

Resource consent application RM22.550

Applicant: Onumai Enterprises Limited

Activity: To alter and extend a structure and to occupy the common marine and coastal area at Taieri Mouth with a wharf, floating pontoon, and multi-purpose building

Location: Common marine and coastal area adjacent to 21 Marine Parade, Taieri Mouth at about NZTM2000 E1382750 N4896314

Reason: Residential, recreational, commercial, and emergency use activities

Report on a pre-hearing meeting held on 3 October 2024 at the Edgar Centre, 116 Portsmouth Drive, Dunedin

Attendees:

- Dave Randal – independent facilitator
- For the consent applicant, **Onumai Enterprises Limited**:
 - Greg and Angela Mirams, Onumai Enterprises Limited
 - Allan Cubitt, consultant
 - Bridget Irving, legal counsel
 - Gus Griffin, legal counsel
- For submitters:
 - **Aukaha**:
 - Pam Walker
 - Larissa Hinds
 - **John Bywater and Ann Bywater**
 - **Juliet Anderson**
 - **Trevor Sutherland**
 - **Troy McNeill**
 - **Susan Keith**
 - **Sally van Dyk**
 - **Gary Homan** (with Darren Homan in support)
 - **Gillian Holland**
- For **Otago Regional Council**:
 - Shay McDonald, Senior Consents Planner
 - Michael Hodge, Team Leader Consents Business Support
 - Karen Bagnall, Consents Support Coordinator
 - Jenny Ross, Team Leader Consents
 - Megan Struthers, Executive Assistant to the General Manager – Environmental Delivery

Other invitees:

The applicant and all submitters were invited (rather than required) to attend the pre-hearing meeting. A number of submitters were not able or did not wish to attend.

Three of those submitters, **Sally Barkman**, **Chris Knight**, and **Glen Patterson**, provided written documents in advance of the pre-hearing meeting, which are **Appendices A to C** to this report (discussed below).

The other submitters who wish to be heard in respect of their submissions but nonetheless did not attend the pre-hearing meeting were Scott Barkman, Bernadette de Bono, Fire and Emergency New Zealand, Greg Fitzgerald and Fiona Scott, Werner van Harselaar, Sheryl McKewen, Gerald and Karen Mumm, and James Painter.

1. Introduction

The facilitator opened the meeting by welcoming attendees and explaining the nature and purpose of pre-hearing meetings, by reference to section 99 of the Resource Management Act 1991 (**RMA**).

Key points noted were as follows:

- Section 99(2)(b) sets the key purposes of pre-hearing meetings, namely:
 - clarifying a matter or issue; or
 - facilitating resolution of a matter or issue.
- Section 99(5) regulates the contents of this report, with the key points being (in this context) that the report:
 - must not include anything communicated or made available at the meeting on a 'without prejudice' basis;
 - sets out any issues that are agreed and any that remain outstanding;
 - may set out the nature of the evidence that the parties are to call at the hearing, the order in which the parties are to call evidence at the hearing, and a proposed hearing timetable.
- Section 99(6) requires the report to be provided to the consent authority at least five working days before the hearing of the application. The facilitator noted his intention to circulate a draft report to participants for their confirmation that it contains no 'without prejudice' information, and issue a finalised report having taken any comments into account. This process has since been adopted.

The facilitator then:

- noted and read key passages from the written statements provided by Sally Barkman, Chris Knight, and Glen Patterson (**Appendices A to C**); and
- outlined the proposed agenda, comprising:
 - a brief description of the proposal by the applicant's representatives, to provide an initial opportunity for the other participants to ask any questions of clarification;
 - a discussion of the various issues raised in submissions; and
 - a brief explanation of the next steps in the processing of the application.

The meeting participants proceeded to discuss the issues arising from the application documents and the submissions made on it.

This report:

- identifies the issues arising from the application and submissions discussed at the meeting, in a way that does not include any information that could be understood as having been tabled on a 'without prejudice' basis (noting that no particular information was provided expressly on that basis); and
- notes agreed next steps in the process.

These matters are set out below.

2. Summary description of the proposal

A summary of the proposal was presented by Mr and Ms Mirams, representing the applicant company, together with their planning consultant (Mr Cubitt) and legal counsel (Ms Irving and Mr Griffin).

The summary included:

- An explanation of the original design of the proposed mixed-use building and the design refinements made in response to feedback provided by peer reviewers engaged by Otago Regional Council (including the introduction of slats along the river frontage to reduce effects associated with glazing).
- An explanation by Mr Mirams of his family's long association and affinity with the Taieri Mouth area, the family's motivation to improve the area, and the discussions with various members of the community that led to developing a multi-faceted proposal which has the support of various people in the community.
- A slideshow with historic photographs of Taieri Mouth, showing commercial and recreational activity on and around the River, and cribs and service sheds of a style echoed in the design of the proposed multi-use building. This presentation is annexed as **Appendix D** to this report.
- A discussion of how little development has taken place at Taieri Mouth in recent decades, apart from some redevelopment work at Knarston Park 10-12 years ago and, before that, the installation of a boat ramp when the bridge was built.
- An explanation of the applicant's intention that this proposal will provide facilities that will draw people to the area, creating opportunities for local businesses (such as the coffee cart and fishing charters, as is already encouraged in conjunction with the rental accommodation provided by the applicant on the north side of the River) and re-energising / supporting the community more generally.
- Comments about the applicant's engagement with the community and their openness to ongoing conversations about the proposal.

The applicant's representatives then tabled written comments from Bernard Young, the architect who has designed the proposal, which is **Appendix E** to this report. Mr Young's comments address questions regarding:

- consistency of the design with the historic character of the Taieri Mouth area;
- the scale of the proposed structure, including the roof pitch and the footprint; and
- potential effects associated with lighting, namely light pollution and glare. In this context, the applicant noted that consent conditions could specifically require 'dark sky-approved lighting', which is proposed.

