




Initial Ecological Advice for the Rezoning Proposal for Opua Development Area

Prepared for:	Jerome Wyeth on behalf of Far North District Council	Reviewed and approved for release by:  Sarah Budd Principal Ecologist, Auckland Ecology Team Leader and Coordinator
Author:	Phoebe Andrews, with technical advice from Stephen Brown (marine)	
Report No:	7617c	
Date:	August 2025	

1.0 Introduction

The Far North District Council have engaged Wildland Consultants to review the ecological components and provide technical ecological support for the Rezoning Submissions for the Proposed District Plan. I have reviewed the Opua Development Area Proposal with input from our marine ecologist and have the following initial feedback. The proposal includes rezoning the Commercial Estate, Marine Business Park, and the Colenso Triangle, and a Bay of Island Marina precinct for the marina.

2.0 Review

2.1 Methods

It is difficult to comment on the accuracy of the mapping of ecological features across the sites without having visited them. Based on a desktop assessment I agree there are limited ecological features within the Marina and Commercial Estate with very low ecological values. Aerials show that vegetation (potentially including saltmarsh) borders the Colenso Triangle. While I agree most of the marine park lacks woody vegetation, it looks like a significant portion of the site is inundated with water (Plate 1). Although a consent has already been approved that allows for some wetland reclamation on site, given the level of inundation visible in aerial imagery I question if the site has changed (become more wet) since the approval of that consent. Regardless, if the approved consent lapses, a new assessment against the NES-F should be required, and wetland reclamation on the site should not be tied into this plan change.



Plate 1 – Inundation (dark colouration) at the proposed Marine Park site. Retrieved from Google Earth 2025.

The high-level assessment provided is appropriate for the scope of the zone change application. Overall, potential effects relating to the terrestrial, freshwater and marine environment have been noted, most of which can be addressed at subdivision development stage.



2.2 Coastal Exemption Area

I do not agree with the reinstatement of the Coastal Exemption Area. The removal of the Coastal Exemption Area is in line with the direction of the Coastal Environment Chapter. The Coastal Environment Chapter still enables routine maintenance and low-risk activities to be undertaken, however provides more stringent controls for other activities.

CER-P3 seeks to avoid significant adverse effects and avoid, remedy, or mitigate other adverse effects of land use and subdivision on the characteristics and qualities of the coastal environment not identified as outstanding natural character; ONL; or ONF.

Activities within a 26-metre setback from MHWS, regardless of functional or operational need, have the potential to result in adverse effects above and below MHWS. These effects should be assessed and appropriately mitigated, through a resource consent process. The removal of the Marine Exemption Area provides a suitable consenting framework to ensure that whatever land use is proposed in the future, resource consent triggers will ensure adverse effects on ecology are managed as appropriate.

Activities within the MHWS setback that do not meet the permitted standards as outlined in the Coastal Environment Chapter should be fully assessed at resource consent stage. Assessments of the proposal during consenting would need to consider:

- The Coastal Policy statement, which discourages the use of hard structures and encourages the use of natural defences (acknowledging that hard structures are considered appropriate in some cases).
- Potential effects on migration or movement of fish (especially those with Threatened or At Risk conservation status), particularly if flood gates are proposed.
- Potential effects on habitats and ecological values.
- Potential effects of sediment and contaminant discharges. Consent for buildings and/or structures or extensions should require a robust assessment and appropriate mitigation.

2.3 Stormwater and wastewater

My understanding is that both the Light industrial zone and Mixed Use zone require stormwater and wastewater to be connected to the reticulated network where possible. However, the proposal includes off-grid wastewater and stormwater management for the Marine Park and Commercial Estate. I question whether off-grid systems will be practical for the proposed land use, assuming that most of the area will be covered by impervious surfaces that will severely limit the space available for treatment devices and drip fields. Given how prone to flooding the proposed Marine Park is, I suggest that the requirement for reticulated wastewater and stormwater management is retained.

Memorandum



To Jerome Wyeth
Technical Director - Planning, SLR

From Melean Absolum
Landscape Architect, MALtd

Date 22 May 2025

Dear Jerome,

SUBMISSION 320 FAR NORTH HOLDINGS LIMITED, OPUA

INTRODUCTION

This memorandum records my initial response to the submission and evidence from Far North Holdings Ltd (FNHL) for rezoning of a number of sites around Opuia, including the Marina.

CONFUSION

What area are we dealing with?

Some plans, eg Fig1.1 of Landscape Assessment (L&VA) & Masterplan include the wharf, car ferry ramp and associated buildings. Other plans showing land ownership of FNHL exclude the wharf and adjoining retail building. Which is it?

What additional height is being sought?

The submission seeks 16m for the Marina and the PDP MUZ 12m for the other 3 sites.

L&VA Table 4-1 (p14) says FNHL preferred zoning is MUZ with 16m everywhere.

L&VA Appx A (graphics) say:

- VP1 - 6 - 16m (plus error in VP5 no difference between 12m & 16m) = all Marina
- VP7 - 12m = Marine Park
- VP8 - 12m = Commercial Estate
- VP9 - 12m = Commercial Estate & Colenso
- VP10 - 12m + 8m for Marine Park = view of all sites

So the graphics appear to agree with the submission (except for the error in VP 05).

No explanation is provided on why the outlines built development in some of the L&VA VP images changes not only height, but also in extent, for example, VP 07.

Names

Different names are used in the various reports and evidence for the different parcels of land. There is also different spelling, too. (Colens/zo). It would be good to get clarification and consistency.

URBAN OR NOT

The L&VA appears to adopt the opinion of John Lonink, urban designer, who claims that the settlement of Opuia stretches from Commercial Estate in S to Waimangaroa Road in NW. Urban character of the individual sites is then seen as appropriate within the 'settlement area'.

ASSESSMENT REPORT

The differences between the 4 sites are acknowledged, but then ignored in the summaries of landscape, visual and natural character effects. Indeed drawing overall conclusions across landscape visual and natural character effects, ignores the differences which, in my view, are important.

The backdrop of 'non-urban' land at Marine Park & Commercial Estate is acknowledged, but then loss of this backdrop as a result of screening by buildings is ignored in both the landscape and visual assessments.

Some of the sites are omitted from the discussion of Benefits to Landscape Character and Benefits to Landscape Values, pp19-20.

The explanation of the Landscape Effects assessment conclusions is omitted, p20.

The mitigation described, (p29) is very much a 'once over lightly', with an emphasis on what's proposed for the marina. There is no apparent attempt within the mitigation listed at integration of the other 3 sites into their landscape setting.

Looking in more detail at each of the four areas:

Marina

I am generally supportive of the changes in the Marina area. A change from light industrial to mixed use does provide the opportunity to create residential and commercial activities that create a destination with higher amenity than exists today. But this relies on some of the existing land-uses being moved elsewhere, hence the other zone changes sought.

As noted above, the inclusion of the existing wharf and surrounds is confusing.

I have some concerns with the building heights in the northern end of the Marina area. While 16m may be acceptable in parts of the Marina, where the coastal escarpment would form a visual backdrop to new buildings, 16m high buildings on the whole of the north-western site would intrude into views of Opuia, particularly from the north-west. See VP4 for the arrival at the wharf experience. A building form which stepped up from say 8m at the northern edge would be more acceptable in this location.

While a 16m height limit is being sought across the whole of the proposed MUZ area, the graphics provided suggest that only a few buildings are proposed to be that tall. How is this proposed to be managed? Some sort of Outline Development Plan with corresponding provisions including, assessment criteria, could work.

Commercial Estate

Redevelopment in line with the 3D images provided in the Masterplan (Sanson Annexure 1, p40) would be an improvement on the current situation, so long as appropriate mitigation were included, as suggested in the image.

The L&VA viewpoints suggest the possibility of buildings along the road frontage. Again, some means of managing building location and mitigation is required.

Marine Park

While this site is not in its natural state, I think it retains a degree of rural character. It also sits in front of attractive pasture and bush clad hills, when viewed from SH11. Development along the lines sought by FNHL would need very careful management to ensure appropriate mitigation that successfully integrates any development into this more rural setting.

Colenso Triangle

I accept that Rural Production is not an appropriate zone given the current land-use of this site.

Do we have any idea if the EC consented carpark and station development is still proposed to be undertaken? The NRC consent and EC consent order date from April 2018, with the former due to expire in 2027.

Overall, there is some merit in what I think is trying to be achieved. However, careful management will be required by way of appropriate DP provisions with an Outline Development Plan, or similar, to ensure that all four sites are developed appropriately.



Melean	Absolum
Dip LA	FNZILA
22 May	2025

Memorandum



To Jerome Wyeth
Technical Director - Planning, SLR

From Melean Absolum
Landscape Architect, MALtd

Date

9 July 2025

Dear Jerome,

SUBMISSION 320 FAR NORTH HOLDINGS LIMITED, OPUA

INTRODUCTION

This memorandum records my response on behalf of Far North District Council (FNDC) to the further information provided by the Far North Holdings Ltd's (FNHL) planner, Mr Steven Sanson of Bay of Islands Planning, in relation to the rezoning of a number of sites around Opuā, including the Marina.

The new information comprises:

- A memo from Mr Sanson explaining the proposed Precinct Provisions, dated 7 July 2025;
- The proposed Precinct Provisions, which include:
 - a Precinct Plan and Development Schedule; and
 - Development Guidelines; and
- A memo from Simon Cocker Landscape Architecture, dated 7 July 2025.

I undertook a site visit on 24 June with Jerome Wyeth and Jane Rennie.

SIMON COCKER LANDSCAPE ARCHITECTURE MEMO

Character of Opuā Settlement

Mr Cocker responds to my earlier criticism of Mr Lonink's approach to assessing the urban extent of Opuā and states, in reference to that assessment:

"In my view this is a little misleading. My perception of the character of the Opuā settlement is based on observation of landscape character and is principally informed by the relationship of built form to topography and vegetation patterns."¹

...

In my view, perceptually, when approaching along the State Highway from the south, there is a transition from rural to urban along the section of the State Highway where it climbs along a vegetated corridor from the floor of the valley to the Franklin Street junction, with 'urban' Opuā becoming apparent at the SH11 / Franklin Street junction."²

I agree with Mr Cocker's assessment approach and his conclusions.

¹ Proposed Bay of Islands Marine Precinct and Mixed-Use zoning memo dated 7 July from Mr Simon Cocker to Steve Sanson, , page 3

² Ibid, page 4

Assessment of Commercial Estate, Marine Park and Colenso Triangle development

Mr Cocker discusses the landscape character of the valley where all these three sites are located and concludes that it is predominantly rural and forms a discrete character area. He also records that there is an existing consent for the deposition of 45,000m² of clean-fill and drainage works on the Opuā Marine Park site and a consented railway terminus on the Colenso Triangle site. He concludes that these will detract from the rural and natural character of the character area. I agree with this conclusion.

Colenso Triangle

In relation to the Colenso Triangle site, I note that the drawing provided by Mr Cocker of the proposed development³ differs from the Environment Court issued Consent Order dated April 2018.⁴ In the former plans the station building and turntable occupy an area of reclamation between the proposed parking area and the cycleway. In the latter, the station building occupies part of the car park area and access is provided over the wetland to the platform, with the turntable on a much smaller area of reclamation. From a landscape perspective, either of these proposals will improve the visual amenity of the existing site, although the retention of a larger wetland area will enhance natural values.

Opuā Marine Park

Mr Cocker notes that the concept for the proposed Opuā Marine Park development, as presented under Hearing 4, is not appropriate and that FNHL are working on a revised concept and supporting provisions.⁵ He states that the development concept seeks to integrate future development into its landscape setting.⁶ Illustrated in his Figure 2b is a plan showing a 6-8m wide landscape buffer strip along the road frontage of the site, together with a 40m deep building setback. I fully support this approach to ensuring development is well integrated in its landscape setting.

Mr Cocker sets out a series of mitigation measures and their purpose in his Table 1, which he notes may require further refinement. The table also includes references to the PDP MUZ provisions and identifies where they are proposed to be overridden, modified or will remain. I am supportive of this suite of measures to manage future development on this site.

Mr Cocker's recommendations include the following key points:

- *In conjunction with the Colenso Triangle development, the proposed Opuā Marine Park development will result in the creation of a new 'gateway' to Opuā on the approach from the south;*
- *It has the potential to result in the loss of a rural and natural character within the valley character area;*
- *The existing vegetation on the containing valley sides is key to retaining an element of that defining character to the area, and maintaining a sense of place;*

³ *Proposed Bay of Islands Marine Precinct and Mixed-Use zoning memo dated 7 July, from Simon Cocker to Steve Sanson, Figures 5a & 5b, pages 19 & 20, dated 2015 & 2016.*

⁴ *Provided as Annexure 5 to the planning evidence of Steve Sanson, dated 12 May 2025*

⁵ *Ibid page 4.*

⁶ *Ibid page 5*

- *The development has the potential to detract from the entrance to Opuia if built form is overly dominant, or presents a hard / utilitarian edge to the road (note **MUZ-P04, P05 and P-08**);*
- *The proposal has the potential to create a visually intrusive feature on the valley floor when viewed from the elevated properties to the south, west and east, including at night. (note **MUZ-P04, P05 and P-08**).*
- *Recommended additional controls on road setbacks and landscape buffering, edge treatments (fencing / landscape screening), and signage (note **MUZ-P04, P05 and P-08**);*
- *Recommend consideration be given to building maximum heights with respect to views from the road and maintenance of a vegetated backdrop (note **MUZ-P04, P05 and P-08**).*
- *The above can be achieved via an Outline Development Plan (which will prescribe mitigation measures – refer to Figure 2d), and minor amendments to MUZ-S1, MUZ-S2 MUZ-S3, MUZ-S7, MUZ-S8 MUZ-S9.*

I agree with the points Mr Cocker makes and note that they generally satisfy the concerns I raised in my earlier memo. I would just point out that there is no Figure 2d attached to Mr Cocker's memo.

In his memo, Mr Sanson notes, in relation to the Marine Park site that:

"Some initial consideration of provisions has been undertaken, however the suite of provisions have not yet been finalised for this site and how they are best incorporated into the Proposed District Plan."⁷

I shall provide my response to these further provisions once I have had an opportunity to review them.

