

## Landscape Assessment Report

Akaroa Wharf Renewal  
Main Wharf, Beach Road, Akaroa

11 August 2025



## Document Quality Assurance

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## Contents

Executive Summary .....	4
1 Introduction .....	5
2 The Proposal.....	12
3 Relevant Policy Context.....	17
4 Landscape Description .....	18
5 Assessment of Effects .....	25
6 Commentary on the Relevant Policy Themes .....	31
7 Conclusion .....	33

## Appendices

<b>Appendix 1</b>	Akaroa Wharf, Preliminary Design, Prepared by Isthmus Group, dated 04/06/25
<b>Appendix 2</b>	Akaroa Wharf, Revised Abutment Concept, Prepared by Isthmus Group, dated 04/06/25
<b>Appendix 3</b>	Akaroa Wharf, Graphic Attachment, Prepared by Isthmus Group, dated 23/07/25
<b>Appendix 4</b>	Akaroa Wharf, Graphic Attachment to Landscape Assessment Report, Prepared by Rough Milne Mitchell Landscape Architects, dated 11/08/25
<b>Appendix 5</b>	Akaroa Wharf, Comparison Table, Prepared by Rough Milne Mitchell Landscape Architects, dated 11/08/25

## Executive Summary

The existing Akaroa Wharf is at the end of its design life. The proposed replacement wharf seeks to address climate resilience, improve Māori cultural representation, maintain associative values, protect natural character values, improve user experience, and retain the landmark character of the wharf.

Rough Milne Mitchell Landscape Architects were engaged to assess the potential and actual effects of the proposal on the landscape values, natural character, and amenity values of the receiving environment. The assessment has been undertaken in accordance with the principles of *Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines* and considers the broader Akaroa Harbour context, the local Akaroa township setting, and the specific site environment.

The replacement wharf will largely maintain the same location and scale as the existing structure, with improvements including reduced abutment length, upgraded decking and piles, integrated cultural design elements (e.g., whāriki pattern and taurapa), and reconfigured pontoons. Construction activities are expected to span 11–14 months and include two land-based laydown areas and marine-based works involving dredging and pile replacement from both land and barge-based cranes.

The assessment identifies that:

- **Construction phase effects** on natural character, landscape values, and visual amenity will be temporary and localised, with moderate adverse effects in areas adjacent to the construction envelope and laydown areas, with low-moderate effects on the local landscape. These effects will be temporary and will only last for the duration of the construction period.
- **Operational phase effects** are assessed as neutral to positive, with the new wharf enhancing coastal amenity, cultural expression, and long-term functionality. Reduced structural bulk will improve visual permeability while the rock rip-rap will improve experiential engagement with the coast.
- The proposal aligns with relevant statutory planning frameworks outlined in the Assessment of Environmental Effects, particularly in preserving the natural character, landscape values, and recreational amenity of the coastal environment.

Overall, the project supports the long-term resilience of Akaroa Wharf while maintaining its landmark identity and protecting the broader landscape and amenity values of Akaroa Harbour. The design process has responded sensitively to the site's historic and cultural context, integrating Māori values and reinforcing the wharf's significance as a landmark feature. The project aligns with relevant statutory policy frameworks, maintaining and enhancing the town's coastal interface and sense of place.

# 1 Introduction

## 1.1 Purpose and Scope

Rough Milne Mitchell Landscape Architects (**RMM**) has been engaged by Christchurch City Council (**CCC / the Applicant**) to assess the actual and potential landscape effects of the Akaroa Wharf Renewal project (the Project), located at Beach Road, Akaroa (**the Site**).

Akaroa Wharf is at the end of its design life and the proposed replacement will offset otherwise substantial maintenance costs which regardless will not prevent ongoing deterioration. The replacement wharf will be more resilient to sea-level rise and storm surges, and respond to the evolving needs of its users, both recreational and commercial.

The project is a discretionary activity under the operative Christchurch District Plan (the **District Plan**), and a non-complying activity under the Regional Coastal Environment Plan (**CREP**).

This report provides an evaluation of the existing natural character, landscape and visual amenity values of the site, local and wider landscape. It then assesses the effects of the proposal on those identified values and in the context of the relevant policy requirements.

Prior to RMM's involvement in the Project, the Applicant engaged Isthmus Group to lead the re-design of Akaroa Wharf, which included a co-design process with representatives from Ōnuku Rūnanga. The resulting concept and preliminary designs have been relied upon in preparing this report and are attached as Appendix 1 and 2.

A preliminary / draft landscape assessment was also prepared and accompanied by a graphic attachment. The graphic attachment included a series of contextual plans / maps and panoramic photographs that have been relied upon in preparing this assessment and are attached as Appendix 3 (Graphic Supplement).

The nature and extent of the proposed upgrades are described in Section 2 below. For the purposes of establishing the scope and context of this LAR:

- The location and general form of the re-designed wharf will largely be the same as the existing wharf, extending out from the northern end of Britomart Reserve into French Bay.
- The wharf abutment is in the same location, albeit shorter in length than the existing (i.e. less protrusion into the open water).
- The entire structure will be 185m long, which is the same as the existing wharf.
- The proposed wharf will be slightly higher and wider, and further north than the existing structure.
- The current buildings that adjoin the southern side of the Wharf will remain. The size and configuration of the floating pontoons to the northern and south of the Main Wharf will differ, but the overall location, bulk and scale of the wharf and adjacent buildings and structures will not change to a discernible degree.

The proposed upgrades will improve the visual permeability of the wharf (via reduced abutment length and new piles), and its overall appearance, aesthetic quality and user experience will be enhanced.

In addition to the positioning of cranes on and adjacent to the existing wharf, to undertake demolition and reconstruction works, the construction phase also includes the establishment of two separate lay down areas. These areas will require closure / restricted access to public open space and adjacent road network. Laydown Area 1 is within the Akaroa Recreation Ground, with a temporary reclamation adjacent to the Akaroa Boat Ramp. Laydown Area 2 is between the existing wharf abutment and Beach Road and includes a vehicle staging area 70m south of the wharf at the Bruce Slipway on Beach Road.

As described in Section 2 below, the formation of these laydown areas, temporary landings and general construction works will impact the physical environment and existing user experience during the construction phase, and via increased activity and presence of large-scale machinery in the current coastal setting. The temporary effects of these activities are assessed in Section 5.

Based on the information above, this LAR has a particular focus on the 11-14 month construction phase, where the greatest degree of effect is likely to occur.

## 1.2 Methodology

The methodology and terminology used in this report is informed by the Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines<sup>1</sup> (**TTatM Guidelines**).

The TTatM Guidelines adopt a principles-based approach that allows for assessment methods to be tailored to each situation, and based on:

- The nature of the proposal and associated degree of change in the landscape,
- The relevant landscape setting, and
- Associated policy framework.

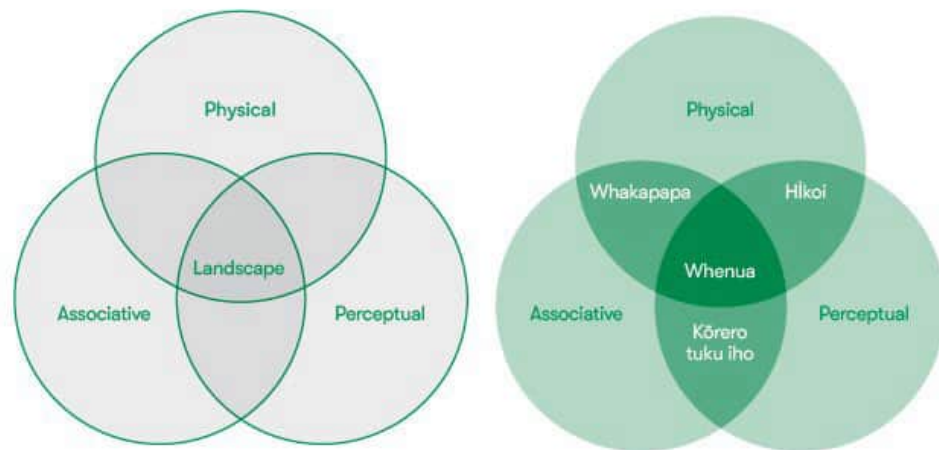
The guideline presents three overlapping dimensions in the conceptualisation of the landscape<sup>2</sup> consisting of:

- **Physical:** the physical environment – its collective natural and built elements, patterns and processes
- **Associative:** the meanings and values we associate with places; and
- **Perceptual:** how we perceive and experience places, including views and visual qualities.

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<sup>1</sup> 'Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines'. Tuia Pita Ora New Zealand Institute of Landscape Architects, July 2022.

<sup>2</sup> Para 4.10 and Figure 4, Page 72. The New Zealand Institute of Landscape Architects (NZILA), Te Tangi a te Manu Aotearoa New Zealand Landscape Assessment Guidelines. July 2022.



'Landscape' is a term that describes an integrated whole. It is the combination of all attributes and phenomena that manifest in a particular place. In assessment terminology, 'landscape' encompasses or includes the likes of natural character, visual effects and amenity.

Central to the overall process of landscape assessment (in general and specific to this assessment) is the notion that *"to assess a landscape is to assess its **character and values**"*.<sup>3</sup> In summary:

*"While landscape assessment methods vary, they are all based on landscape character and values. Character is an expression of the landscape's collective attributes. **Values** are the reasons a landscape is valued. Values, though, are embodied in attributes. **Effects** are consequences for a landscape's values resulting from changes to attributes. The landscape's values are managed through managing such attributes."*<sup>4</sup>

In response to the purpose, scope and methodology described above, this report is based on the following structure and process:

#### Initial desktop analysis

- A desktop review of Christchurch City Council's GIS website, aerials, mapped overlays, district policy considerations and assessment criteria.
- A review of the Isthmus Group concept and preliminary design.
- A review of the project brief provided by Enviser, including temporary construction elements.
- A review of relevant technical assessments and reports, including:
  - Cultural Impact Assessment<sup>5</sup> prepared by Mahaanui Kurataiao Ltd on behalf of Ōnuku Rūnanga.

<sup>3</sup> 'Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines'. Tuia Pita Ora New Zealand Institute of Landscape Architects, July 2022. Para 5.01, Page 105.

<sup>4</sup> 'Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines'. Tuia Pita Ora New Zealand Institute of Landscape Architects, July 2022. Para 5.02, Page 105.

<sup>5</sup> Mahaanui Kurataiao Ltd, Cultural Impact Assessment for Akaroa Wharf, June 2025



- Assessment of Effects on Benthic Ecology<sup>6</sup> prepared for the Replacement of Akaroa Wharf by Cawthron Institute.
- Akaroa Wharf Cultural Design Framework prepared by Ōnuku Rūnanga.
- Akaroa Wharf Heritage Impact Assessment prepared by Team Architects ChCh Limited
- Replacement of Akaroa Wharf: assessment of effect on marine mammals, prepared by Cawthron
- A review of the relevant statutory documents and provisions, including:
  - Resource Management Act 1991 (**RMA**)
  - New Zealand Coastal Policy Statement (**NZCPS**, 2010)
  - Canterbury Regional Coastal Environment Plan (**RCEP**),
  - Canterbury Regional Policy Statement 2013 (updated July 2021) (**CRPS**); and
  - Christchurch District Plan (the **District Plan**).
- A summary of the relevant statutory documents and associated policy themes, including landscape and natural character has been provided. A detailed analysis of all statutory provisions is contained in the AEE prepared by Planz consultants.

#### Site visit and analysis of landscape setting

- An initial visit to the site, local and wider landscape was undertaken on 26 June 2025. The purpose of this site visit was to observe and analyse the receiving environment and 'ground truth' the contextual information provided in Appendix 3.
- During the site visit it was determined that all but Viewpoint 11<sup>7</sup> were representative of views to Akaroa Wharf from both waterfront and elevated locations.
- Where additional representative views were encountered, additional site photographs were taken and attached to this report as Appendix 4.

#### Description of the existing landscape

- A description of the existing landscape, including wider, local and site contexts is provided. The description identifies attributes and characteristics that fall within the physical, associative and perceptual dimensions of landscape<sup>8</sup>. The landscape description is in Section 4.1 of the LAR.

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<sup>6</sup> Sneddon R, Morrissey D. 2024. Replacement of Akaroa Wharf: assessment of effects on benthic ecology. Nelson: Cawthron Institute. Cawthron Report 3921. Prepared for Christchurch City Council.

<sup>7</sup> Page 36 and 37, Isthmus Graphic Attachment, dated 23/07/25. Visibility of the Wharf from Stanley Park is limited to a very narrow viewshaft, hard up against the fence. The view from Viewpoint 11 is not representative or common.

<sup>8</sup> 'Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines'. Tuia Pita Ora New Zealand Institute of Landscape Architects, July 2022. Page 79.

- An analysis of landscape character and values, including coastal natural character and amenity of the coastal environment, of the receiving environment has been provided in Sections 4.2 - 4.4 of the LAR.
- The entire proposal is located within the coastal environment, as it is defined in the District Plan. Therefore, the consideration of coastal natural character as required under s6(a) of the RMA and several policies under the NZCPS, it forms a key tenet of this assessment.

Natural character refers to the degree to which natural elements, patterns, and processes are expressed in the environment, and the extent to which these features remain unmodified by human activity. It encompasses both the condition or “degree of naturalness” and the distinct combination of characteristics and qualities specific to each area<sup>9</sup>.

*“Natural character is an area’s distinctive combination of natural characteristics and qualities, including degree of naturalness” and includes the likes of:*

- *“Physical natural elements and processes including abiotic aspects (e.g. landform and water, hydrological processes, geomorphology, climate) and biotic aspects (flora and fauna, ecology).*
- *How they are perceived and experienced including how natural the area appears (how apparent or dominant the human structures or activities are) and how the area’s natural aspects are experienced and appreciated (e.g. exposure to the sound of water, feel of coastal wind, smell of the sea, its aesthetic qualities such as areas that are wild and scenic).”<sup>10</sup>*

### Assessment of effects

- An assessment of actual or potential adverse or positive effects the proposal will have on natural character, landscape character, and amenity values at the site and local landscape scale on the receiving environment has been undertaken. This assessment responds to the identified relevant statutory themes and the following definitions within the TTatM Guidelines:

#### Landscape Effects

***“A landscape effect is an outcome for a landscape value. ... While effects are consequences of changes to the physical environment, they are the outcomes for a landscape’s values that are derived from each of its physical, associative, and perceptual dimensions. P6.02***

*Change itself is not an effect: landscapes change constantly. It is the implications of change on landscape values that is relevant.”<sup>11</sup>*

<sup>9</sup> ‘Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines’. Tuia Pita Ora New Zealand Institute of Landscape Architects, July 2022, Page 205.

<sup>10</sup> ‘Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines’. Tuia Pita Ora New Zealand Institute of Landscape Architects, July 2022 Para 9.21, Page 212.

<sup>11</sup> ‘Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines’. Tuia Pita Ora New Zealand Institute of Landscape Architects, July 2022 Page 135.

### Natural Character Effects

*“Assessing effects on natural character is similar to assessing effects on landscape character, except **the focus is on:***

- *the **natural characteristics and qualities that contribute to natural character values***
- *appropriateness in terms of what is to be protected, which arises from the specific natural character of an area and the relevant statutory provisions (such as NZCPS Policy 13(1)(a) and (b), and regional and district policy statements/plans).”*

### Visual Effects

*“A visual effect is a kind of landscape effect. It is a consequence for landscape values as experienced in views. **Visual effects are a subset of landscape effects.** A visual assessment is one method to help understand landscape effects.”<sup>12</sup>*

*Visual effects are effects on landscape values as experienced in views. They contribute to our understanding of landscape effects. They are a subset of landscape effects.*

*For example, a proposal that is in keeping with the landscape values may have no adverse visual effects even if it is a large change to the view. Conversely, a proposal that is completely out of place with landscape values may have adverse effects even if only occupying a small portion of the view.*

- The assessment of visual effects is supported by both Isthmus Group and RMM Graphic Attachments.
- Consistent with the NZILA guidelines, the following seven-point scale has been adopted in assessing landscape effects (including visual)<sup>13</sup>



Figure 1. The comparative scale of degree of effects.<sup>14</sup>

<sup>12</sup> 'Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines'. Tuia Pita Ora New Zealand Institute of Landscape Architects, July 2022. Page 135.

<sup>13</sup> 'Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines'. Tuia Pita Ora New Zealand Institute of Landscape Architects, July 2022 Para 6.39, Page 151.

<sup>14</sup> 'Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines'. Tuia Pita Ora New Zealand Institute of Landscape Architects, July 2022 Page 151.

- Figure 1 provides a comparative scale between the seven-point scale<sup>15</sup>, and the RMA s95 notification determination test and the RMA s104D non-complying gateway test as this relates to actual or potential effects on the environment.

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<sup>15</sup> 'Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines'. Tuia Pita Ora New Zealand Institute of Landscape Architects, July 2022. Page 140.

## 2 The Proposal

### 2.1 Description of the Proposal

A comprehensive description of the project is provided in Section 3 of the AEE. The proposal is essentially to rebuild and upgrade the existing Akaroa Wharf over a period of 11-14 months.

#### **Construction Phase (temporary works)**

The construction phase will span the demolition and rebuild of the wharf. Construction phase activities are described in Section 3 of the AEE and illustrated in Figures 2-4 below.

The following are the key aspects of the construction phase:

- The proposed construction envelope includes the current wharf footprint and a lateral shift up to 2.5m to the north. The north and south pontoons will be constructed outside of the envelope. Refer to the AEE for a detailed outline of the extent of construction works.
- Construction works within the envelope include:
  - Demolition and construction activity will occur concurrently from both land-side and marine-side directions. Cranes will undertake construction activities; one working from the abutment and newly constructed wharf deck, while the other will be barge mounted and working in a landward direction.
  - The wharf side building will remain in place throughout the construction phase. There will be 18 additional piles used to support the buildings
  - Earthworks to partially remove the abutment and construct the new L wall and area of reclamation
  - There will be partial removal of the original 1887 seawall and some is to remain in place as a design feature.
  - Existing piles will be cut to the sea floor and removed, new piles will be driven into place, then the concrete decking and wharf furnishing will be installed.
- Laydown area 1 will be an approximately 2500m<sup>2</sup> area located in the southwestern corner of the Akaroa Recreation Ground. The grass will be stripped and an imported gravel surface will be placed for the duration of the construction period. The area will be remediated back to grass as soon as the laydown is decommissioned. Laydown area 1 will primarily be used for the temporary storage of materials. There will be a crane located within Laydown 1 for duration of the construction phase. A section of Rue Brittan and boat ramp carpark will be closed during the construction phase. Both areas are shown in Figure 2 below.
- There will be an area of temporary reclamation adjacent to Akaroa Boat Ramp and to allow for loading/unloading of materials from the barge. This temporary loading ramp is shown in Figure 3 below. Dredging of approximately 1500m<sup>3</sup> of seabed within French Bay will be required to facilitate the approach of the barge. There will be 2-4 temporary piles required to service the barge berth.



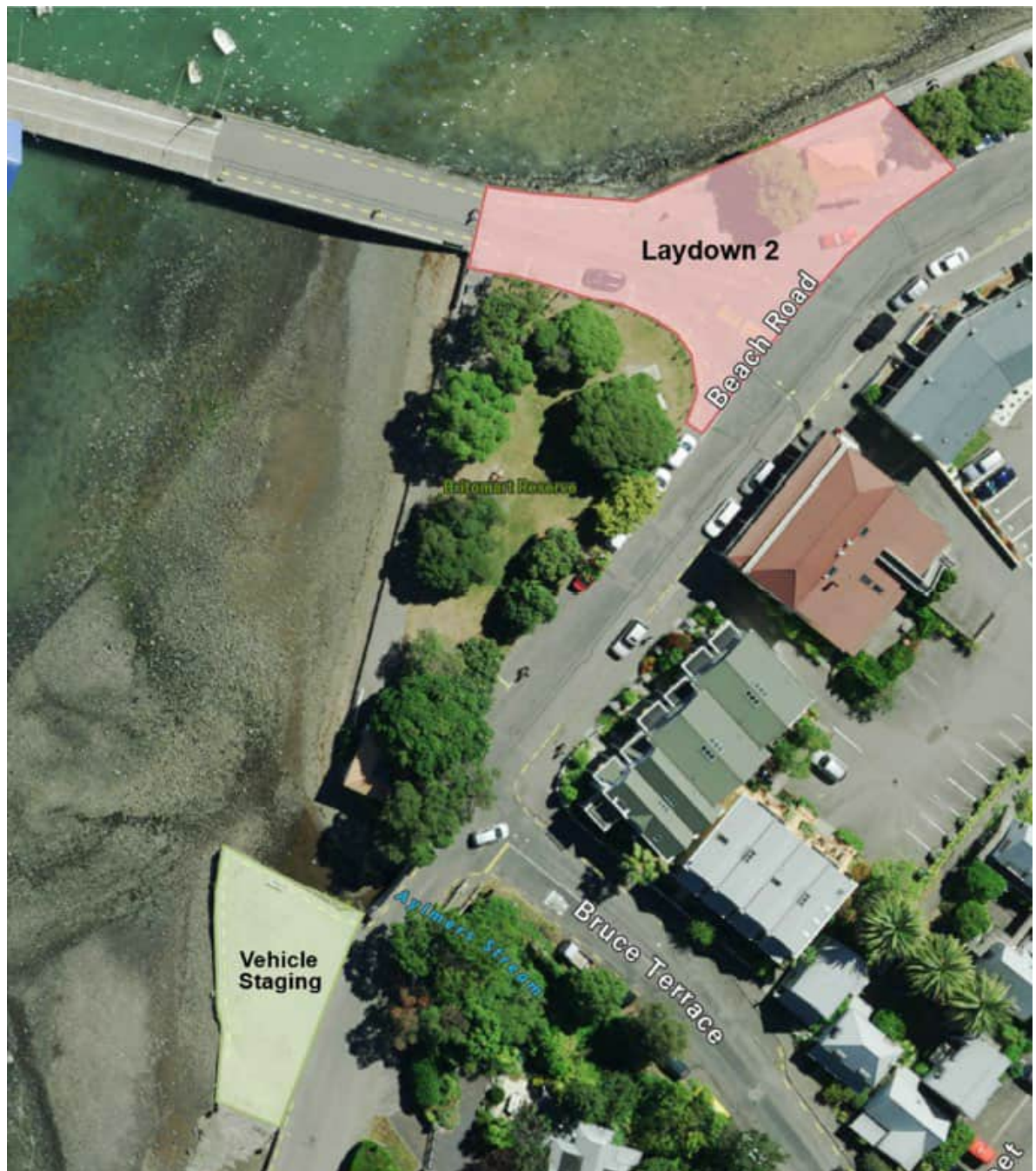
This aerial photograph shows the construction site for the Rye River Bridge. The site is divided into several key areas, each enclosed by a dashed circle:

- Dredge Temporary Channel for Material Loadout:** Located on the left, this area contains a large barge with a crane and a temporary channel for material transport.
- Temporary Landing Ramp:** A large, textured rectangular area adjacent to the dredge channel, used for temporary material storage and transport.
- Site Truck Access:** A designated area for truck entry and exit, marked with a dashed line.
- RUEE TANK:** A large cylindrical storage tank, labeled "RUEE TANK", situated near the center of the site.
- Relay & Crossing As Required:** A label indicating the location for relay and crossing equipment.
- Welding & Laydown Yard:** An area on the right side of the site, labeled "Welding & Laydown Yard", containing several long, rectangular structures.
- 28A:** A label "28A" is visible near the welding and laydown yard.
- No Cuts:** A red circular sign with a diagonal line through it, labeled "No Cuts", is positioned near the bottom center.
- Trailing & Storage:** A label "Trailing & Storage" is visible at the bottom right.

The site is bordered by a road on the right and a body of water on the left. Various construction equipment, including cranes and trucks, are visible throughout the site.

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- Laydown area 2 will be an approximately 900m<sup>2</sup> area located on the landward threshold of Akaroa Wharf. It includes the area between the wharf and Beach Road, as well as a vehicle staging area south of the wharf at the Bruce Slipway on Beach Road. See Figure 4 below.



**Figure 4: Laydown area 2 including vehicle staging area.**

- Both laydown areas will include CCTV and lighting, fencing, containers, traffic management and will provide for temporary storage of materials.
- The public will be prohibited from accessing the construction area and the construction envelope, and laydown areas as is necessary to comply with health and safety requirements.

- Most materials will be shuttled by barge (which includes one of the cranes) across French Bay between the marine-side wharf and Laydown area 1.

### Operational Phase (permanent works)

The nature of the proposed wharf upgrades is illustrated in Isthmus concept and preliminary design documents attached as Appendix 1 and 2. The following are the key aspects of the proposed wharf upgrades<sup>16</sup>.

- The location and orientation of the wharf will not change.
- The existing buildings and associated substructure that adjoin the southern edge of the existing wharf will remain, there will be 18 additional piles required to support the new configuration. Ramps and steps will be incorporated to allow for access to these buildings.
- The overall length of the wharf will not change (being 185m) and the extent of protrusion into French Bay will remain. However, the length of the abutment will reduce (from 30m to 10m), meaning to length of deck and associated substructure will increase.
- The height of the wharf deck will increase by 0.5-0.6m.
- The width of the wharf deck will increase by approximately 1m, and the structure will move 1.5 -2.5m to the north.
- The existing abutment and seawall will be replaced with a new concrete L-wall and rock rip rap, that will require some land reclamation on the northern side of the abutment.
- The wharf deck will be reinforced concrete, with hardwood timber decking in a whāriki pattern on top of the abutment at the landward end.
- The existing timber piles will be removed and replaced with steel encased concrete piles. These structural piles will be cross braced, from north to south. The overall number of piles will decrease from 120 timber piles to 44-55 larger steel encased concrete piles, at increased pile spacings. There will be 26 additional timber fender piles placed at 4m centres toward the seaward end of the wharf. There will be 12-16 additional piles for the pontoons and 4 piles for the gangways. There will be 18 additional piles to support the existing buildings. The total number of piles proposed is 104 – 119, a decrease from the approximately 120 existing piles.
- Two separate pontoons will be accessed from the wharf as shown in Appendix 1. The northern pontoon will be orientated east/west parallel to the Wharf, it will be 40m long, 5m wide and 12.6m from the main wharf. The northern pontoon. The southern pontoon will be orientated north/south, perpendicular to the wharf. It will be 20m long and 5m wide. Both pontoons will be accessed via a perpendicular walkway and parallel gangway.
- Above deck elements will include:
  - 30m long timber balustrade, furniture and kick rails.
  - new and updated safety and operational elements including steel gangway balustrades, life rings, ladders to the water, utilities and crane.

<sup>16</sup> See Appendix 5 for a table that provides a comparison between the existing wharf and proposed rebuild.



- a taurapa (carved post, that symbolises the end stern post of a waka) located above the abutment to delineate the entrance / threshold to the wharf.

### 3 Relevant Policy Context

Relevant policy documents include the Resource Management Act (1991), New Zealand Coastal Policy Statement, Canterbury Regional Policy Statement, Canterbury Regional Coastal Environment Plan (**RCEP**), and the Christchurch District Plan (**District Plan**).

Akaroa Wharf and the temporary construction envelope is within the coastal environment and the coastal marine area as defined in the District Plan. Akaroa Wharf is also within an Area of Banks Peninsula to be maintained in its present natural state under the RCEP.