The submitters in attendance then raised a number of questions of clarification, which the applicant's representatives clarified as follows:

- Whether the design has factored in **future sea-level rise**: the applicant's representatives explained that this is the case, with the floor level of the mixed-use building set approximately 500mm above the level of the current wharf, which is approximately 1.2m above the high-tide mark.
- Whether the proposal is to **expand on / extend the existing building footprint**. In this regard:

- On the **seaward side**, the proposed new mixed-use building 'squares off' the footprint of the existing boatsheds to incorporate an area that is currently offset, but does not otherwise include any extension into the coastal marine area.
 - On the **landward side**:
 - Proposed works will extend approximately 1.7m towards the road, from the current façade. However, to a large extent these will be sub-surface works to 'pin' / provide engineering support to the structure (which works will then be covered / metallised).
 - From the drawings, however, it appears that the new façade of the building will be slightly closer to the road than at present – the applicant may wish to clarify this further, prior to or at the hearing.
 - In addition, a new ramp is proposed to provide a permanent, wheelchair-accessible link between the road and the wharf. There will be a gate fitted at the seaward end of the ramp as a safety feature to mitigate a runaway risk at the river end of the ramp. This gate will remain unlocked.
- What is proposed regarding the **driving of new piles in the coastal marine area**: consent has not been sought to construct any new piles in the coastal marine area. If existing piles need replacement (even on a like-for-like basis), that activity would require resource consent under rule 8.5.2.5 of the Regional Plan: Coast for Otago.
 - Whether the structure is a **boat shed or a dwelling**: the application documents refer to a "*boat shed/storage/accommodation unit*" because:
 - the multi-use building will provide accommodation; and
 - the building does not incorporate boat storage; rather, the 'boat shed' reference relates to the shape of the building, which echoes a typical boat shed design.
 - The **scale of the building**: the building will have a floor area of 83m² and be 5.9m high 'above finished ground level'. That level appears (from the drawings in Appendix 1 to the Assessment of Environmental Effects) to be similar to the existing ground level on the landward / road side of the building.
 - Where the proposed **wastewater and water supply tanks** will be located: these will be incorporated within the multi-use building, rather than being (for example) below the level of the wharf deck. These will be contained systems, with water collected from the roof and a pump truck to remove wastewater; no resource consent is sought for any discharges to the environment. Various engineering and building consent requirements will apply, overseen by Clutha District Council (as the relevant regulator), which will provide appropriate safeguards against any spills and factor in the coastal location.

At the conclusion of this part of the meeting, all submitters present confirmed that they have a clear understanding of the proposal, and of the design changes that were made to respond to concerns raised by the Council's peer reviewers.

One submitter, Ms van Dyk, emphasised that it would be helpful, for people to visualise the scale of a 5.9m high building, if a pole or other structure could be erected on the site. She stated that the applicant had offered, at a community consultation meeting, to look into this as an option.

3. Discussion of issues and potential solutions

Against that background, attendees discussed the issues raised in the submissions.

Proposed design of structures – potential landscape, natural character, and visual amenity effects (including for residents situated across Taieri River)

The issues discussed in respect of the proposed design of the structures were as follows:

- **The size and form of the proposed building:**
 - As noted above, the nature of the proposed multi-use building is generally well understood, although Ms van Dyk would like a pole to be erected showing its finished height of 5.9m.
 - Some submitters concerned about the effects of the proposed building stated that those concerns would be somewhat reduced:
 - if the scale of the building could be reduced, such as by lowering the roof pitch / profile; and / or
 - by making the building more visually appealing (although no specific suggestions were made in this regard).
 - However, no submitter advised that such changes would address their concerns with the proposal in their entirety.
 - Aukaha representatives made a general comment that it would be incorrect to focus solely on the potential visual effects of the building and associated activities (ie effects on people's views), because mana whenua values in and relationships with a particular landscape are far broader than visual matters. No further perspectives were provided, however, on either:
 - the effects of the building on cultural values (see the discussion below); or
 - the following issue identified in the submission of Aukaha: *"With the introduction of new residential and rental accommodation, this means there will be new and heightened movement, lighting and noise that one would not typically expect to see in the coastal marine area of Taieri Mouth."*

- **Glazing:**
 - The notification report prepared for the Council discussed technical feedback on the proposal provided to the Council by Ms Rachael Annan, a landscape planner. Ms Annan's key concern about the original proposal related to glazing on the water-facing building façade, and the visual effects associated with the building and lighting on residents on the other side of the Taieri River.
 - As noted above, the applicant made some design changes in light of that feedback, which were factored into the Council's decision on notification.
 - None of the submitters present at the pre-hearing meeting expressed any concern regarding these effects, so this matter was not explored further.

- **Road safety:**
 - An issue raised at the meeting was the potential for the landward extension of the building to block some of the space currently used for parking in the road reserve, which may in turn create road safety issues.
 - The facilitator noted that this issue is not clearly raised in any of the submissions made by those present.
 - In any event, the applicant's clarification (noted above) that some of the works extending up to 1.7m towards the road will be beneath the ground, with the finished ground surface similar to how it is at present, appears to address this matter.

- **Wastewater and water supply tanks:** some submitters expressed concern about spillages, despite the clarifications provided (noted above) regarding the location of the tanks, environmental safeguards, and other regulatory requirements. The facilitator noted the ability for Otago Regional Council (as consent authority) to impose conditions, if the resource consents sought are granted. It is open to the applicant to offer up conditions, to the extent that it considers that any of the concerns expressed by submitters could be addressed in that way.
- **Disabled access ramp and crane / hoist:** these matters are discussed separately below.

