elements such as topography / hydrology / soils / vegetation;
- Existing land use;
- The pattern and scale of the landscape;
- Visual enclosure / openness of views and distribution of the viewing audience;
- The zoning of the land and its associated anticipated level of development;
- The scope for mitigation, appropriate to the existing landscape.

The ability of an area of landscape to absorb change takes account of both the attributes of the receiving environment and the characteristics of the proposed development. It considers the ability of a specific type of change occurring without generating adverse effects and/or achievement of landscape planning policies and strategies.

The value of the Landscape

Landscape value derives from the importance that people and communities, including tangata whenua, attach to particular landscapes and landscape attributes. This may include the classification of Outstanding Natural Feature or Landscape (ONFL) (RMA s.6(b)) based on important biophysical, sensory/ aesthetic and associative landscape attributes, which have potential to be affected by a proposed development. A landscape can have value even if it is not recognised as being an ONFL.

Magnitude of Landscape Change

The magnitude of landscape change judges the amount of change that is likely to occur to areas of landscape, landscape features, or key landscape attributes. In undertaking this assessment, it is important that the size or scale of the change is considered within the geographical extent of the area influenced and the duration of change, including whether the

change is reversible. In some situations, the loss /change or enhancement to existing landscape elements such as vegetation or earthworks should also be quantified.

When assessing the level of landscape effects, it is important to be clear about what factors have been considered when making professional judgements. This can include consideration of any benefits which result from a proposed development. **Table 1** below helps to explain this process. The tabulating of effects is only intended to inform overall judgements.

Contributing Factors		Higher	Lower
Landscape (sensitivity)	Ability to absorb change	The landscape context has limited existing landscape detractors which make it highly vulnerable to the type of change resulting from the proposed development.	The landscape context has many detractors and can easily accommodate the proposed development without undue consequences to landscape character.
	The value of the landscape	The landscape includes important biophysical, sensory and shared and recognised attributes. The landscape requires protection as a matter of national importance (ONF/L).	The landscape lacks any important biophysical, sensory or shared and recognised attributes. The landscape is of low or local importance.
Magnitude of Change	Size or scale	Total loss or addition of key features or elements. Major changes in the key characteristics of the landscape, including significant aesthetic or perceptual elements.	The majority of key features or elements are retained. Key characteristics of the landscape remain intact with limited aesthetic or perceptual change apparent.
	Geographical extent	Wider landscape scale.	Site scale, immediate setting.
	Duration and reversibility	Permanent. Long term (over 10 years).	Reversible. Short Term (0-5 years).

Table 1: Determining the level of landscape effects

Visual Effects

To assess the visual effects of a proposed development on a landscape, a visual baseline must first be defined. The visual 'baseline' forms a technical exercise which identifies the area where the development may be visible, the potential viewing audience, and the key representative public viewpoints from which visual effects are assessed.

The viewing audience comprises the individuals or groups of people occupying or using the properties, roads, footpaths and public open spaces that lie within the visual envelope or 'zone of theoretical visibility (ZTV)' of the site and proposal. Where possible, computer modelling can assist to determine the theoretical extent of visibility together with field work to confirm this. Where appropriate, key representative viewpoints should be agreed with the relevant local authority.

The Sensitivity of the viewing audience

The sensitivity of the viewing audience is assessed in terms of assessing the likely response of the viewing audience to change and understanding the value attached to views.

Likely response of the viewing audience to change

Appraising the likely response of the viewing audience to change is determined by assessing the occupation or activity of people experiencing the view at particular locations and the extent to which their interest or activity may be focussed on views of the surrounding landscape. This relies on a landscape architect's judgement in respect of visual amenity and the reaction of people who may be affected by a proposal. This should also recognise that people more susceptible to change generally include: residents at home, people engaged in outdoor recreation whose attention or interest is likely to be focussed on the landscape and on particular views; visitors to

heritage assets or other important visitor attractions; and communities where views contribute to the wider landscape setting.

