



HOBBS BAY MARINA LANDSCAPE & NATURAL CHARACTER EFFECTS ASSESSMENT

Prepared For:

Hopper Developments Limited

1. Introduction

This assessment sets out to address the landscape and natural character effects associated with a marina proposed for Hobbs Bay by Hopper Developments Ltd (HDL).

The project would be located on the eastern side of Hobbs Bay, opposite the existing Gulf Harbour Marina to the west and north-west, and would incorporate a rock breakwater, a beach, a boat ramp, boat hardstand, commercial tenancies, car parking, trailer parking, and related facilities at Hobbs Bay, Whangaparaoa. The proposal would be largely enclosed by a line of sedimentary cliffs and pohutukawas that separate the current bay and its reef margins from elevated slopes to the immediate north. Those cliffs, which often attain heights of 10-15m, create a strong line of demarcation between the marina site and the sloping terrain above it, which continues to climb up to the primary coastal ridge that Pinecrest Drive runs along. Together with land around Discovery Drive and Resolution Drive, this hinterland comprises part of the original Gulf Harbour Estate and Gulf Harbour Golf Course.



Figure 1. The proposed marina prepared by Wardale Marine Industry Consulting

The slopes directly above the marina site – below Pinecrest Drive and south of both Resolution Drive and Te Kauae Rise – are currently being developed in accordance with HDL's consent for its Hobbs Bay Subdivision (see Figure 2, overleaf), comprising 88 lots that will abut the existing residences on Pinecrest Drive and Resolution Drive, together with a partly developed, Te Kauae Rise. The convex slopes of that

[illegible]

Even so, the proposed marina will remain exposed to users of the current marina, including those who use the Gulf Harbour - Auckland Ferry service. It will also be visible, in whole or part, to other residential properties west of Hobbs Bay, in the general vicinity of Matakatia Bay and spread across the coastline on both sides of it. This includes users of Matakatia Bay and its esplanade, as well as those residents who visit a small reserve – Tiri Reserve – next to Tiri Road, further west again.

2. The Site and Its Wider Landscape Setting

2.1 The Site's Setting

As shown in **Attachments 1 and 2** (appended to this report), Hobbs Bay is located on the south side of the Whangaparaoa Peninsula, a narrow, deeply incised, and irregular landform that projects out into the Pacific Ocean between the Weiti River estuary and Orewa. The southern side of the Peninsula, in particular, reveals a sequence of deep bays that 'eat into' its profile, culminating in Okoromai Bay, which marks the point of division between Whangaparaoa's urban area and two large areas that remain much more 'natural' – a large pocket of NZ Defence Force land that dominates its northern distal end, and Shakespeare Park to the south, which wraps around Shakespeare / Te Hurahi Bay.

Most of the Peninsula extending through from Silverdale, Orewa and Red Beach to Matakatia Bay is already notable for its large swathe of suburban development, often concentrated around its renowned northern beaches such as those found in Stanley, Big Manley and Tindalls Bays, as well as around the Whangaparaoa Shopping Centre and adjoining light industrial area. However, near Okoromai Bay this pattern changes with the Gulf Harbour Village – focused on its canal and marina, together with apartment buildings up to 11 storeys high – creating a much more urban node of activities and residential concentration. Although moored yachts and launches are also found near Stillwater in the Weiti River, Gulf Harbour is also the only location where a marina is found within and near the Peninsula, its compact rows of piers and berthed vessels packed tightly into the narrow valley system near the village and its central canal.

Conversely, both the surrounding pockets of residential development at Gulf Harbour and the older residential areas found closer to Whangaparaoa Road – the main transport spine down the Peninsula – are fragmented by two adjoining golf courses: that belonging to the long-established and still active, Whangaparaoa Golf Club, and the more recently developed, now closed, Gulf Harbour Golf Course that occupies much of the coastal hinterland behind Hobbs Bay and part of its eastern end (immediately east of the consented Hobbs Bay subdivision). Together with the open grounds of Gulf Harbour Reserve, at the head of the current Gulf Harbour Village's canal system, and two local schools, these have created a more varied and 'frittered' suburban edge near Okoromai Bay that both enhances the internal amenity of this end of the Peninsula and contributes to a sense of transition near the regional park and Defence Force land.

However, it is not just the pattern of land uses and activities up and down the Peninsula that is highly variable. Many of its northern beaches, together with Shakespeare / Te Hurahi Bay and Okoromai Bay, are gently shelving, with backshore areas that mirror this. As a result, the areas behind the likes of Tindalls and Big Manley Beaches have a long history of development and redevelopment on low coastal terraces and gently rolling terrain that readily facilitates such development. However, the headlands between these low-lying areas, together with bands of sandstone and mudstone cliffs and escarpments that break up Whangaparaoa's sequence of bays, often rise quite steeply above rock shelves and reefs that jut out into the ocean. Many of these are fringed by pohutukawas – like Hobbs Bay – while some also reveal a more complex layering of canopy species underlain by a richer mosaic of coastal shrubland. These stretches of more natural and more varied coastline include the eastern end of Matakatia Bay, together with much of the cliffed coastline that starts at the eastern end of Hobbs Bay, stretching through to the margins of Okoromai Bay and Shakespeare Bay.

2.2 Hobbs Bay

The marina site's geology is typical of that found throughout the Whangaparaoa Peninsula, with GNS's Geology Map of NZ, indicating that its cliffs and backslope are underpinned by "*alternating sandstone and mudstone with variable volcanic content and interbedded volcanoclastic grits*" that are commonly associated with Neogene Rocks of the *East Coast Bays Formation* of the *Warkworth Sub-group* and *Waitemata Group*. These sit on sandstone and mudstone formations that spread out from the cliff-line at Hobbs Bay to create a layered reef near the current marina channel. Although three small headlands or promontories interrupt the cliff-line's broad sweep from north to south, it is only at the point where the coast starts to swing around to the east, then north-east – moving out of Hobbs Bay – that the line of cliffs appreciably changes. It is also at the eastern end of the Bay that the cliffs drop down to create a swale that would be used for vehicle access to the proposed marina.

A small beach area is also found at the eastern end of the Bay, below this swale, although it mainly comprises a striated sandstone bed overlain by gravels and mud, rather than sand. As a result, its recreational value is quite limited. The current absence of public access to this stretch of coastline – other than via a track down to the marina breakwater off The Anchorage – and the difficulty of then traversing it at medium to high tide, further compounds this situation. In effect, recreational activities are largely confined to clambering around the Bay's sedimentary cliffs and shoals at low tide (or close to it).