Proposed uses of structure and associated environmental effects

- **Residential use (either as rental accommodation or otherwise):**
 - This is the principal issue raised by the submitters in attendance who oppose the application.
 - The facilitator asked a number of questions intended to encourage those submitters to articulate how their concerns relate to the RMA context within which the application will be determined. This included asking:
 - If there are particular environmental effects associated with the residential use (such as noise and lighting) that are of concern to the submitters. The submitters initially advised that they do not have any significant concerns in this regard. However, subsequently other potential effects were raised, as follows:
 - Health and safety of inhabitants from tsunami / storm surges. The participants discussed how measures can assist in this regard, such as preparing and publishing evacuation plans.
 - Compatibility of residential activity with use of the wharf for fishing activities, including odour effects. The applicant advised that guests would be made aware of fishing activities and that, in any event, fishermen are expected to make up part of the guest base. Restricting accommodation at activities in different periods was another potential option mentioned.
 - In terms of the proposed occupation of what would otherwise be public coastal space, whether (and if so why) the environmental effects of residential activities taking place in that space are of greater concern than the effects of other activities occupying that same space (such as storage of boats / fishing equipment). Other than health and safety and compatibility issues noted above, and the cultural matters discussed below, the submitters did not point to any particular effects-based explanation for their concerns.
 - Whether the proposed commercial use (ie rental accommodation) is of greater concern than other (non-commercial) residential use. This question was asked to explore whether placing a limit on the former might mitigate or resolve the concern. The submitters advised that such a limit would not assist.
 - Rather, the submitters in opposition explained that they object in principle to people being able to live in the common marine and coastal area. This matter of principle was expressed in a variety of ways, namely as issues of:

- **Fairness**, ie private people making use of a public space for their own benefit, including commercial benefit, to the exclusion of others;
 - **Financial advantage**, ie the cost of applying for a coastal permit to establish accommodation is relatively small compared to the cost of buying or renting land for the same purpose, and local authority rates are not payable in the coast; and
 - **General public policy**, ie a view that activities taking up space in the common marine and coastal area should have a functional need to be located there.
 - Related to this, submitters in opposition expressed a '**precedent**' concern, ie that if the Council grants this application it may encourage other people (including the holders of coastal permits next to / near this site) to develop similar proposals, which may lead to widespread 'domestication' of the coast. Ms van Dyk expressed concern about this application setting a precedent for the whole of New Zealand. Council staff explained that each application for resource consent is assessed on its own merits and that each region has its own plan provisions relating to coastal activities, but this did not address the submitters' concerns in this regard.
- **Other proposed uses with public benefits**
 - The application documents discuss a number of other potential uses of the proposed multi-use building, the wharf, and the associated facilities that would benefit the general public. These are uses of the facilities to support:
 - sporting and recreational events;
 - civil defence, search and rescue, and other emergency response activities; and
 - inspections by Ministry for Primary Industries / fisheries officers.
 - The attendees discussed these potential uses in turn, as set out below. Some general points can be made in relation to them, however, as follows:
 - All submitters present at the pre-hearing meeting either support or do not oppose the application to the extent that it relates to those proposed uses, and accepts that each could provide public benefits.
 - While submitters do not have concerns with those proposed uses taking place, some question:
 - whether the benefits are overstated by the applicant; and / or
 - the weight to be placed on them by the decision-maker.
 - In each case, the applicant may wish to reflect on whether further information / details / parameters can be incorporated into the proposal (including into proposed conditions) to give submitters and the consent authority more information to understand the nature and extent of benefits relating to these uses that would likely arise from granting consent (on conditions).
 - Other comments made by submitters in respect of these uses were as follows:
 - **Sporting and recreational events:** school groups currently use Knarston Park to access coastal activities, so one submitter queried why schools would instead use this wharf and facilities. The applicant noted the letter in support provided by the principal of Taieri College in this regard.

- **Civil defence, search and rescue, and other emergency response activities:** the application highlights that the facility can be used as a command centre, supported by the wharf with all-tide access for boats. Some submitters queried the workability of this aspect of the proposal, such as how emergency services can access the building, what would happen if people are using the rental accommodation at the time, and whether emergency services would have the ability to use associated facilities such as the crane.

Access to the common marine and coastal area

Significant benefits of the proposal, highlighted in the application documents, are that:

- the existing wharf will be made fully accessible to the public (via a ramp and gate that will be unlocked at all times); and
- the existing crane at the wharf – currently only available for private use – will generally be able to be used to assist disabled persons to access boats and therefore activities in the coastal marine area.

Again, none of the submitters present disputed the significant potential benefits of this aspect of the proposal.

The issues discussed briefly with respect to the wharf and the crane were as follows:

- There was general acceptance that appropriate signage would help to inform members of the public that the wharf is generally available for use, and that such signage could be specified in and required by consent conditions. The applicant may wish to develop a proposed consent condition accordingly.
- However, some submitters continued to express doubt that the public would use a wharf adjoining a residential building, particularly when guests are in residence.
- The crane will need to be operated safely by an appropriately experienced person, including for health and safety reasons, and the system for operating the crane will need to be generally secured / protected. The applicant's general plan is for people wishing to use the crane to contact the applicant to allow access. While the submitters present did not question the applicant's good intentions in this regard, the applicant's representatives indicated that they would give further thought as to the workability of this aspect of the proposal, and how best to provide for future use of the crane (including how it would relate to residential use of the building).
- Some submitters queried why the applicant could not provide the benefits associated with access to the wharf and the crane without the accommodation aspect of the proposal.

Cultural values

- The representatives of Aukaha explained that they were attending the pre-hearing meeting as observers, and did not have authority to explore resolution of any of the issues raised in the submission by Aukaha.
- The issues in Aukaha's submission relate to the matters of principle discussed above regarding residential activity in the coastal marine area. The Aukaha representatives explained that its submission raises wider issues, 'taking a broad lens', as well as outlines cultural associations with the Taiari River. No clarification was provided at the meeting about the specific concerns Aukaha has with this proposal (such as the way in which those cultural associations may be affected by this proposal), however, as opposed to the broader matters of principle.
- Those broader issues are expressed in the submission of Aukaha in terms of:

- the 'cumulative effects' of new residential activities establishing in the coast;
- there being no functional need for residential activity in this location, which is an important consideration in RMA policy documents relating to coastal activities; and
- the precedent implications of allowing residential activity in the coastal marine area.
- The submission also queries whether the wharf would in fact be used by the public (ie the perception issue discussed above).
- The Aukaha representatives noted that submitter's willingness to engage with the applicant to discuss the issues raised in Aukaha's submission.