For clarity, Akaroa Wharf and the temporary construction areas are not within an identified Outstanding Natural Feature or Landscape, nor have they been identified as an area of Significant or High Natural Character. The entirety of Banks Peninsula has been identified as an area of Outstanding Regional Significance; however, Akaroa township has been excluded from this designation.

All relevant policy provisions are outlined in the AEE, prepared by Planz. The landscape-related policy themes that arise from the policy documents described above, include:

- **Preservation and protection of Natural Character**
- **Protection and preservation of Landscape Character and Visual Amenity**
- **Maintenance of open space and its recreation and amenity values**



## 4 Landscape Description

### 4.1 Description of the Receiving Environment

The proposed works are situated within the following landscape contexts, which are described in terms of biophysical, associative and sensory/ perceptual dimensions.

#### **Broad Context: Akaroa Harbour and Banks Peninsula**

The landscape is dominated by the geological landform, with Akaroa Harbour being the submerged caldera of a once-active volcanic system. The almost circular summit of the caldera encloses the harbour, with steeply incised valleys, rock outcrops, and indented coastal edges shaped by erosion and tidal processes. The coastline features sea cliffs, headlands of varying sizes, and a mixture of boulder, pebble and sandy beaches. Located at the northern end of the harbour, Ōnawe Peninsula is an iconic feature in the context of the harbour.

Land use within the harbour basin is primarily rural, interspersed with remnant indigenous forest and small coastal settlements. Despite historic and ongoing modifications to the harbour edge, the broader landscape retains high levels of natural character through ongoing natural processes, dynamic land-water interactions, and the diversity of ecological habitats.

Akaroa Harbour holds enduring significance for Ngāi Tahu, particularly the hapū of Ngāi Tarewa and Ngāti Irakehu. The harbour and surrounding landscapes support a sustained way of life for Māori based on mahinga kai, kinship, and trade. The landscape continues to reflect this cultural relationship. The harbour also has a long history of European settlement and maritime activity, with heritage buildings, structures and land use patterns still visible today. The natural and cultural attributes of the harbour contribute to its status as a valued recreational and tourism destination.

Natural character in Akaroa Harbour includes perceptual and experiential qualities such as wildness, tranquillity, and remoteness, which are shaped by both physical attributes and individual experience. In more open or undeveloped areas of the harbour, these qualities are more strongly retained, enhanced by the ephemeral effects of weather, light, and water movement that create a dynamic and immersive sensory environment.

#### **Local Context: Akaroa Township and Bays (Receiving Environment within ~2km Radius)**

##### Physical Attributes

The local receiving environment encompasses Akaroa township and the adjacent bays of Glen Bay, French Bay, Children's Bay, and the headland areas of Green Point, Aylmer's Hill, and Ōtipua/ Takamatua Hill. The landscape is defined by its sheltered and enclosed landform, with topography that falls steeply to the coastal edge and open waters of the harbour. The settlement pattern is orientated towards the coast, with development concentrated along the waterfront and extending up valley floors and lower hill slopes.

The land use is diverse, with a mix of rural, residential, commercial, recreational, and open space areas. Built form is typically small-scale, colonial in style, and interspersed with woody vegetation. The coastal edge is highly modified with concrete sea walls, rock revetments, wharves, and boat ramps. Swing moorings extend the visually modified environment beyond the coastal edge and out into the bay beyond.

##### Associative Attributes

Akaroa's landscape reflects a complex Māori cultural history that predates European colonisation. The area remains culturally significant to Ngāi Tahu, with Ōnuku Rūnanga as kaitiaki of the surrounding landscape and waters. The harbour and foreshore formed part of traditional settlement and mahinga kai networks and remains an area of cultural importance.

European settlement has left a physical imprint on the landscape. Akaroa's identity is tied to early French colonisation, with road names being the most readily identifiable French heritage element. The township is further defined by heritage structures, colonial architecture, and small, cottage-scale built form. Akaroa has historic importance as a main point of access and trade. The town's layout and building style reflect its early maritime history.

### Perceptual Attributes

The landscape of Akaroa township is visually complex and dynamic. It is characterised by a blend of built form and vegetation, heritage architecture, and highly visible coastal infrastructure. The waterfront, and Akaroa Wharf in particular, is a landmark feature within the local landscape, contributing to the memorability, vividness and legibility of the township.

Scenic vistas across the water to surrounding hills are appreciated from most locations in Akaroa, strengthening and enhancing the area's sense of place. The experiential qualities are marked by the juxtaposition of human activity and natural tranquillity, the presence of marine wildlife, and the ever-changing nature of light and weather in a coastal setting all contribute to the vividness and memorability of Akaroa. The sensory experience is shaped by sea breezes, birdlife, boat movement, and the continuous sound and motion of the tide.

Desktop and on-site analysis have considered a wide visual catchment and a range of potential viewing audiences, which are illustrated in Appendix 3 and 4. On site observations confirmed that the proposed works will be indiscernible from locations in the wider landscape due to distance and the expansiveness of the view (see VP 14 and 15<sup>17</sup>). Similarly, existing development, landform and vegetation screens and obscures views of Akaroa Wharf from many locations within the local landscape. The proposed works are discernible from the following locations, and potential visual effects may be experienced by the relevant viewing audiences:

- **Wider Akaroa Harbour** (including Children's Bay, French Bay and Glenns Bay) – views from the foreshore and vessels on the open water travelling past Akaroa Wharf (see VP 5 and 6<sup>18</sup>).
- **Coastal foreshore, between Akaroa Boat Ramp and Lighthouse** – views from Akaroa Wharf Beach Road, various wharfs, sandy beaches, adjacent residential properties and the southern end of Akaroa township (see VP 1 - 4<sup>19</sup> and VP A<sup>20</sup>).

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<sup>17</sup> Isthmus Group Graphic Attachment for Akaroa Wharf, Page 42-45

<sup>18</sup> Isthmus Group Graphic Attachment for Akaroa Wharf, Page 24-27

<sup>19</sup> Isthmus Group Graphic Attachment for Akaroa Wharf, Page 16-23

<sup>20</sup> RMM Graphic Attachment, Page 5

- **Coastal foreshore, including Akaroa Wharf north to Daly's Wharf** – views from Beach Road esplanade, sandy beaches, adjacent commercial and residential properties and the northern end of Akaroa township (see VP 7 – 10, 12<sup>21</sup> and VP B<sup>22</sup>).
- **Northern end of Akaroa township** – specific to Laydown Area 1 and the road closures and temporary reclamation adjacent to Akaroa Boat Ramp. This includes views from Rue Lavaud, Rue Brittan and Akaroa Recreation Ground (see VP C - E<sup>23</sup>).

## **Site Context: Akaroa Wharf**

### Physical Attributes

Akaroa Wharf is a prominent heritage structure extending approximately 180 metres into French Bay. Constructed of timber piles and decking and fitted with two pontoons, the wharf accommodates commercial and recreational vessels and is a focal point of harbour access for Akaroa. The wharf has undergone numerous incremental and ad hoc modifications and repairs<sup>24</sup> over its circa 140-year life but retains its core function and maritime character as a working wharf. On the Wharf's southern edge there are commercial buildings that have evolved from the original wharf-side infrastructure.

The benthic environment adjacent to and including Akaroa Wharf is predominantly soft and featureless, comprising fine mud substrates interspersed with areas of shell gravel. The intertidal zones consist of boulder, cobble, and pebble beaches with silty sand and occasional sandy patches. No exposed bedrock reefs are present, and the mobility of the substrate likely restricts the development of stable biogenic structures. Closer to the shore, sediments tend to be sandier, gradually transitioning to muddier compositions further offshore. Coastal processes such as tidal movement and wave action are ongoing influences within the site and the broader Akaroa Harbour<sup>25</sup>.

Ecological complexity in the seabed environment adjacent to Akaroa Wharf is limited, with biological communities including microalgal films, crab burrows, drift macroalgae, hydroids, and scattered blue mussels and cushion stars. Wharf piles offer additional habitat, supporting species such as green-lipped mussels (*Perna canaliculus*), solitary ascidians, top shells, tubeworms, and macroalgae. While the intertidal and subtidal zones support a functioning marine ecosystem, it is considered moderate in complexity compared to less disturbed coastal areas<sup>26</sup>.

### Associative Attributes

The Akaroa Wharf is a key cultural landmark, both as a colonial heritage structure and as a component of a broader cultural landscape embedded with whakapapa. For Ngāi Tahu, the wharf sits within an area of high cultural significance, adjacent to Britomart Reserve which is a site linked to the

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<sup>21</sup> Isthmus Group Graphic Attachment for Akaroa Wharf, Pages 28-35 and 38-39

<sup>22</sup> RMM Graphic Attachment, Page 5

<sup>23</sup> RMM Graphic Attachment, Page 6-7

<sup>24</sup> Akaroa Main Wharf Conservation Plan, updated December 2021, b.7 Modifications to the Wharf, Pae 39

<sup>25</sup> Sneddon R, Morrissey D. 2024. Replacement of Akaroa Wharf: assessment of effects on benthic ecology. Nelson: Cawthron Institute. Cawthron Report 3921. Prepared for Christchurch City Council.

<sup>26</sup> Sneddon R, Morrissey D. 2024. Replacement of Akaroa Wharf: assessment of effects on benthic ecology. Nelson: Cawthron Institute. Cawthron Report 3921. Prepared for Christchurch City Council.

signing of Kemp's Deed in 1848<sup>27</sup>. The Akaroa Wharf exhibits associative values through its role as a historic point of arrival, its symbolic connection to Akaroa's French identity, and its function within the cultural tourism framework of the town. The wharf is also symbolic of the importance of the land to sea connection for both Māori and Pakeha. Its historic use for coastal shipping has evolved to support commercial fishing, tourism, and recreational boating, and it remains central to the social and economic life of Akaroa.

### Perceptual Attributes

The wharf is a landmark visual feature within Akaroa. Its scale, orientation, and location reinforce its prominence as a landmark and focal point in the coastal landscape. Along with several other smaller wharfs, it anchors the township's relationship to the harbour, offering expansive views, access to the water, and a strong sense of identity. Taken alongside other examples of human modification like seawalls, wharves, jetties and swing moorings, the presence of Akaroa Wharf does diminish natural character and the extent of land-side development in the coastal environment reduces naturalness further.

The overall experience includes a blend of movement, activity, and stillness reflecting both the working nature of the harbour and the broader scenic values of French Bay and Akaroa Harbour. The juxtaposition of human infrastructure and activity, set against open water, tidal rhythms, ocean sounds, seabirds, salt-laden air and natural backdrop contributes to a memorable and distinctive coastal landscape.

### **Site Context: Laydown Areas 1 and 2**

#### Laydown Area 1

Under the District Plan, Laydown Area 1 is within the Open Space Community Park Zone (**OCP**), coastal environment and the Akaroa Heritage Area (**AHA**).

The Akaroa Recreation Ground is an open expanse of flat mown grass; bordered by Rue Lavaud to the east and Rue Brittan and Children's Bay to the west. Rue Lavaud is the main connection road between State Highway 75 and Akaroa town centre.

The recreation grounds are a traditional park setting with trees framing the open green space. The grounds are used for both informal recreation as well as organised sports, like cricket and football. There is a pavilion, public toilets, specimen trees and amenity planting on the site, there are several bench seats and fencing is limited to bollard and chain style barriers for vehicle exclusion.

There is a broad range of uses in the immediately surrounding area, including community amenities such as school, churches and open space, residential activities, visitor accommodation, retail and hospitality activities, and a range of recreational activities including boat ramp, skate park, bowls club, mini golf, and croquet club.

Laydown Area 1 exhibits open space character with recreational and scenic value, as a foreground element to the panoramic views across French Bay to the backdrop hills.

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<sup>27</sup> Cultural Impact Assessment for Akaroa Wharf, Mahaanui Kurataiao Ltd, dated June 2025, Page 5

### Laydown Area 2

Laydown 2 is located at the landward end of Akaroa Wharf. It includes the Wharfinger's office / Weighbridge building and setting<sup>28</sup> and overlaps the Akaroa Wharf Heritage item and setting, 1137<sup>29</sup>. It abuts Britomart Reserve<sup>30</sup> but does not encroach into the reserve or the adjacent public road. The area is quite small, wedged between the wharf, Britomart Reserve, Wharfinger's office and Beach Road. It is an expansive area of asphalt, bordered by street trees and the adjacent Britomart Reserve. The asphalted area is used as carpark, loading/unloading zone and landward threshold to Akaroa Wharf. Visitor accommodation and the Akaroa Cooking School is to the southeast, on the opposite side of Beach Road.

Laydown 2 forms part of the Akaroa foreshore and waterfront. While highly modified itself, it draws from the coastal character of the adjoining beach and open water and views to the scenic coastal landscape including, Akaroa Wharf, the swing moorings in French Bay, and long views across the harbour to the surrounding hills and ridgelines.

## 4.2 Natural Character

The local coastal environment, between Children's Bay and Green Bay, exhibits a **low-moderate level of natural character**, owing to existing levels of physical modification, limited ecological complexity, and diminished perceptual qualities. There is little geomorphic diversity or potential for stable biogenic structures, reflecting a low degree of abiotic naturalness. While ongoing coastal processes such as tidal movement and wave action persist, they occur within a context of significantly modified environment. The broad ecological value of the area is constrained by the limited biodiversity and habitat complexity near the wharf, in contrast to more intact areas of the harbour that support seabirds, marine mammals such as Hector's dolphins, and a range of fish species. These ecological processes function within an environment shaped by human use and development.

Experiential values are similarly diminished, when compared with less developed, more remote areas within the wider landscape. While the broader harbour retains areas of tranquillity and remoteness, enhanced by ephemeral elements like light, weather, and water movement, Akaroa exhibits a high degree of landward development, with wharfs and moorings extending an aspect of human modification into the open water. While the character of this human modification underpins Akaroa's shared and recognised identity, it reduces the degree of coastal natural character that might otherwise exist.

Given the presence of the existing wharf and associated activities, the degree of **natural character of the site itself (i.e. the construction envelope) is low**.

## 4.3 Landscape Character

The receiving environment is characterised by a strong interplay of open water, coastline, natural landform, cultural history, and human settlement. At the broad scale, the enclosing harbour landscape is highly legible and coherent, defined by its caldera formation and steep, enclosing ridgelines. The

<sup>28</sup> Heritage item and setting 1033, Wharfinger's Office and Setting, Appendix 9.3.7.2 Schedule of Historic Heritage in the District Plan. Identified as the 'Akaroa Dolphins' ticketing office in VP 8, page 30 and 31 of Isthmus Group GA.

<sup>29</sup> Heritage item and setting 1137, Main Wharf and setting, Appendix 9.3.7.2 Schedule of Historic Heritage in the District Plan

<sup>30</sup> Heritage item and setting 1201, Cannon and setting, Appendix 9.3.7.2 Schedule of Historic Heritage in the District Plan



interrelationship between land and water is central to the character of Akaroa Harbour, creating a distinct sense of prospect and refuge, a defining quality of this enclosed harbour landscape.

At the local scale, Akaroa township exhibits a layered and nuanced landscape character. Often described as a quaint seaside town, Akaroa's sense of place is derived from the combination of heritage architecture, coastal activity, vegetation cover and the juxtaposition of open space with the visually complex shoreline. The spatial structure of the town responds to topography, with built form sitting low in valleys and nestled against spurs. The waterfront and foreshore are integral to the township's identity, reinforcing its historical function as a maritime hub and shaping its contemporary role as a tourist destination.

Local landscape character is an expression of the interplay between natural and human elements, where working and recreational maritime activities interact in a dynamic and transient coastal environment. The wharf, commercial buildings, swing moorings, jetties, and movement of vessels all sit within the open waters, ebb and flow of tides, coastal weather patterns, movement of sea life and headland backdrop.

The character of Akaroa Wharf is an expression of its historical maritime function, which facilitated the arrival and departure of vessels, people and goods from water to land. Unlike other smaller wharfs within French Bay, the Akaroa Wharf has been modified to include commercial buildings of substantial scale and pontoons to the north and south of the main wharf structure. Despite the level of historic and contemporary modifications, the Wharf remains consistent with the township's coastal aesthetic, it continues to underpin the town's working maritime identity while reinforcing its historical and contemporary relationship with the harbour. Experientially, the wharf remains a central feature in the collective experience of the place, being visually and functionally connected to its surroundings.

#### 4.4 Landscape Values<sup>31</sup>

Akaroa is widely recognised as a quaint, seaside township with a unique French influenced, post-colonial identity. A destination for both domestic and international tourism, Akaroa derives value from its coastal setting, the interplay between natural and human influences, high scenic and recreational values and presence of historic and present-day maritime elements and activities.

While Māori cultural elements are subdued in a physical sense, Akaroa Harbour (alongside the wider Bank Peninsula) holds deep and enduring cultural values, for Ngāi Tahu and particularly the hapū of Ngāi Tarewa and Ngāti Irakehu, represented today by Ōnuku Rūnanga. The harbour is a place of whakapapa, mahinga kai, and community gathering. Of note, Britomart Reserve was the location of the historic meeting and subsequent signing Kemp's Deed, a pivotal moment in the history of land alienation and Ngāi Tahu's redress<sup>32</sup>. For a more detailed description of the cultural values of Akaroa, refer to the cultural impact assessment report.

Post-colonial heritage values are expressed through buildings and structures. Akaroa Wharf, a listed heritage structure<sup>33</sup>, is one of the most identifiable landmarks and reflects the town's long-standing reliance on water-based access and trade. While it has undergone many repairs and adaptations over time, it continues to serve as a vital connection between land and sea.

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<sup>31</sup> Including natural character

<sup>32</sup> Mahaanui Kurataiao Ltd, Cultural Impact Assessment for Akaroa Wharf, June 2025

<sup>33</sup> Heritage item and setting 1137, Main Wharf and setting, Appendix 9.3.7.2 Schedule of Historic Heritage in the District Plan

The wharf serves as key destination for visitors to Akaroa township for engaging in water-based activities, sightseeing, and marine wildlife experiences. The connection to water is a shared and recognised community value, with the wharf symbolising Akaroa's enduring reliance on and relationship with the harbour. Historically, this connection was essential for mahinga kai, trade, and transport; today it also underpins the township's function as a tourism and recreation destination.

Perceptually the wharf serves as a visual focal point and landmark. Prominent when viewed from the coastal edge in and around the township, and part of the wider view from surrounding elevated locations, the wharf helps to anchor the township within the broader harbour landscape and reinforces its identity as a coastal settlement intimately connected with its environment.

Perceptual values are significant and include the sensory experience of the coastal environment including the smell and sound of the ocean, the visual dynamism of boats and maritime activity, and the ephemeral qualities of light, weather, and tide. Expansive views across the open water are punctuated with moored vessels and coastal structures, with backdrop headlands, hills and ridgelines contributing to a strong sense of enclosure, identity and memorability.

There are scenic amenity values, and high landscape legibility associated with the Recreation Ground. The open character of the park (when compared to the more built-up settlement pattern of Akaroa) allows for scenic views of the hills and Ōtipua/ Takamatua hill that forms the backdrop across the harbour. Visibility of the ocean varies due to tidal influences, relative elevation and distance from the coastal edge.

## 5 Assessment of Effects

### 5.1 Construction Phase

#### Effects on Natural Character

Construction activities will temporarily affect aspects of the seabed and foreshore environment.

While dredging and pile removal will disturb the seabed and displace encrusting communities attached to existing piles, these habitats are of low ecological value as they lack complex structure, sensitive taxa<sup>34</sup>, and are already subject to baseline disturbance from existing harbour activity<sup>35</sup>. There is also potential for suspended sediment plumes to be generated during pile-cutting and seabed disturbance, and increased turbidity resulting from vessel movement within the construction envelope and across the bay between Laydown 1 and the Wharf. Effects arising from these activities will be localised and short-lived, and rapid recolonisation of these areas is expected following completion of the works. A suite of management and mitigation measures have also been developed to minimise effects on marine mammals during the construction period.

Experiential values will be temporarily affected during construction. The presence of cranes, barges, fencing, and increased vessel activity will contrast with existing natural qualities. And the overall balance between natural and non-natural elements, patterns and process will shift toward the latter.

Construction noise, particularly during piling, will negatively impact from the existing coastal experience, especially for adjacent residential properties, commercial operations and visitor accommodation. However, the impact of this increased activity is set against a working maritime character, the existing backdrop of the road corridor and movement of vessels to and from the wharf. The magnitude of these impacts will vary during the construction period, depending on that nature and number of activities occurring at a particular point in time.

The restriction of access to the wharf and laydown areas may also impact how people experience and relate to the coastal edge, particularly in terms of access and connection to the water. However, these impacts are confined to localised areas and do not prevent broader visual or physical connection with the harbour. Broad harbour views, tidal movement, and surrounding landform will remain legible and continue to express the underlying land–water relationship that underpins to natural character in the local landscape setting.

Taking the potential impacts on the physical and experiential aspects of coastal natural character together, overall construction effects will be **low - moderate**.

#### Effects on Landscape Values

Construction activities will impact some of the existing physical, associative, and perceptual attributes (i.e. the construction envelope and Laydown Areas 1 and 2) described previously.

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<sup>34</sup> Sneddon R, Morrissey D. 2024. Replacement of Akaroa Wharf: assessment of effects on benthic ecology. Nelson: Cawthron Institute. Cawthron Report 3921. Prepared for Christchurch City Council

<sup>35</sup> Sneddon R, Morrissey D. 2024. Replacement of Akaroa Wharf: assessment of effects on benthic ecology. Nelson: Cawthron Institute. Cawthron Report 3921. Prepared for Christchurch City Council

Physical construction effects will occur within the context of an existing, modified environment, including the Akaroa Wharf, the adjacent built form, and the working maritime setting.

Earthworks will be required to construct the new wharf abutment, resulting in disturbance of the coastal edge. The removal of existing piles will disturb the seabed, benthic communities and marine mammals. The temporary reclamation adjacent to the Akaroa Boat Ramp will impact that localised part of the foreshore and seabed in similar ways.

The establishment of the proposed laydown areas will cause disruption with road closures and traffic management impacting access to the coastal environment. Laydown Area 1 will result in a temporary reduction in open space and the availability of land for informal recreation.

An incremental increase in vessel movement across French Bay is anticipated due to barge operations between Laydown Area 1 and Akaroa Wharf. However, vessel activity is already a defining feature of the bay and forms part of its working maritime character.

Shared and recognised values stemming from Akaroa's connection to the coastal environment will be impacted, albeit localised to the construction envelope and laydown areas. The landmark status of the Akaroa Wharf will be temporarily lost because of the removal of the wharf deck and piles. However, the recognisable blue and white buildings will remain in place, helping to maintain an element of the wharf's identity and a historical maritime association.

Temporary restrictions of access to the areas of construction site will result in a localised reduction in space available for recreational activities. However, the constrained nature of these restrictions means the broader open space attributes associated with the recreational value of the Akaroa landscape will be maintained.

The presence of machinery and construction infrastructure will negatively impact the waterfront experience, with additional noise, smells and visual clutter likely to reduce the 'pleasantness' and general enjoyment of the waterfront. The complete removal of the wharf for a time, will mean that Akaroa loses one of its most identifiable landmarks and that is likely to negatively impact people's experience of place, especially tourists and visitors that may have travelled to Akaroa to visit this landmark. While construction-related noise and odour will be absent during weekends, cranes and materials with the laydown areas will remain in place.

It is likely that for some, especially regular wharf users (i.e. residents, businesses and regular visitors to Akaroa), the proposed construction activities will be perceived in a positive light. This is because of people's associations with the wharf and the recognition that the proposed works are designed to not only provide for the long-term function and integrity of the 'Akaroa wharf' in this location, but also improve its functionality, aesthetic appearance and Akaroa's overall sense of place. In addition, the broader landscape's scenic values, characterised by long views to harbour waters, hills, and ridgelines will remain. The visual complexity and 'layered' qualities of the existing setting are mitigating factors, providing context and an already dynamic backdrop to construction activities.

Overall, adverse effects on landscape values during the construction phase will be **moderate**, stemming largely from the removal of the wharf, exclusion of people from laydown areas and closed roads, and the presence of cranes and other construction machinery.

## Visual Effects

### Wharf Construction Envelope and Laydown Area 2<sup>36</sup>

Views of the construction activity in and around the Akaroa Wharf will be experienced from:

- Wider Akaroa Harbour (including Children's Bay, French Bay and Glenns Bay) – views from the foreshore and vessels on the open water travelling past Akaroa Wharf.
- Coastal foreshore, between Akaroa Boat Ramp and Lighthouse – views from Beach Road, various wharfs, sandy beaches, adjacent residential properties and the southern end of Akaroa township.

The two cranes that will be used to demolish and rebuild the wharf will be the most visually prominent elements within the construction envelope. While 'standing out', the cranes will be viewed in the context of a relatively complex maritime landscape. Swing moored vessels, any with tall masts, pepper the local landscape, the coming and going of tourist and fishing vessels is commonplace and the buildings alongside Akaroa Wharf will remain prominent.

Where there are views of the wharf from the foreshore, construction activities will add further movement/ dynamism to the site and local landscape, and the storage of plant and materials within the laydown areas will add clutter when viewed from the section of Beach Road, and adjacent dwellings and foreshore, between Drummonds Wharf and Akaroa Yacht Club.

Potential adverse visual effects will be greatest when immediately adjacent to the construction envelope and Laydown area 2<sup>37</sup>, including adjacent dwellings, Beach Road and section of foreshore between the Akaroa Boatshed and Drummonds Wharf. Adverse visual effects for these audiences will be **moderate** during the construction period, largely due to proximity and the fact that construction works (especially the cranes) will be set against the largely open water backdrop.

These effects will reduce to a **low** degree for the wider land side audience, owing to distance and the role that intervening buildings, landform and vegetation play in screening and obscuring the view. Visual effects for those audiences within the wider Akaroa Harbour will also be low in degree, with the primary mitigating factor being the construction works are set against the landside backdrop, which is already significantly modified.

### Laydown Area 1 and temporary reclamation<sup>38</sup>

Laydown area 1 is located at the south-western corner of the Akaroa Recreation Ground, directly adjacent to the public toilet facilities and proximate to the Akaroa Boat Ramp and carpark.

The level of carpark and boat ramp use varies throughout the year, depending on the season, day of the week, and prevailing weather conditions. At peak times, the carpark is often full of campervans, trailers, private vehicles, buses, and boats. Views of the boat ramp and immediate foreshore and open water are often screened by vehicles and vessels.

The introduction of the laydown area will reduce both the perceived and actual openness of the park and boat ramp car park. It will change the nature of the foreground views to Ōtipua/ Takamatua Headland experienced from the Akaroa Recreation Ground, Rue Lavaud and parts of Rue Brittan.

<sup>36</sup> Refer to Viewpoints 1 - 6, 8 - 10, 12, 13 in the Isthmus GA and Viewpoints A and B in the RMM GA.

<sup>37</sup> This is especially evident in viewpoints 8 and 9 of the Isthmus GA

<sup>38</sup> Refer to Viewpoint C, D and E in the RMM GA

Immediate views to the water will be partially screened by construction fencing and associated activity, impacting scenic values and reducing visual amenity. The crane that will operate within Laydown 1 will add a visually prominent (albeit temporary) vertical element in to the scene, impacting on views across Children's Bay. The location of the laydown area in a discrete corner of the park, adjacent to existing urban development, vegetation and public toilets, and the presence of the sports pavilion and carpark area are mitigating factors. The additional vehicle movement, crane and visual clutter that will result from the laydown area represents an increase in activity but overall is consistent with the adjacent activity that already adjoins the park.