Above the cliffs and the aforementioned swale, the slopes traversing the Hobbs Bay subdivision and part of the previous Gulf Harbour Golf Course extend back towards the Pinecrest Drive ridgeline. Looking from that road towards the sea and Hobbs Bay, these roll down to the edge of the cliff-line, which is highlighted by a strip of pohutukawas and coastal shrubs that occasionally extend down the escarpment face to meet the rock terracing at its base. Other species running along the clifftop include pines, pampas, privet, and two mature Norfolk Island pines, while a group of mature oaks is set back from the coast near a house still on the subdivision site. As a result, little of Hobbs Bay itself is visible from the road. Instead, most such views are oriented more towards the open sea and coastline near Makatakia Bay, the sail-like form of Kotanui Island (**Attachments 7 and 8**), and the iconic profile of a much more distant Rangitoto.

Looking towards the Bay from both Hammerhead Reserve and the settled coastal slopes around Makatakia Bay, much more of the Bay's cliffs and intertidal reef are apparent. These provide a visual frame for, and backdrop to, the marina site (**Attachments 10-13**), although views from the likes of Balboa Drive also embrace the existing Gulf Harbour Marina and Village, together with rows of housing both sides of Hobbs Bay (**Viewpoints 8 and 9**). Public views from this quarter are, however, limited by the houses and related structures, together with gardens and native cliff-top vegetation to Balboa Drive, Beauvoir Avenue and Tiri Road.

3. Statutory Considerations

3.1 Areas of High Natural Character

Two areas of High Natural Character are located near the marina site (**Attachment 3**). In Schedule 8 of the Auckland Unitary Plan (AUP), they are described as follows:

HNC 88: Shakespeare Regional Park

An extensive unit comprising headlands, steep cliffs and rocky shoals with sheltered bays and beaches. The coastal edge is extensively vegetated in mature and remnant coastal forest with the hinterlands being a mix of pasture, regenerating scrublands and remnant coastal forest. This natural character unit enjoys a dynamic interaction with the open waters of the Hauraki Gulf, forming the terminus of the Whangaparaoa Peninsula, and gesturing at the historic connection between the main land and Tiritiri Matangi Island. Although nearby, the Army Bay sewage treatment plant and army barracks are slightly removed from the coastal environment, and by in large the unit is free of development. That said, the regional park does inject a large number of visitors to the area in general, but particularly to Te Haruhi, Okoromai and Army Bays where some ancillary structures have been located to service the concentration of visitors.

HNC 89: Matakatia Bay

A confined part of the coastline comprised of dramatically uplifted headland, coastal cliffs, rocky shoals and remnant coastal vegetation that protrudes out between Matakatia Bay and the reclaimed breakwaters of Gulf Harbour Marina at Hobbs Bay and Kotanui Island (Frenchmans Cap). The formative processes of erosion are clearly expressed by the interplay of the exposed coastal cliffs, the headland and the tenuous thread of rocky formations that hint at the historic connections with Kotanui Island and the landforms engagement with the adjacent bays and the Hauraki Gulf.

The first of these HNC Areas is focused on the sandy, main beach of Shakespeare / Te Haruhi Bay and the increasingly forested sequence of cliffs, headlands and reefs that enclose it, both physically and visually. This coastal sequence terminates on the eastern side of Okoromai Bay and has no connection with Hobbs Bay.

Similarly, the bush-covered headland at the eastern end of Matakatia Bay, together with its steep escarpment face and ring of sedimentary reefs below, is the primary focus of HNC Area 89. Although lying closer to Hobbs Bay, the HNC Area is oriented more to the south and south-west, framing Matakatia Bay, and is separated from Hobbs Bay by both the housing-topped coastline near Balboa Drive and Beauvoir Avenue, and the outer edge of the existing Gulf Harbour Marina. Consequently, there is quite limited 'engagement' between Hobbs Bay and the HNC Area 89.

3.2 Outstanding Natural Features and Landscapes

On the other hand, Hobbs Bay faces directly towards the vertical pinnacle of rock that is Kotanui Island (ONF 70), while ONL 50, addressing the "*Shakespeare Regional Park and Coastline*", terminates at the edge of Hobbs Bay, next to the proposed marina site (**Attachment 4**). The descriptions of this ONF and ONL found in Schedules 7 and 8 of the Auckland Unitary Plan (AUP) are as follows:

ONF 70: Kotanui Island

70	Kotanui Island stack (Frenchmans Cap)	Whangaparaoa	B	A prominent and well defined contemporary sea stack eroded out of Waitemata_Group rocks	a, c, e, g, i, l
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The factors associated with the ONF appear to be as follows, although “l” is missing in Section B4.2.2(4):

- (a) *the extent to which the landform, feature or geological site contributes to the understanding of the geology or evolution of the biota in the region, New Zealand or the earth, including type localities of rock formations, minerals and fossils;*
- (c) *the extent to which the feature is an outstanding representative example of the diversity of Auckland's natural landforms and geological features;*
- (e) *the extent to which the landform, geological feature or site contributes to the value of the wider landscape;*
- (g) *the potential value of the feature or site for public education;*
- (i) *the state of preservation of the feature or site;*

ONL 50: Shakespeare Regional Park

ONL Description					WESI Criteria						
ID	Name	Location	Landscape Type, Nature & Description	Elements, Patterns & Processes	Natural Science Factors			Aesthetic Values		Expressiveness	Transient Values
					Geological Topographical	Ecological	Dynamic	Memorability	Naturalness		
50	Shakespeare Regional Park and Coastline	Central Rodney	Coastal Wild nature (Coastal) Wild Nature/cultured nature (Lowland) Wild nature/cultured nature (Hill country) Combination of strongly defined peninsula headland landform and remnant forest intermixed with pasture descending to wetlands and gently shelving coastal margins around Army Bay and Okoromai Bay while the eastern and northern coastlines of the headland are emphatically defined by very steep cliffs and shoals.	Coastal landforms with remnant indigenous vegetation and pattern of pasture reinforcing topography.	High Very dramatic profile of coastal headland and clearly etched cliff lines contrasting with the more gentle profile of ridges and valleys descending towards beaches and intertidal flats of Army/ Okoromai Bay.	High Enclosed coastal waters connected with re-emergent wetlands stream corridors and bush remnants, significant revegetation. Birdlife abundant.	High Interaction of open sea with headland cliffs with more sheltered inner bays. Strongly expressed patterns and landscape structure with the Regional Park's landscape contrasting quite markedly with nearby urban development and the Army facilities.	High Strongly expressed interplay between bush and stream gullies and on some ridge crests with surrounding pasture and marked interaction between the coastal cliffs and the sea.	High/mod Strong sense of natural sequence from the bays into wetlands and up-stream corridors into bush areas.	High Very clearly defined natural patterns and sequence providing positive counterpoint with the Regional Park's areas of pasture. Very strong interaction between land and sea expressed in the cliff margins particularly.	High Highly atmospheric interaction with both the Hauraki Gulf, affected by weather and light conditions, time of year/ day. Abundant coastal birdlife, proximity to Tiritiri Matangi.