Other issues

In terms of other potential issues arising from the proposal:

- the submitters present did not express any concerns about the effects of **construction activities**, provided there is no disturbance to the seabed; and
- Ms van Dyk raised the issue of **hazardous substances** being stored on site. The applicant explained that gas may be used for heating / cooking, stored in standard LNG cannisters, but no petrol or oil would be stored on site.

4. Next steps

The applicant's representatives noted that they would reflect on the discussion and any updates to the proposal would be communicated to the Council and submitters.

The facilitator and Council staff briefly explained the standard steps associated with a hearing of a resource consent application, including the preparation by Council officers of a report under section 42A of the RMA and the pre-exchange of the written evidence of any expert witnesses for the applicant and submitters and of any lay witnesses for the applicant.

The Council will take steps to arrange a hearing and will communicate relevant information to the applicant and submitters in due course.

5. Close of meeting

It was noted that this report would be circulated under section 99 of the RMA.

The facilitator thanked everyone for their attendance and closed the meeting at 2.45pm.

Appendix A - Written Statement Provided by Sally Barkman

Statement from submitter unable to attend pre-hearing for RM22.550 – Onumai Enterprises Limited.

Submitter: Sally Barkman

Date Received: 01/10/2024

Thank you for the opportunity to have a say in this exceptional opportunity both for the disabled community but also for the Taieri community and Aotearoa.

I grew up in Dunedin and during my childhood Taieri Mouth was frequent Sunday family outing allowing us to spend time on the beach and to have an ice cream. Whilst I now live in Auckland, whenever I make it back to Dunedin we make time to visit to Taieri Mouth. It is a beautiful part of the world. However, due to an accident I now utilise a wheelchair and as a result my ability to fully enjoy the area has been much more restricted than it used to be. I have been confined to areas with relatively smooth, and hard surfaces. I miss being able to easily dig my toes in the sand and immerse myself in the environment close to the water. As a result, it was really pleasing to see the opportunity that is being proposed by Onumai. Even more pleasing was the consideration that has been thoughtfully incorporated into the proposed plan for those of us who are generally overlooked or only considered last minute, the disabled community.

Having travelled to many countries (or even as a tourist in NZ) in a wheelchair I am acutely aware of the extremely limited availability of wheelchair accessible accommodation outside of the main cities, and the often-compromised experiences that can be offered as a result of accessibility challenges. In my current role at Spinal Support NZ, I support newly disabled people in their transition. As part of this work we often talk about the opportunities to travel or holiday in NZ. Sadly, this is somewhat limited especially in some of the more remote or picturesque parts of NZ. These limitations can often be a source of frustration and disconnection for disabled people.

The proposal presented here presents a great opportunity for both the disabled community but also for those who like to spend time outside of the main centres and tourist destinations. The design of the wharf development with the inclusion of the ramped access and the crane make this an amazing resource. I can talk honestly of how embarrassing it is to be physically lifted by other people into boats previously as there were no facilities such as a ramp or a crane to get me in. All things that are taken for granted by those who are not disabled, that those of us who are disabled, look at with envy but also a sadness. I have been lucky enough to already have spent time on the wharf and have been “craned” on to a boat to spend a wonderful time on the Taieri River. An amazing day out that made me feel as a normal person enjoying a day out on a boat. Days like that are truly treasured – a chance to feel connected to nature, and to the activities I once took for granted.

The proposal also includes accommodation that again has also considered the disabled community as a key feature of the proposal. From a disabled perspective the ability to spend time in a great location would be a huge asset. Locations such as this are do often off limits to our community. I have discussed this proposal with other members of the disabled community, and they look upon this as something to look forward to being able to use.

I would also like to take the opportunity to highlight the gear (sling etc) that is used to hoist disabled people was donated by a big supplier of medical equipment who when I explained the project, had no hesitation in donating the equipment as they understood what an amazing opportunity and resource this could be for the disabled community. Such opportunities are sadly, infrequent.

To finish off, this is a great addition to a wonderful part of Aotearoa. There has been considerable thought put into this proposal both from a disabled access perspective, but consideration has been given to the wider area and community. I hope this receives the approval that it thoroughly deserves.

Sally Barkman

Appendix B - Written Statement Provided by Chris Knight

Statement from submitter unable to attend pre-hearing for RM22.550 – Onumai Enterprises Limited.

Submitter: Chris Knight.

Date received: 01/10/2024

Dear Commissioner

Please accept my apologies for being unable to attend today. I am double booked with an ambulance duty shift and that takes priority I'm afraid as we are short staffed. I was also intending to speak on behalf of Dr Stephen Young as he is out of the country.

The only additional matters Dr Young and myself wish to raise relates to our earlier submitted applications regarding evacuations of injured persons from vessels.

As an ambulance officer I am aware of St John's strict health and Safety policies relating to St John personnel accessing watercraft and/or vessels and more specifically when dealing with cases of emergency. Also as a former member of the Royal Navy I am acutely aware of the hazards involved when working in this arena. Likewise Dr Young is an expert in health and safety and as the father of a disabled son is intimately aware of the challenges involved.

Marine rescues, specifically when evacuating the injured from a vessel are highly specialised due to a number of factors such as restricted spaces, hazardous materials and access limitations, therefore the provision of and providing access to a certified crane (as proposed) rated for lifting people and/or the injured at the Taieri Mouth wharf must be considered as an important positive addition that will augment locally available facilities, equipment and to aid the trained, qualified local residents who attend as first responders to any emergencies in the locality. Further endorsement must be given considering the shortage of trained personnel from outside the immediate area, the isolated nature of our environment and consequently the extended travel times involved in transporting said personnel.

Sincerely

Chris Knight

Appendix C - Written Statement Provided by Glen Patterson

Statement from submitter unable to attend pre-hearing for RM22.550 – Onumai Enterprises Limited.

Submitter: Glen Patterson.

Date received: 01/10/2024

To whom it may concern

My name is glen patterson

I have lived and grown up in taieri mouth since 1979.