The area of reclamation adjacent to the Akaroa Boat Ramp represents a discrete increase to infrastructure, and loss of a small area of foreshore and open water in that location. While the reclamation will be visible from the foreshore to the south, it will be set against the existing seawall and wharf structure and will read as an extension to these existing modifications to the coastal edge. The reclamation itself will be visually recessive and the associated additional vehicle and vessel movements will be viewed in the context of the existing road network and boat ramp carpark.

Taken together, Laydown area 1 and the temporary reclamation will result in a **low-moderate degree** of visual effect when viewed from the northern end of Akaroa township.

## 5.2 Operational Phase

### Effects on Natural Character

Once operational, the replacement wharf will be comparable to the existing wharf in terms of effects on natural character. The overall footprint will be similar, with a slightly reduced area of abutment and reclamation. Any displaced biota is expected to quickly recolonise the redeveloped wharf. Artificial lighting will be of similar scale and intensity, and the existing physical relationship between the proposed wharf and the natural coastal processes will remain. Perceptually, the reduction in the length of abutment, and introduction of rock rip-rap will provide a more naturalised harbour edge compared to the existing seawall, offering informal public access to the foreshore, potential for improved habitat and enhancing experiential engagement with the marine environment. The existing sensory experience of the harbour will be retained and overall, operational effects on natural character will be **neutral** in the local context, with **potential positive effects** at the site context arising from the reduction in the scale of the abutment and introduction of the rock rip-rap to naturalise/ soften its overall appearance.

### Effects on Landscape Values

In terms of location, form, function and general appearance, the replacement wharf is comparable to the existing structure. Although there will be changes to some aspects of the wharf, like pontoon configuration and deck height, they are functional requirements that are consistent with the current maritime character.

The negative impact of the increased height of the wharf deck will be negligible, while improving openness and visual connection through the structure at the same time. The replacement wharf's increased height will not impede scenic views of the harbour from proximate buildings. Similarly, the increased width of the deck and potential movement to the north will not change the nature of the existing 'scene' when viewed from adjacent land-side locations. The introduction of a rip rap revetment wall will further enhance the recreational interface with the coastal environment, providing informal beach access and the potential for improved biodiversity relative to the existing seawall.

Although the removal of the existing wharf will result in the loss of a listed heritage structure, its replacement has been sensitively designed to reflect and acknowledge its heritage values and further engage with cultural narratives that were previously absent from the existing structure. Collectively,

these will reinforce the landmark aspects of the Akaroa Wharf, increasing legibility as associated with this part of the Akaroa coastal foreshore. While recognising the existing heritage values of the wharf will be adversely affected<sup>39</sup>, the wharf has undergone many changes over time, and the new structure continues this legacy of evolution through upgrades and adaptation. Reclaimed timber and the retention of important maritime elements from the original 1887 seawall ensure continuity with the wharf's historic origins, maintaining the simplicity and functionality that define its historic form. While there is an unavoidable adverse effect on historic heritage (and are addressed in the Heritage technical assessment), from a landscape and amenity perspective that loss is balanced by respectful design integration and homage to the past.

The design of the new wharf has been developed in collaboration with representatives of Ngāi Tahu to ensure that Māori values and narratives are meaningfully embedded in the landscape. Cultural features such as the *Whāriki* (woven mat) pattern at the wharf threshold welcomes people and references mahinga kai narratives. The taurapa is symbolic of whakapapa and the deep connection between tāngata and whenua. These representative elements will generate positive associative effects for Māori and will enhance the overall sense of place<sup>40</sup>.

Once operational, the new Akaroa Wharf will continue to contribute to the vividness, memorability, and legibility of the Akaroa waterfront. It will remain a widely recognised landmark and valued point of connection between land and sea, supporting commercial, recreational, and tourism activity.

Overall, the effects on landscape values are assessed as **neutral to positive**, with enduring benefits in terms of functioning long term maritime activities, cultural expression and community connection to the coastal environment and Akaroa's overall sense of place.

### Visual Effects

The most identifiable changes to the wharf include the reduction in abutment length, reduction in piles numbers and spacing, addition of the northern pontoon, and the introduction of the sculptural taurapa and 30m long timber balustrade along the southern side of the wharf.

Overall, the current level of visual prominence will remain with aspects of the redevelopment that increase visual prominence (like height and width) being offset/ countered by aspects that reduce prominence (like reduction in abutment) and enhance overall visual appearance (like increased rip rap, quality of materials, whāriki, taurapa and timber balustrade).

The wharf will continue to be a readily identifiable landmark when viewed from the coastal edge and open waters of Akaroa Harbour. Views across the broader harbour or towards the less developed Ōtipua/ Takamatua Headland will not be impeded, and although the additional balustrade and northern pontoon will increase the visual bulk of the wharf to a limited degree, it will be entirely consistent with the current coastal character and scene. Adverse visual effects will be **very low** in degree, with the reduction in abutment length and the overall improvement in design and aesthetic quality generating positive effects for some.

<sup>39</sup> Akaroa Wharf, Heritage Impact Assessment, Team Architects ChCh Limited, page 32

<sup>40</sup> Refer to the Cultural Impact Assessment for the full breadth of Māori cultural effects.

### 5.3 Summary of Effects

#### Construction effects

	<i>Construction Effects</i>	<i>Magnitude of Effects<sup>41</sup></i>
<i>Natural Character Values</i>	<b>Low Moderate adverse</b>	<b>Minor</b>
<i>Landscape Values</i>	<b>Moderate adverse</b>	<b>More than minor</b>
<i>Visual Effects</i>	<b>Moderate adverse</b> (proximate to the wharf and Laydown Area 2 – Low for other locations)	<b>More than minor</b>

#### Operational effects

	<i>Operational Effects</i>	<i>Magnitude of Effects</i>
<i>Natural Character Values</i>	<b>Neutral to Low Moderate positive</b>	<b>Minor</b>
<i>Landscape Values</i>	<b>Neutral to Low positive</b>	<b>Minor</b>
<i>Visual Effects</i>	<b>Very Low adverse</b>	<b>Less than minor</b>

<sup>41</sup> As it relates to the RMA s95 notification determination test and the RMA s104D non-complying gateway test



## 6 Commentary on the Relevant Policy Themes

### 6.1 Preservation and protection of Natural Character

The local coastal environment, between Children's Bay and Green Bay, exhibits a low-moderate level of natural character, owing to existing levels of physical modification, limited ecological complexity, and diminished perceptual qualities. Experiential values are similarly diminished, when compared with less developed, more remote areas within the wider landscape.

There is a high level of modification of the coastal edge on the southern side of the bay, which reduces natural character further, especially in the areas adjacent to Akaroa township, between the Akaroa boat ramp and Akaroa Lighthouse. Modification of the coastal edge via localised reclamation, seawalls, jetty's, wharfs and buildings means that natural character within the footprint of the proposal is low. In terms of NZCPS Policy 13(1) the site has not been classified as having 'outstanding' natural character under the District Plan or the RCEP and forms part of the "other areas of the costal environment". The effects on natural character have been assessed as minor and are therefore well below the threshold of significant adverse effects<sup>42</sup>.

While the proposal will result in further modification of, and activity within, the coastal environment during the construction period, permanent impacts will be limited. Adverse natural character effects will be low moderate during construction, owing to wharf demolition, removal and reestablishment of wharf piles, reduction of the existing wharf abutment, establishment of the reclamation at the Akaroa boat ramp and the presence of machinery and materials with the laydown areas. Permanent natural character effects will be neutral, with potential low moderate positive effects stemming from the reduction of the existing abutment. Furthermore, once operational the replacement wharf will not increase the actual or perceived level of modification in the coastal landscape, and the natural character of the coastal environment will be protected.

### 6.2 Protection and preservation of Landscape Character and Visual Amenity

Adverse effects on landscape values will be moderate (more than minor) during the construction phase, stemming largely from the removal of the wharf, exclusion of people from laydown areas and closed roads, and the presence of cranes and other construction machinery.

Visual effects will be greatest during this phase, especially for those that are directly adjacent to the construction envelope and Laydown area 2, including adjacent dwellings, Beach Road and the section of foreshore between the Akaroa Boatshed and Drummonds Wharf. Effects on these audiences will be and largely due to proximity to the construction envelope and Laydown area 2, and the fact that construction works (especially the cranes) will be set against the largely open water backdrop.

Visual effects during construction stemming from Laydown area 1 and the temporary reclamation next to the Akaroa boat ramp will be no more than minor. Visual effects on the wider viewing audience (both landside and open water) will be less than minor, owing to viewing distance and the level of modification that provides a backdrop of human modification of the coastal environment.

Overall, permanent effects on landscape values are assessed as neutral to positive, with enduring benefits in terms of functioning long term maritime activities, cultural expression and community

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<sup>42</sup> NZCPS Policy 13(1)(2)

connection to the coastal environment and Akaroa's overall sense of place. Permanent adverse visual effects will vary in degree, with positive effects for some, arising from the reduction in abutment length and the overall improvement in design and aesthetic quality.

### **6.3 Maintenance of open space and its recreation and amenity values**

The proposal will maintain long term open space and recreational values, with access to the coastal environment being future proofed and enhanced in the long term. The enhancements to the functionality, experience and aesthetic quality of the wharf will positively impact amenity values. The design narrative that has been expressed through the concept and preliminary design stages will enhance Akaroa's sense of place and positively contribute to Akaroa Wharf's existing landmark status.

Public access to the coastal environment will be restricted during the construction phase, specifically via Akaroa Wharf, Laydown area 2 and road closures proximate to the Akaroa boat ramp. Access to the southwestern corner of Akaroa Recreation Ground will be affected, although most of the park will remain accessible to the public.

The overall recreation and amenity values of Akaroa Recreation Ground and Akaroa Waterfront will not be significantly impacted by these temporary restrictions, and the proposal will enhance the enduring public open space qualities and recreational opportunities within the coastal environment.

## 7 Conclusion

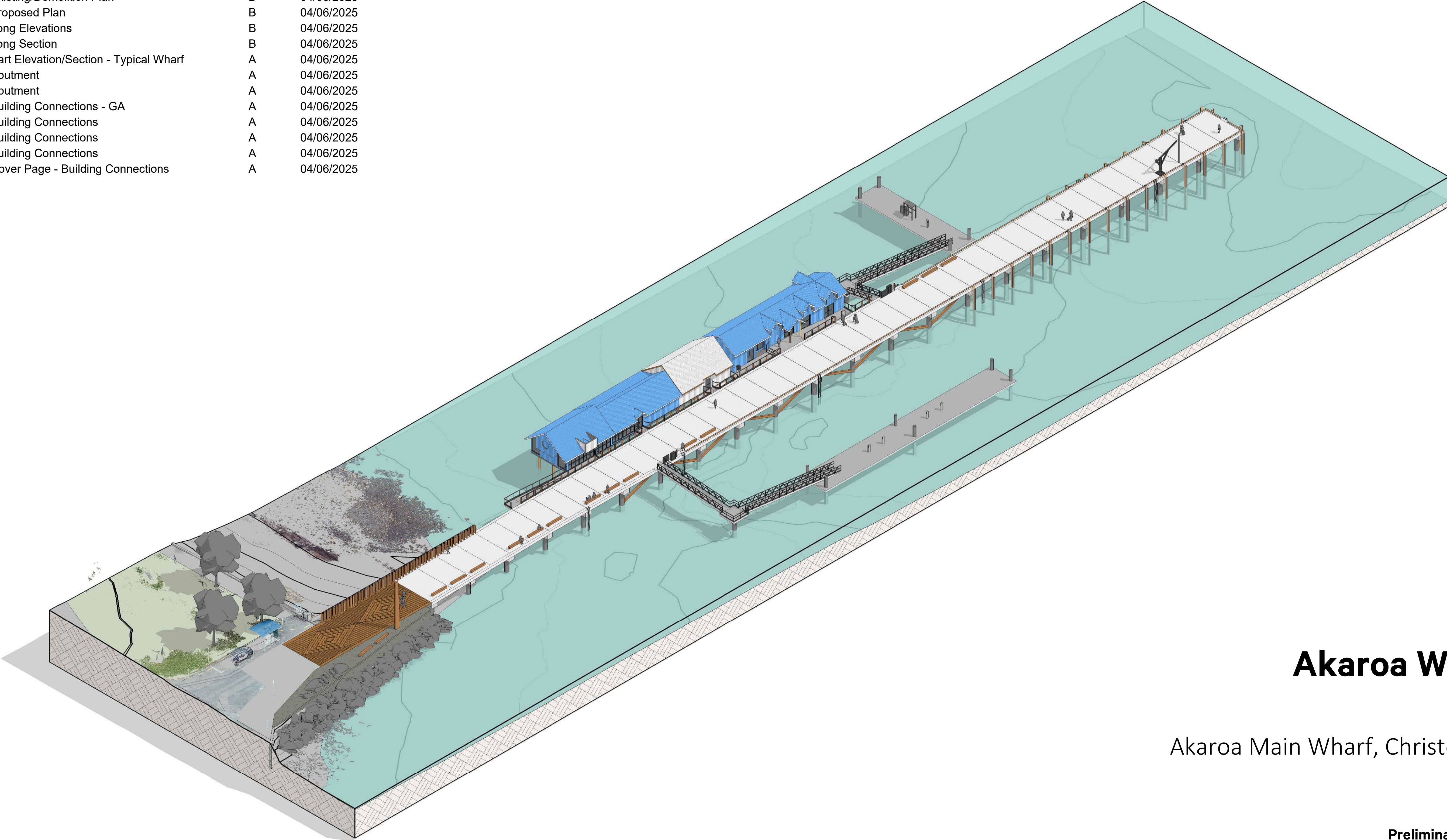
The proposal to rebuild and upgrade Akaroa Wharf will result in **moderate (more than minor) adverse landscape and visual effects** during the 11-14 month construction phase. Landscape values will be affected by the removal of the wharf, exclusion of people from laydown areas and closed roads, and the presence of cranes and other construction machinery. Visual effects stem from construction works (especially the cranes) being near adjoining residents, commercial activities, public roads and adjacent foreshore, and the fact that construction activities will be set against the largely open water backdrop.

Construction activities will temporarily affect physical aspects of the seabed and foreshore environment. For example, dredging and pile removal will disturb the seabed and displace encrusting communities in and around the existing wharf, while the temporary reclamation adjacent to the Akaroa boat ramp will disturb a discrete area in the local coastal environment. Experiential values will be impacted, with the presence of cranes, barges, fencing, and increased vessel activity contrasting with existing natural qualities and shifting the overall balance between natural and non-natural elements, patterns and process will shift toward the latter. Resulting **temporary natural character effects will be low - moderate (minor)**.

In the long term, **effects on landscape and natural character values will be neutral, and trending towards positive** due to the enduring benefits from the reduction in the extent of the existing abutment, continuation of resilient and functional maritime activities, cultural expression and community connection to the coastal environment and Akaroa's overall sense of place. Adverse **visual effects will be very low, and trending positive** for some, arising from the reduction in abutment length and the overall improvement in design and aesthetic quality.



Sheet No.	Sheet Name	Revision	Current Revision Date
A0-000	Cover Page	B	04/06/2025
A0-010	Site Context	B	04/06/2025
A1-001	Existing/Demolition Plan	B	04/06/2025
A1-003	Proposed Plan	B	04/06/2025
A2-001	Long Elevations	B	04/06/2025
A3-001	Long Section	B	04/06/2025
A4-001	Part Elevation/Section - Typical Wharf	A	04/06/2025
A4-100	Abutment	A	04/06/2025
A4-101	Abutment	A	04/06/2025
A5-001	Building Connections - GA	A	04/06/2025
A5-002	Building Connections	A	04/06/2025
A5-003	Building Connections	A	04/06/2025
A5-004	Building Connections	A	04/06/2025
Ax-001	Cover Page - Building Connections	A	04/06/2025



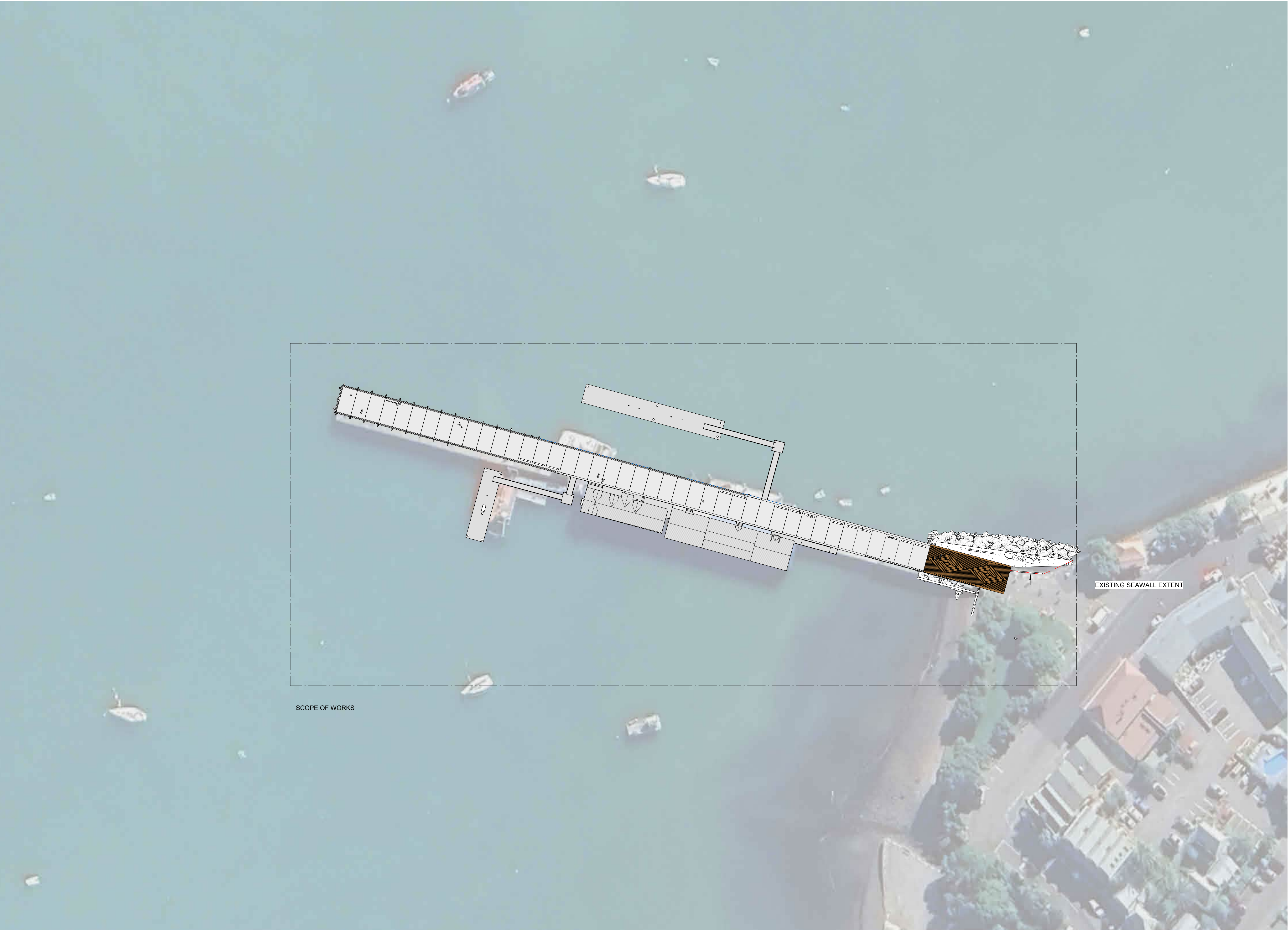
# Akaroa Wharf

Akaroa Main Wharf, Christchurch

Preliminary Design  
04/06/2025

Isthmus.





SITE DESCRIPTION

SITE ADDRESS: AKAROA MAIN WHARF, AKAROA, CHRISTCHURCH 7520

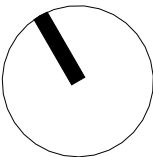
LEGAL DESCRIPTION: ADJACENT LOT 1 DEPOSITED PLAN 2864 & LOT 1 DEPOSITED PLAN 2867

GENERAL NOTES

NOTE OUR DOCUMENTATION IS BASED ON THE 2020 POINT CLOUD PROVIDED BY CCC. WE RECOMMEND A CADASTRAL SURVEY IS COMPLETED TO ENHANCE ACCURACY IN DETAILED DESIGN DOCUMENTATION.

PLEASE NOTE THE WHARF ALIGNMENT IS YET TO BE CONFIRMED TO ENABLE PILING ADJACENT TO EXISTING BUILDINGS. ABUTMENT EXTENTS AND BUILDING CONNECTIONS WILL NEED TO BE REVISED TO SUIT ONCE THIS IS CONFIRMED. REFER HOLMES CONCEPT DOCUMENTATION FOR AKAROA WHARF CONSENT EXTENTS.

PLEASE READ IN CONJUNCTION WITH STRUCTURAL ENGINEER'S DOCUMENTATION.



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Revision  
**B**

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**A0-010**

Job No.  
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SITE DESCRIPTION

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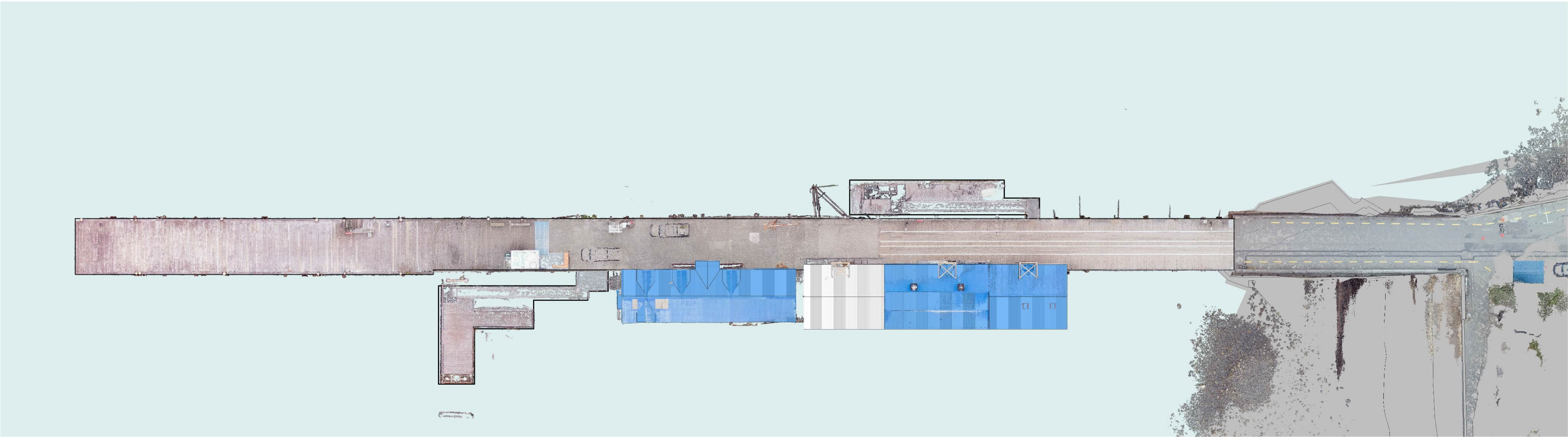
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GENERAL NOTES

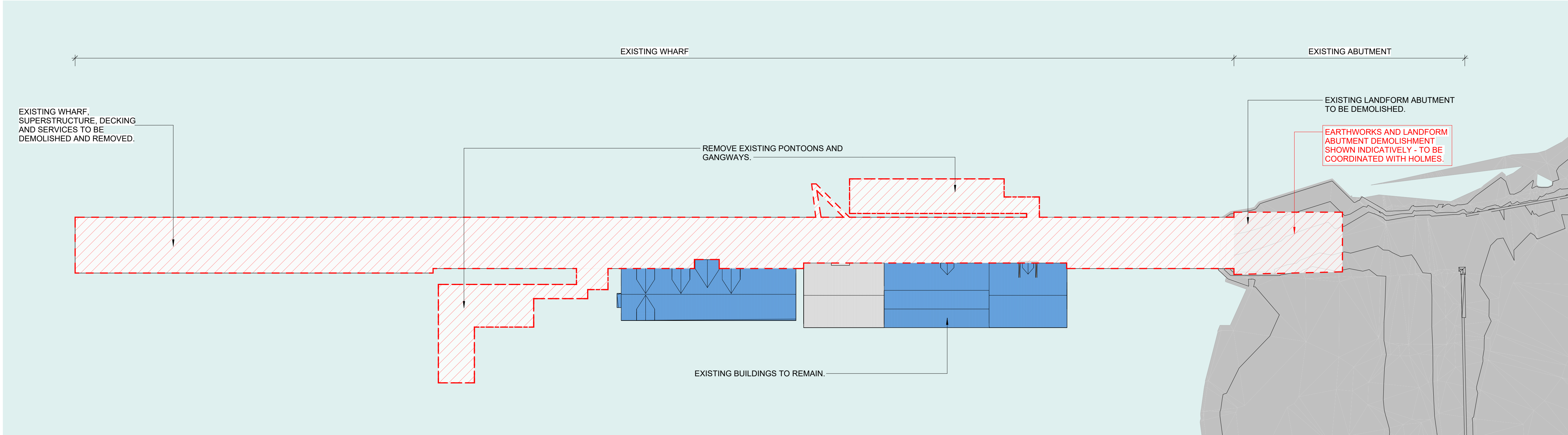
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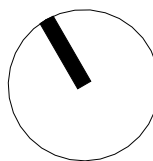
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1 EXISTING PLAN  
1 : 300



2 DEMOLITION PLAN  
1 : 300



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Drawing Title  
**Existing/Demolition Plan**

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50% @ A3**  
Job No.  
**4389**

Revision  
**B**  
Drawing No.  
**A1-001**



SITE ADDRESS: AKAROA MAIN WHARF,  
AKAROA, CHRISTCHURCH  
7520

LEGAL DESCRIPTION: ADJACENT LOT 1  
DEPOSITED PLAN 2864 &  
LOT 1 DEPOSITED PLAN  
2867

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EXISTING BUILDINGS. ABUTMENT EXTENTS AND  
BUILDING CONNECTIONS WILL NEED TO BE REVISED  
TO SUIT ONCE THIS IS CONFIRMED. REFER HOLMES  
CONCEPT DOCUMENTATION FOR AKAROA WHARF  
CONSENT EXTENTS.