It is important to note, however, that in addition to the characteristics listed above, the main ridgeline between Hobbs Bay and Okoromai Bay is frequently lined with pockets of housing between and above the ‘fairways’ of the former Gulf Harbour Golf Course. This is particularly apparent near Pinecrest Drive above and directly east of Hobbs Bay. As the course is progressively sold off and future residential development displaces the recreational open space that was a component of ONL 70, this will inevitably change both the character of the skyline between Hobbs Bay and Okoromai Bay, together with some of the characteristics and values associated with the ONL. To a certain degree, this transition will also be accentuated by the

consented Hobs Bay Subdivision that is currently under construction at the western end of ONL 70. The following photo shows part of that ridgeline landscape next to Pinecrest Drive that is already for sale:



3.3 The Auckland Unitary Plan: ONLs & ONFs

Chapter B.4, together with Sections D.10 and D.11 of the AUP contain key provisions that are relevant to the protection of the ONF, ONL and HNC Areas identified above:

B4 Natural Heritage

B4.2. Outstanding natural features and landscapes B4.2.1. Objectives

- (1) *Outstanding natural features and landscapes are identified and protected from inappropriate subdivision, use and development.*
- (2) *The ancestral relationships of Mana Whenua and their culture and traditions with the landscapes and natural features of Auckland are recognised and provided for.*
- (3) *The visual and physical integrity and the historic, archaeological and cultural values of Auckland's volcanic features that are of local, regional, national and/or international significance are protected and, where practicable, enhanced.*

B4.2.2. Policies

Identify, evaluate and protect outstanding natural landscape

- (1) *Identify and evaluate a place as an outstanding natural landscape considering the following factors (refer to Schedule 7 of the AUP)*
- (2) *Include a place identified as an outstanding natural landscape in Schedule 7 Outstanding Natural Landscapes Overlay Schedule.*
- (3) *Protect the physical and visual integrity of Auckland's outstanding natural landscapes from inappropriate subdivision, use and development.*

Identify, evaluate and protect outstanding natural features

- (4) *Identify and evaluate a place as an outstanding natural feature considering the following factors*
- (5) *Include a place identified as an outstanding natural feature in Schedule 6 Outstanding Natural Features Overlay Schedule.*
- (6) *Protect the physical and visual integrity of Auckland's outstanding natural features from inappropriate subdivision, use and development.*

Management of outstanding natural landscapes and outstanding natural features

- (8) *Manage outstanding natural landscapes and outstanding natural features in an integrated manner to protect and, where practicable and appropriate, enhance their values.*

D10. Outstanding Natural Features Overlay and Outstanding Natural Landscapes Overlay

D10.2. Objectives [rcp/dp]

- (1) *Auckland's outstanding natural features and outstanding natural landscapes are protected from inappropriate subdivision, use, and development.*
- (2) *The ancestral relationships of Mana Whenua with outstanding natural features and outstanding natural landscapes are recognised and provided for.*
- (3) *Where practicable the restoration and enhancement of outstanding natural features and outstanding natural landscapes, including in the Waitākere Ranges Heritage Area and the Hauraki Gulf /Te Moana-nui o Toi/Tikapa Moana, is promoted.*
- (4) *Existing rural production activities are recognised as part of landscape values including in outstanding natural features and outstanding natural landscapes.*

D10.3. Policies [rcp/dp]

- (1) *Protect the physical and visual integrity of outstanding natural landscapes by:*
 - (a) *avoiding the adverse effects of inappropriate subdivision, use and development on the natural characteristics and qualities that contribute to the values of the outstanding natural landscape;*
 - (b) *maintaining the visual coherence and integrity of the outstanding natural landscape;*
 - (c) *maintaining natural landforms, natural processes and vegetation areas and patterns;*
 - (d) *maintaining the visual or physical qualities that make the landscape iconic or rare; and*
 - (e) *maintaining high levels of naturalness in outstanding natural landscapes that are also identified as outstanding natural character or high natural character areas.*
- (2) *Protect the physical and visual integrity of outstanding natural landscapes while taking into account the following matters:*
 - (a) *the extent of anthropogenic changes to the natural elements, patterns, processes or characteristics and qualities;*
 - (b) *the presence or absence of structures, buildings or infrastructure;*
 - (c) *the temporary or permanent nature of any adverse effects;*
 - (d) *the physical and visual integrity and the natural processes of the location;*
 - (e) *the physical, visual and experiential values that contribute significantly to the natural landscape's values;*
 - (f) *the location, scale and design of any proposed development; and*
 - (g) *the functional or operational need of any proposed infrastructure to be located in the outstanding natural landscape area.*
- (3) *Protect the physical and visual integrity of outstanding natural features, including volcanic features that are outstanding natural features, by:*
 - (a) *avoiding the adverse effects of inappropriate subdivision, use and development on the natural characteristics and qualities that contribute to an outstanding natural feature's values;*
 - (b) *ensuring that the provision for, and upgrading of, public access, recreation and infrastructure is consistent with the protection of the values of an outstanding natural feature; and*

- (c) *avoiding adverse effects on Mana Whenua values associated with an outstanding natural feature.*
- (4) *Protect the physical and visual integrity of outstanding natural features, while taking into account the following matters:*
 - (a) *the value of the outstanding natural feature in its wider historic heritage, cultural, landscape, natural character and amenity context;*
 - (b) *the educational, scientific, amenity, social or economic value of the outstanding natural feature;*
 - (c) *the historical, cultural and spiritual association with the outstanding natural feature held by Mana Whenua;*
 - (d) *the extent of anthropogenic changes to the natural characteristics and qualities of the outstanding natural feature;*
 - (e) *the presence or absence of structures, buildings or infrastructure;*
 - (f) *the temporary or permanent nature of any adverse effects;*
 - (g) *the physical and visual integrity and the natural processes of the location;*
 - (h) *the physical, visual and experiential values that contribute significantly to the outstanding natural feature's values;*
 - (i) *the location, scale and design of any proposed subdivision, use or development; and*
 - (j) *the functional or operational need of any proposed infrastructure to be located within the outstanding natural feature.*
- (5) *Enable use and development that maintains or enhances the values or appreciation of an outstanding natural landscape or outstanding natural feature.*
- (6) *Provide for appropriate rural production activities and related production structures as part of working rural and coastal landscapes in outstanding natural landscape and outstanding natural feature areas.*
- (7) *Encourage the restoration and enhancement of outstanding natural landscapes and outstanding natural features where practical, and where this is consistent with the values of the feature or area.*