My father was a commercial fisherman at taieri mouth for 28 years

I've been commercial fishing out of taieri mouth for 22 years . I own my own boat .I'm in the first responders in taieri mouth and I do bar crossing meetings with the public .

I sell wharf sales of fresh fish off my boat direct to the locals and public through a wharf I lease ■■■

■■■■■ I also land fish to harbour fish in sawyers bay. They have 3 wharfs in taieri mouth . That I have full access to.

The bar over the last two years has been shallow and dangerous with easterly roll and not much rainfall .

It is preventing the setnet fisherman and crayfisherman from coming in to unload like they normally would . I'm lucky through my local knowledge I can still come and go . The commercial fishing industry in taieri mouth is not dieing and I hope it never will . In fact I can see it only getting better in the future. I lease a wharf in port chalmers also .

In the winter I sometimes workout of riverton. There wharfs are really unkept.

I feel taieri mouth wharf area is in far greater condition and more pretty to look at and sturdy than most around the lower South Island .

I feel the proposal to make a wharf into a b&b is nothing to do with anything for the community's benefit. If anything it will be burden. This has nothing to do with safety or public access to me it's a business venture only .

Thank you

Glen Patterson

Paddy

Appendix D - Slideshow with Historic Photographs of Taieri Mouth

GALLAWAY
COOK
ALLAN



Pre-hearing meeting

Onumai Enterprises Limited

Matters for discussion

We have grouped the submissions according to key topics for discussion including:

- Building design matters
 - Scale and form
 - Materials
 - Lighting
- Potential benefits
 - Improved access
 - Improved amenity
- Policy/Precedent