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**Akaroa Wharf**

Drawing Title  
**Proposed Plan**

Scale  
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Job No.  
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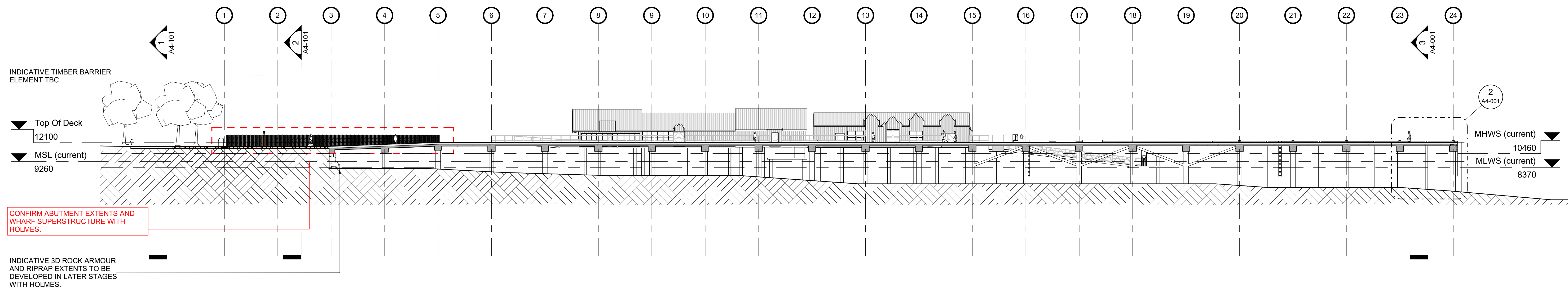
Revision

Drawing No.  
**A1-003**

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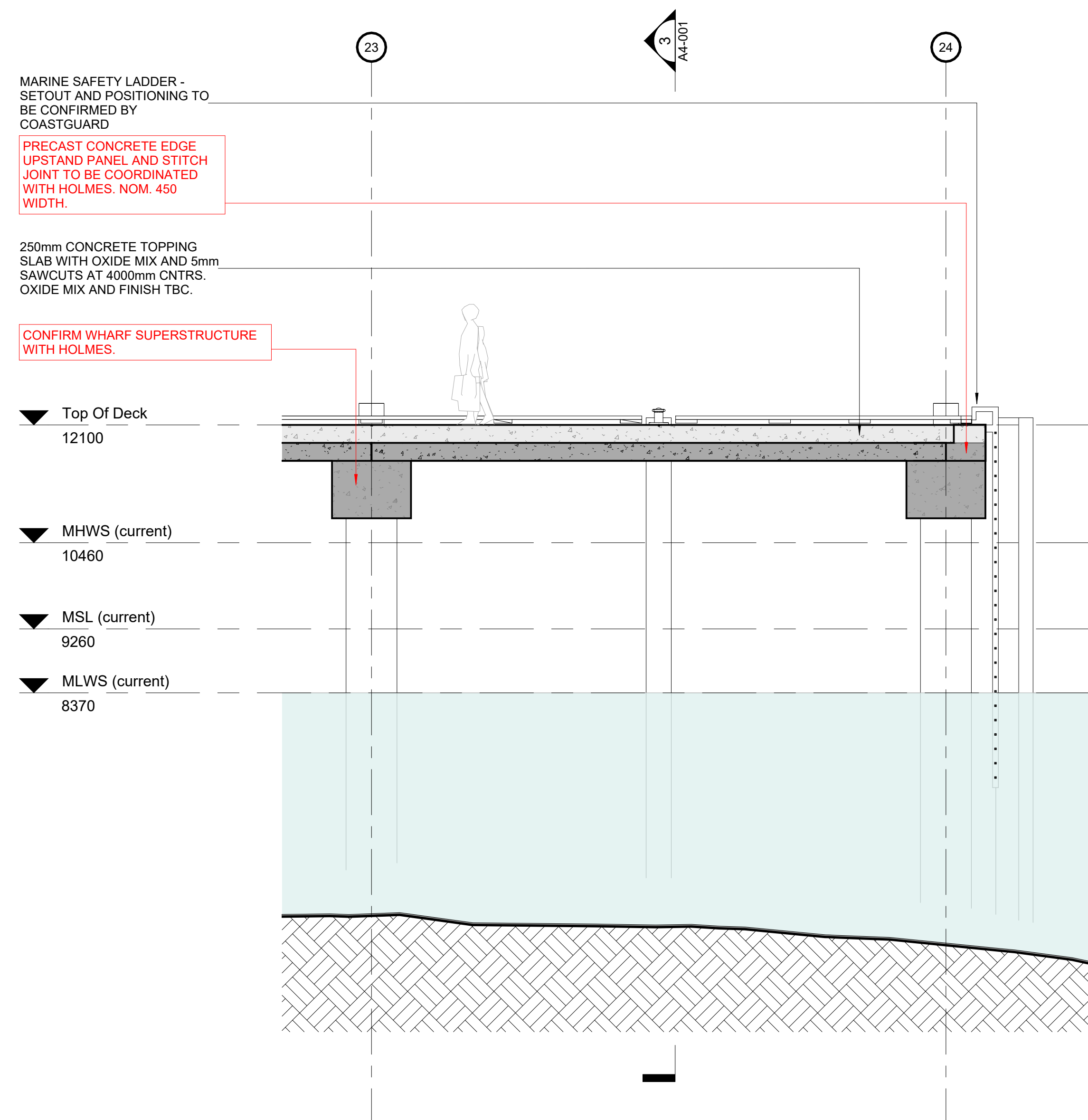
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Drawing Title  
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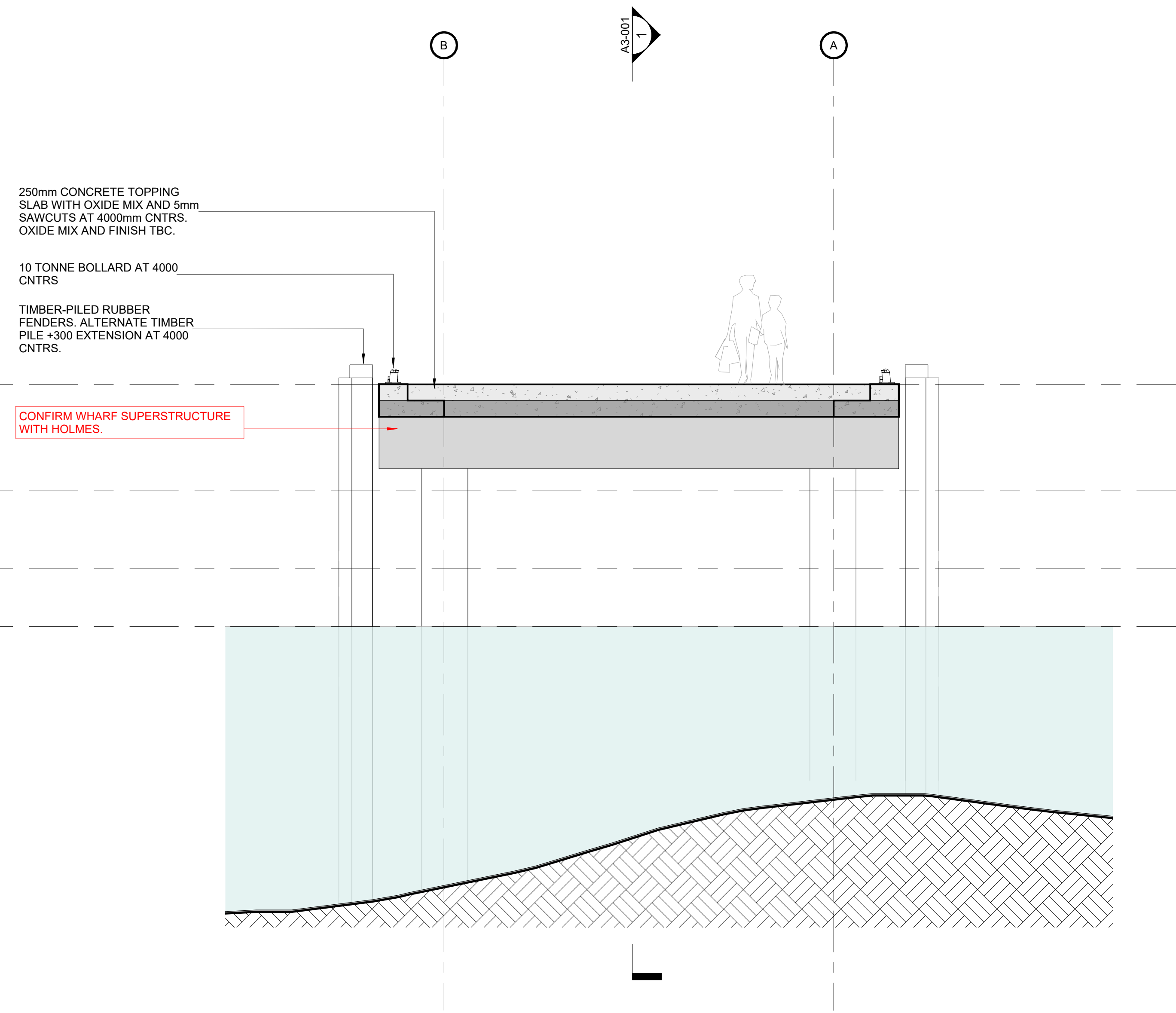
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Revision  
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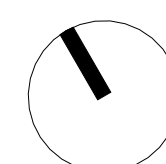
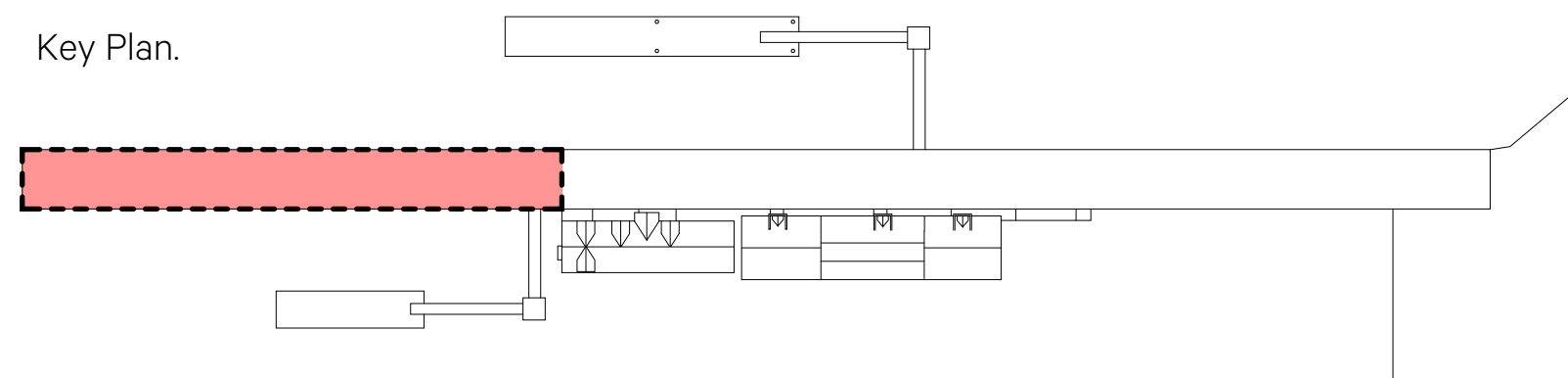
Drawing No.  
**A3-001**



2 PART SECTION - WHARF END  
A3-001 1 : 50




3 GA SECTION - TYP. WHARF  
A1-003 1 : 50



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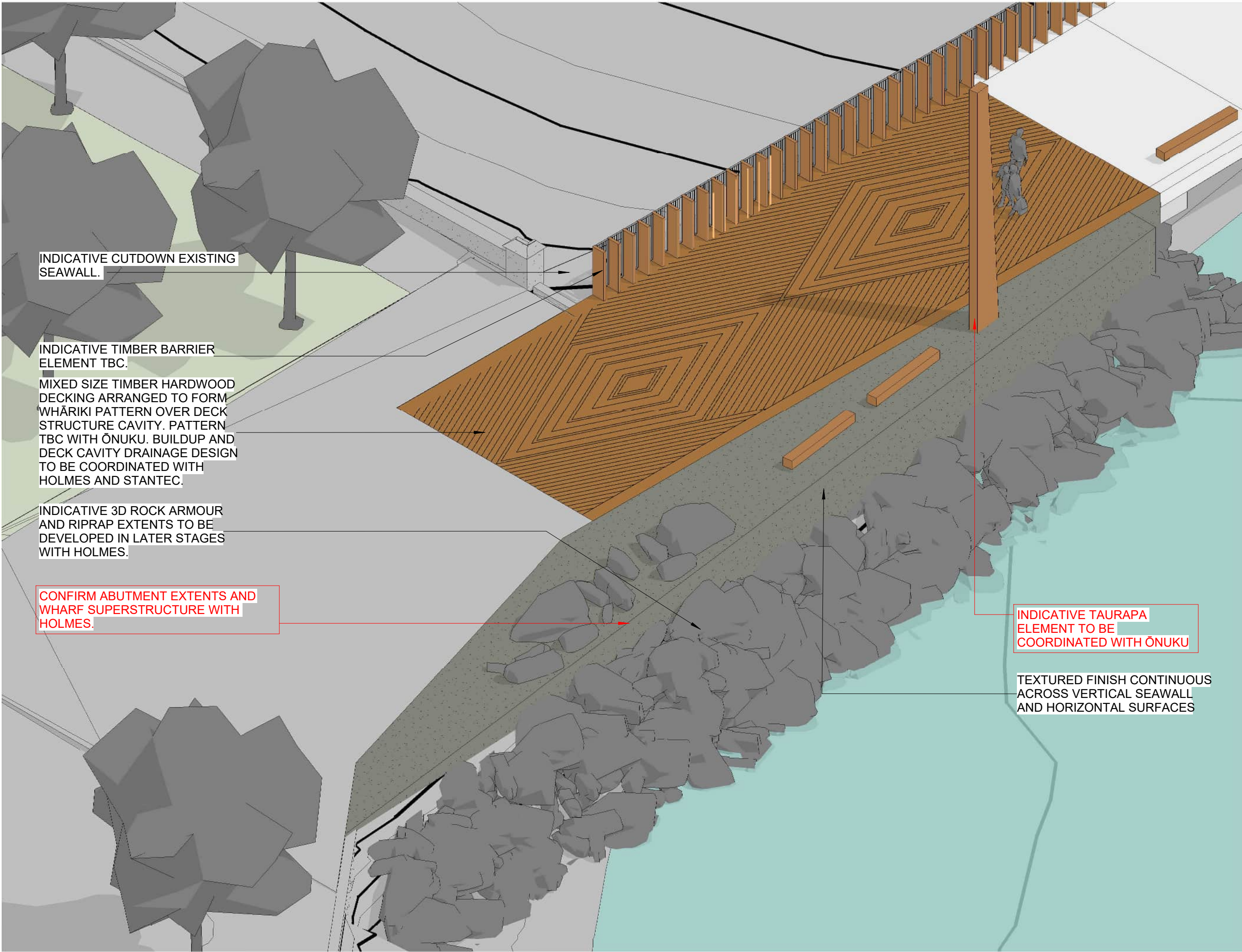
Drawing Title  
**Part Elevation/Section -  
Typical Wharf**

Scale  
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Job No.  
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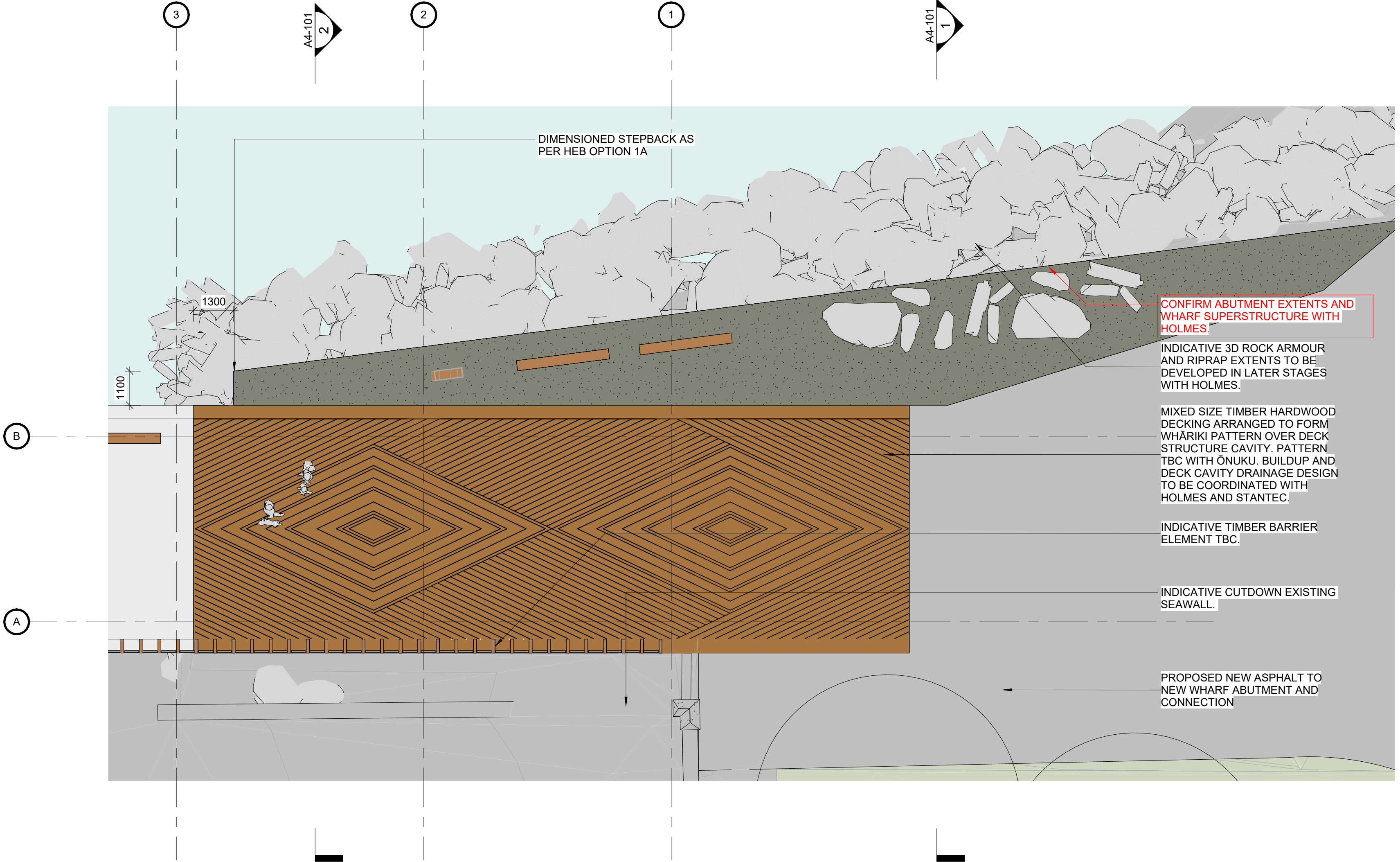
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Drawing No.  
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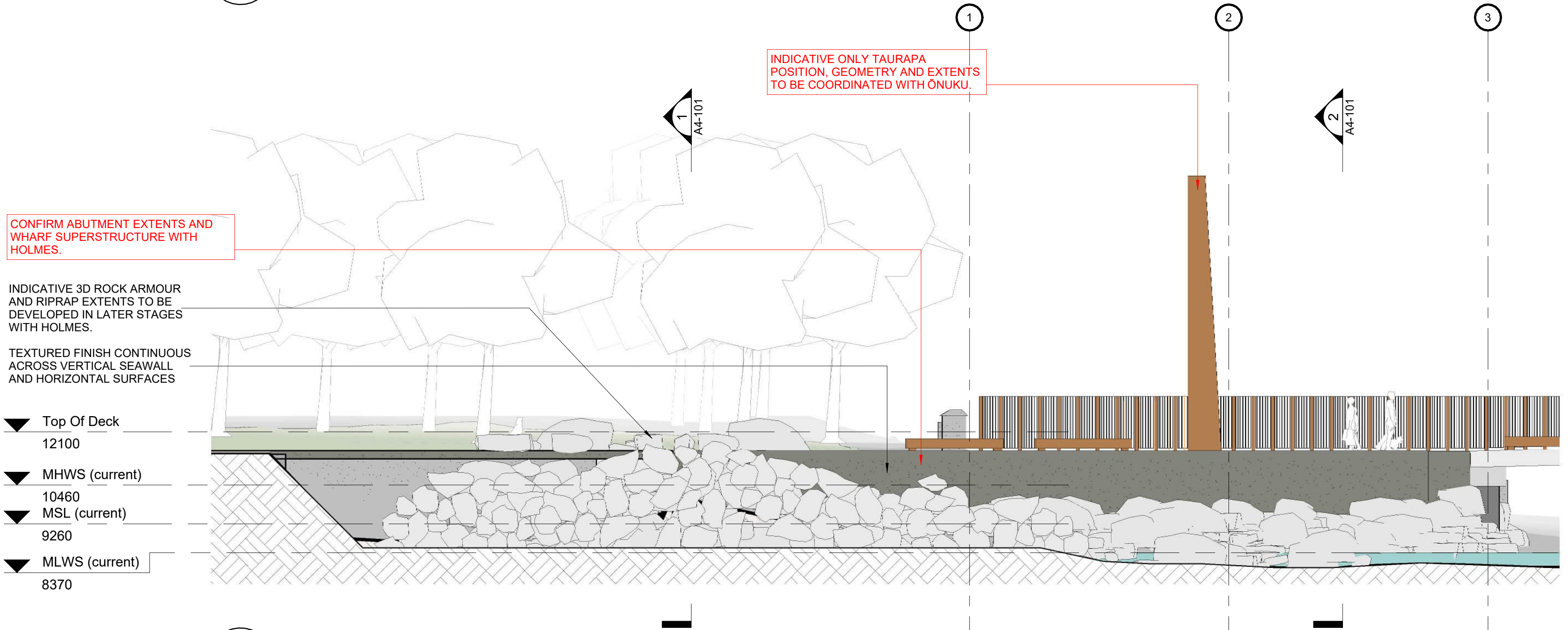




ABUTMENT - OVERALL 3D

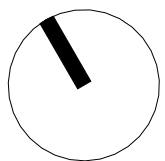
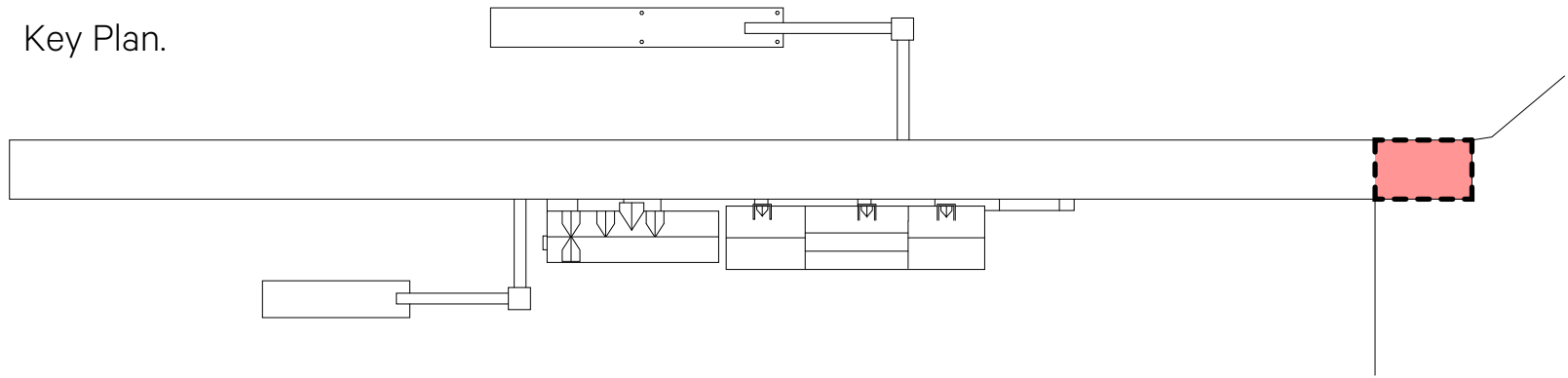


1 PART PLAN - ABUTMENT  
A1-003 1 : 100



2 ABUTMENT - ELEVATION  
1 : 100

Key Plan.



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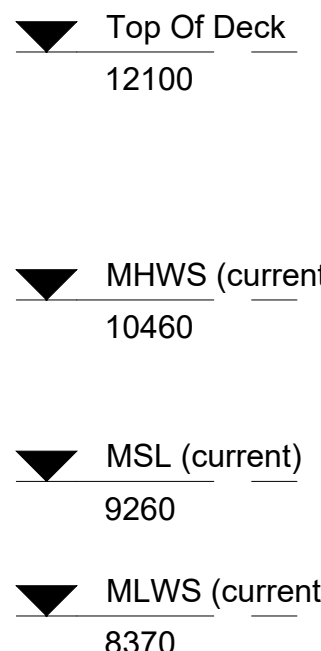
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50% @ A3  
Job No.  
4389**

Revision  
**A**

Drawing No.  
**A4-100**





A1-003 1 : 50



NOTE - REMNANTS OF HISTORIC  
SEAWALL EXTENT TBC

INDICATIVE TIMBER BARRIER  
ELEMENT TBC.

MIXED SIZE TIMBER HARDWOOD  
DECKING ARRANGED TO FORM  
WHĀRIKI PATTERN OVER DECK  
STRUCTURE CAVITY. PATTERN  
TBC WITH ŌNUKU. BUILDUP AND  
DECK CAVITY DRAINAGE DESIGN  
TO BE COORDINATED WITH  
HOLMES AND STANTEC.

CONCRETE L-WALL SHOWN INDICATIVELY. DESIGN, INCLUDING FINISH, TO BE CONFIRMED IN COORDINATION WITH HOLMES.

TEXTURED FINISH CONTINUOUS  
ACROSS VERTICAL SEAWALL  
AND HORIZONTAL SURFACES

INDICATIVE 3D ROCK ARMOUR AND RIPRAP EXTENTS TO BE DEVELOPED IN LATER STAGES WITH HOLMES.