Value attached to views

The value or importance attached to particular views may be determined with respect to its popularity or numbers of people affected or reference to planning instruments such as viewshafts or view corridors. Important viewpoints are also likely to appear in guide books or tourist maps and may include facilities provided for its enjoyment. There may also be references to this in literature or art, which also acknowledge a level of recognition and importance.

Magnitude of Visual Change

The assessment of visual effects also considers the potential magnitude of change which will result from views of a proposed development. This takes account of the size or scale of the effect, the geographical extent of views and the duration of visual change, which may distinguish between temporary (often associated with construction) and permanent effects where relevant. Preparation of any simulations of visual change to assist this process should be guided by best practice as identified by the NZILA⁵.

Visual Simulations

As part of the assessment process, visual simulations have been prepared in accordance with NZILA Best Practice Guide: Visual Simulations BPG 10.2⁶. This has entailed taking digital photographs from each of the identified viewpoints and recording their GPS locations. Preparation of visual simulations required the preparation of a 3D model of the proposed landform using contour and LiDAR information supplied by Auckland Council. The GPS coordinates for each viewpoint were also added to the model and using the same focal length parameters as that of the camera, an image of the 3D wire frame of the proposed landform was then generated for each viewpoint. This was then registered over the actual photograph, using known reference points to bring the two together. The 3D model of the building and the surface of the proposed landform was then rendered to approximate the likely appearance of the site.

When determining the overall level of visual effect, the nature of the viewing audience is considered together with the magnitude of change resulting from the proposed development. **Table 2** has been prepared to help guide this process:

Contributing Factors		Higher	Lower	Examples
The Viewing Audience (sensitivity)	Ability to absorb change	Views from dwellings and recreation areas where attention is typically focussed on the landscape.	Views from places of employment and other places where the focus is typically incidental to its landscape context. Views from transport corridors.	Dwellings, places of work, transport corridors, public tracks
	Value attached to views	Viewpoint is recognised by the community such as an important view shaft, identification on tourist maps or in art and literature. High visitor numbers.	Viewpoint is not typically recognised or valued by the community. Infrequent visitor numbers.	Acknowledged viewshafts, Lookouts
Magnitude of	Size or scale	Loss or addition of key features in the view. High degree of contrast with existing landscape elements	Most key features of views retained.	- Higher contrast/ Lower contrast. - Open views, Partial views, Glimpse views

⁵ Best Practice Guide: Visual Simulations BPG 10.2, NZILA

⁶ Best Practice Guide: Visual Simulations BPG 10.2, NZILA

Contributing Factors		Higher	Lower	Examples
		(i.e. in terms of form scale, mass, line, height, colour and texture). Full view of the proposed development.	Low degree of contrast with existing landscape elements (i.e. in terms of form scale, mass, line, height, colour and texture). Glimpse / no view of the proposed development.	(or filtered); No views (or obscured)
	Geographical extent	Front on views. Near distance views; Change visible across a wide area.	Oblique views. Long distance views. Small portion of change visible.	- Front or Oblique views. - Near distant, Middle distant and Long distant views
	Duration and reversibility	Permanent. Long term (over 15 years).	Transient / temporary. Short Term (0-5 years).	- Permanent (fixed), Transitory (moving)

Table 2: Determining the level of visual effects

Nature of Effects

In combination with assessing the level of effects, the landscape and visual effects assessment also considers the nature of effects in terms of whether this will be positive (beneficial) or negative (adverse) in the context within which it occurs. Neutral effects can also occur where landscape or visual change is benign.

It should also be noted that a change in a landscape does not, of itself, necessarily constitute an adverse landscape or visual effect. Landscape is dynamic and is constantly changing over time in both subtle and more dramatic transformational ways; these changes are both natural and human induced. What is important in managing landscape change is that adverse effects are avoided or sufficiently mitigated to ameliorate the effects of the change in land use. The aim is to provide a high amenity environment through appropriate design outcomes.