State of the wharf at purchase – from water



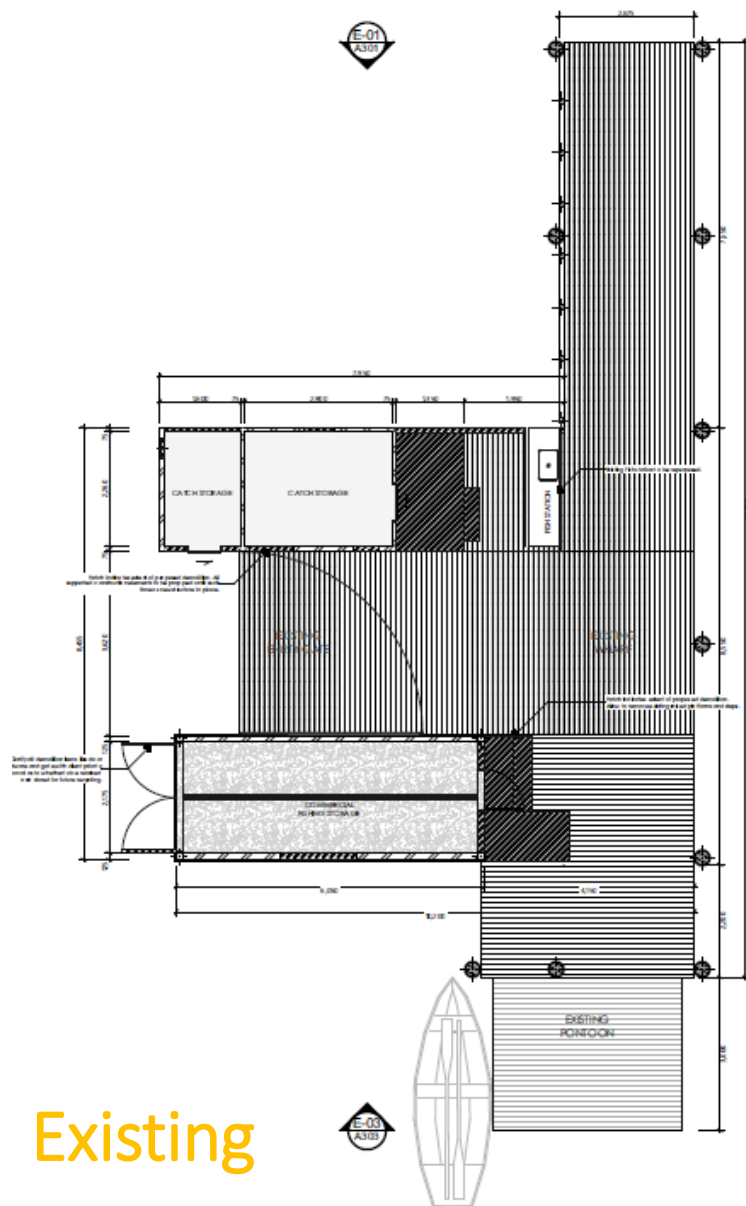
From landward side



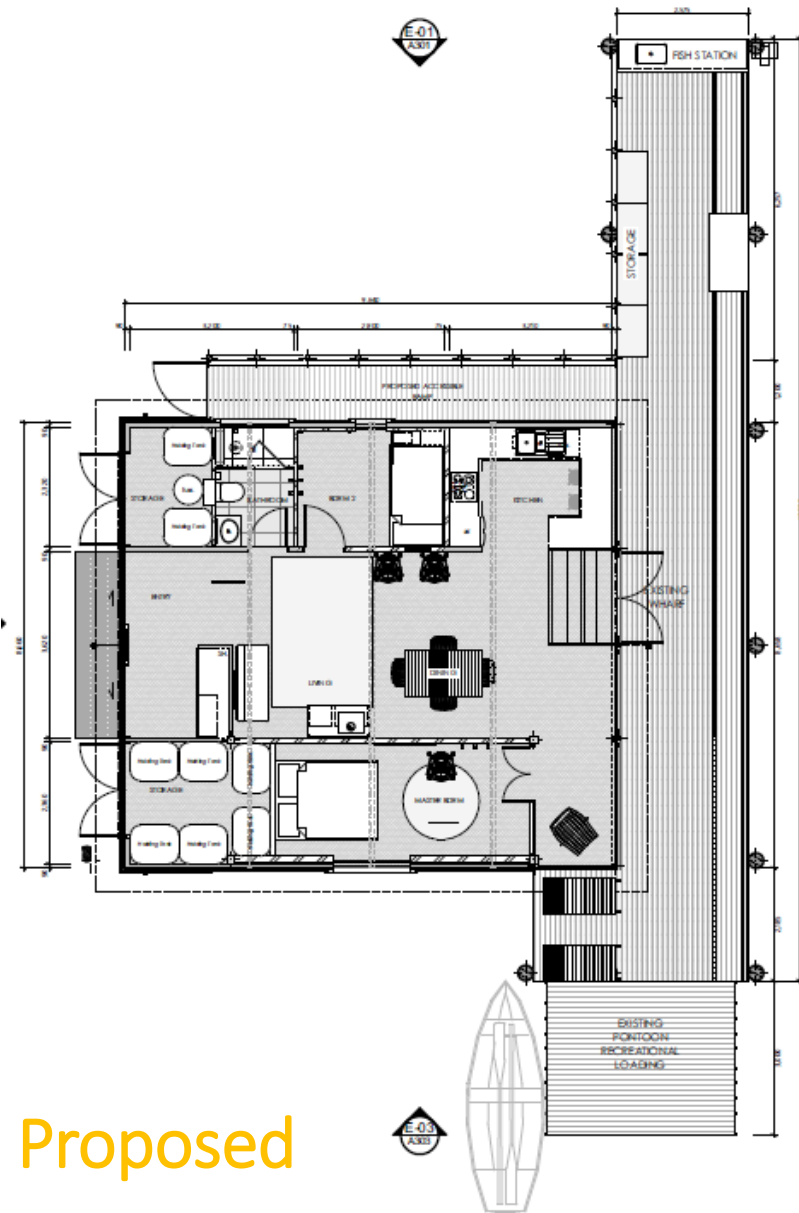
Site Context



Proposed Layout of Boat Shed



Existing



Proposed

Original Design



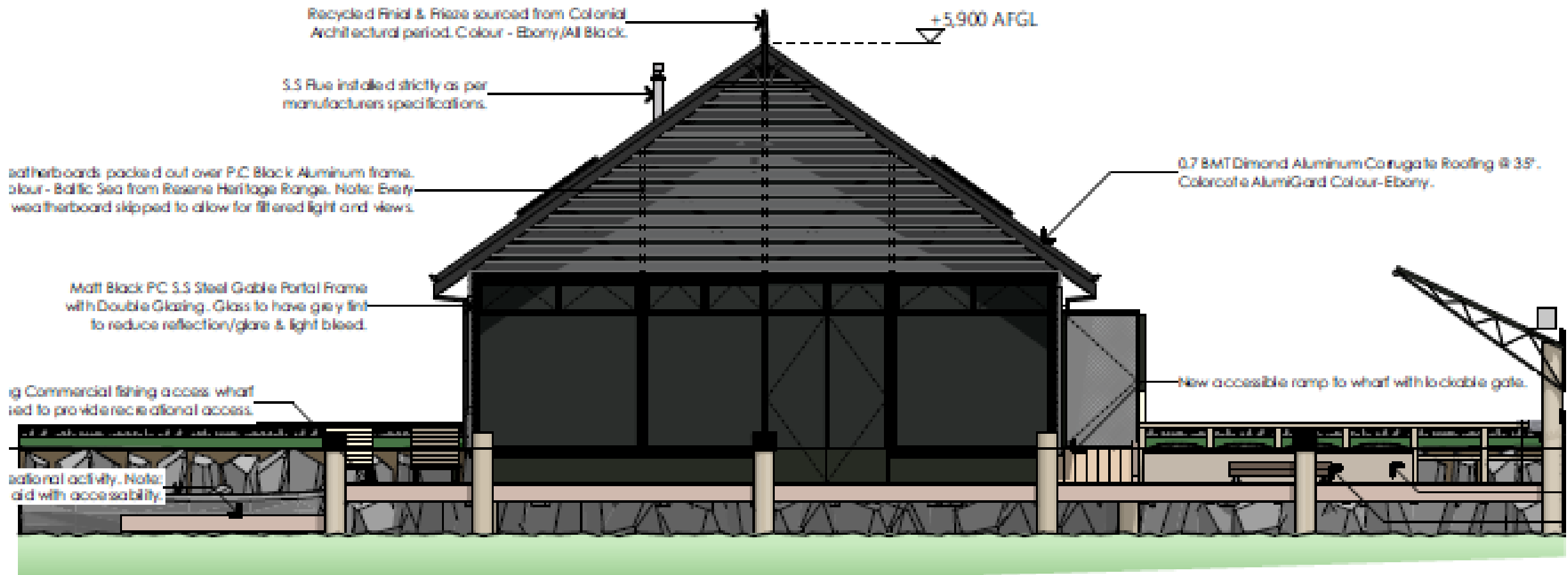
Original Design



Altered Design



Altered Design



Mike Moore - Location and photo-point plan



Mike Moore – Site views



Figure 2: View of the site from Marine Parade adjacent



Figure 3: View toward the site from Marine Parade to the south



Figure 4: View toward the site from Marine Parade to the north

Mike Moore – Site views



Figure 5: View toward the site from the bridge



Figure 6: View toward the site from across the Tairāwhiti River



Figure 7: View toward the site from across the Tairāwhiti River

Mike Moore – Site views



Figure 8: View across the river toward the site from near Taieri Mouth Road



Figure 9: View toward the site from the lookout adjacent to Marine Parade



Figure 10: View toward the site from Knarston Park



Wharf repairs and recovered/repared floating pontoon – provides all tide access to the wharf