STEVE SANSON MEMO AND THE PROPOSED PROVISIONS

Generally, I consider that the provisions provide a good basis for achieving future development in line with FNHL's Master Plan, while also protecting landscape and natural character values. I note that the Precinct Plan and provisions only apply to the Marina Area and, as noted above, I will comment on provisions for the other three sites once I have had the opportunity to review them.

PRECX-R1 - New Buildings or Structures

The Precinct provisions and plan incorporate eight distinct character areas, to which some provisions apply individually, as required. In terms of maximum building heights, each of the eight character areas has a maximum permitted height under PRECX-S1. Where compliance with this height is not achieved under PRECX-R1 PER-3, the proposal will be considered as restricted discretionary activity (RDA) under RDIS -1 up to maximum height of 20m. If a proposed development exceeds this height, then it will be considered as a discretionary activity up to 24m in height. There appear to be two lists of matters to which discretion is restricted, within PRECX-R1. It is not clear to me how these are proposed to operate.

⁷ *Memo from Steve Sanson to Jerome Wyeth dated 7 July 2025, page 4*

PRECX-S7 - Information Requirements

In response to comments I made in my earlier memo in relation to the height of the building in the north-west corner of the precinct (now referred to as Building 5, Gateway Apartments in the Opuia Gateway character area of the Development Schedule). Mr Cocker has highlighted the requirements of PRECX-S7 in terms of Urban Design, Open Space, Landscape, Visual Amenity, Natural Character and Cultural Values and the need for professional assessments and adherence to the Development Guidelines, at the time of any consent application for this building.

He goes on to note:

"It is proposed that development guidelines (referenced above under PRECX-S7) be developed, to ensure that the building in this location will be designed with an appropriately proportioned and modulated form that is appropriate to its location. Potential matters that are likely to be discussed within the guidelines are the need to address:

- *active public edges*
- *front doors and entrances*
- *facade design and materials*
- *balconies*

Guidance will include the need to address both frontages [to] ensure that the building overlooks, and has a visual relationship with, the streets / public spaces. In addition, the building should include some high-quality architectural features to reinforce the corner and the building's visual prominence. These features should be three dimensional and not limited to standard fixings or features such as windows."

It is not clear whether Mr Cocker has seen the Development Guidelines appended to the provisions provided by Mr Sanson. Having reviewed these, myself, I note that while they provide good objectives and criteria across a number of topics, they are not specific enough to pick up the detail of Mr Cocker's recommendations, cited above. In my view, this building is of sufficient importance at the entrance to Opuia, whether arriving by ferry or road, to warrant some more specific guidance than is currently included in the proposed provision's Development Guidelines.

The Pou Herenga Tai – Twin Coast Cycle Trail

The Overview of the precinct notes that:

"Access to the precinct is via State Highway 11 and Franklin Street, the Pou Herenga Tai Cycle Trail, or the Okiato – Opuia Car Ferry."

Additionally, the Development Guidelines include the following Objective under Access, Connectivity and Movement:

"To create a highly connected and permeable environment that integrates with its surroundings, prioritises public access to the waterfront, and provides for a range of safe and convenient transport options."

During the site visit we noted that access to the cycleway is hidden behind existing buildings in the Opuia Maritime Precinct with very little amenity to entice the public to explore this facility. I am unclear about whether FNHL have any role in the promotion or management of

the cycleway, however, mention of it being one of the ways to access the precinct and the need to provide for a range of transport options, suggests that it may be appropriate for the precinct provisions to provide for a more appropriate entrance to this tourist attraction.

CONCLUSIONS

Mr Cocker has provided a comprehensive response to my earlier memo and many of the concerns I have raised have, either been addressed through the proposed precinct provisions provided, or are due to be addressed in further provisions signalled by Mr Sanson.

Should further information be forthcoming, I shall provide a response to the IHP at the hearing.



REGISTERED
LANDSCAPE
ARCHITECT

Melean
Dip LA
9 July

Absolum
FNZILA
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FNDC PDP Submission 320 - Far North Holdings Ltd

Review of transport matters

Prepared for	Far North District Council
Project Number	FNDC-J014
Revision	A
Issue Date	27 May 2025
Prepared by	Mat Collins, Associate Transportation Engineer

1. Introduction

Abley Limited (Abley) was engaged by the Far North District Council (Council) to provide transport planning and engineering assistance for rezoning submissions that were received on the Proposed Far North District Plan (PDP).

The purpose of this memo is to make comments on Submission 320: Far North Holdings Limited (FNHL). The submission relates to 4 sites, the Bay of Islands Marina, Marine Park, Colenso Triangle, and Opuia Commercial Estate. The submission seeks to rezone these sites and apply the Bay of Islands Marina Development Area (BOIMDA) to the Bay of Islands Marina.

2. Review comments

2.1 Integrated transport assessment

I have reviewed the Integrated Transport Assessment (ITA), prepared by WSP and dated 11 November 2022. The effects assessment within the ITA primarily focuses on effects on the transport network external to the sites.

I request that FNHL consider and/or clarify the following:

- **Trip generation: Table 5-4 / 5-5**
 - It's not clear how the Gross Floor Areas (GFAs) in Table 5-4 have been translated into the total trips presented in Table 5-5
 - For example:
 - Table 5-4 estimates 3,240 m² GFA for Residential (Low development scenario).
 - This could correspond to approximately 20–30 dwellings, depending on individual dwelling sizes.
 - Typical trip generation rates for medium-density residential developments range from 0.5 to 0.8 vehicle trips per hour per dwelling (depending on the trip database or guidance referenced).

- This would suggest around 10–24 vehicle movements per hour; however, Table 5-5 indicates only 6 vehicle movements per hour
- would be helpful if WSP could provide more detailed information, including TRICS references, to clarify how trip generation estimates for all activities in Table 5-5 have been derived, and whether this aligns with the land use assumptions in the masterplan
- **Trip allocation: Figure 5-4**
 - This figure shows the assumed traffic volumes for the AM and PM peaks.
 - When compared with Figure 5-1 (existing traffic volumes), Figure 5-4 shows an additional 77 vehicles per hour (AM peak) and 849 vehicles per hour (PM peak).
 - The PM peak increase appears consistent with the “high” scenario from Table 5-5 (850 veh/hr), but it is unclear how the AM peak figure was derived.
 - Further explanation of how the AM peak vehicle movements were calculated would be appreciated
- **Background traffic growth/wider area development**
 - The SIDRA modelling for the SH11/Franklin Street/English Bay Road intersection should account for additional traffic that could be generated by potential development within the Colenso Triangle and Marine Park areas, if the Mixed Use Zone is applied.
 - A general background growth rate should also be applied to SH11 traffic, reflecting potential future land use activity rather than relying solely on a retrospective assessment of current SH11 AADT. This could potentially be informed by the submitter’s Economic Assessment and/or the BERL report prepared for Council and attached to the s32 report
- **Transport Assessment for Colenso Triangle and Marine Park Sites**
 - There is no specific transport effects assessment for the Colenso Triangle and Marine Park sites. At a minimum, I would expect:
 - A discussion of the potential for trip generation from these sites and how site access could be designed to maintain safety and efficiency.
 - A cumulative effects assessment for the SH11/Franklin Street/English Bay Road intersection (as noted above).

2.2 Masterplan / BOIMDA provisions

Regarding the masterplan and proposed provisions, I request that FNHL consider and/or clarify the following:

- **Response to Existing Transport Constraints:** Please clarify how Provisions and DAP (Development Area Plan) has considered and addressed internal transport constraints, including:
 - **Ferry terminal within the BOIMDA** – E.g. Has provision been made for safe vehicle queuing and pedestrian/cyclist access without impeding through-traffic on adjacent roads.
 - **Te Araroa Trail walkway and Twin Coast Cycle Trail** – E.g. Has consideration been given to limiting or controlling vehicle crossings over these paths and requiring adjacent building design to respond appropriately (e.g., CPTED principles, access, passive surveillance).
 - **Local road constraints** – E.g, Including limited or missing footpaths, narrow carriageways, and one-way streets within the BOIMDA.
 - **Road geometry issues** – E.g. the ITA and Masterplan suggest a roundabout at Franklin St / Baffic St / Beechy St, but this may not be feasible due to vertical and horizontal alignment constraints.
 - **State Highway function** (although the district wide rules could be relied upon for this)
- **Staging of Development within the BOIMDA:** While the Masterplan shows staging, it’s unclear whether this staging addresses or responds to the following:

- **Transport improvements to address existing constraints or development effects** – For instance, if development occurs in areas currently disconnected from the footpath network, this could create pedestrian safety issues. In such cases, the Provisions/DAP should require that development be staged in conjunction with, or following, resolution of these constraints. While Stage 1 refers to “Ground works (road network),” the nature and scope of these works are unclear.
- **Parking provision** – Consider whether centralised parking areas will be provided as the site is developed in stages, particularly given that parking minimums may be removed from the District Plan.
- **Ferry operation** – The BOIMDA may need to manage car ferry queuing and waiting areas, especially if increased traffic from development is incompatible with current arrangements (e.g., existing queuing within Franklin St/Beechy St). Alternative queuing/parking outside the road corridor may need to be provided to avoid adverse traffic effects.

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Hearing 15B Far North Holdings Ltd (S320)

Review of transport matters

Prepared for	Far North District Council
Project Number	FNDC-J014
Revision	A
Issue Date	16 July 2025
Prepared by	Mat Collins, Associate Transportation Engineer

1. Author and qualifications

My full name is Mathew Ross Collins, I am an Associate Transport Engineer at Abley Limited (Abley), based in Christchurch.

I hold a Bachelor of Engineering (Hons) from the University of Auckland and have a post-graduate certificate in transportation and land use planning from Simon Fraser University in Vancouver, Canada. I have ten years of experience as a transportation planner and engineer in public and private sector land development, which includes experience with strategic land use and transport planning, plan changes and district plan reviews, Integrated Transport Assessments, development consenting, and Notices of Requirement.

My experience includes acting for NZ Transport Agency Waka Kotahi (NZTA), Auckland Transport and Auckland Council, Selwyn District Council, Kāinga Ora, Whangārei District Council, Kaipara District Council, and various other Councils and private developers throughout New Zealand. This work has involved:

- Assisting Council's and submitters with District Plan Reviews including Timaru District Council District Plan Review, Partially Operative Selwyn District Plan Environment Court appeals (various), Waimakariri Proposed District Plan, Auckland Council Plan Change 79, Whangārei District Council Urban and Services Plan Changes.
- Plan change applications including multiple Selwyn District Private Plan Changes, Drury East, Drury West, Warkworth North, Mangawhai Central, Avondale Jockey Club, and Pukekohe Raceway;
- Resource consent applications including for large precincts such as Drury South Industrial, Drury Residential, Redhills, Silverdale 3, Drury 1, Waiata Shores, and Crown Lynn Yards; and
- Notices of requirement, Outline Plan of Works, and resource consent applications and reviews for major infrastructure including Supporting Growth Alliance Drury Arterials NoR Package and North Auckland Package, Healthy Waters St Marys Bay Stormwater Water Quality Programme, Watercare Huia Water Treatment Plant replacement, Watercare Huia 1 Watermain replacement, and several Ministry of Education Schools

I have been working with the Far North District Council (Council) on the Proposed District Plan (PDP) since September 2024, assisting with the Transport Chapter (Hearing Stream 11) and rezonings

(Hearing Stream 15). I have a sound understanding of the Far North District, having lived in Kerikeri for around 25 years.

I confirm that I have read the Code of Conduct for Expert Witnesses in the Environment Court Practice Note 2023 and that I have complied with it when preparing this report. Other than when I state that I am relying on the advice of another person, this evidence is within my area of expertise. I have not omitted to consider material facts known to me that might alter or detract from the opinions that I express.

2. Overview and summary

The purpose of this technical note is to provide my review of transport matters relating to the submission from Far North Holdings Ltd (FNHL) seeking to rezone Opuā Marine Business Park, Colenzo Triangle and the Bay of Islands Marina to Mixed Use Zone, and include District Plan provisions to guide future development within the Bay of Islands Marina site.

I have reviewed the following documents:

- Submission 320, dated October 2022
- Statement of Planning Evidence of Steven Sanson, dated 12 May 2024¹, including
 - Annexure A: Master Plan
 - Annexure B: Integrated Transport Assessment, prepared by WSP, dated 14 November 2022
- Memorandum “RE: Submission 320 – Far North Holdings Limited on the Proposed Far North District Plan”, prepared by Steven Sanson, dated 7 July 2025², including
 - Precinct Provisions: PRECX – Bay of Islands Marina Precinct
 - Memorandum “Proposed Bay of Islands Marina Precinct and Mixed-Use Zoning”, prepared by Simon Cocker, dated 7 July³

The sites are shown in Figure 2.1, and I discuss each site in the following sections of my technical note.

In summary:

- **Colenzo triangle site:** I do not identify any transport-related constraints that would preclude rezoning. I consider that transport matters relating to future development can be further considered through future resource consent applications using the PDP Transport Chapter provisions
- **Marine Park site:** insufficient assessment is provided to determine whether safe and efficient access can be formed onto SH11. This is a critical information gap that otherwise precludes rezoning of the site
- **Opuā Commercial Estate site:** there are no transport matters resulting from the submitters request that I need to comment on, and I agree with the submitter that the site should be zoned as Mixed Use per the notified PDP
- **Bay of Islands Marina site:**
 - Many of the transport-related matters raised in my previous memo (dated 27 May 2025) have been addressed in principle within the Precinct Provisions and Development Guidelines
 - However, I am concerned that there is insufficient linkage between master planning, staging, consenting, and the Development Guidelines

¹ Transport matters only

² Transport matters only

³ Attachment 1 only - Transport matters relating to the site plans and photos provided

- I have made multiple recommendations regarding the Precinct Provisions and Development Guidelines to address this concern.
- Subject to the adoption of my recommended amendments (or equivalent outcomes), I am comfortable that transport effects of development can be appropriately managed through the resource consenting process



Figure 2.1 Overall site context (Source: Submission Urban Design report)

3. Colenzo triangle site

The submission seeks to rezone the site from Rural Production (per the notified PDP) to Mixed Use zone. The submission does not include an assessment of transport effects that could result from the rezoning.

The Colenzo triangle site has an existing consent for the Bay of Islands Vintage Railway Trust to construct a railway terminus on the site. This includes a vehicle crossing onto SH10, parking, manoeuvring and associated vehicle and pedestrian accessways within the site. Refer to the consented site plan in Figure 3.1.