A1-003 1 : 50

**PLEASE NOTE ABUTMENT BUILDUP SHOWN INDICATIVELY. BUILDUP AND STRUCTURE TO BE DEVELOPED IN LATER STAGES.**



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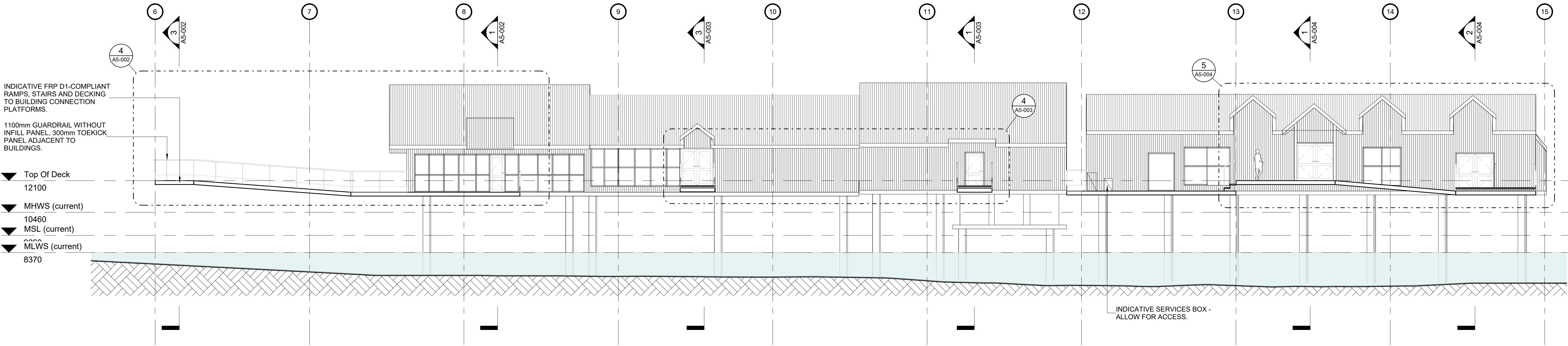
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Job Name  
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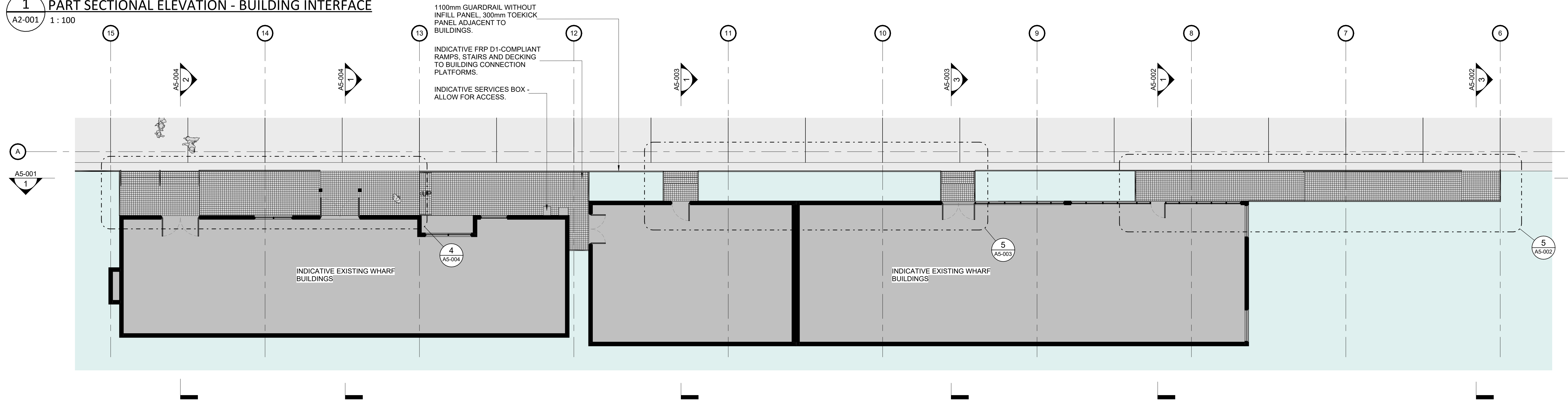
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**4389**

A

Drawing No.  
**A4-101**

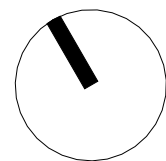


1 PART SECTIONAL ELEVATION - BUILDING INTERFACE  
A2-001 1 : 100



2 PART PLAN - BUILDING INTERFACE  
A1-003 1 : 100

PLEASE NOTE BUILDING CONNECTIONS  
ARE SHOWN INDICATIVELY AND WILL NEED  
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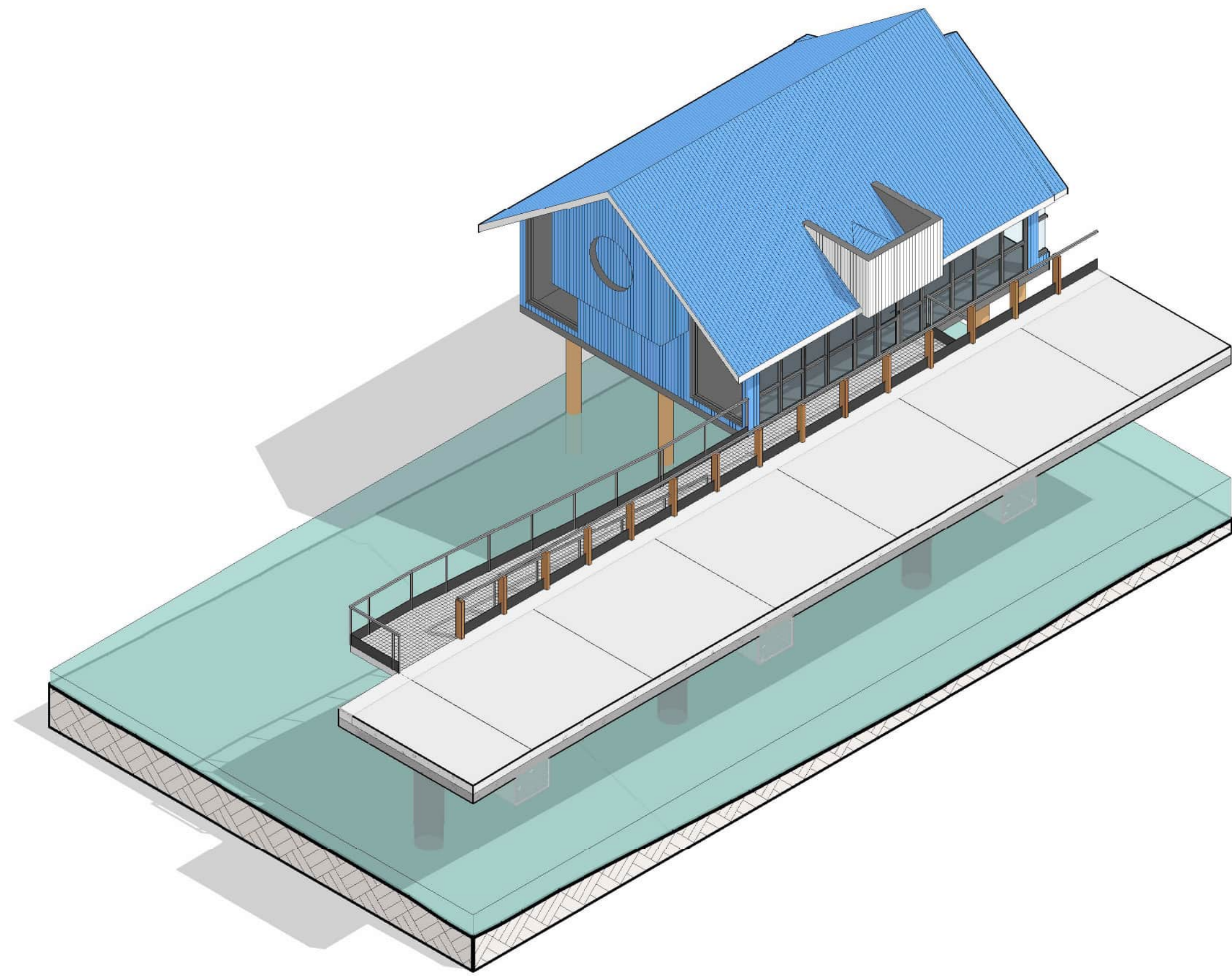
Job Name  
**Akaroa Wharf**

Drawing Title  
**Building Connections - GA**

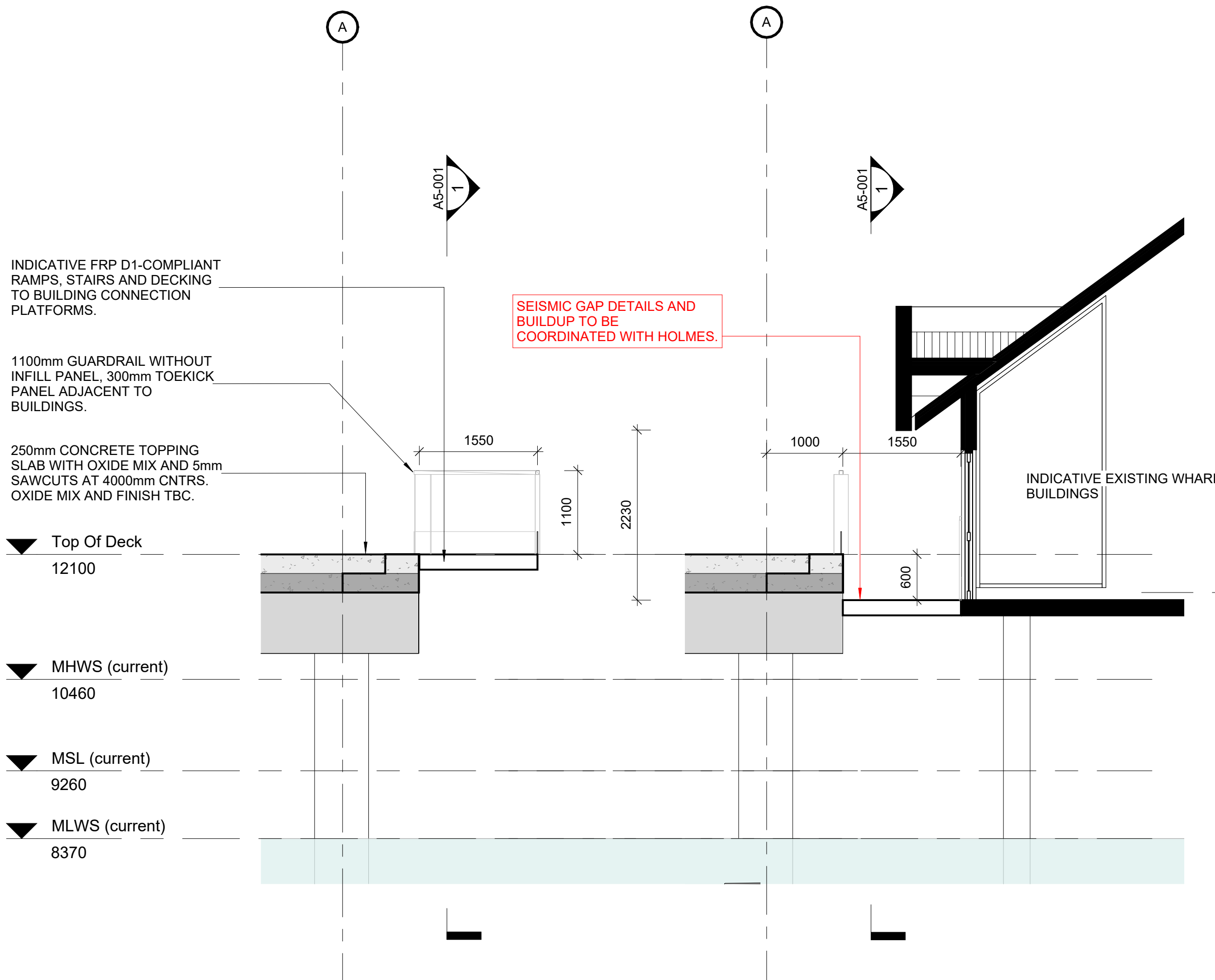
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Job No.  
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Revision  
**A**  
Drawing No.  
**A5-001**





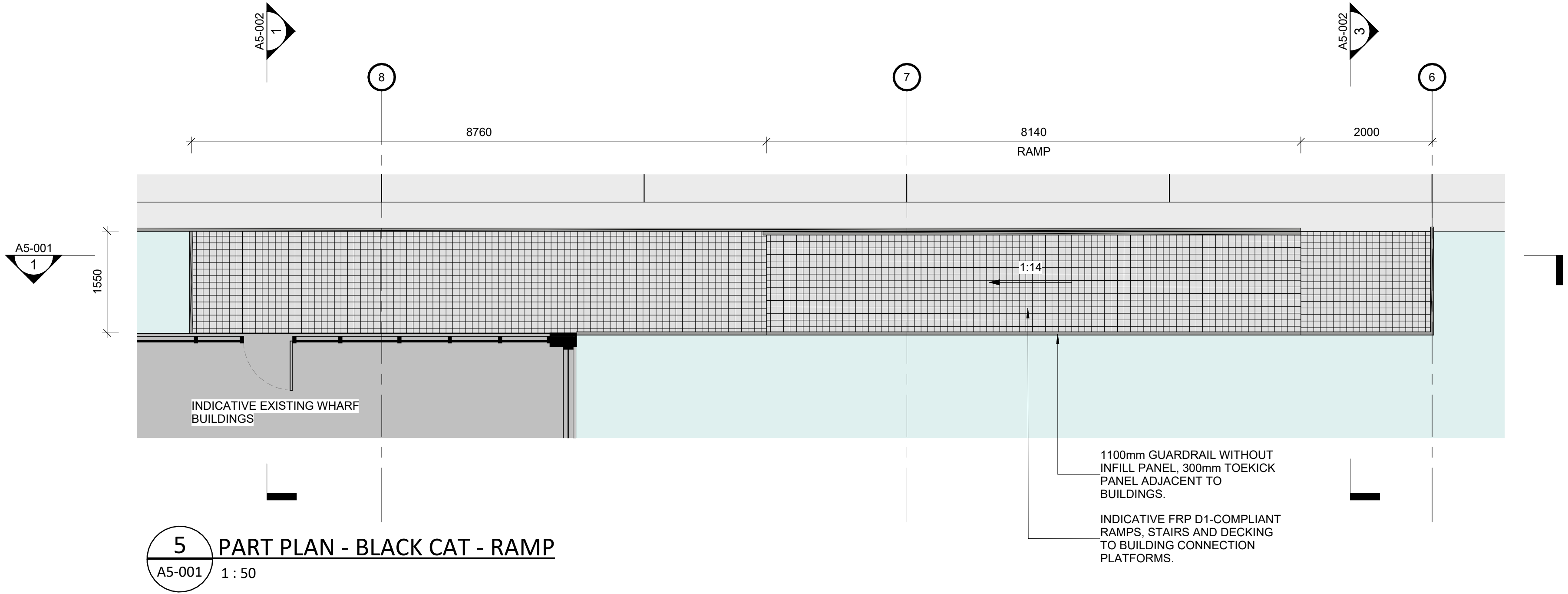
BLACK CAT - OVERALL 3D



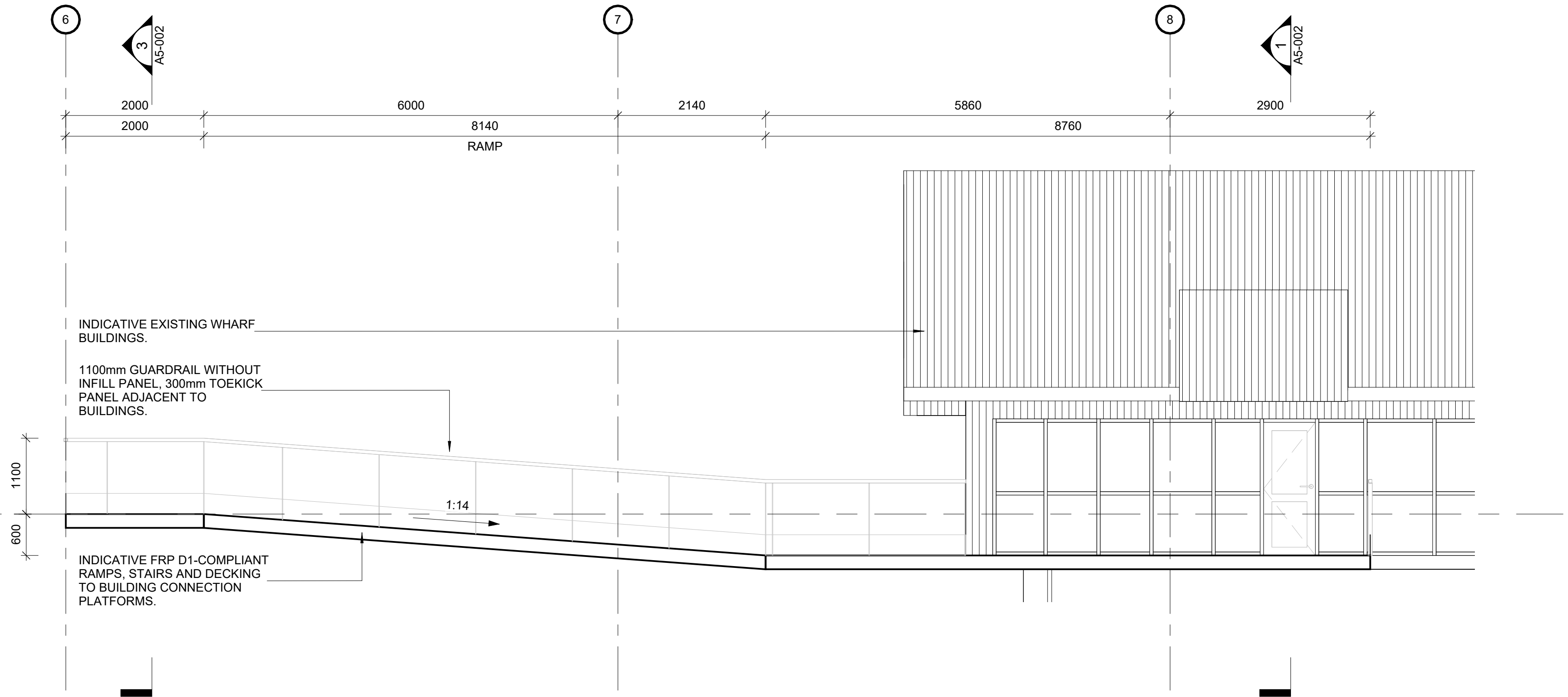
3 PART SECTION - TOP OF RAMP  
A5-001 1 : 50

1 PART SECTION - BOTTOM OF RAMP  
A5-001 1 : 50

PLEASE NOTE BUILDING CONNECTIONS ARE SHOWN INDICATIVELY AND WILL NEED FURTHER DEVELOPMENT ONCE WHARF STRUCTURAL SETOUT IS CONFIRMED.



5 PART PLAN - BLACK CAT - RAMP  
A5-001 1 : 50



4 PART SECTIONAL ELEVATION - BLACK CAT - RAMP  
A5-001 1 : 50

Rev.	Description	Date
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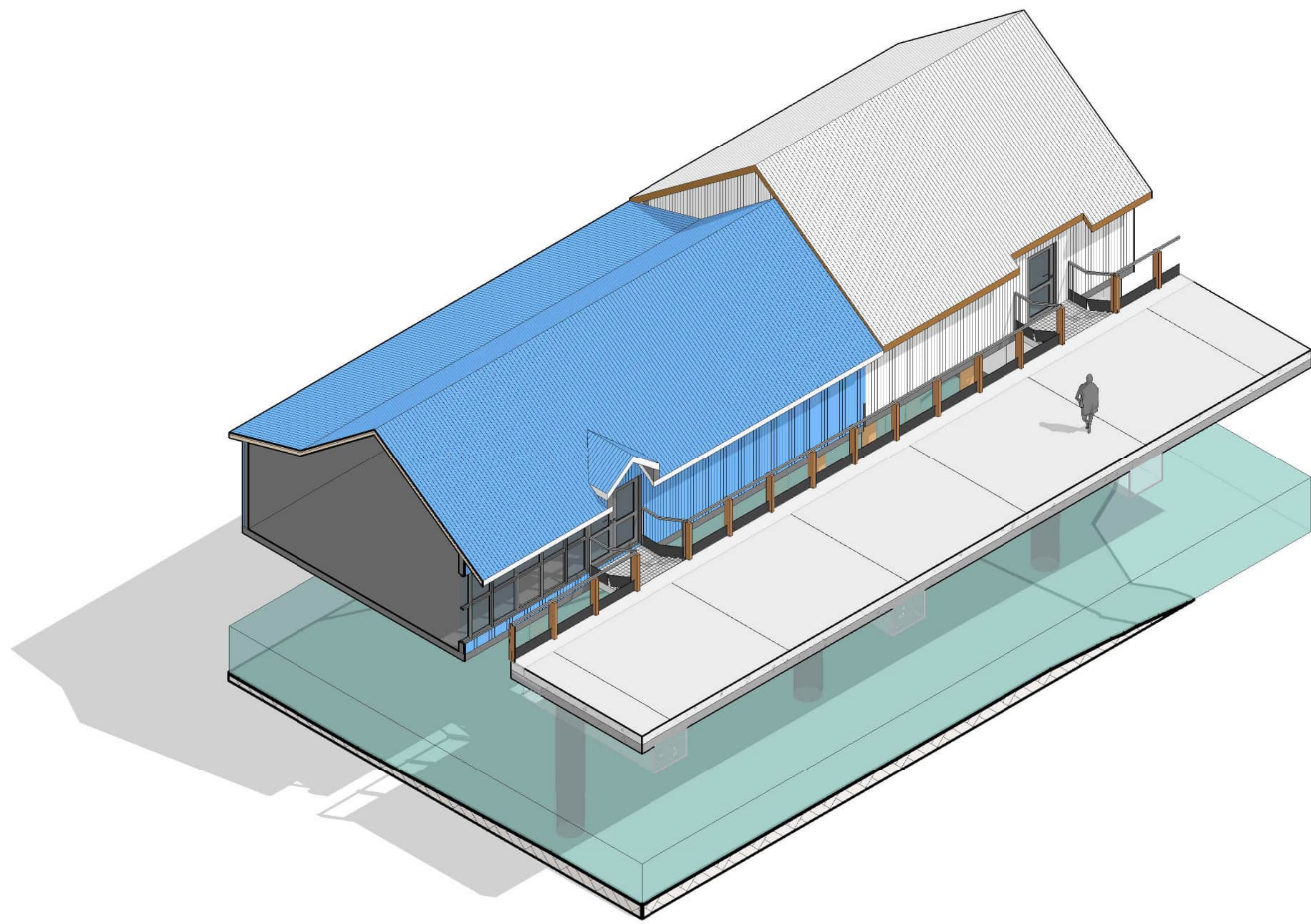
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**Akaroa Wharf**

Drawing Title  
**Building Connections**

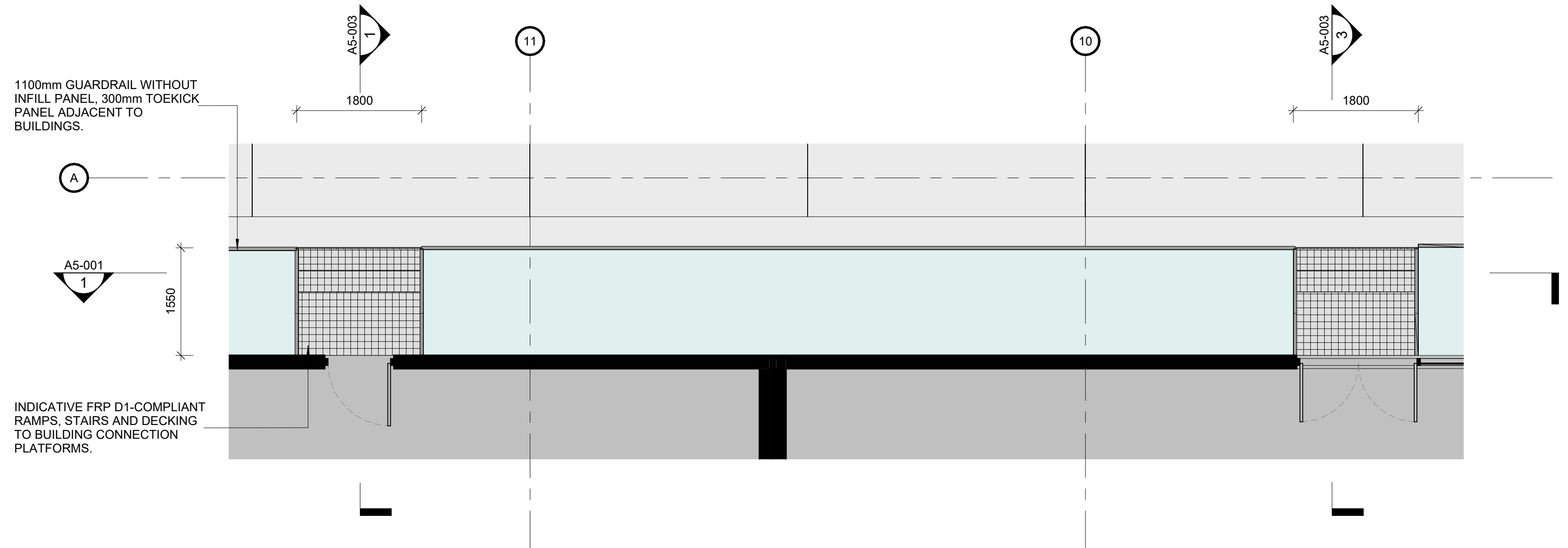
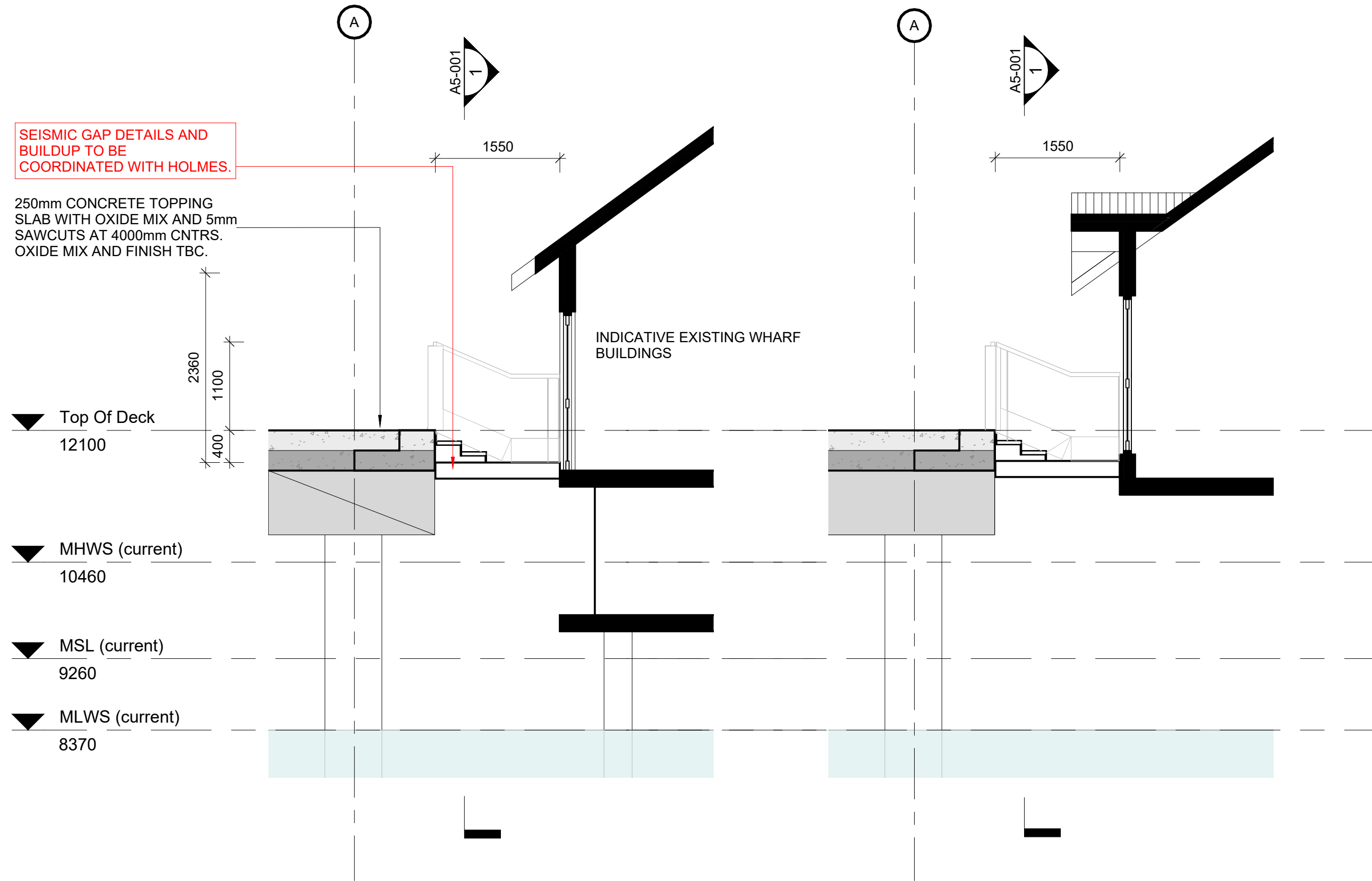
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Job No.  
**4389**

Revision  
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Drawing No.  
**A5-002**