D11. Outstanding Natural Character and High Natural Character Overlay

D11.2. Objectives

- (1) *The natural characteristics and qualities of areas with outstanding natural character, or high natural character values are preserved and protected from inappropriate subdivision, use and development.*
- (2) *Where practical areas with outstanding natural character or high natural character values in the coastal environment, including areas in the Waitākere Ranges Heritage Area and the Hauraki Gulf/To Moana Nui o Toi/Tikapa Moana, are enhanced.*

D11.3. Policies

- (1) *Subdivision, use and development in areas scheduled in Schedule 8 Outstanding Natural Character and High Natural Character Overlay Schedule must:*
 - (a) *avoid adverse effects on the natural characteristics and qualities that contribute to the natural character values of outstanding natural character areas;*
 - (b) *avoid significant adverse effects, and avoid, remedy or mitigate other adverse effects, on the characteristics and qualities that contribute to the natural character values of high natural character areas;*

- (c) *maintain significant landforms and indigenous vegetation and habitats that are significant natural characteristics and qualities in outstanding natural character and high natural character areas, to protect the visual and biophysical linkages between areas, while taking into account:*
 - (i) *the location, scale and design of the proposed subdivision, use or development;*
 - (ii) *the extent of anthropogenic changes to landform, vegetation, coastal processes and water movement;*
 - (iii) *the presence or absence of structures, buildings or infrastructure;*
 - (iv) *the temporary or permanent nature of any adverse effects;*
 - (v) *the physical and visual integrity of the area, and the natural processes of the location;*
 - (vi) *the intactness of any areas of significant vegetation and vegetative patterns;*
 - (vii) *the physical, visual and experiential values that contribute significantly to the wilderness and scenic value of the area;*
 - (viii) *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;*
 - (ix) *the natural characteristics and qualities that exist or operate across mean high water spring and land in the coastal environment, including processes of sediment transport, patterns of erosion and deposition, substrate composition and movement of biota, including between marine and freshwater environments; and*
 - (x) *the functional or operational need for any proposed infrastructure to be located in the area.*

These objectives and policies are effectively carried through to Policies E18.3, E19.2 and E19.3, which comprise Auckland-wide provisions addressing the Natural Character of the Coastal Environment and Natural Landscapes in the Coastal Environment.

3.4 NZ Coastal Policy Statement (2010)

The provisions outlined above are devolved from sections 6(a) and (b) of the RMA, and also reflect directly relevant policy directives within the NZ Coastal Policy Statement, including the following:

Objective 2

To preserve the natural character of the coastal environment and protect natural features and landscape values through:

- *recognising the characteristics and qualities that contribute to natural character, natural features and landscape values and their location and distribution;*
- *identifying those areas where various forms of subdivision, use, and development would be inappropriate and protecting them from such activities; and*
- *encouraging restoration of the coastal environment.*

Objective 4

To maintain and enhance the public open space qualities and recreation opportunities of the coastal environment by:

- *recognising that the coastal marine area is an extensive area of public space for the public to use and enjoy;*

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; including by:*
 - (c) *assessing the natural character of the coastal environment of the region or district, by mapping or otherwise identifying at least areas of high natural character; and*
 - (d) *ensuring that regional policy statements, and plans, identify areas where preserving natural character requires objectives, policies and rules, and include those provisions.*
- (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;*

Of particular note, Policy 13 of the NZ Coastal Policy Statement requires the avoidance of significant adverse effects on HNC Areas, and Policy 15 stipulates the avoidance of adverse effects in relation to ONF 70 and ONL 50.

3.5 The Hauraki Gulf Marine Park Act (2000)

Finally, development proposals within the Hauraki Gulf are subject to assessment against relevant provisions of the Hauraki Gulf Marine Park Act – specifically:

8 Management of Hauraki Gulf

To recognise the national significance of the Hauraki Gulf, its islands, and catchments, the objectives of the management of the Hauraki Gulf, its islands, and catchments are—

- (a) *the protection and, where appropriate, the enhancement of the life-supporting capacity of the environment of the Hauraki Gulf, its islands, and catchments:*
- (b) *the protection and, where appropriate, the enhancement of the natural, historic, and physical resources of the Hauraki Gulf, its islands, and catchments:*

- (c) the protection and, where appropriate, the enhancement of those natural, historic, and physical resources (including kaimoana) of the Hauraki Gulf, its islands, and catchments with which tangata whenua have an historic, traditional, cultural, and spiritual relationship:*
- (d) the protection of the cultural and historic associations of people and communities in and around the Hauraki Gulf with its natural, historic, and physical resources:*
- (e) the maintenance and, where appropriate, the enhancement of the contribution of the natural, historic, and physical resources of the Hauraki Gulf, its islands, and catchments to the social and economic well-being of the people and communities of the Hauraki Gulf and New Zealand:*
- (f) the maintenance and, where appropriate, the enhancement of the natural, historic, and physical resources of the Hauraki Gulf, its islands, and catchments, which contribute to the recreation and enjoyment of the Hauraki Gulf for the people and communities of the Hauraki Gulf and New Zealand.*

4. Effects Assessment

This stage of my report addresses the landscape and natural character effects of the proposed marina. This begins with identification of the receiving environments and audiences that would be exposed to the proposal, then addresses effects in relation to each of the receiving environments or catchments identified, before summarising the proposed marina's effects as a whole. Although some of the effects identified are influenced by the visibility of the proposal, this report very largely focuses on the more qualitative effects that it would generate – in terms of the coastline's key characteristics and values (biophysical and perceptual attributes), and its sense of place and identity (associative values) – by *Te Tangi a te Manu* (the NZILA Landscape Assessment Guidelines, May 2022).

This assessment culminates in the attribution of landscape and natural character effects ratings for each receiving environment, then overall. These ratings are consistent with the 7-point scale outlined in section 6.39 of *Te Tangi a te Manu*, as shown below:



In terms of this scale, it is important to note that the 'guidelines' comment as follows in respect of the magnitude and meaning of some key RMA terms that address effects:

- 6.39 - 'More than minor' can be characterised as 'moderate' or above.
- 'Minor' adverse effects means some real effect, but of less than moderate magnitude and significance. 'Minor' can be characterised as 'low' and 'low-moderate' on the 7-point scale.
- 'Less than minor' means insignificant. It can be characterised as 'very low' and overlapping with 'low' on the 7-point scale.
- 6.42 Significant adverse effect means of major magnitude and importance. A significant effect can be characterised as 'high' or 'very high' on the 7-point scale.

4.1 Receiving Environments and Audiences

The proposed marina would be visible, to varying degrees, from a range of vantage points and catchments:

1. Within the **sea area off Hobbs Bay and Matakatia Bay**;
2. The **Pinecrest Drive ridgeline**, including existing residential settlements on that road and wrapped around Resolution Drive, together with that emerging around Te Kauae Rise;
3. **Gulf Harbour Village**, including individual (detached) residential properties on Voyager Drive and the taller apartments within the Gulf Harbour Village complex;
4. **Gulf Harbour Marina** extending out to Hammerhead Reserve;

5. The **cliffs topped by residential development both sides of Matakatia Bay** and behind it – from Balboa Drive near the existing marina to Whangaparaoa and Tiri Roads that are elevated above Matakatia Bay; and
6. **Matakatia Bay** itself.