Mixed Use zoning would enable (among other activities):

- Service stations
- Residential activities
- Healthcare and community facilities
- Commercial service activities.

In my view, activities that would be enabled through Mixed Use zoning would have transport effects of a similar scale to the existing consented development for the site. I see no critical transport issues with rezoning the site and, should an alternative site activity be sought in the future, I consider that transport matters can be further considered through the PDP Transport Chapter provisions.

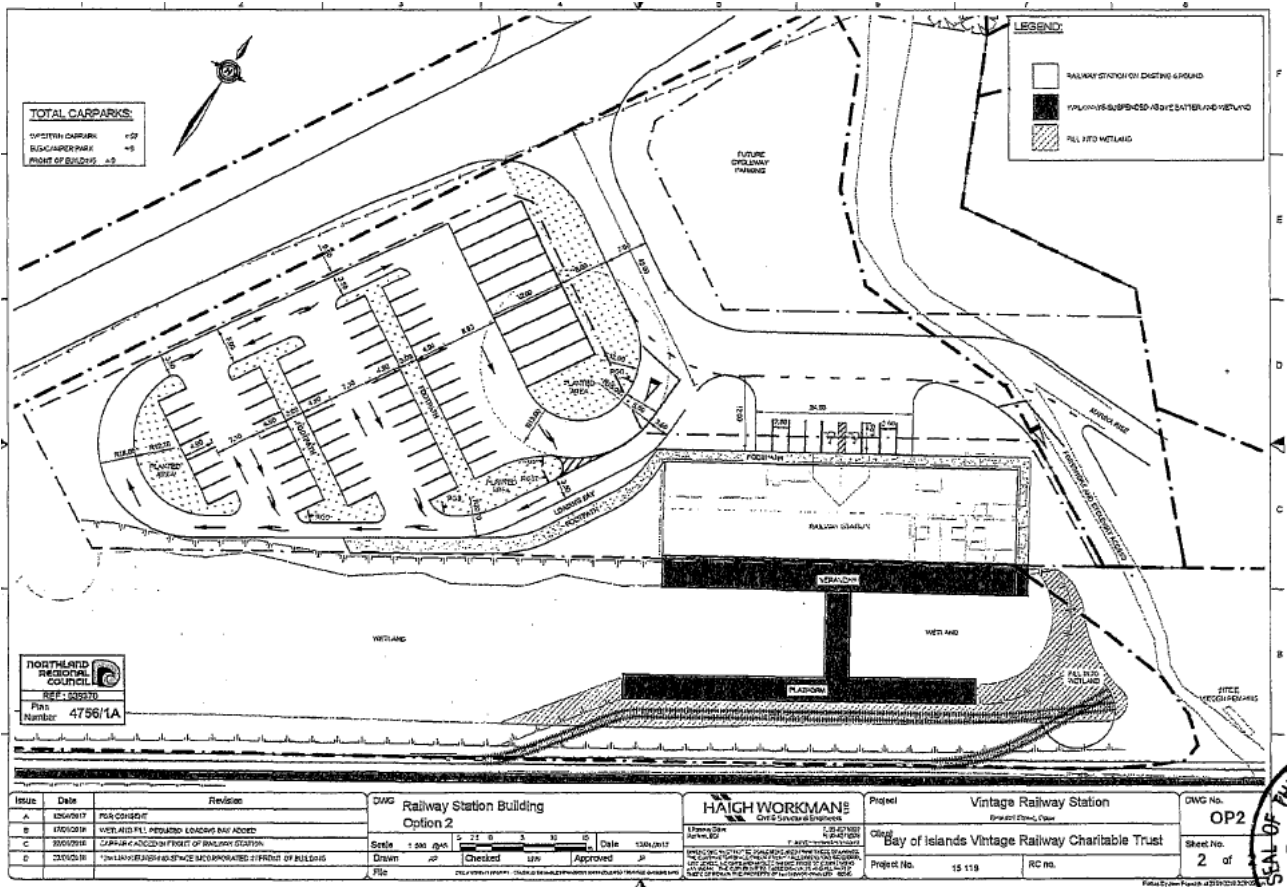


Figure 3.1 Colenzo triangle site – consented site plan (Source: Submitter Evidence: Annexure 5 Colenzo Triangle Consent)

4. Marine Park site

The submission seeks to rezone the site from Rural Lifestyle (per the notified PDP) to Mixed Use zone. The master plan indicates that Light Industrial activities are anticipated, with an indicative building area of around 12,000 m² GFA, as shown in Figure 4.1. The submission does not include an assessment of transport effects that could result from the rezoning.



Figure 4.1 Marine Park site (Source: Submitter Evidence: Annexure 1 Master Plan)

Key matters relating to transport are as follows:

- Surrounding road network:
 - SH11 is a two-lane with a posted speed limit of 80 km/h outside the site. The estimated daily traffic volume is approximately 2,800 veh/day⁴.
 - Crash trends have been identified on SH11 by the submitter. I have identified a trend for loss of control crashes (due to a range of factors including driver inexperience, weather conditions, speed, etc) from a search of crashes reported in NZTAs Crash Analysis System (CAS) from 2015 - 2025
- Potential traffic generation:
 - The Rural Lifestyle Zone (per the notified PDP) could generate 3 veh/hr.

⁴ NZTA Traffic Count site 01100004

https://experience.arcgis.com/experience/a09cd3ec9bdd4068b45c818a69601775/#data_s=id%3AdataSource_1-192bc3bd297-layer-84%3A8

- Light industrial land use (as proposed by the submitter) could generate 65 veh/hr
- Refer to Table 4.1.
- Proposed Access and Intersection Design:
 - Access is proposed directly via SH11; however, no access design or safety assessment has been provided
 - It is likely that widening and/or turning lanes would be required on SH11.
 - the proposed vehicle crossing location is unlikely to be suitable. The proximity to the consented vehicle access for the Colenzo site will create conflicting turning movements, particularly for right turns into each site. However, it may not be as simple as relocating the Marine Park vehicle crossing further away from the Colenzo site vehicle crossing, as safe sight lines may not be achieved given the geometry of SH11 at either end of the site. Refer to Figure 4.2
- Broadly, I consider the scale of potential transport effects of rezoning the site will be relatively localised and can generally be managed through the PDP Transport Chapter provisions.
- However, insufficient assessment is provided to determine whether safe and efficient access can be formed onto SH11. This is a critical information gap that otherwise precludes rezoning of the site.

Information gaps and queries

- However, the submission lacks sufficient information to confirm whether safe and efficient access can be achieved, including:
 - Consideration of the proximity to the consented Colenzo site vehicle access
 - Safe Intersection Sight Distance (SISD)
 - The need for seal widening or turning bays/lanes on SH11
 - Consideration of loss of control crash trend along this section of SH11
 - Evidence of agreement in principle to the formation of a vehicle crossing onto SH11 from NZTA as the road controlling authority.

Table 4.1 Potential trip generation

	Rural Lifestyle zone	Mixed Use zone (Light industrial development)
Site area		Approx 4.5ha
Yield	2 dwellings ⁵	~ 12,000 m ² GFA but to be confirmed through future land use consent
Vehicle trip generation rate	1.4 veh/hr/dwelling ⁶	14.4 veh/hr/ha ⁷
Potential peak hour traffic generation	3 veh/hr	65 veh/hr

⁵ The minimum permitted residential lot size is 2ha per RLZ-R3

⁶ Trip generation rate from NZTA RR453

⁷ *Roads and Maritime Services Technical Direction: Guide to Traffic Generating Developments: Updated traffic surveys, TST 2013/04a*, August 2013 Appendix E, which provides updated traffic survey results for a business parks and industrial estates ranging from 3.5 – 24.1 veh/hr/ha with the average being 14.4 veh/hr/ha



Figure 4.2 Marine Park and Colenzo site, showing consented and proposed vehicle access points (Source: Memorandum “Proposed Bay of Islands Marina Precinct and Mixed-Use Zoning”, prepared by Simon Cocker)

5. Opuia Commercial Estate site

This site is proposed to be zoned as Mixed Use zone in the notified PDP, and the submitter has supported this zoning. The masterplan for the site, shown in Figure 5.1 indicates a wider vehicle crossing and potential changes to the internal accessway – however I understand that these are only indicative. These matters can be managed through the PDP Transport Chapter provisions as part of any future resource consent applications from the site.

Therefore, there are no transport matters resulting from the submitter's request that I need to comment on, and I agree with the submitter that the site should be zoned as Mixed Use per the notified PDP.



Figure 5.1 Opuia Commercial Estate site (Source: Submitter Evidence master plan)

6. Bay of Islands Marina

The submission seeks to rezone the site from Light Industrial, Mixed Use, and General Residential zones (per the notified PDP) to Mixed Use zone and apply the Bay of Islands Marina Precinct. The site is shown in Figure 6.1.



Figure 6.1 Bay of Islands Marine site (Source: Submitter Evidence master plan)

6.1 Constraints and gaps in the existing transport network

There are range of constraints and gaps in the existing transport network within an near the site. This includes:

- Limited footpaths: Baffin Street, Franklin Street, interrupted connectivity to the ferry terminal, marina frontage etc).
- Limited cycling facilities: Although the Twin Coast Cycle Trail adjoins the site, there's no dedicated access or integration with the site's internal network. Limited space within existing carriageways to safely accommodate cyclists.
- Intersection and geometric constraints: Franklin St / Baffin St / Beechey St is proposed to be controlled by a roundabout, but no design has been prepared, and there are potential horizontal and vertical alignment and sight distances issues
- Constrained corridors: narrow roads (e.g. Lyons Street and Kellet Street) that are not suitable for significant increases in traffic but may become "rat-runs" between SH11 and the Precinct if not suitably managed.
- Ferry operations: Ferry traffic uses the outer eastbound lane on Franklin Street to queue for boarding. Ferry operations will need to be carefully considered with any development of the

Precinct, to minimise the potential for ferry queues to block or conflict with development traffic, especially during peak holiday periods.

- Parking supply: While the Proposed District Plan may remove minimum parking requirements (per Hearing 11), it is likely that significant parking supply will be required given the limited alternative transport options. While the masterplan identifies parking supply, overall parking provision will need to be considered through each stage of development (for example, temporary parking areas may be required when existing parking is removed during the development sites).

6.2 Previous feedback

In a technical note, dated 27 May 2025, I provided comments and requested further information on various aspects of the submission. This included concerns around:

- Trip generation and distribution assumptions in the ITA
- Consideration of how the traffic modelling results may be sensitive to background traffic growth
- Ferry operations, particularly parking and queuing space for vehicles
- Provision for the Te Araroa Trail walkway and Twin Coast Cycle Trail
- What existing constraints, such as limited footpaths, narrow carriageways, one-way streets etc, would be managed
- Concern about the feasibility of the proposed roundabout at Franklin St / Baffic St / Beechy St, due to vertical and horizontal alignment constraints
- How transport infrastructure improvements would be staged with development
- Parking provision.

6.3 Bay of Islands Marina Precinct Chapter

Far North Holdings Limited has proposed to rezone the site to Mixed Use and introduce a Bay of Islands Marina Precinct, which aligned with their master plan. In response to Council feedback, I understand the submitter has replaced the previously proposed “Marine Development Area Overlay” with a Precinct Chapter and Development Guidelines, as confirmed in Mr Sanson’s memorandum dated 7 July 2025.

Many of the matters I raised in my May 2025 memo have been addressed in principle by Mr Sanson. In particular, I support the inclusion of:

- Requirements for Integrated Transport Assessments (ITA) at the Character Area level (PRECX-S7)
- Development Guidelines that reference internal connectivity, active transport, and the management of transport and parking effects – under the “Urban Design and Open Space” and “Traffic and Access” subheadings
- A Development Schedule identifying activities and anticipated yields.

However, I remain concerned about how these provisions will interact with the consenting framework, particularly given the number and scale of permitted activities enabled by the Precinct Provisions. In my opinion, there is a risk that:

- Development will proceed in a piecemeal manner, without coordinated infrastructure delivery
- Key transport interventions may not be delivered or timed appropriately (e.g. footpaths, crossing upgrades, intersection improvements, management of ferry queuing)
- Provisions rely heavily on Development Guidelines and assessment criteria, but do not always create clear triggers or obligations to secure infrastructure improvements

I recommend the following areas be strengthened or clarified to ensure future development of the site is integrated with the existing and future transport environment. I provide further discussion of transport matters in the following sections of my technical report.

6.4 Staging, permitted Activities and Consent Linkages

I am concerned that there is insufficient linkage between master planning, staging, consenting, and the Development Guidelines.

- The proposed rules allow a wide range of activities (residential, visitor accommodation, commercial, marine services) as Permitted Activities, provided certain conditions are met. While PRECX-S7 requires an ITA for applications requiring consent, there is no trigger for an ITA or mitigation where the activity is permitted.
- The Development Guidelines generally address key transport matters that will need to be addressed to support development of the site, but the Development Guidelines cannot be considered by Council for Permitted Activities.

To address this, I recommend that the Precinct Provisions are restructured to:

- Include a requirement for an ITA and Urban Design Assessment to be approved by Council prior to any development occurring within each Character Area, which includes an assessment of cumulative effects from Character Areas that have already had an ITA approved.
- An alternative option is to require a Precinct level ITA and Urban Design Assessment at a cumulative level of development across the Precinct with thresholds for activity types:
 - Every multiple of 50 dwellings across the Precinct (for example 50, 100, 150 etc)
 - Every multiple of non-residential activity GFA across the Precinct (for example 250m², 500m², 750m² etc).
- The ITA and Urban Design Assessment for either option above should also be required to provide an assessment the Development Guidelines.
- Following Council's approval of the ITA, activities within the Character Area would not require further assessment of transport matters (i.e. could be Permitted Activities in regard to transport matters) provided the activity was consistent with the ITA.

6.5 PRECX-S7 comments

I suggest the following amendments to PRECX-S7:

- **1. Urban Design and Open Space**
 - (1.a.vi) is an incomplete sentence and should be reviewed
- **4. Traffic & Access**
 - Amend to "4. Transport and Access" to reflect that an ITA should consider all transport modes, not just traffic
 - Add a cross reference to TRAN-R5 matters of discretion for high trip generating activities.

6.6 Development Guideline comments

I suggest amendments to the Access, Connectivity, and Movement criteria as follows:

Access, Connectivity, and Movement....