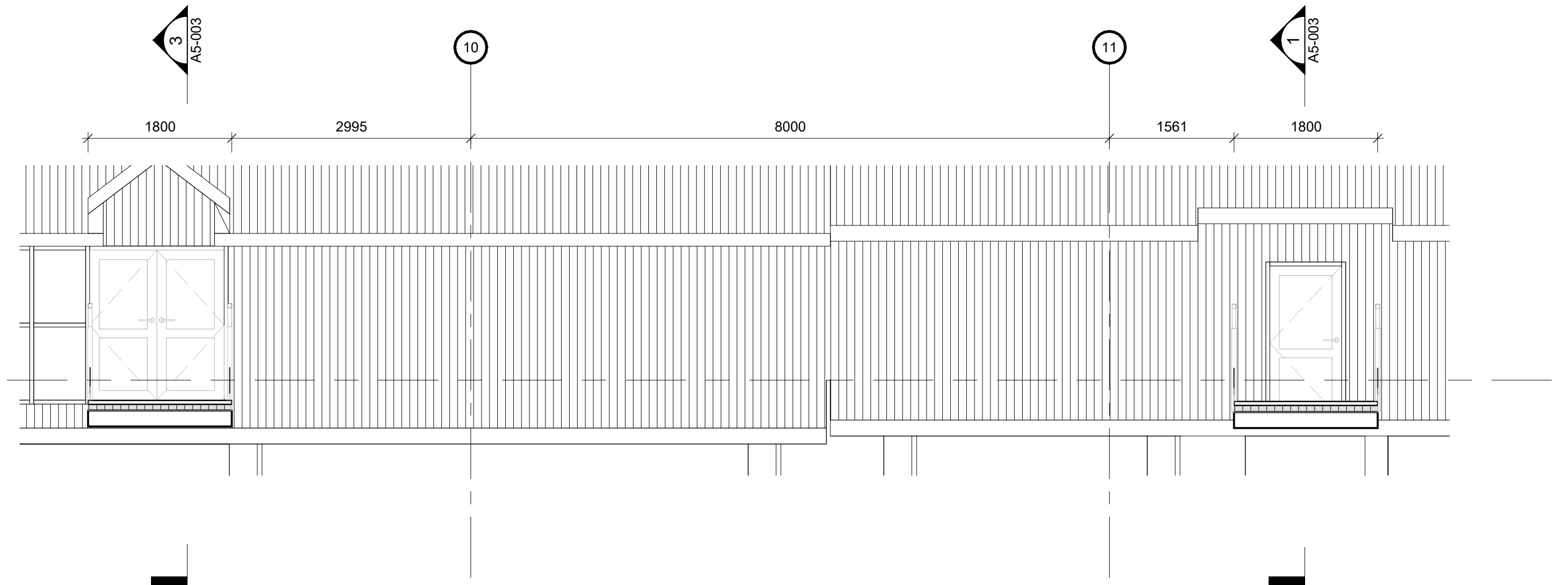




BLACK CAT - SERVICE STAIRS - OVERALL 3D



5 PART PLAN - BLACK CAT - SERVICE STAIRS  
A5-001 1 : 50

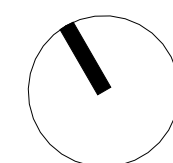


4 PART SECTIONAL ELEVATION - BLACK CAT - SERVICE STAIRS  
A5-001 1 : 50

1 PART SECTION - SERVICE STAIRS  
A5-001 1 : 50

3 PART SECTION - SERVICE STAIRS 2  
A5-001 1 : 50

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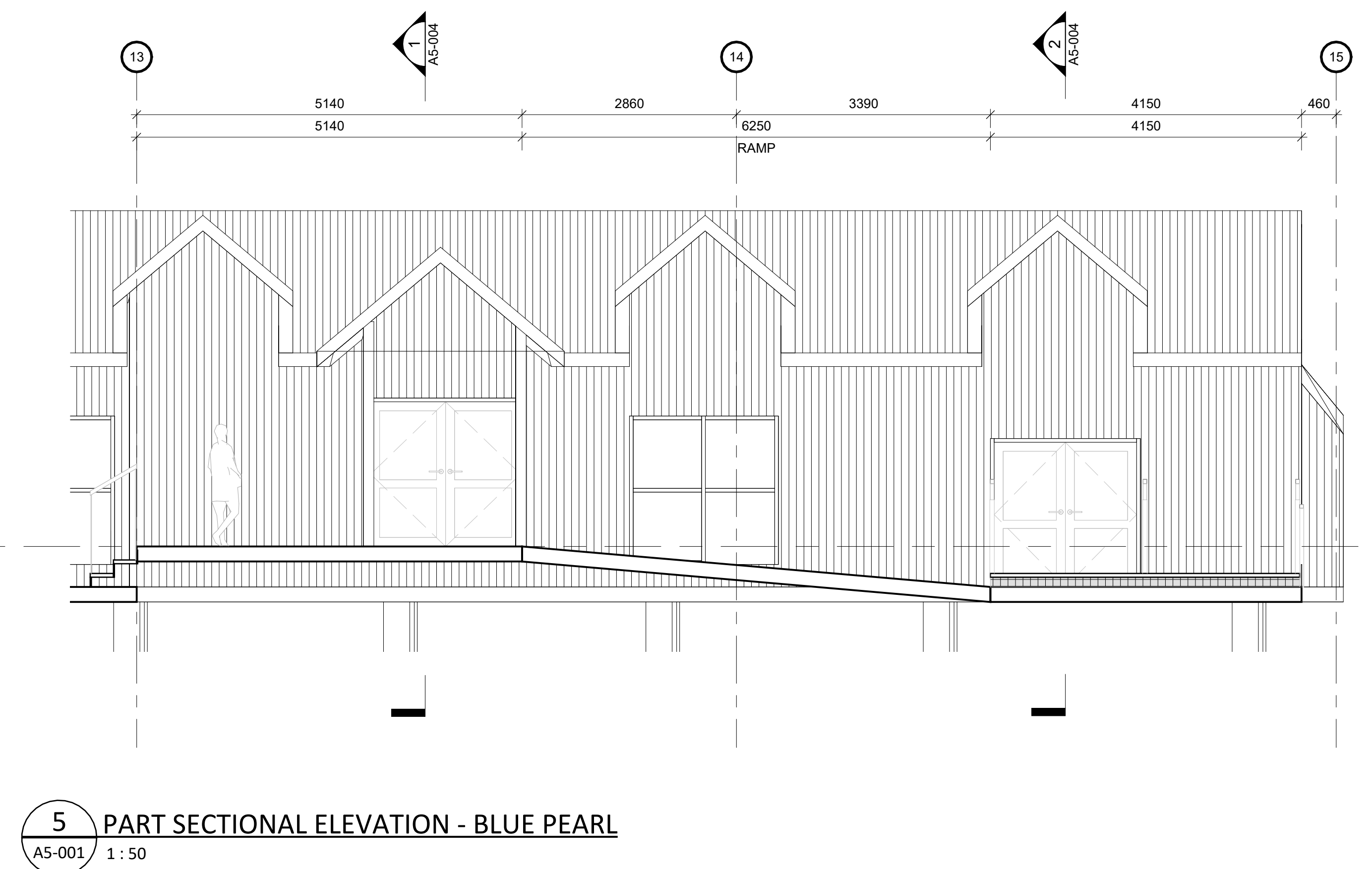
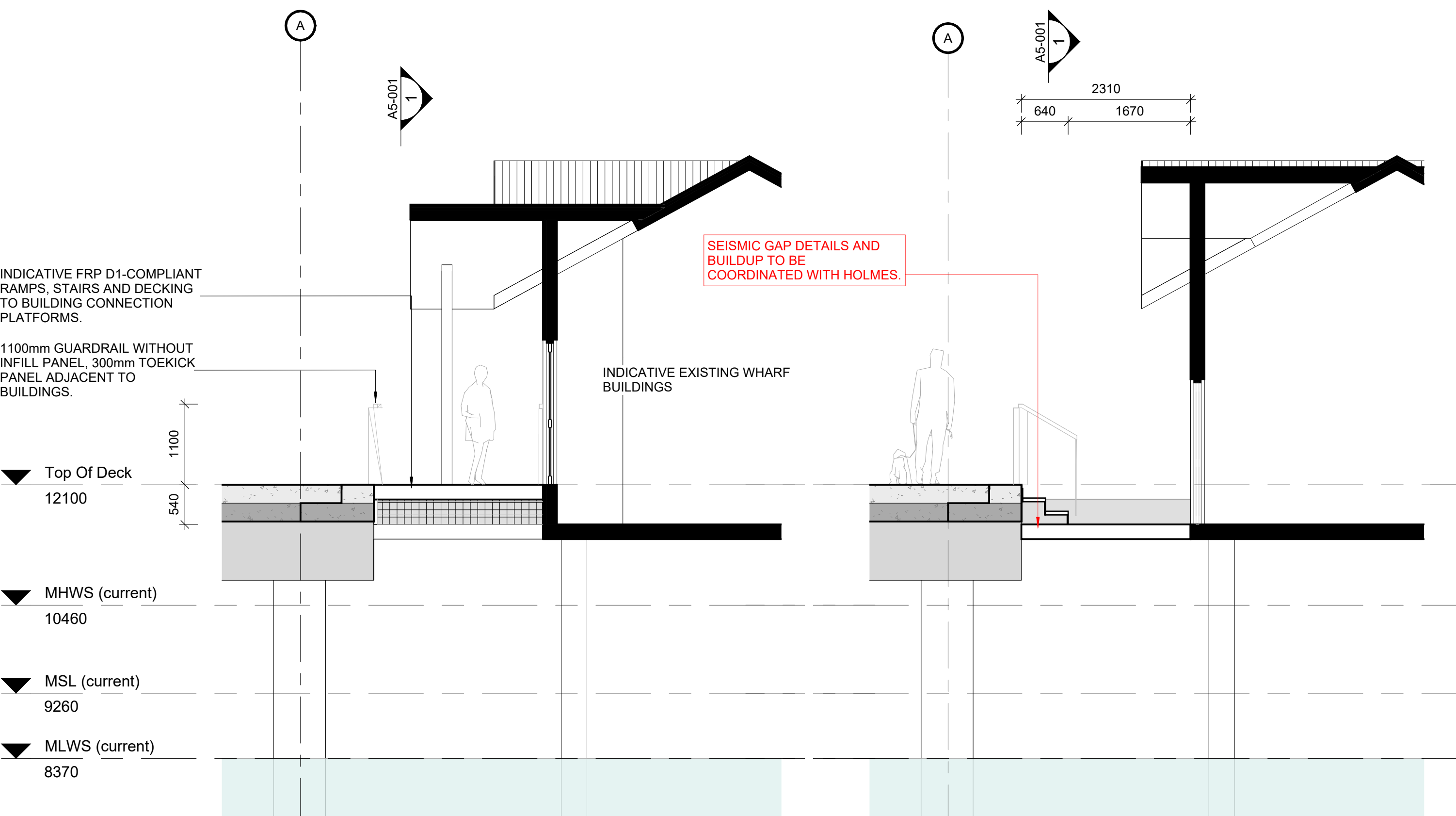
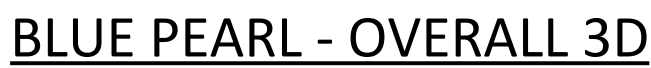
Client  
**CCC**  
Job Name  
**Akaroa Wharf**

Drawing Title  
**Building Connections**

Scale  
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50% @ A3**  
Job No.  
**4389**

Revision  
**A**  
Drawing No.  
**A5-003**





**PLEASE NOTE BUILDING CONNECTIONS  
ARE SHOWN INDICATIVELY AND WILL NEED  
FURTHER DEVELOPMENT ONCE WHARF  
STRUCTURAL SETOUT IS CONFIRMED.**

A	PRELIMINARY DESIGN	04/06/2025
<b>Rev.</b>	<b>Description</b>	<b>Date</b>

Do not scale. Verify all dimensions on site before commencing any work.

Reproduce in colour.



4/06/2025 5:04:32 pm  
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Address  
**Akaroa Main Wharf,  
Christchurch**

Current Status  
**Preliminary Design**

Client  
**CCC**

Job Name  
**Akaroa Wharf**

Drawing Title  
**Building Connections**

Scale  
1:50 @ A1  
50% @ A3  
Job No.  
4289

Revision  
**A**  
Drawing No.  
**A5-004**



# Akaroa Wharf.

## Revised Abutment Concept.

04 June  
2025

### Isthmus.

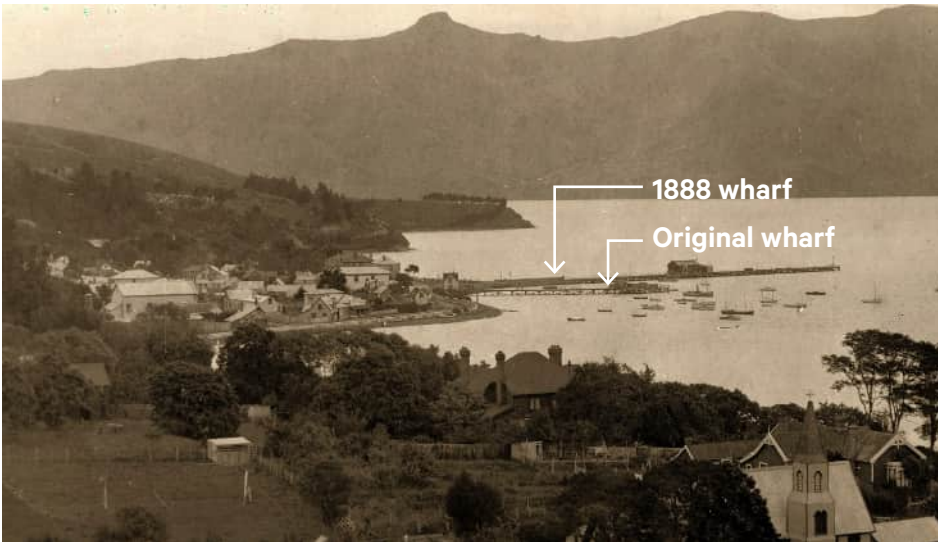


# Revised Abutment Concept.

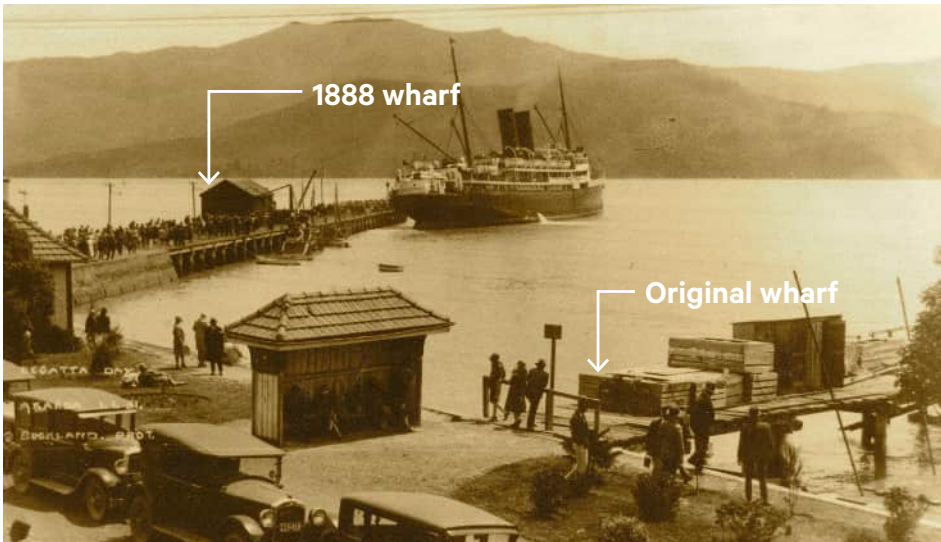
## Edge Condition Over Time.



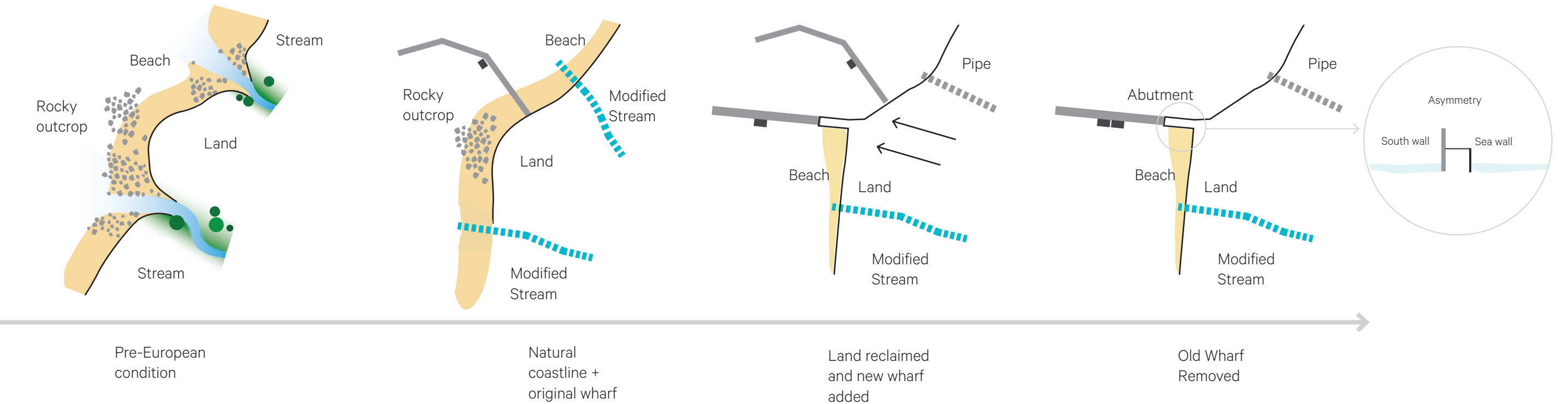
Early 1880's Akaroa, Original 1850's wharf. H.Poulton, Jan Shuttleworth Collection



1908, Akaroa South, Jan Shuttleworth Collection.

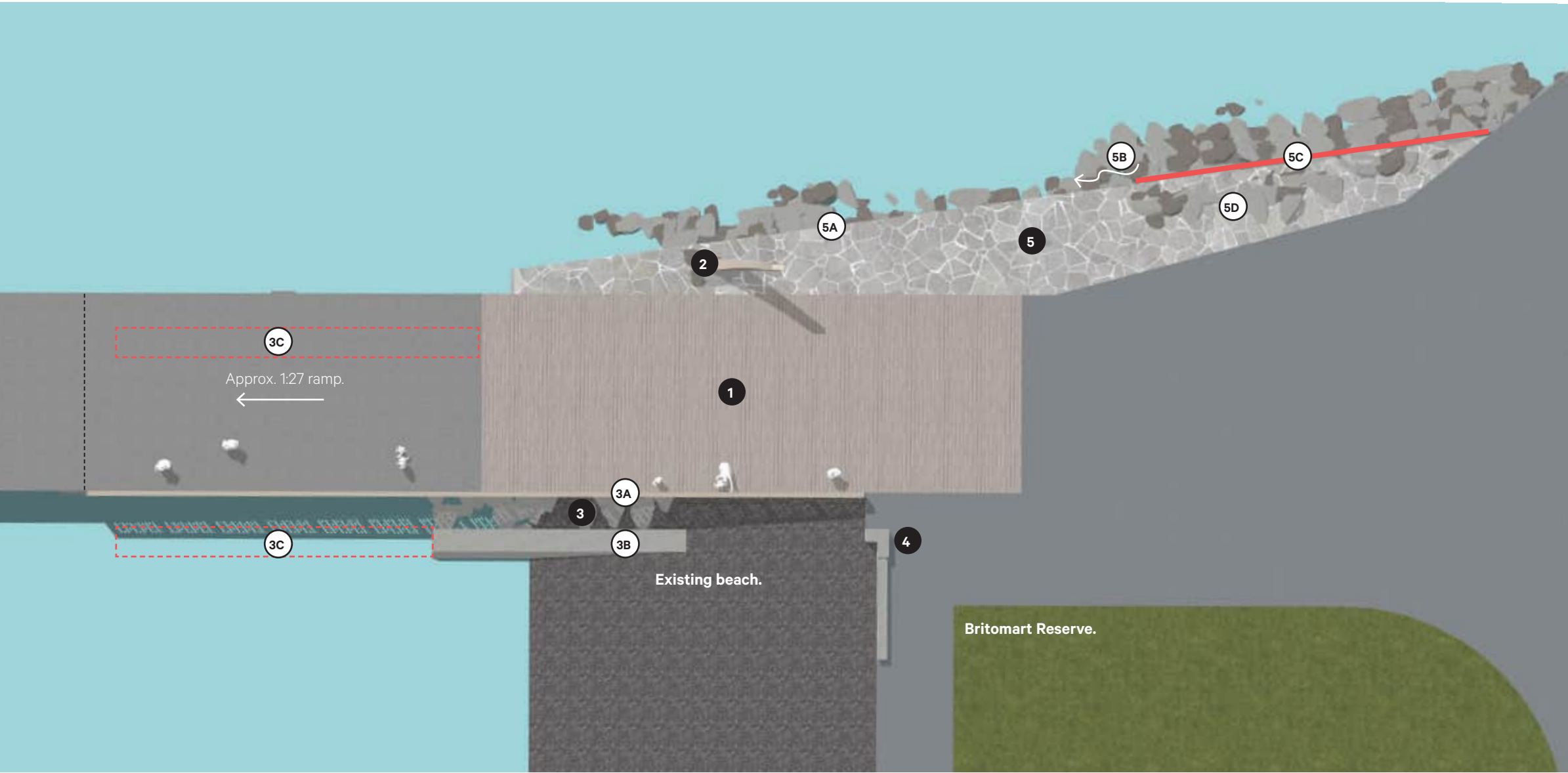


1931 Regatta Day, Jan Shuttleworth Collection





# Revised Abutment Concept. Indicative Plan.

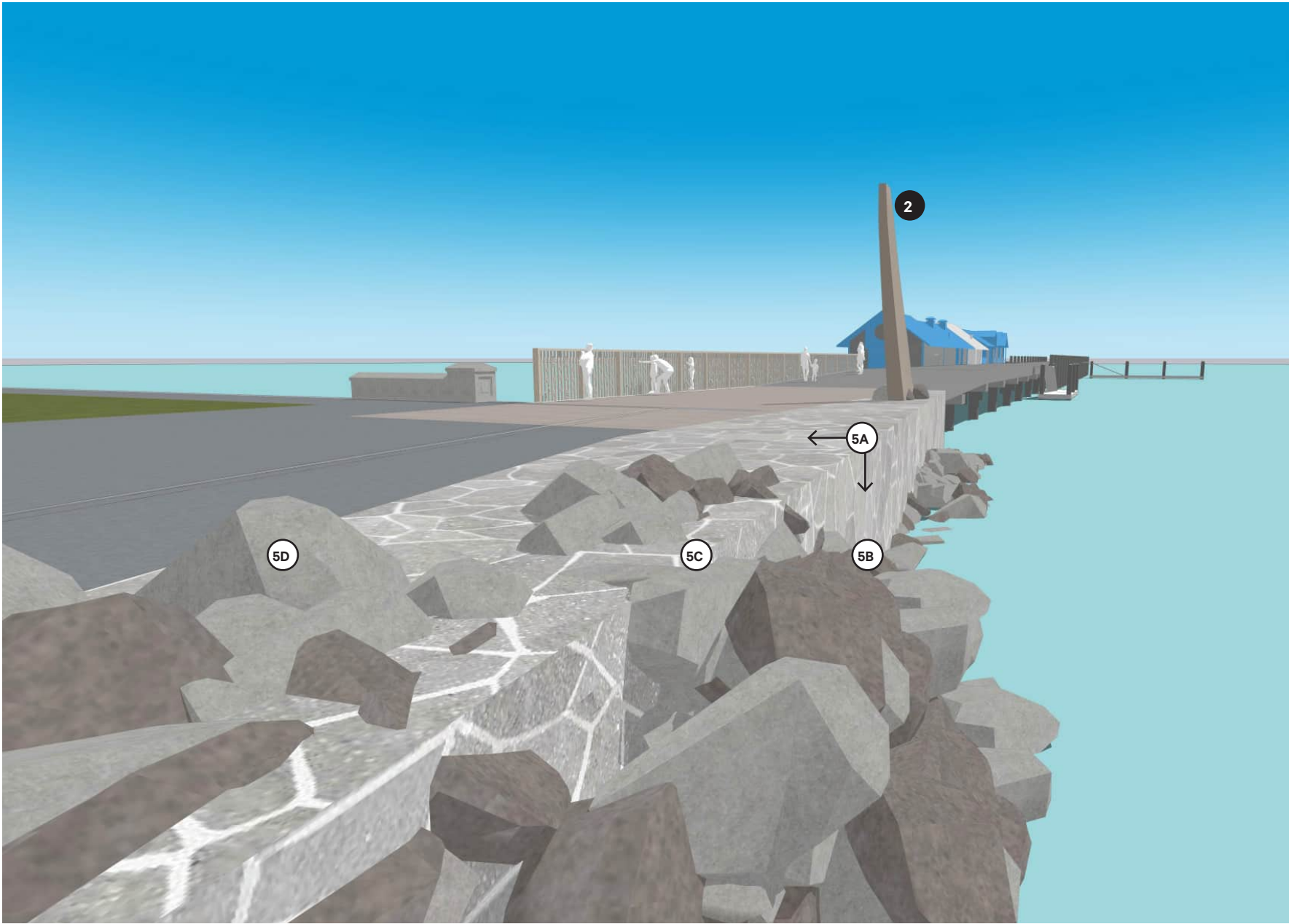


**Note.**  
Drawing not to scale and indicative to communicate look and feel for revised abutment concept only.

Legend	
1	Whāriki (shown indicatively).
2	Taurapa.
3	Weighted edge.
3A	New railing.
3B	Retained portion of heritage seawall - cut cleanly. Gap between sea wall and L wall filled with rock armour.
3C	Ruined portion of heritage seawall - snapped at base. Similar approach could be used for other historic seawall under wharf.
4	Historic plaque.
5	New '3D' seawall and surface.
5A	Textured finish continuous across vertical seawall and horizontal surfaces.
5B	Informal steps created in rip rap.
5C	Rip rap extends higher up seawall in this location.
5D	Selected stones placed in surface to create informal seating and tactile elements.