The audiences associated with these different catchments include the following:

- Local residents;
- Marina users (including visitors and freedom campers on Hammerhead Reserve);
- Local boaties and fishermen in the waters off Hobbs Bay;
- Recreational users of Matakatia Bay;
- Motorists using local roads – including Pinecrest Drive and the Matakatia Parade;

4.2 Evaluation of Effects For Each Catchment

The following sections address the effects on each receiving environment and their constituent audiences in turn. This culminates in a landscape and natural character effects rating for each receiving environment that is consistent with the scale described above.

Catchment 1. Offshore of Hobbs Bay

Visibility: The proposed marina would sit at the base of the cliffs lining the northern to north-eastern side of Hobbs Bay – more obvious than the current Gulf Harbour Marina, but still enclosed to a degree by the cliffs behind the Bay, the headland at its eastern end and the wider embayment created by the combination of Hobbs Bay, Gulf Harbour and Matakatia Bay. The flat plane of the sea and the backdrop of both cliffs and pohutukawa-dominated vegetation behind the marina would also help to ‘contain’ the marina, both physically and visually. Even so, it would be clearly visible from the seas south of Whangaparaoa and as such would have a high level of visibility overall.

Landscape Effects: Although visible, the marina would be ensconced within part of the Whangaparaoa Peninsula coastline that is both notable for its natural landforms – in particular, its sequences of striated sedimentary cliffs – and bands of coastal vegetation that are interposed between layers of mostly residential development, roads and beachfront promenades. Near Hobbs, this culminates in the intensive development of the Gulf Harbour Marina and Village, centred on the latter’s apartment buildings and canal system. In the more immediate vicinity of Hobbs Bay, the subdivision being completed at present by Hopper Developments above the marina site simply compounds the emergence of a highly modified coastal landscape and environment. Consequently, even though Hobbs Bay is relatively free of development below its cliff-line, this is not the case in relation to its wider setting, with the neighbouring Gulf Harbour Marina and Village combining to create an intensively developed node at Whangaparaoa. The regular movement of vessels in and out of the marina, including ferries to and from Auckland City, simply compounds this situation.

Consequently, much as the proposed marina would profoundly alter the character of Hobbs Bay itself, it would have much less impact on the wider coastal landscape around both it and Gulf Harbour. Looking from offshore, the marina would become an apparent extension of the existing Gulf Harbour Marina, occupying part of the coastline that is already notable for the interplay between that marina and surrounding housing, with the more natural landforms and vegetation of the shoreline near Hobbs Bay, Gulf Harbour and Matakatia Bay.

As indicated above, the marina would also be contained to some degree by the combined embayment of Hobbs and Matakatia Bays, while the rising cliffs, bush cover and even housing above it would afford a strong backdrop to the marina – its forms and vessels wouldn’t ‘bleed out’, visually into the open seas of the Hauraki Gulf and, more particularly, the sea area closer to Okoromai Bay, Te Huruhi Bay and Shakespeare Regional Park. The headland at the eastern end of Hobbs Bay (on the edge of ONL 50) would be important in creating this feeling of separation and demarcation – between more developed and more natural parts of Whangaparaoa’s distal coastline.

Overall, therefore, the marina would ‘make sense’ in terms of its co-location with the existing marina and Gulf Harbour Village and its avoidance of the more open, exposed, and still relatively natural coastline in the direction of Okoromai Bay. As a result, it is considered that the marina's landscape effects would be of a low-moderate level.

Natural Character Effects: Many of the same considerations also have a bearing on the natural character effects of the proposal, especially the substantially modified nature of its surrounds and the visual and physical integration of the proposed marina in Hobbs Bay with that already found at Gulf Harbour (and, by

extension, the adjacent Village). It would also have a close association with the emerging subdivision and other residential development in its immediate vicinity, climbing up the slopes towards Pinecrest Drive. In other words, the new marina would help to concentrate the effects of modification and development in part of Whangaparaoa's coastline that is already highly modified – clearly so, when approaching from the open sea. In addition, it would be visually separate from both HNC 88 and HNC 89, focused on Te Huruhi Bay and Matakatia Bay.

Consequently, much as the marina would very appreciably change the character of Hobbs Bay itself, its natural character effects would also be of a low-moderate order overall.

Ratings Summary:

Marina Visibility:	Landscape Effects:	Natural Character Effects:
high	low-moderate	low-moderate

Catchment 2. **The Pinecrest Drive Ridge** (Viewpoints 1- 4, Attachments 6-8)

Visibility: The cliffs and vegetation associated with them would screen most of the marina from Pinecrest Drive, Te Kauae Drive, the existing development on Resolution Drive and even most of the future Hobbs Bay subdivision and its road network. At most, the marina's yacht masts, outer breakwater, and some of its outer berths and vessels would be exposed to most of these locations; the only exception being the access road to the marina at the eastern end of the Hobbs Bay Subdivision. Future housing throughout the 88-lot subdivision would further isolate the marina from this viewing quadrant and, in particular, the majority of its public vantage points closer to Pinecrest Ridge and Resolution Drive. The future marina would have a low-moderate level of visibility.

Landscape Effects: The introduction of the marina to views from this quarter would impose lines of masts on the open seas presently visible beyond the cliff-line, together with a small array of vessels and berths near the outer edge of the marina, as indicated above. This would disrupt some of the clean palette of the sea visible beyond that 'edge', together with its residual naturalness and aesthetic appeal. Yet, as is also described above, few public vantage points or even private properties higher up the Hobbs Bay slopes would actually reveal this change, with intervening development, gardens and vegetation hampering such exposure.

While most properties near Pinecrest Drive, Resolution Drive and within the new Hobbs Bay Subdivision would undoubtedly retain the sense of being near the sea, both direct views of it and exposure to the proposed marina would be quite restricted, especially for those properties back from the cliff-line. Instead, most would retain more narrow glimpses of the far sea – closer to Long Bay and even Rangitoto – as well as across Hobbs Bay to the slopes on both sides of Matakatia Bay that are also lined by cliffs, vegetation and other housing development. The marina would be a minor component of such views and would do little to alter its highly modified, developed character, especially in the immediate foreground to middle distance. Moreover, the transitional nature of the Hobbs Bay and wider Gulf Harbour landscape is clearly apparent at present: the proposed marina would do little to change this, nor would it greatly alter, and adversely affect, the catchment's identity.

As a result, it is considered that the proposed marina would have a low to very low level of adverse effect on this viewing catchment. Indeed, for some, the close proximity of the marina and the access that it provides to both vessels and the sea might well be regarded as positive attributes of the local landscape.