Criteria:

- a) **Network Integration:** *The extent to which the existing and proposed transport internal street network is designed to connect logically to the existing road network, maintaining and / or enhancing connectivity for the wider Opua community.*

- b) **Waterfront Access:** The extent to which continuous, safe, and high-amenity public access is provided and enhanced along the coastal edge, creating a cohesive public promenade.
- c) **Active Transport:** The extent to which the layout prioritises pedestrian and cyclist movement with clear, safe, and attractive pathways that connect key destinations within the site and to the surrounding area.
- d) **Transport Amenity:** The extent to which public transport, including ferry and bus services, are integrated, accessible, and designed to a high standard of amenity with clear wayfinding.
- e) **Traffic and Parking:** The extent to which the potential effects of traffic generation within and outside of the Precinct are appropriately managed, ~~and whether parking is appropriately and sufficiently provided for the precinct~~, including potential effects on other transport modes.
- f) **Parking:** The extent to which parking is appropriately and sufficiently provided for the precinct.

6.7 Precinct Development Schedule

The Bay of Islands Marina Development Schedule provides the anticipated activities and yields for the Precinct. Using standard industry trip rates, I have calculated the potential peak hour trip generation of the proposed development, shown in Table 6.1. Note: This estimate excludes existing activities that will remain, or may be relocated elsewhere, and trip reduction factors for trip chaining etc have not been applied.

My estimation aligns closely with the “High” scenario estimate of 850 veh/hr in Table 5-5 of the ITA. While several technical questions I had about the ITA traffic modelling assessment have not been addressed, I consider that the scale of traffic generation assumed in the ITA is consistent with the yields specified in the Development Schedule. If my recommended amendments to the Precinct Provisions and Development Guidelines are adopted, I am comfortable that transport effects of development can be appropriately managed through the resource consenting process.

Table 6.1 Peak hour trip rate calculation⁸

Activity	Yield	Peak hour trip rate	Peak hour trips (veh/hr)
Residential ⁹	244 dwellings, ranging from 1 to 4 bedrooms.	0.5 – 0.65 veh/hr/dw	122
Offices	540 m ²	2.5 veh/hr/100 m ²	14
Retail + Services	1,700 m ²	15.3 veh/hr/100 m ²	258
Food + Beverage	1,700 m ²	15.6 veh/hr/100 m ²	265
Recreation + Crew Hub	250 m ²	15.6 veh/hr/100 m ²	6
Opuā Customs / Marina Offices + Boatie Hub	1,900 m ²	2.5 veh/hr/100 m ²	48
Gym + Fitness ¹⁰	450 m ²	9 veh/hr/100 m ²	41
Spa / Wellness Services + Retreat	750 m ²	9 veh/hr/100 m ²	68
Boating Club / Youth OCC Club	500 m ²	2.5 veh/hr/100 m ²	13
TOTAL			833

⁸ Trip rates per NZTA RR453 unless otherwise specified

⁹ RTA Guide to Traffic Generating Developments, medium density residential flat: larger units and town houses (three or more bedrooms)

¹⁰ RTA Guide to Traffic Generating Developments, gymnasiums metropolitan sub regional areas

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Memorandum

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Attention: Jermone Wyeth / Sarah Trinder

Company: Far North District Council

Date: 22 May 2025

From: Jane Rennie, Urban Designer / Partner

Message Ref: Submission No.320 – Opuā Marina Rezoning – Urban Design Peer Review

Project No: BM250224

Cc: Melean Absolum, Landscape Architect

Introduction

Introduction

1. This initial urban design advice has been prepared on behalf of Far North District Council ('Council'). It relates to Far North Holdings Limited submission ('FNHL') on the Far North District Proposed District Plan ('PDP') in relation to a request for a change of zoning of the Opuā Marina to Mixed Use Zone.

Role and Scope of Memorandum

2. I have been assisting the Council on the Te Pātukurea Kerikeri Waipapa Spatial Plan during 2024 and am currently providing urban design advice in relation to a number of rezoning requests.
3. Specifically, this high level advice relates to a request by FNHL for a Mixed Use zoning for the Opuā Marina site (Submission No.320) and a proposed Development Area overlay for the Marina covering the area outlined in **Figure 1** below. The area is referred to as the Bay of Islands Marina Development Area or BoIMDA.
4. Other sites included within Submission No.320 have not been considered at this stage. Detailed consideration of the extent of the urban area of Opuā in relation to the proposed zoning under the PDP, or the impacts of the Coastal Environment Overlay have also not been reviewed at this stage.



Figure 1: Bay of Islands Opuā Marina FNHL landholdings (Source: WSP)

5. As such, this Memorandum covers:
 - a) An overview of the Submission.
 - b) Identification of the high level urban design considerations associated with the proposed change.
 - c) Any gaps in the information provided as part of the Submission.
6. This Memorandum is not intended to be an assessment of the merits of the Plan Change, with evidence to be prepared in due course. I have yet to visit the site and context.
7. The following information has been reviewed in preparing this advice:
 - a) FNHL Submission No.320 in particular:
 - i. Attachment 1 - Urban Design Assessment¹.
 - ii. Attachment 2 – Evaluation of Development Area.
 - iii. Attachment 7 – Proposed Development Area provisions for BOIMDA and requirements for a master plan and precinct plans.
 - iv. Landscape Assessment of the Natural Character of the Coastal Environment Opuia Marina².
 - v. Evidence of John Lonink (Urban Designer) ³
 - b) Proposed District Plan, as notified.
 - c) Section 32 report.
 - d) Planning evidence prepared by Steven Sanson dated 12 May 2025.

FNHL Submission

8. The FNHL submission relates to several sites including the Bay of Islands Marina, Marine Park, Colenso Triangle, and Opuia Commercial Estate. These sites are currently zoned for various uses including commercial, industrial, and recreational activities. FNHL seeks a change to a Mixed Use Zone and specific overlays to better align with existing and potential land uses opportunities.
9. A key premise of the submission is that Bay of Island Marina is included as a Precinct known as the BoIMDA under the PDP. An overlay for the Bay of Islands Marina is considered to better support a mixed-use environment and enhance public realm and maritime activities, with the potential to include a place-based waterfront design, a destination world class marina and a mixed use micro community.
10. This framework would allow for the lodgement of a future Master Plan and Precinct Plan(s) for the Bay of Islands Marina specifically. The Mixed Use Zone provisions are considered to more appropriately reflect the existing development and potential opportunity for Opuia Marina until such time as a Master Plan and Precinct Plan(s) are lodged (supported by additional reporting and assessment). A Opuia Marina Development Area ('OMDA') is considered to better support a more targeted and nuanced approach with development to be planned in stages.

¹ Prepared by WSP

² Prepared by WSP

³ This evidence addresses the extent of the urban area of Opuia in relation to the proposed zoning under the PDP and the impacts of the Coastal Environment overlay in relation to built form outcomes. This advice has drawn from the built form considerations included in the evidence.

11. In summary, FNHL are seeking the following in relation to the Opuu Marina:
- a) Change of zoning of the Opuu Marina to Mixed Use Zone.
 - b) Introduction of an 'overlay' referred to as the Bay of Islands Development Area overlay.
 - c) Retain the Maritime Exemption Area of the ODP in relation to the Marina⁴.
12. As such, changes are requested to the Coastal Environment chapter of the PDP as follows:
- a) Enable larger format buildings within the OMDA as a Permitted Activity - *CE-R1 New buildings within OMDA as Permitted - not greater than 800sqm (instead of 400sqm) (S320.009).*
 - b) Enable taller buildings as a Permitted Activity - *CE-S1 Maximum Height – Maximum height of 16m at Opuu Marina (instead of 5m) (noting that other areas in FNHL are to be 12m). (Submission Point S320.010).*
13. Changes to include Opuu Marina (and the wider FNHL areas) in the Mixed Use Zone include:

- a) Revised wording in the 'Overview' to introduce the OMDA:

Overview

The District's urban business centres have traditionally been zoned commercial and contain retail activities, commercial services, food and beverage establishments as well as social and educational services, with limited residential activities.

The Mixed Use zone provides a framework in which commercial and residential activities can co-exist and it enables a range of compatible activities. The focus of the zone is to revitalise urban centres and other identified areas such as the Opuu Marina, Marine Business Park, Commercial Estate, Colenzo Triangle and the Opuu Marine Development Area 'OMDA' and support business owners, residents and visitors, while ensuring that associated effects are appropriately managed. The Mixed Use zone will contribute to the vibrancy, safety and prosperity of the District's urban centres and other identified areas such as the Opuu Marina, Colenzo Triangle, Marine Business Park, Commercial Estate and the Opuu Marine Development Area 'OMDA' and will be serviced by appropriate infrastructure.

- b) Inclusion of a new policy in relation to uses within Development Areas - *MUZ-P6*:

Promote the use of Development Areas to provide for areas where plans such as concept plans, structure plans, outline development plans, master plans or growth area plans apply to determine future land use and development and when the associated development is complete, the Development Area spatial layers are removed from through a trigger in the development area provisions.

- c) Enable taller buildings as a Permitted Activity - *MUZ-S1 Maximum Height, iii – The height limit within the OMDA is 16m above ground level (S320.016).*

14. A new suite of provisions is outlined in support of the BOIMDA noting that these are not proposed to be included in the District Plan at this stage, but are provided in demonstrating how a future review process could unfold. They include objectives, policies and rules in conjunction with the underlying MU Zone subdivision and land use provisions (see the relevant urban design related provisions in **Appendix 2** of this Memorandum). In summary, the framework proposed includes:

- a) *Overview of the purpose of the BOIMDA and associated Objectives and Policies*
- b) *Rules: BOIMDA Process for Development:*
 - i. *Discretionary Activity – Master Plan*
 - ii. *Restricted Discretionary Activity – Precinct Plan*

⁴ This aspect of the request has not been considered in this advice.

iii. *Subdivision Consent – Controlled Activity*

15. These draw on the Port Nikau Environment provisions (Whangarei) outlining what information is required with master planning applications (as a Discretionary Activity) (also included in **Appendix 2** of this Memorandum).
16. The request for a Development Area is supported by an Urban Design Assessment prepared by WSP. The Assessment outlines the vision and approach to developing the Marina that will support the creation of a unique and attractive destination in the Far North. The intent is for it to be a liveable, mixed-use environment where people can live, work, and play, becoming a world-class destination with a strong maritime character. The Assessment sets out an ‘urban design rationale’ for the Marina site, outlines possible character areas and discusses building footprints and building heights in general terms. A high level staging plan is outlined.
17. The evidence of John Lonink, Urban Designer includes commentary on the extent of the urban area of Opuā in relation to the proposed zoning under the PDP and considers the impacts of the Coastal Environment overlay in relation to built form outcomes. He assesses four development scenarios for the Marina, in understanding the urban design effects of amendments and relief sought by FNHL. The built form scenarios include:
1. Building envelope under the Operative District Plan.
 2. Building envelope under the PDP, including the CE overlay and setback from the MHWS.
 3. Building envelope resulting from proposed changes by FNHL.
 4. Refinement of scenario 3 to enable the proposed built form needed to achieve the vision for Opuā Marina. This includes:
 - i. A fine grain mix of buildings ranging between 1-5 or 6 levels.
 - ii. Predominantly 1-2 storey buildings at the waterfront with taller 3-storey buildings sitting behind.
 - iii. Apartment living above ground floor, 3 apartment blocks with a height ranging from 13-18m located within the hill topography.
18. The evidence references the Landscape Assessment⁵ undertaken for the proposal which includes viewpoint analysis of different building envelopes (see Appendix 1). As part of this Table 4-1 of the report provides a useful comparison of the height limits for the site under the ODP and PDP and in relation to those sought by FNHL (see below in relation to the Marina).

Table 4-1: Comparison of the ODP Zoning, PDP Zoning and FNHL Preferred Zoning heights.

SITE	OPERATIVE DISTRICT PLAN ZONING (2009)	PROPOSED DISTRICT PLAN ZONING	FNHL PREFERRED ZONING
Opuā Marina Development Area	Industrial Zone – 12m	Coastal Environment Overlay – 5m height limit	Mixed Use Zone – 16m height limit
	Recreational Activities Zone – 8m	Light Industrial Zone – 12m height limit	Bay of Islands Marina Development Area
	Commercial Zone – 10m	Mixed Use Zone – 12m	Maritime Exemption Area
	Maritime Exemption Area: Opuā Marina	High Natural Character Overlay (partially over the mixed use zone only)	

⁵ *Landscape Assessment of the Natural Character of the Coastal Environment Opuā Marina prepared by Ms Hamilton, WSP*

19. The report also helpfully outlines what activities anticipated as part of the Master Plan vision are enabled by way of a Mixed Use zoning:

Opuia Marina Development Area

- Retail stores
- Residential buildings
- Sailing club
- Hospitality including cafes and restaurants
- Offices
- Activated Promenade Link
- Open green spaces including trees
- Provision of space for market stalls
- Fresh grocer/provisions
- Public boat ramp
- Marina services
- Dinghy storage and trailer parking
- Carparking
- Light industrial for marine services including hard stands, boat storage/dry stack, slipway, boatyards

Urban Design Considerations and Information Gaps

20. Having reviewed the various technical documents outlined, from an urban design perspective clarification of a number of matters is considered necessary along with further information to more fully understanding the urban design effects of the rezoning request.
21. At a high level it is noted that:
- a) In order to gain a clear picture of the rezoning proposal it has been necessary to look across a range of documents, and as a result there is a lack of clarity of the proposal from an urban design perspective.
 - b) The Urban Design Assessment does not in itself represent an urban design assessment in support of the rezoning request. The document provides background to the 'vision' for the site. Nor does it represent a Masterplan (as referenced in the evidence of John Lonink) or an outline development plan and provides limited certainty in terms of the outcomes that would result from a rezoning of the Marina site.
 - c) There is no urban design evaluation of the planning framework proposed for the OMDA. Specifically, there is no material within the Urban Design Assessment or the evidence of John Lonink that talks to the 'Process for Development', the 'Master Plan Applications' information requirements and the assessment criteria to be applied from an urban design perspective. It is therefore unclear if the framework recommended is appropriate from an urban design perspective.
 - d) The Urban Design Assessment identifies a range of height limits, which is not consistent with the Landscape Assessment or the height limits sought in the Mixed Use Zone. The evidence of John Lonink also outlines a range of recommendations in relation to built form controls. Clarification is sought as to the intended built form outcomes, including in relation to:
 - i. The strategy for height limits across the site, taking into consideration the comments of John Lonink of a more nuanced approach to respond to the context of the site.