Wheelchair access to the floating pontoon – via access ramp



Wheelchair access to water level at any tide

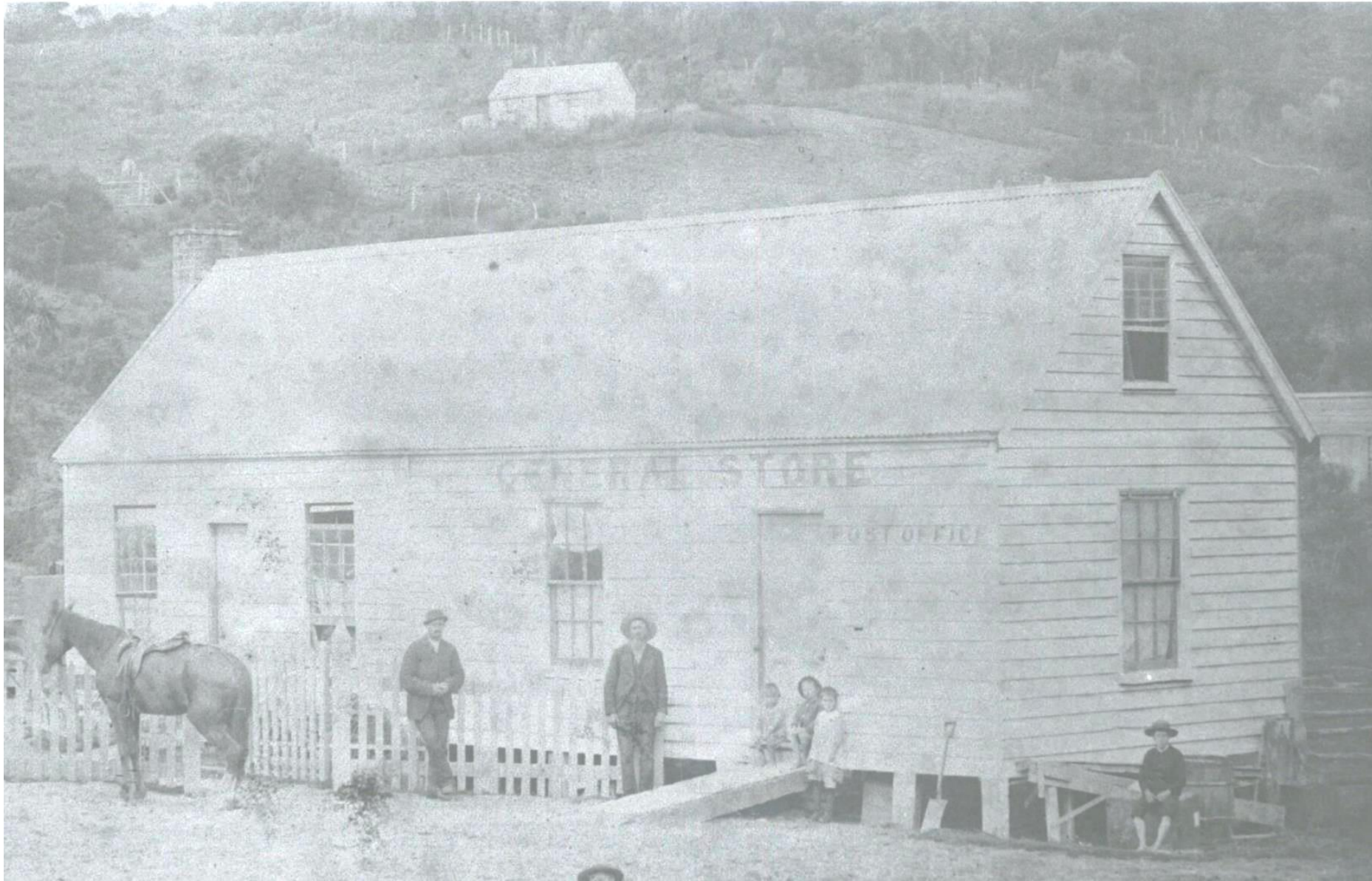


Original crane has been repurposed to provide safe, all tide access to boats

Historical Context

Historical context of Taieri Mouth has been drawn upon to inform the proposed structure, including:

- Roof Pitch
- Materials
- Even the use has historical reference



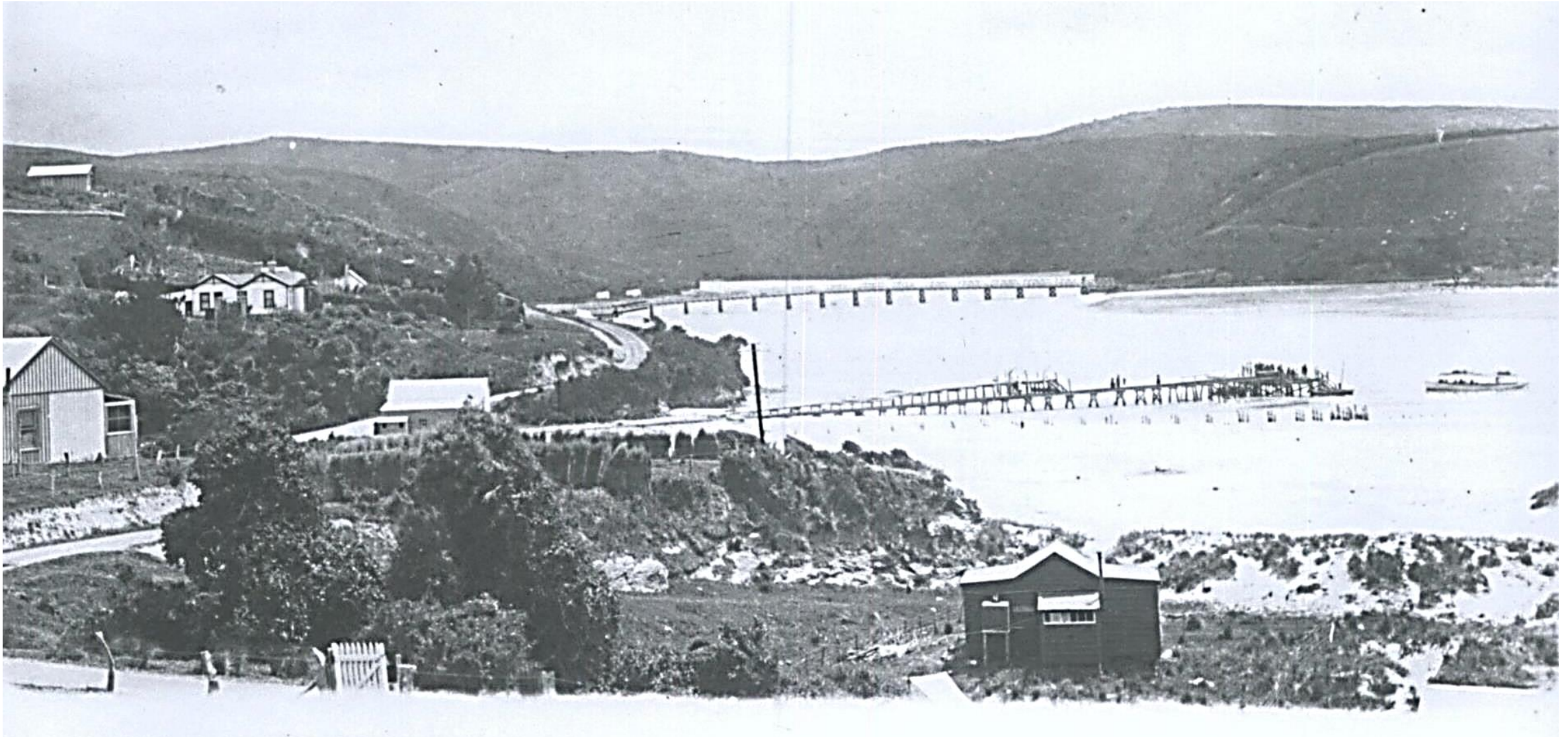
This building is the original Taieri Mouth General Store and Post Office