Natural Character Effects: In a similar vein, the proposed marina would impact part of the Whangaparaoa coastline that is already notable for its complex interplay of natural and cultural elements, and Hobbs Bay is effectively ringed by development of various kinds. In fact, it would have a quite limited impact on most locals' perception of the sea and the Hobbs Bay coastline. As such, the proposal appears to be consistent with Policy 6(c) of the NZCPS, which encourages *'the consolidation of existing coastal settlements and urban areas where this will contribute to the avoidance or mitigation of sprawling or sporadic patterns of settlement and urban growth'*.

There would remain intrinsic awareness of the marina and, like the current Gulf Harbour Marina, it would therefore further colour perceptions of the wider coastline and its degree of modification. But the close proximity of both marinas to one another would also reinforce the idea of the Hobbs Bay Marina as an extension of its predecessor. At the same time, the new marina would enhance recreational access to part

of the local coastline that has been largely cut off to date, including the small, sheltered beach proposed for its eastern end. Overall, therefore, the marina's natural character effects in relation to this catchment would be of a low order.

Ratings Summary:

Marina Visibility:	Landscape Effects:	Natural Character Effects:
low-moderate	low to very low	low

Catchment 3. **Gulf Harbour Village** (Viewpoints 5, Attachment 8)

Visibility: Looking from the direction of Gulf Harbour Village and housing on its periphery – notably strung along Voyager Drive – the existing marina and the headlands both sides of its narrow entry channel dominate views towards the open seas near Long Bay and the Weiti Estuary. A forest of yacht masts rising above the existing marina, together with vegetation and housing on its flanks, further accentuates this visual enclosure. As a result, the proposed marina within Hobbs Bay would either appear as an extension of the current marina, especially when looking from the direction of the Gulf Harbour apartment blocks, or as a minor outlier to it when looking from near Voyager Drive. Overall, the marina would have a low level of visibility relative to this viewing quadrant.

Landscape Effects: As indicated above, most views from the apartment buildings within Gulf Harbour Village towards Hobbs Bay are over the existing Gulf Harbour Marina and the headlands that frame its entryway, while housing and the eastern headland below Te Kauae Rise block nearly all views from the public domain and most private properties in the vicinity of Discovery Rise of the proposed marina site. At most, therefore, the new marina would have an incremental – either glimpsed on its own or as an apparent extension of the current boat harbour.

Although this would result in some contraction of sea area off Gulf Harbour for those looking out to sea from elevated apartments, the greater bulk of values associated with such views – related to the veneer of both marina and residential development overlaid on the landforms and sea area of Gulf Harbour – would be little altered. The increased level of development outside Gulf Harbour’s immediate marina catchment would have an incremental effect on public perception of the wider coastal landscape, without appreciably changing its perceived levels of naturalness, cohesion, or aesthetic appeal. Gulf Harbour’s sense of place and identity would also remain much as at present. Consequently, the new marina would have a low level of effect in relation to the area’s overall character and values.

Natural Character Effects: In a similar fashion, the Hobbs Bay Marina would have a low level of effect in relation to the perceived naturalness and intactness of the coastal environment. Viewed through the lens of very intensive residential and current marina development, Gulf Harbour’s intrinsic naturalness would appear little changed from at present, and the proposed marina’s impact on its natural character would be of a very low order.

Ratings Summary:

Marina Visibility:	Landscape Effects:	Natural Character Effects:
low	low	very low

Catchment 4. **Gulf Harbour Marina** (Viewpoints 6 & 7, Attachment 9)

Visibility: Views from within the existing Gulf Harbour Marina would remain entirely dominated by its piers, vessels, yacht masts, and general development. Only in the vicinity of Hammerhead Reserve and the marina's entry channel would this situation change, with views opening out to reveal the proposed marina. In such views, it would be prominent, but would largely 'read' as an extension of the existing boat harbour, structures and facilities. Taking both perspectives into account, it is considered that the Hobbs Bay Marina would have a moderate level of visibility.

Landscape Effects: Similar to the adjoining Village's residential area, most views from the current marina would be powerfully in; influenced by its existing infrastructure, boats, car parking areas, structured margins and related activities. Again, the new marina would be largely perceived as an extension of the existing facility, with boat movements in and out of Gulf Harbour – including by ferries – reinforcing such perceptions. Only at the outer edge of the marina, near Hammerhead Reserve, would this change with the new marina being split from the current one by the existing entry channel.

Nevertheless, this is still a robust maritime environment, which is very largely dominated by boating activities and vessels that are visually framed by ancillary marina development, then apartment buildings and other housing, both within and just outside Gulf Harbour Village. Even the open fairway of Hammerhead Reserve, together with the entry channel and breakwaters next to it, are clearly artificial. Although Hobbs Bay and its more natural characteristics are much more apparent at this end of the existing marina, the wider landscape is still marked by the presence of the marina's navigation channel and markers, and a broad sweep of housing across the ridges and main slopes that enclose both sides of Gulf Harbour.

Consequently, even though the proposed marina would result in substantial physical modification of Hobbs Bay, it would have much less impact on the sense of place and identity associated with the existing marina catchment in its entirety. As such, it is therefore considered that the Hobbs Bay Marina would have a low level of effect on this viewing catchment in general, even though it is acknowledged that the new marina would have a greater, conceivably moderate-high, level of effect on Hammerhead Reserve and its ferry terminal more specifically.

Natural Character Effects: The dichotomy just identified also applies to the proposed marina's natural character effects: it would have little or no impact on the natural character values of the wider coastal environment – including Hobbs Bay – as perceived from inside the existing marina – but it would clearly alter the essential nature and character of Hobbs Bay when viewed from Hammerhead Reserve and nearby. The significance of the Bay's sea area, sedimentary escarpments, and coastal 'bush' would be appreciably 'downgraded' and its inherent naturalness (contrasting with that of the Gulf Harbour Marina) would be effectively lost.

Even so, Hobbs Bay remains within the same coastal catchment as Gulf Harbour, and it remains part of a highly developed, modified stretch of coastline in totality. In this regard, it is clear that future development within the Hobbs Bay Subdivision will soon also have a part to play in affecting perceptions of Hobbs Bay and its more immediate surroundings. Consequently, the fundamental changes to Hobbs Bay itself have to be measured against the consolidation of development within one already modified section of Whangaparaoa's coastline and the integration of like-for-like developments within one part of it, again bearing in mind Policy 6(c) of the NZCPS. On balance, it is considered that the proposed marina would also

have a very low degree of impact on most of the current marina, but this would also rise to a moderate level in relation to the area around Hammerhead Reserve and the present marina entry channel.