This includes whether building heights of 16m would be appropriate for sites behind Baffin Street as long as they sit within the landscape backdrop.

- ii. The need for the frontage towards the waterfront and along the intended boulevard/promenade to be of a smaller scale and finer grain to provide visual interest and assist with wayfinding and legibility.
 - iii. The need for further built form controls including by way of a design guide that sits within the statutory framework along with more specific built form standards. Examples referenced by John Lonink include a maximum continuous building length at the waterfront, glazing and building articulation.
- e) The Urban Design Assessment identifies a number of stages of the development; however it is unclear how this should inform the development process and what the urban design effects of this would be. It is unclear what impact this would have on achieving the vision, including in relation to public realm investment and access.

22. Given the above, there is a lack of clarity of the proposal and uncertainty of the outcomes associated with the proposed rezoning. In addition, the process recommended by the submitter is considered to be lacking in providing a workable framework for future decision making. From an urban design perspective the proposed framework requires further consideration. It is recommended that:

- a) An **Outline Development Plan or Structure Plan** is provided which would communicate at a high level the intent of the future development across the OMDA. This would be included in the District Plan and bring together the different design moves /urban design rationale into an overall plan. This would provide a framework to consider a more detailed masterplan and precinct block plans.
- b) A suite of **Matters of Discretion / Assessment Matters** is included in the District Plan establishing expectations in relation to the urban design outcomes, including public benefits. This would cover a range of matters relevant to the proposal, including land use patterns, access and connectivity, built form, and character and amenity (including the public realm), with further consideration given to these below:
 - i. Access and connectivity - Connectivity is an important urban design principle with an aim to promote development that is integrated and connected with its surrounding environment and community. This facilitates ease of access, economy of movement and improved social interaction. The proposal is likely to result in urban design issues associated with:
 - (i) Road network including the location and quality of internal streets/connection points, traffic and demand for parking and implications on amenity values.
 - (ii) Pedestrian and cycle network, including public access to the waterfront as part of a public promenade.
 - (iii) Ferry and bus network and associated amenity and wayfinding considerations.
 - ii. Land use patterns – The potential mix of land uses could result in a diverse and interesting precinct, comprising a range of public and private spaces and uses that could operate both during the day and the evening. This results in a number of urban design considerations, including in relation to existing land use patterns, future growth and demand, reverse sensitivity, diversity of uses and associated provision of open space.

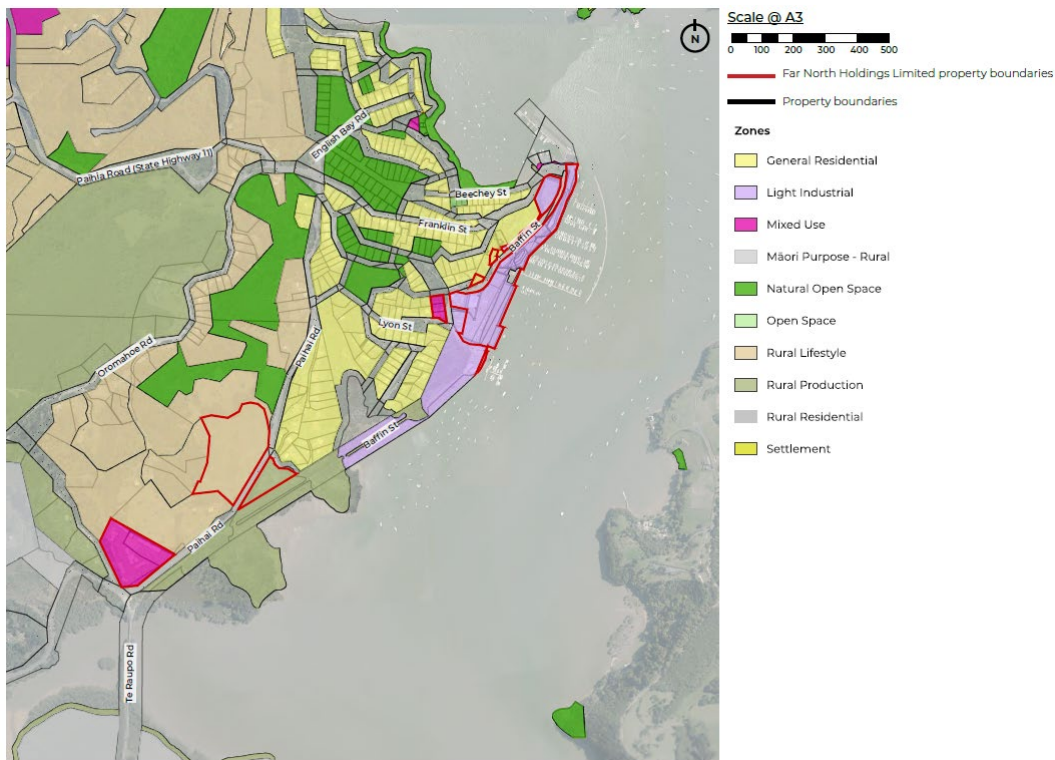
- iii. Built form - In creating a legible urban form the proposal needs to be easily understood by its users and display a strong local identity and appropriate visual character. The proposal has the potential to build on existing areas and/or develop a new node, with the urban form expected to change. This will be influenced by the extent and nature of built form, including building heights, footprints and use, with a need to manage potential effects on amenity values of nearby residential properties, wider visual amenity and activation.
- iv. Character and amenity - There is the opportunity to develop an identifiable urban character which supports the long term economic and social sustainability of Opuā, and which is distinct. The character, or the 'look and feel' of the area, including the buildings and the landscape should be informed by the existing context and maritime/industrial character, in order to promote an authentic development within a sensitive and unique environment. The character of the buildings and public realm within the development could be wide ranging. With this comes the risk that development could appear to be piecemeal, lack coherence and not draw on the maritime and industrial character of the site. As such, some level of urban design parameters would provide the opportunity to consider how future buildings and the public realm are responding to the local character and context.

c) **Design guidelines** are considered in conjunction with the assessment criteria to assist with consideration of a future master plan and precinct block plans. Additional assessment of the role of a design guide (as part of a wider suite of tools) is recommended as part of the rezoning request.

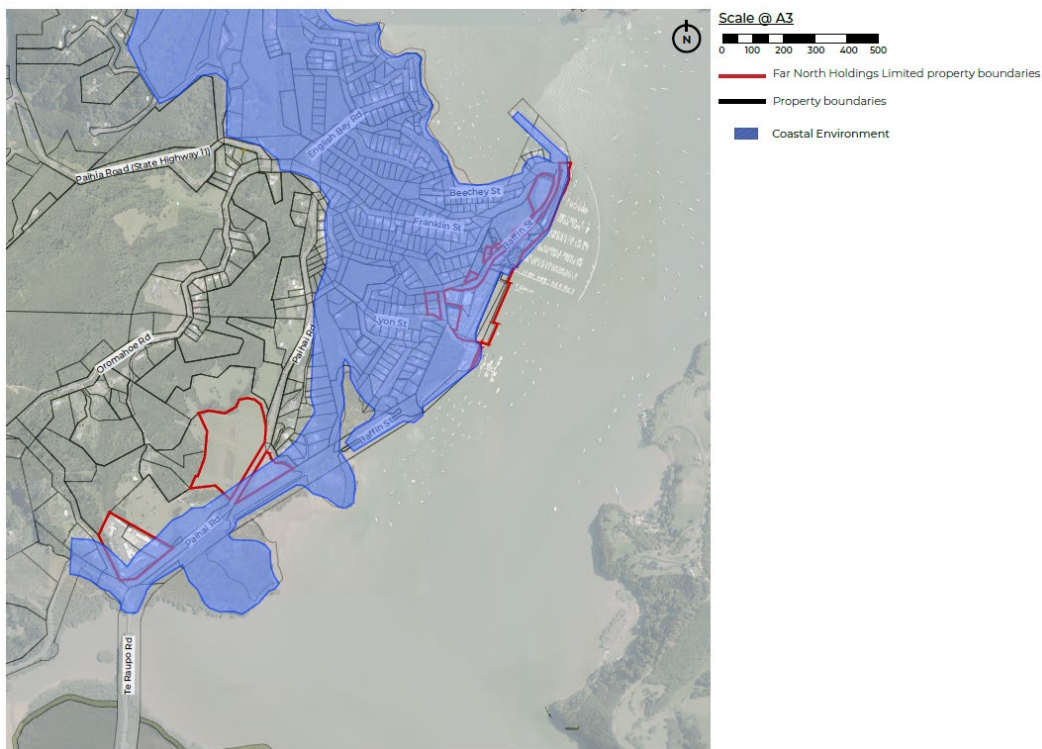
- 23. In conjunction with a revised framework for consideration of the Marina site in particular, it is reasonable to assume that a comprehensive urban design assessment of the relevant issues is provided. This will enable a comparison of the proposal against the PDP proposal for the site in fully understanding which zone is most appropriate for the site from an urban design perspective. Additional graphic material would be helpful as part of the consideration of the relevant issues.
- 24. In summary, I am supportive of the vision in principle for the Marina site, but greater certainty and clarity by way of appropriate District Plan provisions is considered necessary to ensure appropriate development outcomes.

Appendix 1: Snips from Appendix A: Graphic Supplement to Landscape Assessment⁶

Proposed District Plan Map with FNHL Property Boundaries



Proposed District Plan – Coastal Marine Overlay



⁶ Appendix A: Graphic Supplement Maps, Landscape Assessment, WSP 17.07.24

Viewpoint Analysis (One Example)

Proposed District Plan Built Form (12m height)

VIEWPOINT: 06

Indicative Possible Built Form Extents under the PDP (12m height) | Including FNDC's response to the S42A submissions within the Opuia Settlement Area



VIEW FROM THE KAWAKAWA RIVER, LOOKING NORTHWEST TOWARDS OPUA MARINA DEVELOPMENT AREA

Indicative Built Form under FNHL Submission (16m)

VIEWPOINT: 06

Indicative Possible Built Form Extents under the FNHL submission to the PDP (16m height)



VIEW FROM THE KAWAKAWA RIVER, LOOKING NORTHWEST TOWARDS OPUA MARINA DEVELOPMENT AREA

Appendix 2: Snips from Section 32 Assessment Bay of Island Marina Development Area⁷ (relevant to urban design)

<u>Objectives</u>	
BOIMDA -01	Create a liveable, mixed use environment where people can live work and play within the Bay of Islands Marina.
BOIMDA -02	Ensure adequate provision of infrastructure and services to meet development capacity while recognising the impacts of development on existing infrastructure networks.
BOIMDA -03	Ensure that the development of the Bay of Islands Marina allows for the maintenance of existing ecological values.
BOIMDA -04	Manage reverse sensitivity effects between Zones and incompatible land use activities.
BOIMDA -05	Create a network of open space for recreation and public access to the coastal marine area.
BOIMDA -06	Recognise the maritime industry and the importance this plays in the Far North District.
BOIMDA -07	Recognise the location of the Bay of Islands Marina within the Coastal Environment and provide for appropriate development in this location.
BOIMDA -08	Recognise that maori have a special relationship with water, land and the coastline and that development needs to consider this relationship.

<u>Policies</u>	
BOIMDA -P1	To enable development within the BOIMDA in accordance with the underlying Zones and Overlays until such a time that a Master Plan and Precinct Plan are lodged.
BOIMDA -P2	To ensure the efficient provision of three waters infrastructure for the BOIMDA by the assessment of potential infrastructure requirements based upon demand generated by the proposed land uses.
BOIMDA -P3	To ensure the provision of an efficient roading network, including alternative modes of transport and public transport (if available), by requiring an assessment of the Master Plan and/or Precinct Plan Applications against the existing transport network.
BOIMDA -P4	To minimize reverse sensitivity effects of sensitive activities in close proximity to existing activities through transition of activities to other sites and development controls and design.
BOIMDA -P5	To recognise the existing ecological values of the Marina by requiring ecological assessment at time of lodgment of the Master Plan and/or Precinct Plan application(s).

⁷ FNHL Submission – Attachment 7 Proposed Provisions for BoIMDA

BOIMDA -P6	To provide open space, connections and access to the coastal marine area by protecting the marina edge and providing for shared spaces and pedestrian and cycle way links.
BOIMDA -P7	To recognise the importance of the marine industry and marine retail activities within the BOIMDA, acknowledging the existing marina and enabling such activities that have a functional need to be located at the Marina edge.
BOIMDA -P8	To ensure that the effects of hazards are appropriately considered these must be assessed as part of any Master Plan and/or Precinct Plan application(s).
BOIMDA -P9	To ensure that the effects on the Coastal Environment are appropriately considered these must be assessed as part of any Master Plan and/or Precinct Plan application(s).
BOIMDA -P10	To ensure that cultural values are appropriately considered these must be assessed, with a Cultural Impact Assessment provided by local Iwi / Hapu that detail the cultural requirements at both the Master Plan and Precinct Plan(s) stage.

Rules

BOIMDA -1 Process for Development

To ensure the integrated development of the BOIMDA, a Master Planning approach must be used. This approach requires several stages of development, set out below:

Master Plan:

Provides detail of core infrastructure layout, reserves and open space pattern and defines key urban design elements to be included in the individual Precinct Plans.

Discretionary Activity

Notes:

The Master Plan will:

- a) Establish the overall infrastructure framework for development of the BOIMDA.
- b) Assess the infrastructure and servicing requirements for the BOIMDA and recognise the requirements and possible restrictions related to infrastructure provision, both with regard to possible capacity constraints and also the physical provision of infrastructure.
- c) Establish an open space network and assess possible and appropriate access points to the coastal marine.

- d) Detail the overall urban design framework for the BOIMDA.
- e) Promote protection of environmentally sensitive areas such as those with existing ecological values, the coastal environment, and subject to natural hazards.
- f) Promote specific land use controls that development must be in accordance with.

Precinct Plan

Provides details on end land uses, provides specific urban design elements to be applied within a defined precinct and ensures sufficient capacity will be provided in terms of infrastructure services.