Opposite the Taieri Mouth Store, stood the wharf services shed



One of the early wharves and service shed – located opposite the store



View of one of the early wharves and wharf storage/services shed, located opposite the store
Note: Mirams family holiday house in the foreground (late 1800's)



HUGH McEWAN and
as a sta

The earliest wharf at Taiari Mouth - located between the current wharf and the store wharf



The changing landscape of Taieri Mouth - none of the houses or wharf structures pictured exist today



The Taieri Mouth fishing fleet in the 1950's – it reached its peak in the 1980s (>20 vessels). Note the simple building form of the various sheds.



The Taieri Mouth fishing fleet in the 1980s



Tourism and boating related activities were the main industry in Taieri Mouth (early 1900)



Tourism and boating related activities were the main industry in Taieri Mouth (early 1900)



Tourism and boating related activities were the main industry in Taieri Mouth (early 1900)



The boat house was located on the Taieri river and provided accommodation for tourists to stay in (early 1900).

Appendix E - Written Comments from Bernard Young, Architect

COMMENTS FROM BERNARD YOUNG- ARCHITECT

Inspiration and consistency with historic character and uses of the area

- Concerns have been raised about the consistency of the design with the historic character of the area. Explain ques that have been taken, how design reflects historic character and surrounding context. Scale/Material choices?

The inspiration for the shell is derived from a traditional boat shed, with a simple gabled form reflective of the historic boat sheds that occupied the area. Equally, the construction techniques and materiality mirror this chapter of New Zealand history.

The roadside aesthetic aims to reflect on the commercial nature of this stretch of marine parade. The form is intended to be unassuming so that from the street front it reads as a shed. This project isn't about ego or about making an architectural statement, the aim is to ensure the structure belongs.

The scale reflects the footprint of the existing structures, containing them within the roof and walls of the proposed building. We have not sought to expand the footprint of the existing wharf.

The proposal is a time capsule bringing new life to a decaying industry that is entrenched in the history of Taieri Mouth. Careful planning has taken place to make the proposal work for the existing footprint, but also recognize the changing tone of the area and the predominant uses that it is put to.

Scale of the Proposed Structure

- Roof pitch.
- What would the consequences be if the pitch was lowered?
- How was foot print determined – what reference was had to existing consented area etc?

The roof pitch reflects other examples of New Zealand historical boat sheds. It is desirable to help natural light reach the back of the structure without requiring more glazing. This enables there to be less windows to the rear of the structure so that we are more in alignment with the shed vernacular, providing a sympathetic street frontage.

Proportionally the proposed pitch works well for the footprint and is pleasing to the eye. At a ratio of 8:12 it is considered moderate, making it not too squat or steep.

The consequences of lowering the roof pitch would be that less light reaches the back of the structure. The other consequence is that we have proposed exposed trusses to be consistent with the shed vernacular. Exposed Trusses are not well suited to shallow roof pitches. There is potentially some tolerance to lower the pitch slightly remaining consistent with the character of the area and the historic context. It would come with some loss of interior amenity due to reduced light.

The footprint determination is as per my previous response to scale. This is the footprint of the existing commercial fishing processing containers confined within a shell. The existing containers weren't in alignment so the proposal is squared off to aid with construction and

weather tightness. This also allows the build to take on a simple gable end form as found with traditional boat sheds. Beyond squaring the proposal there is no expansion and the client was always happy to work within the existing foot print. At no point in time was any attempt made on their part to try and push walls out and claim a larger area.

Light pollution and glare

- *Submitters have fears that the design will lead to light pollution in the area.*
- *Measures adopted to address this (screens, tinted glass)*
- *Any options to reflect nautical environs?*

Great question, I am really pleased to see this raised and its one that needs to be asked more in architecture. The design has been conscious of this issue especially given the location at the water's edge.

Screening has been provided along with dark tinted glass to reduce light emissions. The philosophy for this build is to be largely self-contained with low embodied energy. This extends to lighting design. Dark sky approved lighting will be specified.

- *Measures adopted to address this glare*

I was also worried about light glare when I commenced the design. As per the query on light pollution screening is provided along with dark tinting. The tinting will offer a significant reduction in any glare viewed from across the Taieri. The other redeeming factor is that the bulk of the proposed glazing is Eastward facing with very little glazing along the Northern façade, meaning as the sun intensity increases the potential for glare decreases.