Ratings Summary:

Marina Visibility:	Landscape Effects:	Natural Character Effects:
moderate	low to moderate-high	very low to moderate

Catchment 5. **Balboa Drive To Tiri Road Ridgeline & Residential Areas** (Viewpoints 8-11, Attachments 10-12)

Visibility: The proposed marina would be screened to varying degrees by intervening landforms, housing and other residential structures, bush, and garden vegetation in this catchment. In particular, the marina site and proposed development would be difficult to see from the majority of local roads and vantage points, other than from a quite distant, Tiri Reserve off Tiri Road (south of Matakatia Bay). Although housing spread along the outer edge of the coastal ridge both sides of, and behind, Matakatia Bay would obtain clearer views of the proposal, awareness of it from a public standpoint would be much more limited. Like Hobbs Bay itself, the proposed marina would have a low-moderate profile and degree of visibility, overall.

Landscape Effects: As indicated above, public views towards Hobbs Bay and the marina site are very limited, largely to parts of Balboa Drive and a much more distant Tiri Reserve. As a result, Hobbs Bay enjoys limited public exposure and appreciation: for the most part, it is simply a strip of coast that frames and encloses Gulf Harbour. On the other hand, those living on the crest of the coastal ridge near Balboa Drive, Beauvoir Avenue, Whangaparaoa Avenue (above Matakatia Bay), and Tiri Road, enjoy grandstand views towards both Gulf Harbour and Hobbs Bay. Consequently, the occupants of the residential properties just described have both a much greater appreciation of Hobbs Bay than the public at large, and would be impacted to a greater degree by the marina proposal.

Although many of these same properties also overlook the developed matrix of Gulf Harbour's marina and village, and others look more directly out to sea – less so towards Hobbs Bay – the anticipated changes to the coastal landscape around Hobbs Bay would be marked for this audience. Those living in this catchment would lose part of the natural 'frame' for Gulf Harbour, with the coastline as a whole becoming both less natural and less aesthetically appealing in general. Notwithstanding the reality that most such views would still be affected by neighbouring housing and related structures, garden plants, and coastal regeneration, the counterpoint between a highly developed coastal node and the more natural coastline outside it would be appreciably diminished or lost.

On the other hand, little of this transition would be visible from roads and other public vantage points, except for a very small, and quite remote, Tiri Reserve. Consequently, any changes to the public landscape around Gulf Harbour and Hobbs Bay would be largely small-scale, glimpsed rather than clearly seen, and effectively incremental.

Reflecting these contrasting situations, it is considered that the proposed marina would have a very low impact on the public domain, but would be more meaningful in terms of the coastline's identity for local residents, and would therefore have a moderate level of effect on them.

Natural Character Effects: Much the same contrast would be apparent in respect of perceived natural character values and effects, with private property owners both more able to appreciate the existing qualities of Hobbs Bay than the wider Whangaparaoa community and more sensitive to changes within it. This includes changes to its fundamental attributes, including its sea area, reefs, escarpment and native vegetation, and the contrast that it offers to Gulf Harbour, Marina and Village.

On the other hand, Hobbs Bay is increasingly surrounded by development that becomes all the more apparent in elevated views from the likes of Balboa Drive, and even more distant views from closer to Tiri

Reserve reveal the outer berths and other artificial structures of the Gulf Harbour Marina. The Bay's 'backcloth' of residential development is also becoming ever more clearly visible. Consequently, the coastal environment within and around Hobbs Bay is already in a state of obvious transition. In this regard, it is also noted that views from the ridge behind Matakatia Bay, and further south, would also reveal the interplay between the proposed marina and HNC 89 at the eastern end of Matakatia Bay. Yet, such views already capture the contrast between that HNC Area and housing both directly above it and on the crest of the Pinecrest Drive ridge. The lower-lying marina within Hobbs Bay would compound this situation in an incremental manner, but would not create it. Indeed, the more distant profile of the marina might well enhance the value of the HNC Area in a comparative sense.

Taking these factors into account, it is considered that the proposed marina would have a low-moderate level of effect on the natural character of Hobbs Bay when viewed from the public domain and a slightly higher, moderate level of effect on those same values in relation to the private properties in this catchment.

Ratings Summary:

Marina Visibility:	Landscape Effects:	Natural Character Effects:
low-moderate	very low to moderate	low-moderate to moderate

Catchment 6. **Matakatia Bay** (Viewpoint 12, Attachment 13)

Visibility: The proposed marina would not be visible from the centre and eastern end of Matakatia Bay, but part of it would come into view near the western end of the Bay, by its parade, backed by the site's sequence of cliffs and vegetation. Of note, whereas the marina would be largely tucked in against its headland 'backcloth', both would remain well apart from the distinctive form of Kotanui Island – ONF 50 – and ONL 70 would be largely hidden from view beyond the headland at the end of Hobbs Bay. On the other hand, it would be visually juxtaposed with HNC Area 89 at the far end of Matakatia Bay. Regardless, the proposed marina would have a low level of visibility.

Landscape Effects: Viewed from the eastern end of Matakatia Bay and its Parade, a tongue of land projects out past HNC 89, and the proposed marina would infill much of its base. Even so, it remains quite distant, relative to Matakatia Bay's own cliffed profile, and appears to be contained by the ONL 50 headland east of the marina site. Seaward of all of these features, ONF 70 – Kotahi Island – rises up to the south-east, a sail-like outlier to Whangaparaoa's sedimentary cliffs, that even with the introduction of another marina to the local coastline, would retain its solitary, statuesque profile.

Consequently, much as the proposed marina would be visible from part of Matakatia Bay, it would also remain peripheral to more direct views out to sea, and it would appear quite recessive and somewhat remote, visually – aided by the backdrop of the Pinecrest Drive ridge and ONL 50 behind its berths and commercial development. Although it would inevitably add to the patina of development spread around this viewing catchment, it would not appear overly intrusive or disruptive of the key qualities associated with Matakatia Bay, including its sense of containment and relative isolation, its residual naturalness (largely associated with HNC 89, but not exclusively so), the expressiveness of its beach and cliff landforms, and its aesthetic appeal. Overall, the proposed marina would have little, if any, impact on the Bay's sense of place and identity.

Consequently, its impact on Matakatia Bay's landscape values as a whole would be quite limited and of a low order.

Natural Character Effects: As in relation to landscape effects, the proposed marina would sit within a second tier of coastal elements visible from Matakatia Bay – well outside the main body of the Bay and beyond HNC 89. Although still visually juxtaposed with that HNC Area, it would remain quite distant and, as such, would not appreciably alter the balance between the more natural and more developed 'halves' of Matakatia Bay. HNC 89, together with the Bay's fundamental landform, its bands of regenerating bush and its beach area, would be unchallenged by the new marina.

As a result, the proposed marina, together with both existing and merging housing above and behind Hobbs Bay, would remain largely divorced from the natural character patterns and qualities that contribute to Matakatia Bay. The marina's effects in relation to this catchment would therefore remain at a low level.