Restricted Discretionary Activity

Precinct Plans will:

- Apply to defined sub-areas within the BOIMDA.
- Be consistent with the Master Plan.
- Detail the location of possible land uses
- Detail specific urban design standards and bulk and location requirements to be applied within a particular precinct.
- Assess the servicing requirements (both physical and capacity wise) of land uses and ensure that the infrastructure requirements of a particular precinct are in accordance with the servicing requirements / capacity allowance established at the Master Plan level.
- Specifically detail the provision of public and private open space and access to the coastal marine area.
- Make provision for specific, defined matters such as reverse sensitivity, ecological protection, preservation of the natural character of the coastal environment and consideration of natural hazards within the precinct.

Subdivision Consent

Divides site into individual lots and lays out roading and reserves pattern and services to ensure infrastructure is built to the required standards.

Controlled Activity

Master Plan Applications – Example from Port Nikau Environment

BOIMDA -2 Master Plan Applications

Any application for a Master Plan in the Port Nikau Environment will be a discretionary activity and shall include the following information.

1. Urban Design and Open Space

a) A report is to be provided, prepared by an urban designer/planner/architect, who is a signatory to the New Zealand Urban Design Protocol, detailing general urban design elements that are

to be applied over the entire BOIMDA, developed in accordance with the New Zealand Urban Design Protocol; being:

- i) General urban design principles that maybe applied in specified Precinct(s);
- ii) Roading cross sections for arterial (main) roads specifically detailing any provision to be made for car parking;
- iii) An overall open space network detailing in general terms:
 - (1) The location of open space to be provided, including those areas adjacent to the coastal marine area;
 - (2) Connections to be provided between areas of open space;
 - (3) Locations where public access will be provided to the coastal marine area;
- iv) Planting guidelines for road reserves and areas of open space;
- v) Guidelines for the provision of private open space including balconies and service provisions to be provided with residential development where applicable.
- vi) Guidelines associated with bulk and location, heights, density, proposed activities, setbacks, and other relevant controls as outlined in the National Planning Standards. Standards associated with the Coastal Environment overlay must also be supported by ecological and landscape architecture consideration and assessment.

Note: The provision of open space will require that areas of open space be provided in such a way that enables unrestricted public access in the same manner as a public park and/or reserve, but enables if desired, or necessary for open space land to remain in private ownership.

The provision of open space adjacent to the coastal marine area may not result in one contiguous strip of open space being provided along the coastal marine edge, as it may be necessary to restrict public access from some areas of the coastal edge for the purposes of protection of the neighbouring ecological values, the maintenance of health and safety, to allow the siting of buildings and/or other activities that have an operational necessity to be on the edge of/or over the coastal marine area, or the design of the open space areas may have determined that it is desirable to provide other built form on the edge of the coastal marine area.

2. Infrastructure

a) An infrastructure framework is to be provided, prepared by registered engineers detailing the layout and required capacity of main trunk services to be provided for:

9. Assessment Criteria

a) Whether the Master Plan sets out the key urban design qualities at a site wide level that ensure that physical development at a Precinct level in the BOIMDA will adhere to the principles of the New Zealand Urban Design Protocol, in particular the key urban design qualities of: Context; Character; Choice; Connections; Creativity; Custodianship; and Collaboration.

b) Whether the design standards proposed reinforce and assist in achieving the key urban design elements of the Master Plan.

c) Whether the open space network enables unrestricted access by the public to open spaces; and is designed so that open spaces are accessible, readily usable, able to cater for a range of uses and users and linked in a legible manner; and where appropriate be adjacent to and provide access to the coastal marine area.

d) Whether providing public open space particularly adjacent to the coastal marine area, takes into consideration health and safety issues, particularly with regard to the safe and efficient operation of marine based industrial and commercial activities.

e) Whether the Infrastructure Framework accompanying the Master Plan accurately assesses the servicing requirements of the proposed development of the BOIMDA and the capacity of infrastructure and services external to the BOIMDA and how adverse effects arising are avoided, remedied or mitigated.

f) Whether the assessment of natural hazards and/or ground contamination accurately defines those hazards that are applicable, or likely to be applicable to the development of the site and the methods to avoid, remedy or mitigate the effects of those hazards.

g) Whether the assessment of and management of hazards on the site ensures that future development will not be negatively impacted upon by hazards and that development will not exacerbate the effects of known hazards.

h) Whether the traffic assessment adequately deals with circulation within the BOIMDA and any other related issues.

i) Whether reverse sensitivity issues including impacts on sites within and outside the BOIMDA can be appropriately avoided, remedied, or mitigated.

j) Whether natural character issues can be appropriately avoided, remedied, or mitigated.

k) Whether cultural values can be appropriately avoided, remedied, or mitigated.

Discretionary Activity

BOIMDA -3 Precinct Plan Applications

Any application for a Precinct Plan in the Port Nikau Environment will be a restricted discretionary activity. It shall include the following information and be assessed against the matters over which discretion is restricted and be guided by the relevant assessment criteria.

1. Master Plan

a) The Precinct Plan must give effect to the relevant conditions of the Master Plan and any conditions of other relevant granted consents/approvals including subdivision consents.

2. Area and Location

a) The exact area that is to be the subject of the Precinct Plan must be detailed.

3. Development Schedule

a) A schedule of the maximum level of development to be permitted within the Precinct expressed as:

- i. Gross floor area of retail activities;
- ii. Gross floor area of office activities;
- iii. Gross floor area of industrial activities;
- iv. Gross floor area of other activities;
- v. Total number of household units.

4. Urban Design and Open Space

a) A report is to be provided, prepared by an urban designer/planner/architect, who is a signatory to the New Zealand Urban Design Protocol, detailing specific urban design principles that are to be applied within the particular Precinct. These design elements will be developed in accordance with the New Zealand Urban Design Protocol; being:

- i. Specific urban design principles to be applied within the Precinct, including bulk and location and amenity controls;
- ii. Design standards for streetscapes, including the design of street furniture (bollards, lighting poles etc);
- iii. Roading cross sections for collector and local roads including intersections specifically detailing any provision to be made for car parking;
- iv. The location, dimensions and area of any shared/common and public car parking areas to be provided within the Precinct;
- v. Specific provisions for the servicing of buildings including rubbish, storage and mail deliveries;
- vi. Specific details of the open space and reserve network to be created within the individual Precinct, detailing in specific terms:
 - 1. The location, dimensions and area of open space to be provided, including those areas adjacent to the coastal marine area;
 - 2. Connections to be provided between areas of open space and how those areas of open space relate to both the master plan and any adjacent precinct plans already approved;
 - 3. Specific locations where public access will be provided adjacent to and to the coastal marine area.

5. Infrastructure Framework / Roading

10. Matters over which discretion is restricted:

- a) That the Precinct Plan implements the conditions/outcomes of the approved Master Plan;
- b) The provision of appropriate open space;
- c) The provision of appropriate open space adjacent to the coastal marine area;
- d) The provision of servicing all activities;
- e) The provision of public access to the coastal marine area;
- f) The provision of private open space with residential activities;
- g) Parking loading and access;
- h) The provision of infrastructure services necessary to meet assessed demand;
- i) The impact of the proposal on adjacent public wastewater, stormwater and water supply infrastructure and networks and connections to those services;
- j) The impact of the proposal on adjacent and linking public roading infrastructure and networks.
- k) The sequencing, timing and staging of development to meet the availability of capacity within infrastructure services required to meet assessed demand;
- l) The provision of infrastructure services necessary to avoid adverse environmental effects and ensure public health and safety is maintained;
- m) The remediation of identified contaminated land if required;
- n) The identification and mitigation of effects of hazards;
- o) Public access to areas assessed to be ecologically sensitive;
- p) The requirement to obtain other consents and/or permissions;
- q) The requirements/conditions of other consents and/or permissions.

10. Assessment Criteria

- a) Whether the Precinct Plan complies with the approved Master Plan.
- b) Whether the Precinct Plan set outs the specific key urban design qualities at a Precinct level that ensure that development within the Precinct will adhere to the principles of the New Zealand Urban Design Protocol, in particular the key urban design qualities of: Context, Character, Choice, Connections, Creativity, Custodianship, and Collaboration.

- c) Whether the design standards proposed reinforce and assist in achieving the key urban design elements and any other conditions included in the approved Master Plan.
- d) Whether the open space network is linked to assessed demand, enables unrestricted access by the public to open spaces; is designed so that open spaces are accessible, readily usable, able to cater for a range of uses and users and linked in a legible manner and where appropriate be adjacent to and provide access to the coastal marine area.
- e) Whether there is the provision of open space connectivity through and across the site particularly from roads.
- f) Whether the provision of public access to and adjacent to the coastal marine area does not risk endangering public health and safety.
- g) Whether the provision of public access to and adjacent to the coastal marine area includes consented structures, wharves etc.
- h) Whether the Infrastructure Framework accompanying the Precinct Plan accurately assesses the servicing requirements of the proposed development, both internal to the Precinct and external to the Precinct and can demonstrate that adequate infrastructure services can, or will be provided to meet estimated and agreed demand.
- i) Whether the staging of development is considered to be an acceptable means of managing the potential effects of development and there may be a deficiency in the capacity of services external to the Precinct to accommodate the demand on services created by the development within the Precinct.
- j) Whether the servicing arrangements are appropriate given the type of activities proposed.
- k) Whether the parking / loading arrangements are appropriate given the type of activities proposed.
- l) Whether the assessment of hazards accurately defines those hazards applicable, or likely to be applicable to areas of the Precinct and details methods to avoid, remedy or mitigate the effects of hazards on future development and ensures that future building development does not exacerbate the effects of any known hazard.
- m) Whether future development of any Precinct does not result in the ecological characteristics of the BOIMDA, or the immediately surrounding area, directly impacted upon by the Precinct, deteriorating below pre-development levels and where possible and whether the ecological characteristics of the site and the surrounding area should be enhanced and protected.
- n) Whether the assessment of natural character details methods to avoid, remedy, and mitigate the effects to natural character from potential development.
- o) Whether the assessment of cultural values details methods to avoid, remedy, and mitigate the effects to cultural values from potential development.

BOIMDA -4 Transitional Provisions

Notwithstanding any of the rules within the BOIMDA, the rules of the Mixed Use Zone and the relevant overlays for both land use and subdivision will apply until a Master Plan is approved.

Memorandum

Christchurch

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Attention:	Jerome Wyeth
Company:	Far North District Council
Date:	28 July 2025
From:	Jane Rennie, Urban Designer / Partner
Message Ref:	Submission No.320 Far North Holdings Ltd – Opuā Marina Rezoning Urban Design Evidence
Project No:	BM250224

Introduction

Author and Qualifications

1. My name is Jane Maree Rennie. I am an Urban Designer and Partner with Boffa Miskell Limited, based in the firm's Christchurch office. I have been employed by Boffa Miskell since 2009. I hold the qualifications of Bachelor of Planning from Auckland University (1994) and a Post Graduate Diploma (Merit) in Urban Design from the University of Westminster (London) (2005).
2. I am a Full Member of the New Zealand Planning Institute. I am a member of the Urban Design Forum, a Crime Prevention Through Environmental Design ('CPTED') Practitioner¹ and a member of the Lyttelton Design Review Panel. The role of the Panel is to provide design advice to promote good design and a quality urban environment that expresses the local character and identity of Lyttelton. I am an Approved Urban Design Expert Certifier on behalf of Christchurch City Council.
3. I have 30 years' experience working in Urban Design and Planning in New Zealand, North America, and the UK for both the public and private sectors. My professional areas of expertise include concept and master planning, spatial planning, precinct plans, urban amenity and character studies, urban design assessments, policy development and guidance, land use and public transport integration, public and stakeholder engagement and CPTED. In my work at Boffa Miskell I have been involved in the urban design for a number of town centres, urban waterfronts, medium density housing developments and public realm and streetscape projects. I contribute to the urban design content of District Plans. I have prepared evidence for and appeared in resource management consent and plan hearings, Environment Court mediations and Environment Court hearings.
4. I have been assisting the Far North District Council on the Te Pātukurea Kerikeri Waipapa Spatial Plan ('KWSP') during 2024 and 2025. I have also been providing urban design advice and evidence in relation to a number of urban rezoning proposals.

¹ *International Security Management and Crime Prevention Institute Advanced Workshop Training, 2017 / Advanced CPTED Training Course, Frank Stoks, 2010.*

Code of Conduct

5. Although this is a Council hearing process, I have read the Environment Court's Code of Conduct and agree to comply with it. My qualifications as an expert are set out above. I confirm that the issues addressed in this statement of evidence are within my area of expertise.
6. Except where I state that I am relying on the evidence of another person, my written evidence is within my area of expertise. I have not omitted to consider material facts known to me that might alter or detract from the opinions that I express.

Role and Scope of Evidence

7. This urban design evidence has been prepared on behalf of Far North District Council ('Council'). It relates to Far North Holdings Limited submission ('FNHL') on the Far North District Proposed District Plan ('PDP') in relation to a request for a change of zoning of the Opuia Marina to Mixed Use Zone.
8. I undertook an urban design review of the FNHL submission in May 2025. This set out a number of observations and additional information considered necessary to determine the urban design effects of the rezoning request for Opuia Marina. In response to this feedback, FNHL have provided revised planning provisions for Opuia Marina, and these are the focus of this evidence.
9. For efficiency, I have not repeated details in relation to the Site and background to the Submission, with this information summarised in my previous Memorandum. As such, this evidence focuses on the new information provided by FNHL and the urban design effects associated with the Bay of Islands Marian Precinct chapter. Detailed consideration of the extent of the urban area of Opuia in relation to the proposed zoning under the PDP, the impacts of the Coastal Environment Overlay, or proposed development on other associated sites, has not been assessed at this stage.
10. I undertook a site visit to Opuia Marina on 24 June 2025 with Jerome Wyeth and Melean Absolum.
11. The following information has been reviewed in preparing this evidence:
 - a) FNHL Submission No.320 in particular:
 - i. Attachment 1 - Urban Design Assessment².
 - ii. Attachment 2 – Evaluation of Development Area.
 - iii. Attachment 7 – Proposed Development Area provisions for BOIMDA and requirements for a master plan and precinct plans.
 - iv. Landscape Assessment of the Natural Character of the Coastal Environment Opuia Marina³.
 - v. Evidence of John Lonink (Urban Designer) ⁴
 - b) Statement of Planning Evidence of Mr Steven Sanson dated 12 May 2025, including Annexure A: Master Plan.
 - c) Memorandum from Mr Sanson outlining the revised Precinct Provisions, dated 7 July 2025.
 - d) Precinct Provisions, which includes the Precinct Plan and Development Schedule and Development Guidelines.
 - e) Memorandum from Simon Cocker Landscape Architecture, dated 7 July 2025.