# Revised Abutment Concept.

## ‘3D’ Seawall & Surface.



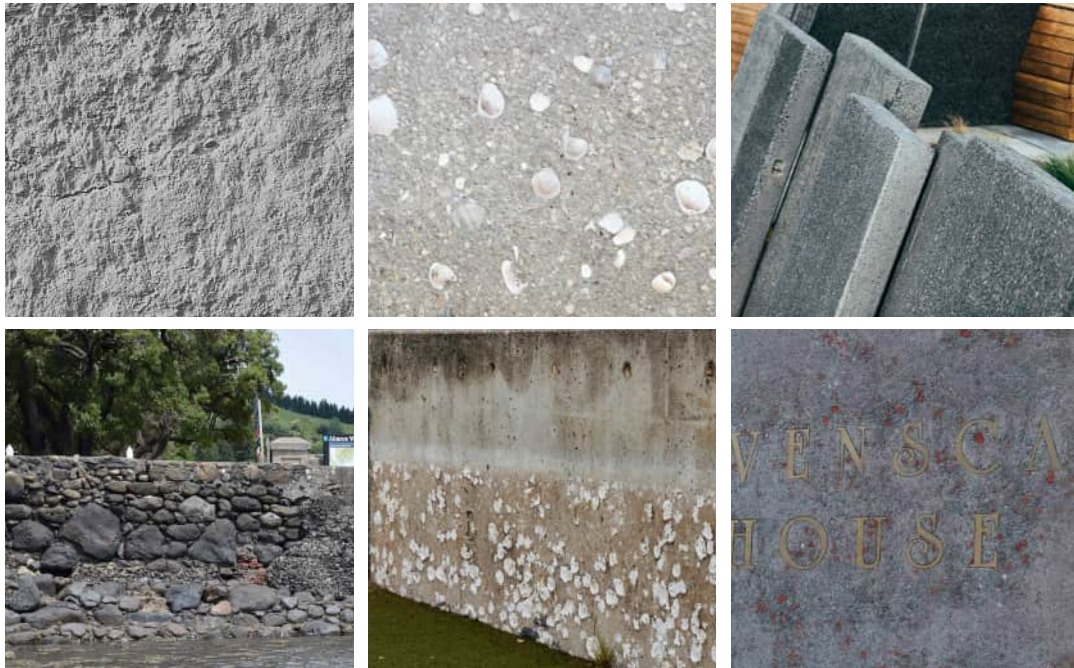
Taurapa. 2

Textured finish continuous across vertical seawall and horizontal surfaces. 5A

Informal steps created in rip rap. 5B

Rip rap extends higher up seawall in this location. 5C

Selected stones placed in surface to create informal seating and tactile elements. 5D



5A 3D finish wraps over vertical and horizontal surfaces. A variety of different finishes could be tested for this element to meet budget and functional constraints. Key design intent is that surface feels textured and should not attempt to replicate the existing seawall surface.

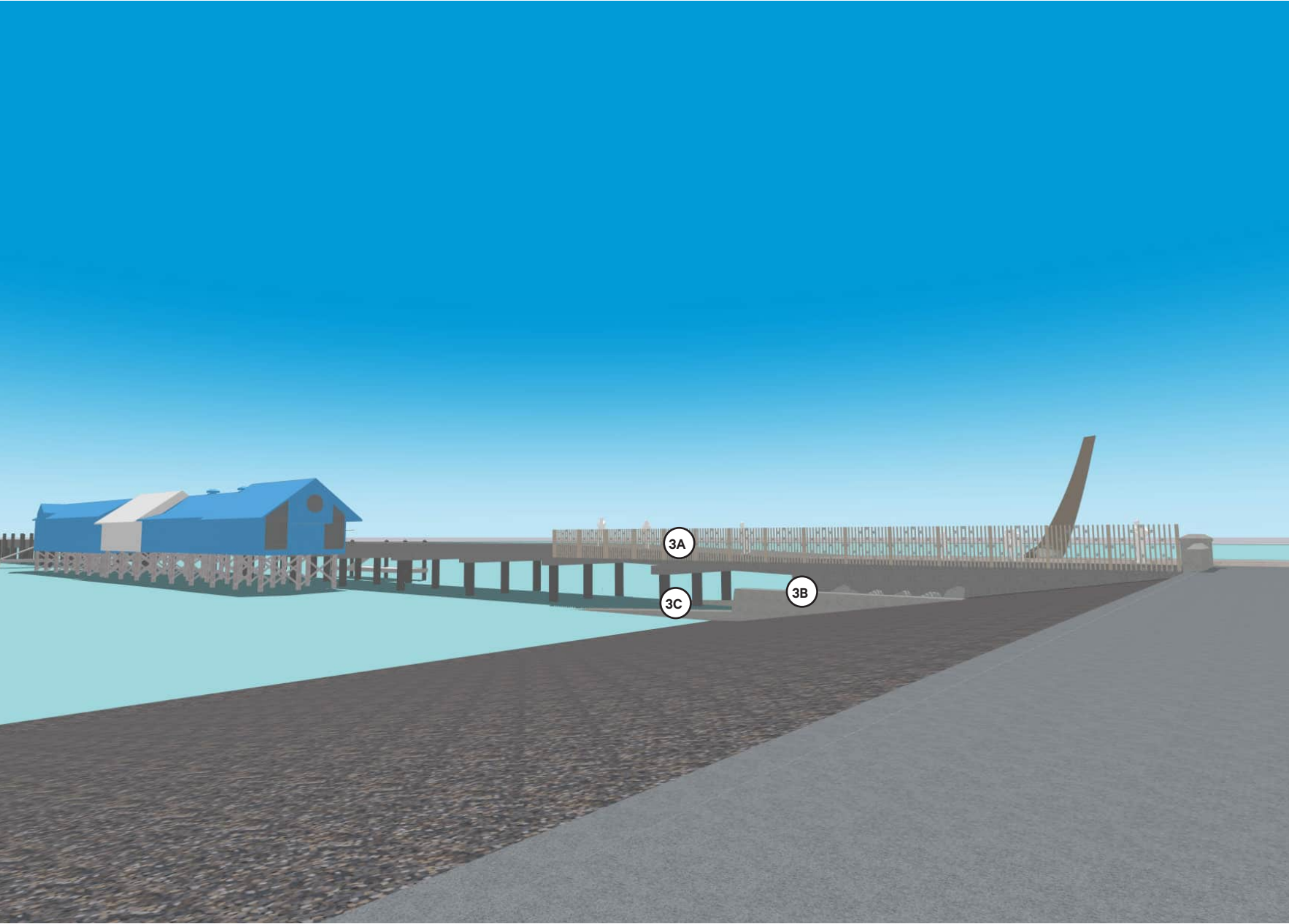


5D Selected stones are placed on top of the new surfacing. These can provide informal seating, protect the edge from vehicle movement and offer moments of interest.



# Revised Abutment Concept.

## Retained Abutment Seawall.



- New railing. **3A**
- Retained heritage seawall. **3B**
- Retention of part of heritage seawall in this section to be reviewed **3C**



- 3B** The retained heritage seawall provides a familiar, textured element in the new wharf. It also helps retain the beach and new rock armour. The portion of seawall shown is cleanly cut and extends slightly beyond the new abutment.
- 3C** The second half of the wall beyond the new abutment could be snapped at low level and left to ruin, providing further protection to the beach and an interesting heritage remanant to explore at low tide. The same strategy could be employed for the northern heritage sea wall extent under the new wharf.

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# Akaroa Wharf Replacement Graphic Attachment - Final

July 2025

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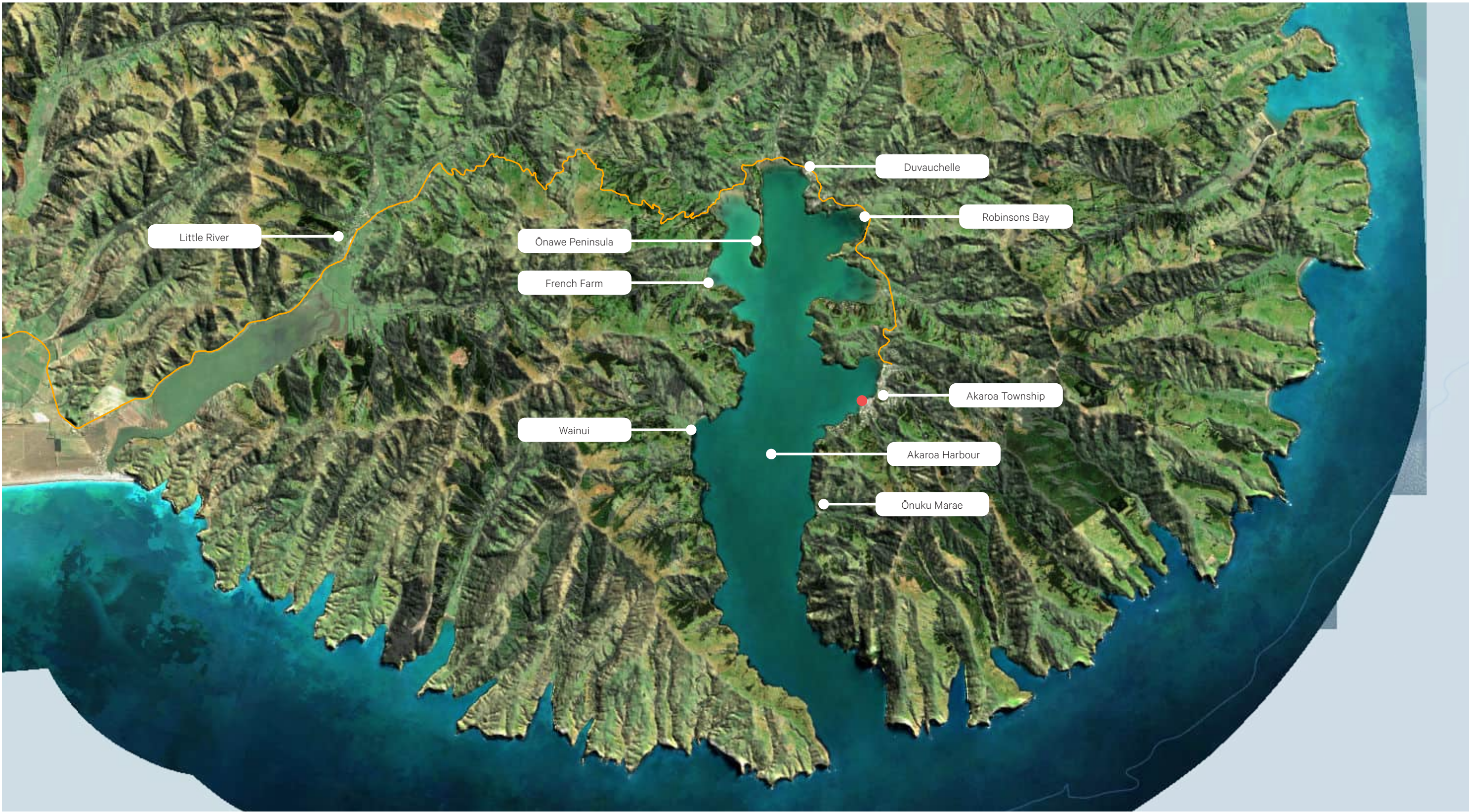
# Contents

Figure 1 - Akaroa Harbour and Banks Peninsula	4
Figure 2 - Areas of Outstanding Natural Features or Landscape	5
Figure 3 - Statutory Context	6
Figure 4 - Land of Outstanding Regional Significance	7
Figure 5 - Akaroa Wharf and surrounds	8
Figure 6 - Christchurch District Plan Overlays	9
Figure 7 - Akaroa Planning Zones	10
Figure 8 - Swing Mooring Zone	11
Figure 9 - Heritage Items and Settings	12
Figure 10 - Akaroa Wharf and Immediate Surrounds	13
Figure 11 - Viewpoint Location Plan.	14
Viewpoint 1	16
Viewpoint 2	18
Viewpoint 3	20
Viewpoint 4	22
Viewpoint 5	24
Viewpoint 6	26
Viewpoint 7	28
Viewpoint 8	30
Viewpoint 9	32
Viewpoint 10	34
Viewpoint 11	36
Viewpoint 12	38
Viewpoint 13	40
Viewpoint 14	42
Viewpoint 15	44
Methodology	47

## Isthmus.

Document record				
Issue	Revision	Author	QA	Date
Draft	A	AA	SB	02.11.23
Draft	B	SF	SB	20.01.25
Final	C			23.07.25

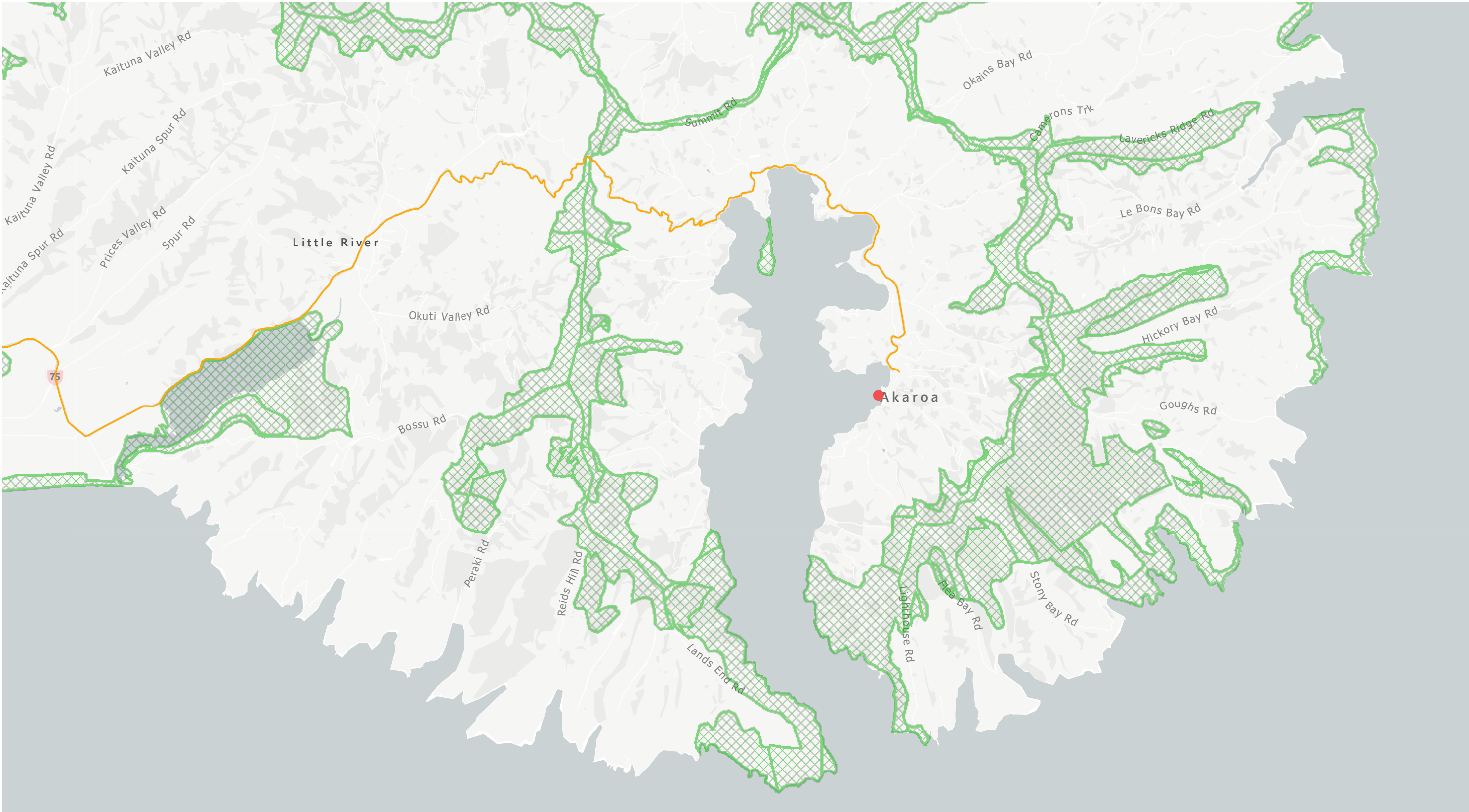
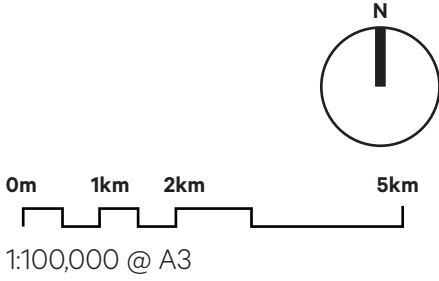




**Figure 1 - Akaroa Harbour and Banks Peninsula**

Scale: 1:100,000 @ A3  
 Drawing no. SK01  
 Produced: Isthmus Group Ltd.  
 Basemap Source: Canterbury Maps (ESRI).

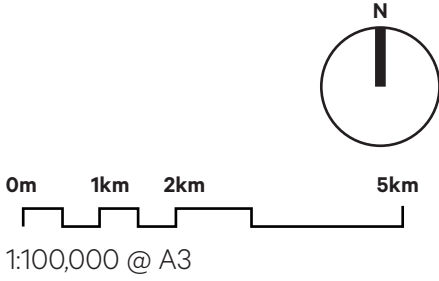
- LEGEND:**
- State Highway 75
  - Akaroa Wharf Location



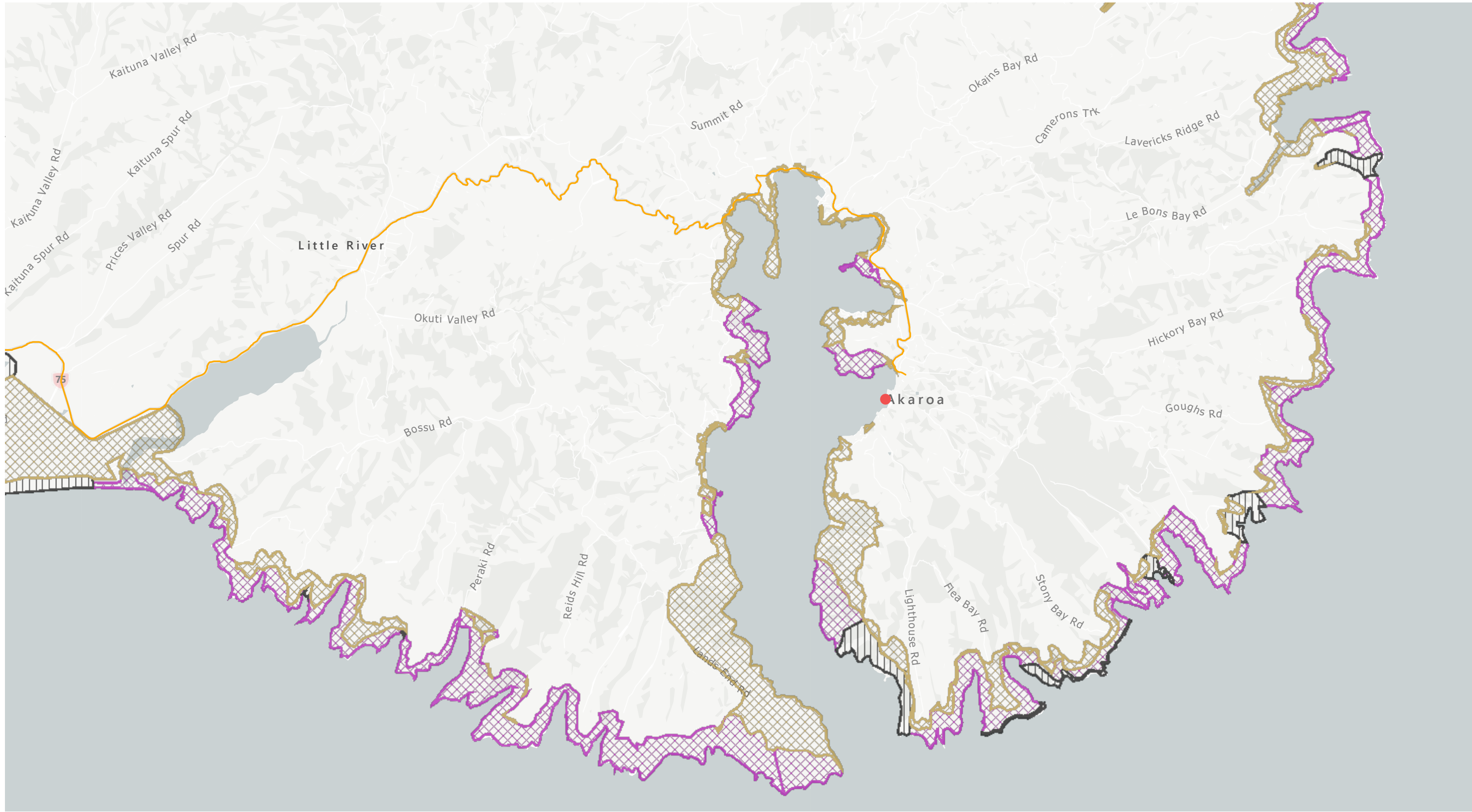
**Figure 2 - Areas of Outstanding Natural Features or Landscape**

Scale: 1:100,000 @ A3  
 Drawing no. SK02  
 Produced: Isthmus Group Ltd.  
 Basemap Source: Canterbury Maps (ESRI).

- LEGEND:**
- Outstanding Natural Feature or Outstanding Natural Landscape
  - State Highway 75
  - Akaroa Wharf Location










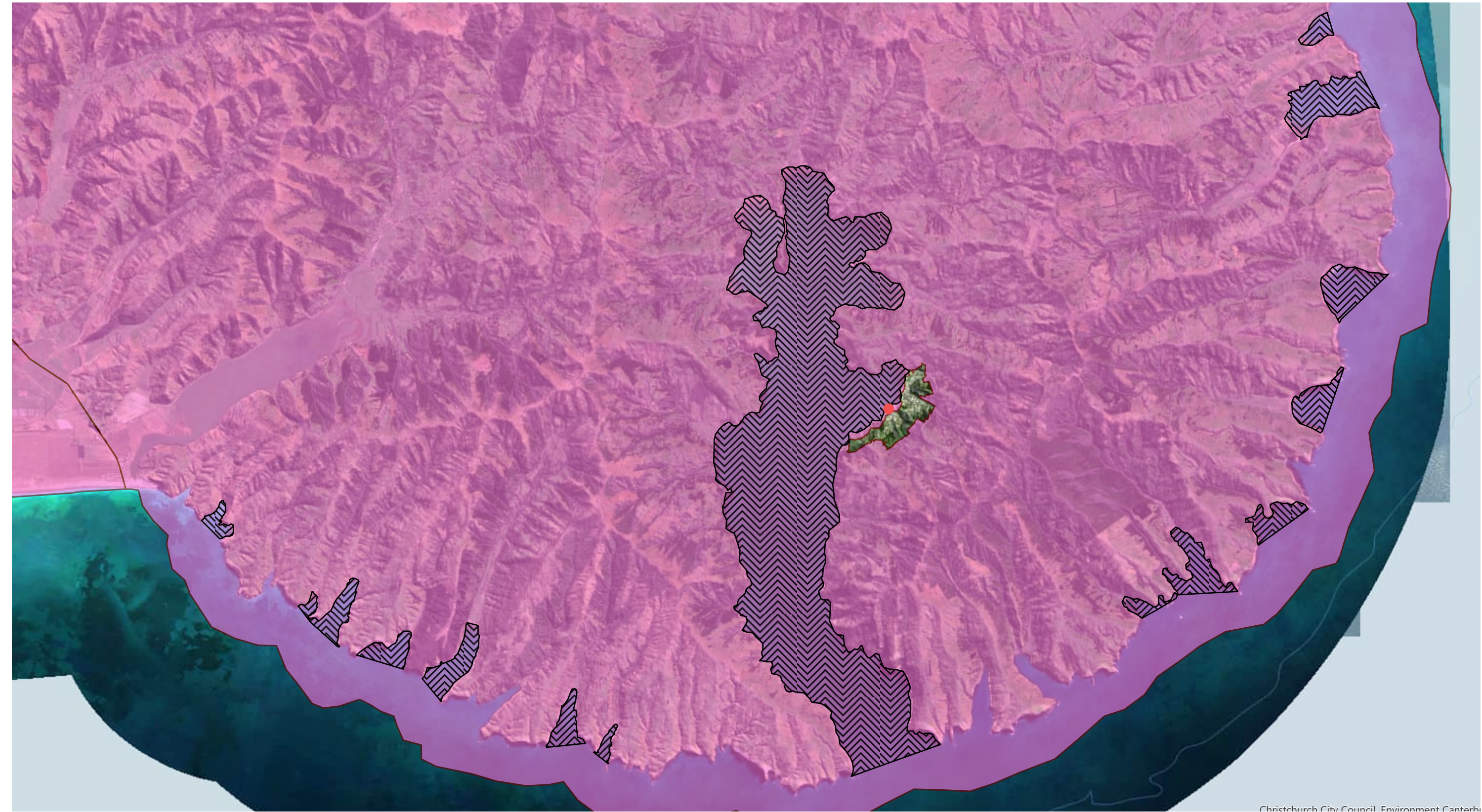
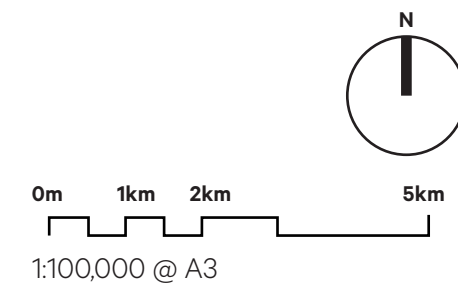


**Figure 3 - Statutory Context**

Scale: 1:100,000 @ A3  
 Drawing no. SK03  
 Produced: Isthmus Group Ltd.  
 Basemap Source: Canterbury Maps (ESRI).

**LEGEND:**




-  Area of at least High Natural Character in Coastal Environment
-  Area of Outstanding Natural Character in the Coastal Environment
-  Natural Character in the Coastal Environment
-  State Highway 75
-  Akaroa Wharf Location

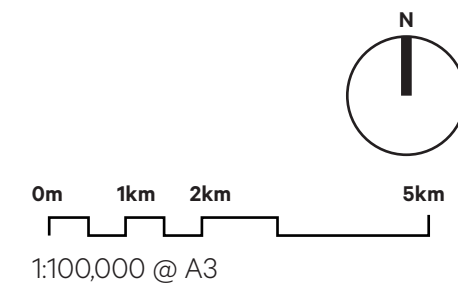


**Figure 4 - Land of Outstanding Regional Significance**

Scale: 1:100,000 @ A3  
 Drawing no. SK04  
 Produced: Isthmus Group Ltd.  
 Basemap Source: Canterbury Maps (ESRI) - Regional Coastal Environmental Plan and Canterbury Regional Council.

**LEGEND:**

-  Area of land of Outstanding Regional Significance
-  Areas of Banks Peninsula to be maintained in their present natural states, free of additional structures
-  Akaroa Wharf Location









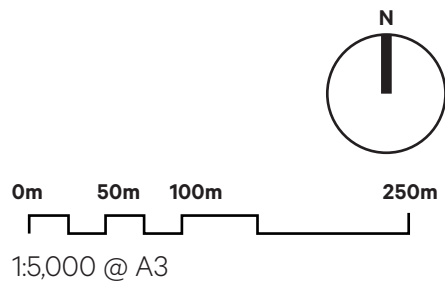


**Figure 7 - Akaroa Planning Zones**

Scale: 1:5,000 @ A3  
 Drawing no. SK07  
 Produced: Isthmus Group Ltd.  
 Basemap Source: Canterbury Maps (ESRI) - Christchurch District Plan.