This assessment of the nature effects can be further guided by **Table 3** set out below:

Nature of effect	Use and Definition
Adverse (negative):	The activity would be out of scale with the landscape or at odds with the local pattern and landform which results in a reduction in landscape and / or visual amenity values
Neutral (benign):	The activity would be consistent with (or blend in with) the scale, landform and pattern of the landscape maintaining existing landscape and / or visual amenity values
Beneficial (positive):	The activity would enhance the landscape and / or visual amenity through removal or restoration of existing degraded landscape activities and / or addition of positive elements or features

Table 3: Determining the Nature of Effects

Determining the Overall Level of Effects

The landscape and visual effects assessment concludes with an overall assessment of the likely level of landscape and visual effects. This step also takes account of the nature of effects and the effectiveness of any proposed mitigation. The process can be illustrated in Figure 2:



Figure 2: Assessment process

This step informs an overall judgement identifying what level of effects are likely to be generated as indicated in **Table 4** below. This table which can be used to guide the level of landscape and visual effects uses an adapted seven-point scale derived from NZILA's Best Practice Note.

Effect Rating	Use and Definition
Very High:	Total loss of key elements / features / characteristics, i.e. amounts to a complete change of landscape character and in views.
High:	Major modification or loss of most key elements / features / characteristics, i.e. little of the pre-development landscape character remains and a major change in views. <u>Concise Oxford English Dictionary Definition</u> <i>High: adjective- Great in amount, value, size, or intensity.</i>
Moderate- High:	Modifications of several key elements / features / characteristics of the baseline, i.e. the pre-development landscape character remains evident but materially changed and prominent in views.
Moderate:	Partial loss of or modification to key elements / features / characteristics of the baseline, i.e. new elements may be prominent in views but not necessarily uncharacteristic within the receiving landscape. <u>Concise Oxford English Dictionary Definition</u> <i>Moderate: adjective- average in amount, intensity, quality or degree</i>
Moderate - Low:	Minor loss of or modification to one or more key elements / features / characteristics, i.e. new elements are not prominent within views or uncharacteristic within the receiving landscape.
Low:	Little material loss of or modification to key elements / features / characteristics. i.e. modification or change is not uncharacteristic or prominent in views and absorbed within the receiving landscape. <u>Concise Oxford English Dictionary Definition</u> <i>Low: adjective- 1. Below average in amount, extent, or intensity.</i>
Very Low:	Negligible loss of or modification to key elements/ features/ characteristics of the baseline, i.e. approximating a 'no change' situation and a negligible change in views.

Table 4: Determining the overall level of landscape and visual effects

Determination of “minor”

Decision makers determining whether a resource consent application should be notified must also assess whether the effect on a person is less than minor⁷ or an adverse effect on the environment is no more than minor⁸. Likewise, when assessing a non-complying activity, consent can only be granted if the s104D 'gateway test' is satisfied. This test requires the decision maker to be assured that the adverse effects of the activity on the environment will be 'minor' or not be contrary to the objectives and policies of the relevant planning documents.

These assessments will generally involve a broader consideration of the effects of the activity, beyond the landscape and visual effects. Through this broader consideration, guidance may be sought on whether the likely effects on the landscape or effects on a person are considered in relation to 'minor'. It must also be stressed that more than minor effects on individual elements or viewpoints does not necessarily equate to more than minor effects on the wider landscape. In relation to this assessment, moderate-low level effects would generally equate to 'minor'.

The third row highlights the word 'significant' which has particular reference to the NZCPS and Policy 13 and Policy 15 and where on the effects-spectrum 'a significant' effect would be placed.

⁷ RMA, Section 95E

⁸ RMA Section 95D

<u>Less than Minor</u>		<u>Minor</u>	<u>More than Minor</u>			
Very Low	Low	Moderate – Low	Moderate	Moderate-High	High	Very High
					Significant ⁹	

Table 5: Determining minor effects for notification determination and non-complying activities

⁹ To be used only about Policy 13(1)(b) and Policy 15(b) of the New Zealand Coastal Policy Statement (NZCPS), where the test is 'to avoid significant adverse effects'.

Appendix 2: Graphic Supplement

Appendix 3: Bayswater Maritime Precinct, Landscape Concept Package for Resource Consent