² Prepared by WSP

³ Prepared by WSP

⁴ This evidence addresses the extent of the urban area of Opuia in relation to the proposed zoning under the PDP and the impacts of the Coastal Environment overlay in relation to built form outcomes. This advice has drawn from the built form considerations included in the evidence.

- f) Proposed District Plan, as notified.
- g) FNDC Section 32 report.

Overview of Revised Provisions

12. For Opuia Marina, a **Bay of Islands Marina Precinct Chapter** (BoIMP) is proposed for inclusion in the Proposed District Plan (PDP). This differs from the original request sought which was a Development Area followed by precincts. Mr Sanson outlines that the precinct approach is considered to be a more efficient and effective approach in giving effect to the Master Plan for the Opuia Marina.
13. The chapter, which has been largely informed by the Mixed Use Zone included in the PDP, also includes specific provisions to reflect the nature of the Precinct drawing from the Bay of Islands Marina Master Plan, dated 31 October 2022 and which I discussed in my previous Memorandum. In addition to the relevant objectives, policies and standards, the chapter specifically includes a Bay of Islands Marina **Precinct Plan** and **Development Schedule. Development Guidelines** (see *Appendix 1* of my evidence) are also outlined in response to previous urban design (and transport) feedback. The Precinct Plan and Development Schedule identifies development by way of eight different Character Areas.
14. The overarching purpose of the Precinct Plan and Development Schedule is to provide for the vision for the Bay of Islands Marina. Given this, a range of activities are proposed with a focus on marine-related, commercial, cultural, retail and residential activities with development to be undertaken in accordance with the Bay of Islands Marina Precinct Plan and Development Schedule.

Urban Design Response

Vision and Master Plan

15. As outlined in my previous Memorandum, I am supportive of the vision for the Bay of Islands Marina. I have previously suggested that an Outline Development Plan or Structure Plan for the overall site would be helpful in bringing together the different urban design layers into an overall plan. It is noted that a Master Plan has been prepared by the Applicant (see *Figure 1*), but this is not specifically included within the proposed Chapter. This has however been used to inform the Development Schedule and Character Areas, but with a focus on land use, GFA and building heights.
16. I am still of the opinion that an overarching framework diagram or structure plan would be a useful tool, particularly in relation to achieving a comprehensive development outcome. I remain concerned that there is no consenting pathway for assessing the overall layout, including staging, public realm design, streetscapes, location of proposed buildings, car parking etc. There is a risk of incremental development and variability in urban design outcomes based on the provisions proposed (i.e. small scale buildings permitted as of right that do support activation of the public realm). I discuss this further later in my evidence.



Figure 1: Indicative Master Plan (source: Planning Evidence of S Sanson, Annexure 1 Master Plan - WSP)

Bay of Islands Marina Precinct Chapter

17. I consider that the proposed BoIMP Chapter addresses a number of the urban design issues I have previously raised, with the proposed chapter providing greater clarity of what is proposed. It more clearly aligns with the vision and outcomes sought from an urban design perspective. I discuss the key components of the chapter in the following sections.

Objectives and Policies

18. A series of objectives and policies are set out for the Precinct. The Objectives of relevance to urban design include:

PRECX-01	<i>The precinct is a liveable, mixed use urban environment where people can live, work and play, acting as a gateway to the Bay of Islands and transforming Opuia into a destination with a world class marina.</i>
PRECX-02	<i>The precinct is developed in a staged manner to ensure that there is adequacy and capacity of available or programmed development infrastructure to support it.</i>
PRECX-03	<i>The precinct creates a network of open space for recreation and public access to and along the coastal marine area.</i>
PRECX-07	<i>Development in the precinct is of a form, scale, density and design quality that contributes positively to the vibrancy, safety and amenity of the precinct.</i>

19. The associated Policies of relevance include the following:

PRECX-P1	<i>Enable a range of commercial, community, civic, cultural and residential activities in the precinct where it supports the function, role, sense of place and amenity of the precinct as a gateway and world class marina.</i>
PRECX-P3	<i>Require subdivision, use and development to provide areas of open space, recreation, and public access to and along the coastal marine area where practicable.</i>
PRECX-P4	<i>Require development in the precinct to contribute positively to:</i>

	<ul style="list-style-type: none"> a. high quality streetscapes; b. pedestrian amenity; c. safe movement of people of all ages and abilities; d. community well-being, health and safety; and e. traffic, parking and access needs.
PRECX-P5	<p>Require development in the precinct that is adjacent to General Residential and Open Space Zones to maintain the amenity values of those areas, having specific regard to:</p> <ul style="list-style-type: none"> f. Visual dominance; g. Privacy; h. Shadowing; i. Ambient noise; j. Light spill.

20. These Objectives and Policies generally align with the vision for the Precinct and seek to deliver a high quality mixed use development. As touched on earlier, I am concerned that there is an insufficient link between this policy framework and future consenting, including how development will be staged and how a quality outcome is achieved across the site as a whole. I comment further on the interrelationship of the Objectives and Policies and the 'Development Guidelines Objectives' later in my Assessment. It is also unclear how the subdivision provisions would link to the outcomes sought for the Precinct, as it appears that no changes are proposed to that section of the proposed District Plan.

Precinct Development Schedule and Character Areas

21. The Precinct Development Schedule outlines the anticipated activities, building heights and floor areas for each building proposed within the Precinct grouped by eight Character Areas (see Figures 2 and 3). This provides a level of understanding in relation to what is anticipated within each Area.



Figure 2: Bay of Islands Marina Precinct Plan Character Areas (source: Provisions / Planning Evidence of S Sanson, Annexure 1 Master Plan - WSP)

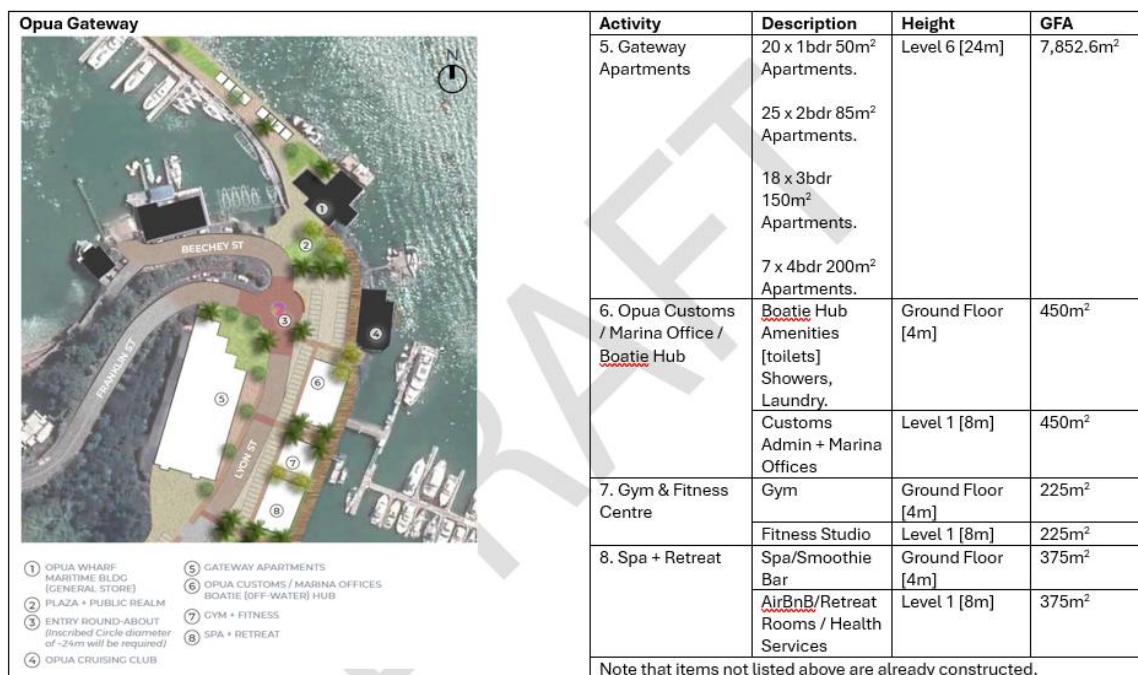


Figure 3: Example of Development Schedule for Character Area 2 – Opuia Gateway (source: 2.0 Provisions – Mr Sanson)

22. The Character Areas are specifically referenced in the following provisions:
- Residential Activity – PRECX-R4 – This sets out the maximum number of residential units for each Character Area.
 - Commercial Activity (Supermarket) – PRECX-R8-PER-1 – This sets out that a supermarket is to be contained within a building on a site in the Sailors Yard Character Area.
 - Light industrial activity – PRECX-R9-PER-1 – This sets out that light industrial activity is to be located in the Opuia Maritime Character Area.
 - Trade Supplier – PRECX-R10-PER-1 – This sets out that trade supplier activity is to be located in the Opuia Maritime Character Area.
 - Standards - Height – PRECX-S1 – This sets out the height limits for the different Character Areas.
23. Spatially, I note that there is a greater focus on retail, hospitality and residential in the northern extent of the Precinct, with all residential and visitor accommodation located at first floor and above. The location of a supermarket centrally within the development within Sailors Yard is logical, ensuring it is accessible to all users/occupants across the Precinct. I also concur that the location of light industrial activities are well suited to the southern extent of the Precinct away from the more 'people-focused' areas in the north. Of note however, is the Twin Coast Cycle Trail and consideration of how this can connect across the wider development in a direct, safe and attractive manner.
24. Specifically in relation to the overall layout and configuration of the Precinct, I make the following comments:
- Public realm and open space – A public plaza aligns with the Opuia Wharf, a small 'corner green' is identified in Lyon on Water and a large open space is located in O'Kawakawa aligning with the boat ramp, boating club and grocer. This provision of open space is supported spatially. I am concerned that there is a lack of open space provision within the northern extent of the Precinct (in conjunction with a continuous alignment of new buildings

along the promenade). I am unclear how the aspect could be considered further from a consenting perspective.

- b) Public promenade – A continuous waterfront promenade is outlined across the Precinct, with the exception of the Opuia Maritime Character Area and this supported from an urban design perspective. It is unclear what the nature and extent of the promenade is (is it as per the existing pathway) and how this would be consented. It is also unclear how access to and from the Maritime Character Area would function from a user perspective, including in ensuring good CPTED outcomes (and noting my earlier comments in relation to connectivity with the Twin Coast Cycle Trail).
- c) Streetscapes – Lyon and Baffin Streets extend through the Precinct and connect with the wider transport network. Within the Opuia Village and Lyon on Water Character Areas, it appears that the carparking will align with both sides of the street (and with limited activation from the built form). Currently within the area carparking dominates these streets. With the introduction of a Mixed Use Zone and the vision for the Precinct, there is an expectation that the quality of streetscape has a greater amenity, car parking is well integrated and attractive and that there is a good level of ‘activation’ of the street from a CPTED perspective. As per the public realm, I am unclear how these matters would be considered from a consenting perspective.
- d) Extent of Development – As noted above, the extent of continuous built development alongside the promenade within Opuia Village and Lyon on Water Character Areas has the potential to create a ‘wall effect’ (depending on the width of the promenade and other design considerations) with a lack of meaningful gaps between buildings, variation in the built form and limiting views of the water from Lyon Street. I am unclear how the extent of built development outlined in the Precinct overall can be considered from a consenting perspective, with the layout currently likely to give rise to adverse urban design effects.

25. As outlined in *Figure 2*, there is some overlap in the Character Areas identified. For clarity and certainty it is recommended that each Character Area is clearly delineated from an implementation perspective. In addition, the Character Areas appear to be identified in the context of the existing (and proposed) buildings and land use. It would be beneficial for each Character Area to include an overview statement setting out the character attributes that currently exist within the Area and the design and development outcomes sought in the future.

Rules and Standards

- 26. **Threshold for Consent** - The proposed structure of the rules and standards, in terms of activity status and bulk and location provisions would result in larger scale buildings requiring a resource consent unless certain standards are breached. Specifically, **PRECX-R1** would enable new buildings or structures, or extensions or alternations to existing buildings or structures that comply with the relevant activity, do not exceed 450sqm and comply with the built form standards. Under **PRECX-R2** offices that do not exceed 300sqm would be permitted, subject also to compliance with relevant standards.
- 27. As such, there are a number of instances when the ‘Information Requirements’ (including Urban Design Assessment) and ‘Development Guidelines’ would not be relevant. Albeit these would be smaller scale developments, given the nature and composition of the overall Precinct, there is a risk that urban design issues could arise (i.e. in relation to the interface between buildings and the public realm and the design and appearance of buildings) that could result in adverse effects. As such, unless there is an ability to assess the overall Master/Precinct Plan or each Character Area prior to specific development proposals being consented (i.e. a Controlled Activity for smaller buildings) there is a risk that the outcomes sought are not delivered. Alternatively an RDA status could be applied for all future development.

28. **Residential and Visitor Accommodation** - Residential units and visitor accommodation are proposed to be located above ground floor across a number of the Character Areas. Residential activity within the Precinct is supported from an urban design perspective. However, it is unclear what the justification is for extent of residential use proposed. Clarification is also necessary in relation to the application of the pedestrian frontage overlay as noted in PRECX-R3. For residential developments that breach the relevant standards, the matters of discretion outlined and Design Guidelines are considered to provide a robust framework for assessment.
29. **Commercial Activity** – Commercial activities will comprise a range of office, service, retail, office, health, fitness and hospitality uses. These generally align with the vision for the Precinct and will enable the creation of a mixed use environment in conjunction with residential activity and enable a good level of activation anticipated for a Mixed Use zone. As noted earlier, a Supermarket of 300sqm is permitted if contained in the Sailors Yard character area. If an alternative location and scale of supermarket is proposed the matters of discretion and Development Guidelines will enable consideration of relevant matters associated with a larger format building, including potential impacts on activation of the public realm and articulation and modulation of the built form.
30. **Built Form** – The built form/bulk and location standards comprise height, HIRB, setbacks and coverage. Specifically in relation to maximum height limits, these will vary between 8-16 metres (see *Figure 4*), with PRECX-S1 outlining the limits within each Character Area. The existing built form largely comprises 1 and 2 storey buildings. As outlined in *Figure 4* three buildings are proposed to be 5-6 levels with a height limit of 16 metres, including the 'Gateway Apartments' within the Opua Gateway Character Area. *Figure 5* outlines an aerial photograph of the Precinct, with the site for the proposed Apartment Building shown in the foreground. This site comprises a key corner and arrival point and is highly visible. From an urban design perspective, it is appropriate to acknowledge the role of the site within the townscape. However, given the topography, location and urban context, I consider that the proposed height limit will result in adverse urban design effects. From a urban design perspective I consider that additional provisions need to be developed to guide the future development of this site (and the other 5-6 storey buildings) that will ensure they respond positively to their context (noting the comments made by Ms Absolum).