Ratings Summary:

Marina Visibility:	Landscape Effects:	Natural Character Effects:
low	low	low

4.3 Summary

Table 1, following, summarises the effects ratings for each catchment:

Table 1.

Visual Catchments:	Visibility / Prominence:	Landscape Effects:	Natural Character Effects:
1. Offshore of Hobbs Bay	high	Low-moderate	Low moderate
2. The Pinecrest Road Ridge	Low-moderate	Low to very low	low
3. Gulf Harbour Village	low	low	Very low
4. Gulf Harbour Marina	Low-moderate	Low (inside marina) to moderate-high (Hammerhead Reserve)	Very low (inside marina) to moderate (Hammerhead Reserve)
5. Balboa Drive to Tiri Road Ridgeline	Low-moderate	Very low (public domain) to moderate (private residences)	Low-moderate (public domain) to moderate (private residences)
6. Matakata Bay	low	low	low

In terms of both the proposed marina's landscape and natural character effects, it is accepted that the physical and visual changes to Hobbs Bay would be profound. However, these would also be substantially (if not entirely) mitigated by:

- a) The Bay's close association with the intensively developed node of Gulf Harbour, in particular, its marina;
- b) The way in which the site is also framed, both physically and visually, by residential development, including that emerging across the Hobbs Bay Subdivision site;
- c) The site's enclosure by a line of sandstone-mudstone cliffs and coastal vegetation directly behind (north-east) of it;
- d) The site's containment by the headland at its south-eastern end, and the way in which this promontory effectively isolates Hobbs Bay from most of ONL 50;
- e) The site's separation from ONF 70 – Kotanui Island – by the sea area between Hobbs and Matakata Bays;
- f) The site's physical separation from HNCs 88 and 89; and
- g) The way in which an array of landforms, housing (and related domestic structures), garden vegetation, ridgeline stands of bush, and even the Gulf Harbour, combine to limit public exposure to Hobbs Bay and – to a lesser degree – restrict views from private properties to the marina site.

As a result, the proposed marina's effects would typically be of a low to low-moderate order. Furthermore, landscape treatment or design could be employed to, where possible, further integrate the marina with its

Hobbs Bay landscape setting. This might include additional planting between the current esplanade reserve and the marina, as well as between the 'reclamation area' and proposed berths.

5. Statutory Review

In addition, this assessment indicates that the proposed marina would have a low level of effect on ONL 50, ONF 70 and HNC Areas 88 and 89. Focusing initially on ONL 50, which lies closest to the subject site, the following commentary on page 24 of the Hobbs Bay Subdivision decision is noteworthy:

77. *The Council reporting planner, in the s42A report considered the predicted erosion of most if not all of the esplanade reserve, and loss of the function of the existing established vegetation within the reserve that provides a natural backdrop to the southern boundary of the subdivision and helps screen the subdivision proposal and future built form when viewed from the coast, will overall have adverse landscape and visual effects that will be more than minor and unacceptable, when in combination with an intensified subdivision in terms of the proposed lot sizes being smaller than anticipated within the Residential – Large Lot Zone. In terms of the Large Lot Zone provisions and taking into account proposed intensification of activities greater than anticipated by the plan (in relation to minimum 4,000m² lot sizes), site constraints and the high likelihood of esplanade erosion, the development will not, in Ms Fretton's opinion, maintain the area's spacious landscape character, landscape qualities and natural features. Therefore, in her opinion, development is not appropriate for the physical and environmental attributes of the site particularly to those sites along the coastal cliff.*
- *The Council's Principal Landscape Architect, Paul Murphy, as reported in the s42A report, supported the proposal from a landscape and visual effects perspective, but relied on the coastal vegetation and its esplanade reserve location not being lost to erosion.*
 - *Ms Fretton's final view on landscape matters was set out in her memo dated 5 October, which was subsequent to preparation of the s42A report and subsequent to a meeting between the applicant's and the Council's specialists which discussed matters including landscape impacts. In this she concluded that based on comments received from the Council's specialists she supports the proposal from a landscape perspective therefore the proposal will have acceptable landscape and visual effects.*
79. *Our findings on spacious landscape character, landscape qualities and natural features are that existing, proposed and likely future self-seeded coastal vegetation would manage effects on landscape qualities and natural features. When combined with the public open space network and additional private landscape planting requirements, the spacious and largely screened landscape character will be retained and enhanced. The more intensive residential sites and buildings will not dominate the coastal landscape character or its spaciousness. Even if the modelled coastal erosion occurs and is not delayed by stormwater management, the planted landscape character is likely to regenerate itself on the resultant lower angled slopes of the coastal edge.*

This implies that further development near the western 'toe' of ONL 50 could be contentious, and like the adjoining subdivision, may well require care in relation to amelioration and mitigation at the interface with the ONL, so as to avoid eroding its values and overall integrity. In this case, based on the assessment undertaken, it is anticipated that the Hobbs Bay Marina would not appreciably alter or erode the core attributes and values of ONL 50 (as is outlined in Section 3.2 above).

In relation to ONF 70, it is further assessed that the marina would be sufficiently distant that it would not affect:

- The scientific value of Kotanui Island as a geological feature;
- Its value as a representative sample of the Region's coastal landforms;
- Its value as a landscape feature within part of Hobbs Bay;
- Its value from an educational standpoint; or
- Its state of preservation.

Consequently, Kotanui Island, which is primarily identified as an ONF for its geomorphological values (as opposed to landscape values), would not be appreciably affected by the Hobbs Bay Marina proposal.

Turning lastly to HNCs 88 and 89, this assessment indicates that the proposed marina would have a very limited effect on the core values of both.

As a result, it is considered that the proposed marina would have a low (less than minor) level of effect on the values and integrity of ONL 50, ONF 70, and HNC Areas 88 and 89, and as such, the proposal is considered to be aligned with AUP Chapters B4, D10 and D11, as well as Policies Policies E18.3, E19.2 and E19.3. It is further considered that the marina proposal would be consistent with Objectives 2 and 6, and Policies 13 and 15, of the NZ Coastal Policy Statement, as well as with Policy 8 of the Hauraki Gulf Marine Park Act.

6. Conclusion

Based on this assessment, it is considered that the Hobbs Bay Marina proposal is appropriate in terms of its landscape and natural character effects and that it would be consistent with the relevant statutory provisions applicable to the application site.

A detailed Landscape and Visual Assessment (following the concepts and principles outlined in *‘Te Tangi a te Manu’* (Aotearoa New Zealand Landscape Assessment Guidelines), 2022 and detailed planting / landscape concept plans will be provided as part of the substantive application

[Redacted Signature]

BTP, Dip LA, Fellow NZILA, Affiliate NZPI