Figure 4: Proposed Maximum Building Heights (source: Provisions / Planning Evidence of S Sanson, Annexure 1 Master Plan – WSP)



Figure 5: Opua Marina Development Area (view to south) (source: Simon Cocker Landscape Architect)

31. PRECX-S2 relates to height in relation to boundary (HIRB) and with PRECX-S3 relating to setbacks. It is unclear if the HIRB standard will relate to proposals fronting the public promenade and other public realm spaces within the Precinct, with clarification of what 'open space' applies to in this instance. Clarification in relation a setback distance from the promenade would also assist with ensuring an appropriate relationship between buildings and this key public realm space.
32. PRECX-S4 relates to outdoor storage. It requires that *'Any outdoor storage areas, except for the display of goods for retail sale, must be fully screened by a solid fence or wall of a minimum height of 1.8m so that it is not visible from adjoining sites and roads.'* To ensure that outdoor storage areas do not detract from the quality of key public realm spaces within the Precinct, reference to public realm spaces should be included in this standard.
33. PRECX-S7 sets out 'Information Requirements'. This relates to any application for a resource consent in the Precinct which need to be accompanied by an assessment prepared by a suitably qualified person detailing general urban design elements that are to be applied to the development, including:
 - i. *Specific recommendations to be applied within the Character Area associated with bulk and location, height, and prescribing any further amenity controls specific to each area;*
 - ii. *Urban design assessment and recommendations associated with access, including the pedestrian, cycle and public transport provision.*
 - iii. *Design standards for streetscapes, including the design of street furniture;*
 - iv. *Specific details for the servicing of buildings including rubbish, storage and mail deliveries and overall signage;*
 - v. *Specific details of the open space and / or the reserve network to be created within the Character Area.*
 - vi. *Specific design treatment for*
34. In relation to my earlier comments around thresholds for consent, and comments below in relation to the Development Guidelines it is my opinion that further consideration should be given to how these 'Information Requirements' can be applied across the Precinct as a whole. I note that provision 'vi' requires clarification.

35. Mr Sanson in his Memorandum⁵ outlines that omissions from the Precinct chapter include the pedestrian frontage, landscaping and screening on a road boundary, and veranda rules. He considers that the proposed Development Guidelines will provide sufficient coverage of these matters at the time when development is proposed. However, given the current framework whereby not all proposals will require consent, it is recommended that these matters should be considered further in relation to the Standards proposed, unless the consenting pathway is revised.

Development Guidelines

36. *Appendix 1* of this Memorandum sets out the recommended Development Guidelines for ease of reference. As noted earlier, these will apply to certain developments proposals. Their 'purpose' is as follows:

"These criteria are intended to guide the evaluation of resource consent applications within the Bay of Islands Marina Precinct. The purpose is to ensure that development achieves a high-quality, integrated, and responsive urban design outcome that reflects Ōpua's unique maritime character and sensitive coastal environment. The criteria seek to ensure development is consistent with the principles of the New Zealand Urban Design Protocol and addresses the specific recommendations identified for the site."

37. This purpose to '*ensure that development achieves a high-quality, integrated, and responsive urban design outcome that reflects Ōpua's unique maritime character and sensitive coastal environment*' is supported and will be important to the overall success of the Precinct.

38. The Guidelines include 'general criteria' relating to consistency with the Precinct Plan and Development Schedule, the Urban Design Protocol and considers issues of integration and staging. These criteria are supported but noting the uncertainty around staging and delivery of an integrated and cohesive public realm. The criteria references 'key amenities' but it is unclear what this covers (i.e. provision of public toilets, boat ramp access, etc).

39. Each of the 'specific matters' is supported by an 'objective' as follows:

- **3.1 Access, Connectivity, and Movement - Objective:** *To create a highly connected and permeable environment that integrates with its surroundings, prioritises public access to the waterfront, and provides for a range of safe and convenient transport options.*
- **3.2 Built Form and Urban Structure - Objective:** *To create a legible and varied built form with a strong local identity that responds to the site's topography and coastal setting, activates the public realm, and manages visual amenity effects.*
- **3.3 Character and Amenity - Objective:** *To foster a distinct and authentic character for the marina precinct that draws upon its maritime heritage, creating a high-amenity public realm that is coherent, attractive, and sustainable.*
- **3.4 Land Use - Objective:** *To enable a vibrant mix of compatible land uses that supports a world-class marina, creates a lively destination for residents and visitors, and operates effectively throughout the day and evening.*

40. These objectives (and the associated criteria) are supported in principle from an urban design perspective. They align with the overall vision set out for the Precinct and will support the development of a comprehensive development approach, address the local context and support the vision as a key destination. However, given the Development Guidelines will not apply to all development, these objectives will only be relevant in certain circumstances. It is also unclear how they interface with the Precinct Objectives and how the Character Areas will assist to achieve these outcomes. Given this, further consideration should be given to how these could apply to development across the Precinct in promoting the intent to achieve '*a high-quality, integrated, and*

⁵ 7 July 2025

responsive urban design outcome that reflects Ōpua's unique maritime character and sensitive coastal environment'.

41. In relation to the 'criteria' these read as 'assessment matters' and it is unclear how they interface with the matters of discretion. In the context of my earlier comments in relation to consent triggers for smaller scale development, these criteria could be suitable for assessment of wider proposals.
42. I note that future design guidance may be necessary in relation to the interpretation of the authentic maritime character in assisting with assessing individual development proposals unless it is assumed that this is covered by an Urban Design Assessment per PRECX-S7 (and if this is the case this requires specific reference).
43. I note that Mr Collins in his evidence recommends changes to the 'Parking' criteria to state '*The extent to which parking is appropriately and sufficiently provided in the precinct*'. Given the anticipated extent of parking areas and its potential interface with Lyon Street, parking areas should include planting to reduce visual impacts. As such, I recommend the following revised wording:

f. Parking: The extent to which parking is appropriately and sufficiently provided for in the precinct and are designed to achieve a high standard of amenity including through the provision of planting.
44. In summary, I consider that Development Guidelines establish a useful suite of considerations for development proposals from an urban design perspective, however further consideration is required in relation to their application across the Precinct.

Conclusion

45. I undertook an urban design review of the FNHL submission for Bay of Islands Marina in May 2025. I identified a number of observations and additional information considered necessary to determine the urban design effects of the rezoning proposal for Opua Marina. In response to this feedback, FNHL have provided revised planning provisions. This evidence focuses on the updated information and the urban design effects associated with a request for a Mixed Use zoning of the Bay of Islands Marina Precinct.
46. In conclusion, I am supportive of the vision for the Bay of Islands Marina site and the rezoning request for a Mixed Use zone. The Precinct chapter in broad terms is supported from an urban design perspective and will contribute to achieving a mixed use precinct within the context of a Marina environment and its future role as a key gateway.
47. Although the Precinct Chapter will provide a sound foundation for future land use design and consenting, I have identified a number of outstanding matters and recommended refinements to the provisions including in addressing potential adverse urban design effects, and these are summarised below.
48. I consider that the following matters require further consideration:
 - a) Consenting Pathway - The consenting pathway for ensuring the delivery of a comprehensive and cohesion urban design outcome for the Precinct as outlined in the Objectives and Policies is unclear, including in relation to the built form, public realm and streetscapes. Unless there is an ability to assess the overall Precinct Plan or each Character Area prior to specific development proposals being consented there is a risk of incremental development outcomes and/or development that does not contribute to the deliver of the overall vision. The consenting pathway associated with the delivery of a staged development is also unclear, including how staging will support deliver a comprehensive and cohesion urban design outcome.
 - b) Character Areas - The Character Areas overlap and therefore for clarity and certainty it is recommended that each character areas is clearly delineated from an implementation

perspective. It would be beneficial for each Character Area to include an overview of the character 'attributes' that currently exist within the Area and the design and development outcomes sought from future development.

c) Precinct Layout –

- i. Northern Extent Open Space and Built Form - There is a lack of provision of open space within the northern extent of the Precinct and the extent of continuous built form along the promenade within the Opua Village and Lyon on Water Areas has the potential to create a 'wall effect' and adverse urban design effects.
- ii. Integration of Car Parking - There is a lack of integration of carparking areas within the northern extent of the Precinct either side of Lyon Street. This is anticipated to give rise to adverse urban design effects, impacting the integration of parking into the Precinct, activation of the street and a quality streetscape environment.

49. In relation to the Precinct Provisions, the following is recommended:

- a) Additional provisions to ensure that the Twin Coast Cycle Trail is well integrated into the Precinct.
- b) Additional provisions to guide the future development of the Gateway Apartment site (and the other 5-6 storey buildings) that will ensure they respond positively to their context.
- c) Additional provisions to guide future development along pedestrian frontages, landscaping and screening on a road boundary, and veranda rules (unless the consenting pathway is revised).

Appendix 1: Bay of Islands Marina Precinct Development Guidelines

Purpose

These criteria are intended to guide the evaluation of resource consent applications within the Bay of Islands Marina Precinct. The purpose is to ensure that development achieves a high-quality, integrated, and responsive urban design outcome that reflects Ōpua's unique maritime character and sensitive coastal environment. The criteria seek to ensure development is consistent with the principles of the New Zealand Urban Design Protocol and addresses the specific recommendations identified for the site.

General Criteria

All applications for resource consent within the precinct shall be assessed against the following general criteria:

- a. Consistency with Plans: The extent to which the development proposed is consistent with the Bay of Islands Marina Precinct Plan and Development Schedule.*
- b. Urban Design Principles: The extent to which the proposal demonstrates adherence to the key urban design qualities of the New Zealand Urban Design Protocol: Context, Character, Choice, Connections, Creativity, Custodianship, and Collaboration.*
- c. Integration and Staging: The extent to which the proposed development, including its staging, is logical and ensures that public realm improvements, transport improvements, and key amenities are delivered in a coordinated and timely manner.*

Specific Matters

3.1 Access, Connectivity, and Movement

Objective: To create a highly connected and permeable environment that integrates with its surroundings, prioritises public access to the waterfront, and provides for a range of safe and convenient transport options.

Criteria:

- a. Network Integration: The extent to which the internal street network is designed to connect logically to the existing road network, maintaining and / or enhancing connectivity for the wider Ōpua community.*
- b. Waterfront Access: The extent to which continuous, safe, and high-amenity public access is provided and enhanced along the coastal edge, creating a cohesive public promenade.*
- c. Active Transport: The extent to which the layout prioritises pedestrian and cyclist movement with clear, safe, and attractive pathways that connect key destinations within the site and to the surrounding area.*
- d. Transport Amenity: The extent to which public transport, including ferry and bus services, are integrated, accessible, and designed to a high standard of amenity with clear wayfinding.*
- e. Traffic and Parking: The extent to which the potential effects of traffic generation are appropriately managed, and whether parking is appropriately and sufficiently provided for the precinct.*

3.2 Built Form and Urban Structure

Objective: To create a legible and varied built form with a strong local identity that responds to the site's topography and coastal setting, activates the public realm, and manages visual amenity effects.

Criteria:

- a. Height and Scale: The height, scale, and massing of buildings create a varied and interesting skyline that is responsive to the site's context. Specifically:*
 - i. Buildings along the immediate waterfront and promenade exhibit a smaller-scale, fine-grain character (predominantly 1-3 storeys).*
 - ii. Taller buildings are located away from the coastal edge, are set into the landscape backdrop, and designed to minimise visual dominance.*

- b. *Articulation and Visual Interest: The extent to which building façades, particularly those addressing the waterfront and public spaces, are articulated with a high degree of visual interest through variations in materials, modulation, glazing, and architectural detailing.*
- c. *Building Frontages: The extent to which the proposals avoid monolithic structures and promote a fine-grain, permeable urban fabric.*
- d. *Activation: The extent to which ground floors of buildings fronting the promenade and key public spaces are activated with uses that generate pedestrian interest and activity, such as retail, cafés, and marina services.*
- e. *Amenity Effects: The extent to which the location and design of buildings avoid adverse shadowing and visual dominance effects on public spaces and nearby residential properties.*

3.3 Character and Amenity

Objective: To foster a distinct and authentic character for the marina precinct that draws upon its maritime heritage, creating a high-amenity public realm that is coherent, attractive, and sustainable.

Criteria:

- a. *Local Identity: Architectural style, materials, and landscape design draw from and reinterpret the existing maritime character of Ōpua to create an authentic and memorable sense of place.*
- b. *Public Realm Quality: The quality of the design of the public realm, including streets, laneways, open spaces, and the waterfront promenade. Assessment must consider paving, street furniture, lighting, planting, and public art.*
- c. *Coherence: The extent to which the development will result in a coherent overall character, avoiding a piecemeal or generic appearance.*
- d. *Open Space Network: The provision a network of diverse and usable open spaces is provided for public recreation and enjoyment, and whether these spaces are well-connected and integrated with the built form.*
- e. *Reverse Sensitivity: The layout and design of the development manages potential reverse sensitivity effects between different land uses (e.g., residential and marine light industrial) within the precinct and adjoining lands.*

3.4 Land Use

Objective: To enable a vibrant mix of compatible land uses that supports a world-class marina, creates a lively destination for residents and visitors, and operates effectively throughout the day and evening.

Criteria:

- a. *Mix of Uses: Enable a proposed mix of residential, commercial, retail, hospitality, and marine-related activities that will contribute to a vibrant and resilient precinct.*
- b. *Functional Need: The extent to which activities with a functional need to be located at the coastal edge are prioritised, while ensuring public access and amenity are not compromised.*
- c. *Diversity and Viability: The proposed land use pattern supports the long-term economic and social sustainability of Ōpua.*