**LEGEND:**


- |   |                  |   |                      |
|---|------------------|---|----------------------|
|  | Commercial Zone  |  | Special Purpose Zone |
|  | Residential Zone |  | Transport Zone       |
|  | Open Space Zone  |   |                      |

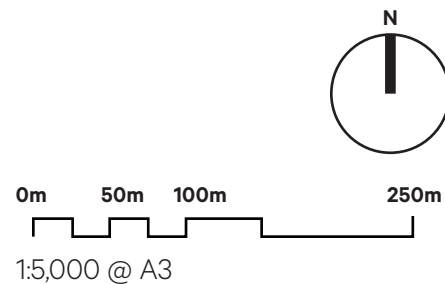


**Figure 8 - Swing Mooring Zone**

Scale: 1:5,000 @ A3  
 Drawing no. SK08  
 Produced: Isthmus Group Ltd.  
 Basemap Source: Canterbury Maps (ESRI) - Canterbury Regional Coastal Environmental Plan

**LEGEND:**

- |   |                    |
|---|--------------------|
|  | Swing Mooring Zone |
|---|--------------------|







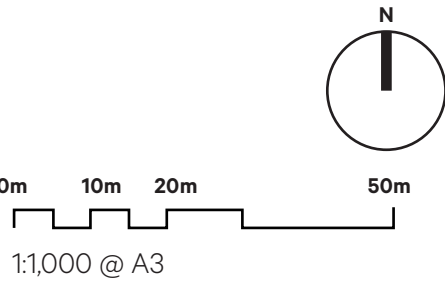
# Figure 9 - Heritage Items and Settings

Scale: 1:1,000 @ A3  
Drawing no. SK09  
Produced: Isthmus Group Ltd.  
Basemap Source: Christchurch District Plan - CCC.  
govt.nz

**LEGEND:**

**A** Heritage Item

**A** Heritage Setting



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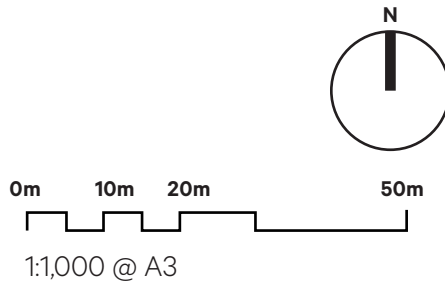


# Figure 10 - Akaroa Wharf and Immediate Surrounds

Scale: 1:1,000 @ A3  
Drawing no. SK10  
Produced: Isthmus Group Ltd.  
Basemap Source: Canterbury Maps (ESRI).

**LEGEND:**

**Akaroa Wharf Location**



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**Figure 11 - Viewpoint Location Plan.**

Scale: 1:5,000 @ A3, Inset: 1:100,000 @ A3  
 Drawing no. SK10  
 Produced: Isthmus Group Ltd.  
 Basemap Source: Canterbury Maps (ESRI).





# Viewpoint 1

View, looking north, from Akaroa Lighthouse, 145 Beach Road.



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4918 Akaroa Wharf | LVA | July 2025

**Original Photo** AA | 50mm | DSLR Nikon D810 | 1134hrs 6 November 2023 | 1596507E 5148959N (NZTM)  
Reading distance for correct scale: 400mm | Viewpoint Elevation: Approx 13m  
Field of View Approximately 110° horizontal (across 2 x A3 pages) & 34° vertical

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## Viewpoint 2

View, looking north, from Garden of Tane - Lookout Point



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4918 Akaroa Wharf | LVA | July 2025

**Original Photo** AA | 50mm | DSLR Nikon D810 | 1140hrs 6 November 2023 | 1596594E 5148944N (NZTM)

Reading distance for correct scale: 400mm | Viewpoint Elevation: Approx 28m

Field of View Approximately 110° horizontal (across 2 x A3 pages) & 34° vertical

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# Viewpoint 3

View, looking north from Akaroa Boating Club Hall, Beach Road.



**Original Photo** AA | 50mm | DSLR Nikon D810 | 1128hrs 6 November 2023 | 1596807E 5149160N (NZTM)  
Reading distance for correct scale: 400mm | Viewpoint Elevation: Approx 7m  
Field of View Approximately 110° horizontal (across 2 x A3 pages) & 34° vertical





# Viewpoint 4

View, looking north, from pathway adjacent to Britomart Reserve.



**Original Photo** SB | 50mm | DSLR Nikon D810 | 1120hrs 6 November 2023 | 1596866E 5149270N (NZTM)  
Reading distance for correct scale: 400mm | Viewpoint Elevation: Approx 5m  
Field of View Approximately 110° horizontal (across 2 x A3 pages) & 34° vertical





# Viewpoint 5

View from harbour, looking northeast toward wharf and township.



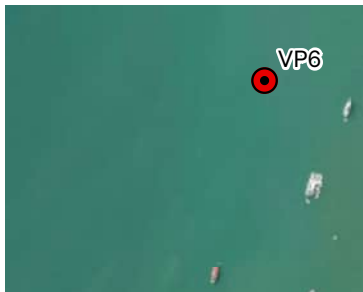
**Original Photo** BC | 50mm | DSLR Nikon D810 | 1256hrs 20 January 2023 | 1596595E 5149283N (NZTM)  
Reading distance for correct scale: 400mm | Viewpoint Elevation: Approx 1m  
Field of View Approximately 110° horizontal (across 2 x A3 pages) & 34° vertical





# Viewpoint 6

View from harbour, looking south east to wharf and township.



**Original Photo** BC | 50mm | DSLR Nikon D810 | 1249hrs 20 January 2023 | 1596742E 5149552N (NZTM)  
Reading distance for correct scale: 400mm | Viewpoint Elevation: Approx 1m  
Field of View Approximately 110° horizontal (across 2 x A3 pages) & 34° vertical





# Viewpoint 7

View from western end of Akaroa Wharf, looking east toward Akaroa township.



**Original Photo** SB | 50mm | DSLR Nikon D810 | 1100hrs 6 November 2023 | 1596698E 5149362N (NZTM)  
Reading distance for correct scale: 400mm | Viewpoint Elevation: Approx 5m  
Field of View Approximately 110° horizontal (across 2 x A3 pages) & 34° vertical





# Viewpoint 8

View from Beach Road, looking west.



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4918 Akaroa Wharf | LVA | July 2025



4918 Akaroa Wharf | LVA | July 2025

**Original Photo** SB | 50mm | DSLR Nikon D810 | 1118hrs 6 November 2023 | 1596909E 5149309N (NZTM)  
Reading distance for correct scale: 400mm | Viewpoint Elevation: Approx 5m  
Field of View Approximately 110° horizontal (across 2 x A3 pages) & 34° vertical

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# Viewpoint 9

View from Esplanade, looking southwest.



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4918 Akaroa Wharf | LVA | July 2025



4918 Akaroa Wharf | LVA | July 2025

**Original Photo** SB | 50mm | DSLR Nikon D810 | 1110hrs 6 November 2023 | 1596935E 5149334N (NZTM)  
Reading distance for correct scale: 400mm | Viewpoint Elevation: Approx 5m  
Field of View Approximately 110° horizontal (across 2 x A3 pages) & 34° vertical

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## Viewpoint 10

View from Drummonds Wharf.



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4918 Akaroa Wharf | LVA | July 2025

**Original Photo** SB | 50mm | DSLR Nikon D810 | 1114hrs 6 November 2023 | 1597023E 5149424N (NZTM)

Reading distance for correct scale: 400mm | Viewpoint Elevation: Approx 5m

Field of View Approximately 110° horizontal (across 2 x A3 pages) & 34° vertical

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# Viewpoint 11

View from in Stanley Park, looking west.



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4918 Akaroa Wharf | LVA | July 2025

**Original Photo** AA | 50mm | DSLR Nikon D810 | 1043hrs 6 November 2023 | 1597296E 5149330N (NZTM)  
Reading distance for correct scale: 400mm | Viewpoint Elevation: Approx 60m  
Field of View Approximately 110° horizontal (across 2 x A3 pages) & 34° vertical





# Viewpoint 12

View from Daly's Wharf, looking south.



Isthmus.  
4918 Akaroa Wharf | LVA | July 2025



4918 Akaroa Wharf | LVA | July 2025

**Original Photo** AA | 50mm | DSLR Nikon D810 1027hrs 6 November 2023 | 1597205E 5149809N (NZTM)  
Reading distance for correct scale: 400mm | Viewpoint Elevation: Approx 5m  
Field of View Approximately 110° horizontal (across 2 x A3 pages) & 34° vertical

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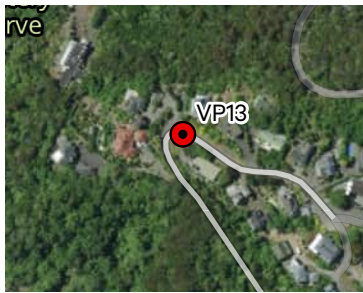


# Viewpoint 13

View from Settlers Hill



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4918 Akaroa Wharf | LVA | July 2025



4918 Akaroa Wharf | LVA | July 2025

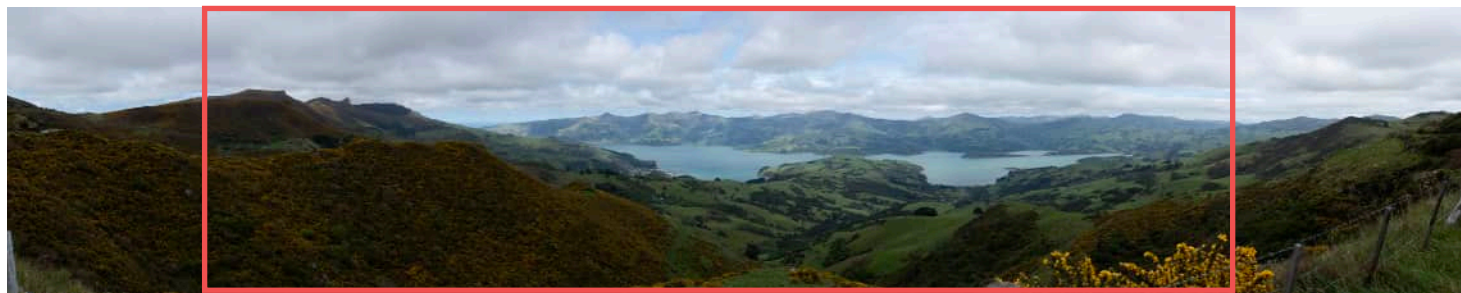
**Original Photo** SB | 50mm | DSLR Nikon D810 | 1033hrs 6 November 2023 | 1597651E 5149799N (NZTM)  
 Reading distance for correct scale: 400mm | Viewpoint Elevation: Approx 50m  
 Field of View Approximately 110° horizontal (across 2 x A3 pages) & 34° vertical



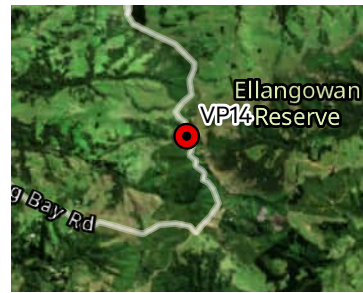


# Viewpoint 14

View Reibelt Lookout on Summit Road



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4918 Akaroa Wharf | LVA | July 2025



4918 Akaroa Wharf | LVA | July 2025

**Original Photo** SB | 50mm | DSLR Nikon D810 | 1009hrs 6 November 2023 | 1601651E 5151380N (NZTM)  
Reading distance for correct scale: 400mm | Viewpoint Elevation: Approx 619m  
Field of View Approximately 110° horizontal (across 2 x A3 pages) & 34° vertical

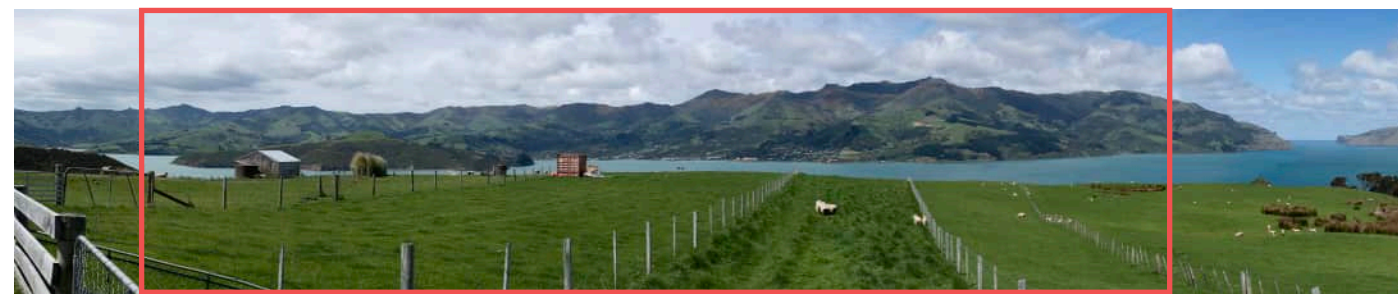
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## Viewpoint 15

View from Wainui Main Road.



**Original Photo** AA | 50mm | DSLR Nikon D810 | 1311hrs 6 November 2023 | 1592988E 5150028 (NZTM)

Reading distance for correct scale: 400mm | Viewpoint Elevation: Approx 121m

Field of View Approximately 110° horizontal (across 2 x A3 pages) & 34° vertical



# Methodology

## Photosimulation Methodology Statement

- Photos were taken with a 50mm fixed lens on DSLR camera. Locations were fixed using a handheld GPS unit with accuracy of 5m. These points were cross referenced using GIS information. Reference points in the landscape, such as trees and existing structures were also located to assist referencing of photo to digital model.
- A sequence of photos was taken from each viewpoint and stitched to form panoramas. Photos were overlapped by approximately 30% and edges cropped prior to stitching to eliminate edge distortion.
- A digital model was created. Computer images were generated within the digital scene from the same locations as the photos. The image was overlaid and aligned with the photo using key reference points and visual matching. (Photos were imported in RAW format to avoid degradation of the image, requiring resizing to match the computer image).
- The wire-frame was then switched off leaving the proposed activity in its correct location and scale relative to the photo. Lower parts of the proposed activity were erased using Photoshop software where they would be behind foreground items.
- The time and weather when the photo was taken was entered to the program in order to replicate lighting conditions.
- The completed photomontage is presented over two pages:
  - The photos are produced to replicate correct scale at the nominated reading distance (in this case 400mm).
  - Each photomontage is printed across two facing pages to illustrate a field of view of approximately 110° at a reading distance of 400mm. This approximates the field of human binocular vision. (But not peripheral vision which extends to approximately 200°)

## Notes on use of Photosimulations:

- The Photosimulations are a useful tool but they cannot not precisely reproduce real life for the following reasons:
  - 2D Photography flattens an image compared to binocular vision.
  - Photography is static, whereas the human vision can scan and remember information.
  - Photographs are passive, whereas the eye seeks out detail.
  - The human eye can see more contrast than can be reproduced through photography.

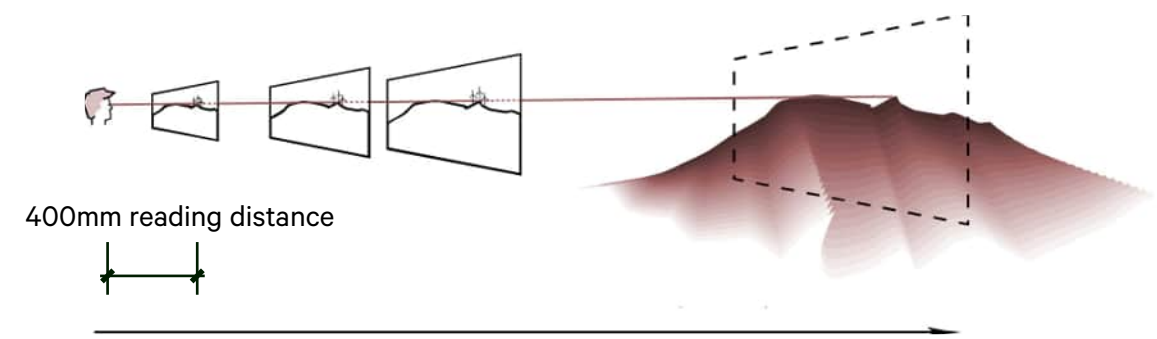


Figure 01: The relationship between reading distance and real life scale.

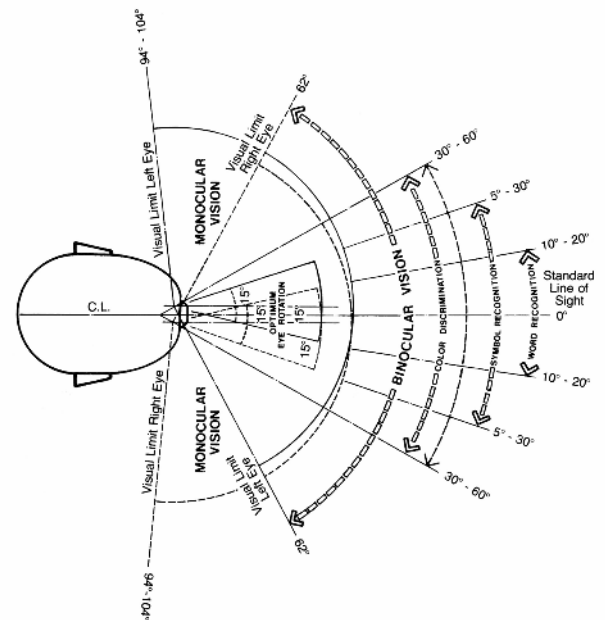


Figure 02: Binocular vision is approximately 124°. Field of view is approximately 110° across 2 x A3 pages at correct scale image for 400mm reading distance (vertical field of view is approximately 33°)

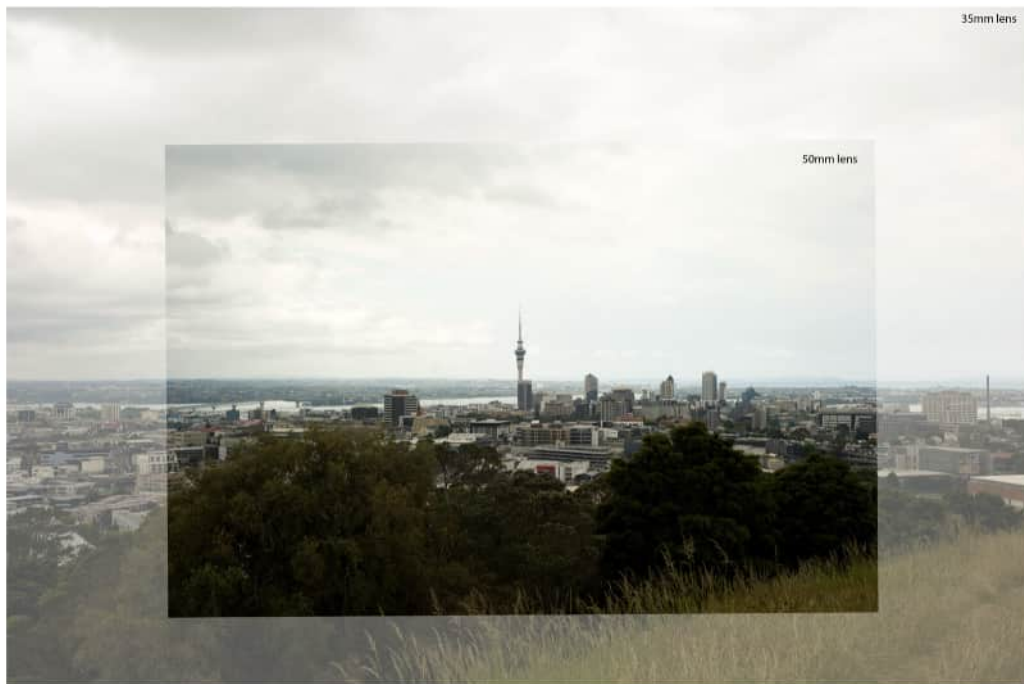


Figure 03: Comparison of 35mm lens and 50mm lens

Two images from the same location. With 35mm and 50mm lenses perspective is influenced by field of view, not by lens focal length. The overlaid portion is identical.



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Christchurch  
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Chistchurch 8011  
  
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# Akaroa Wharf Replacement Graphic Attachment - Final

July 2025

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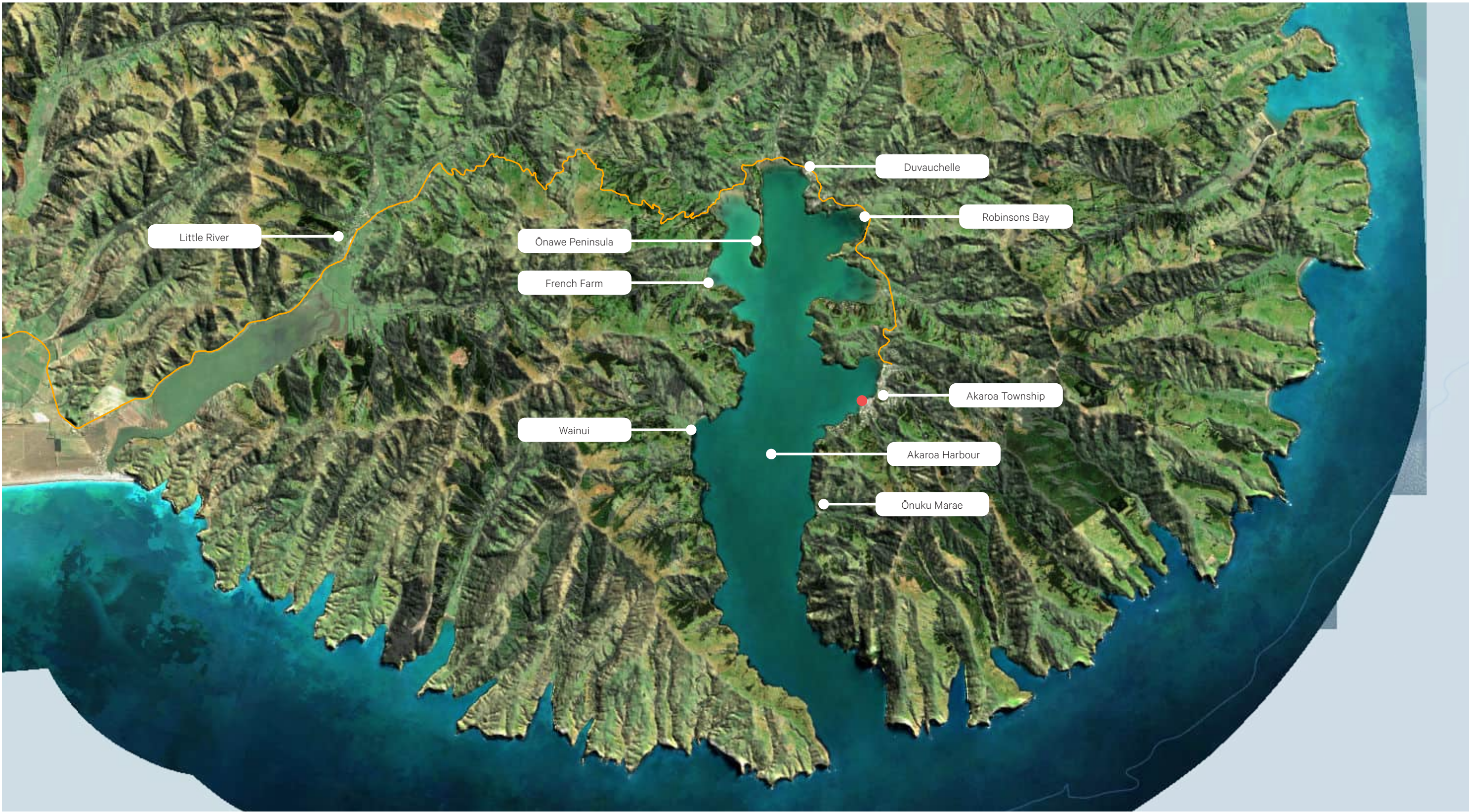
# Contents

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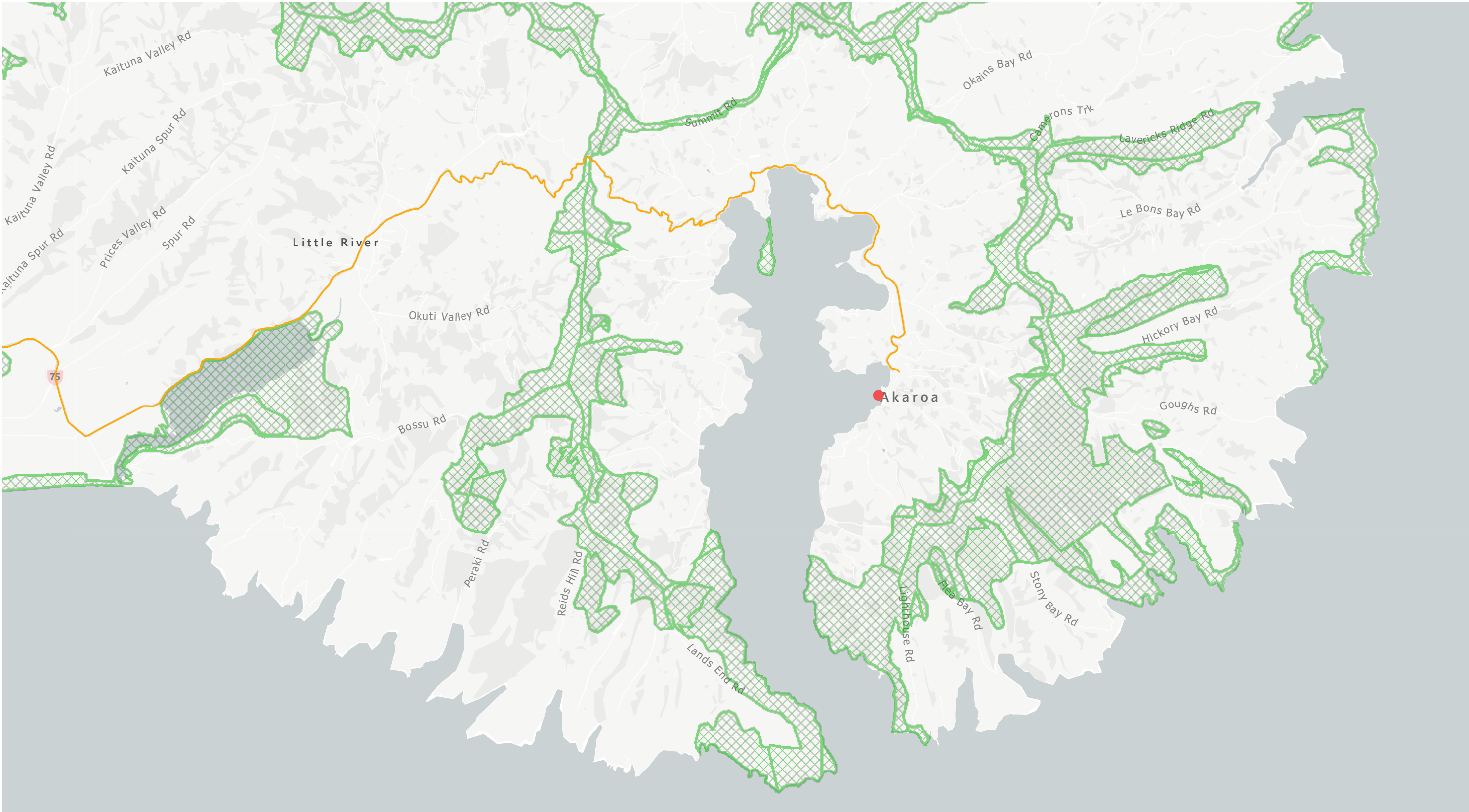
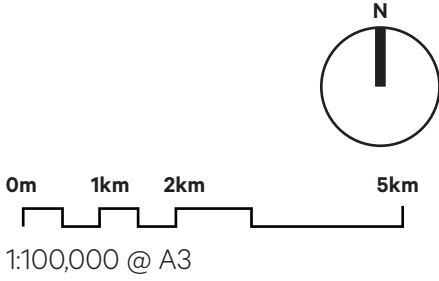




**Figure 1 - Akaroa Harbour and Banks Peninsula**

Scale: 1:100,000 @ A3  
 Drawing no. SK01  
 Produced: Isthmus Group Ltd.  
 Basemap Source: Canterbury Maps (ESRI).

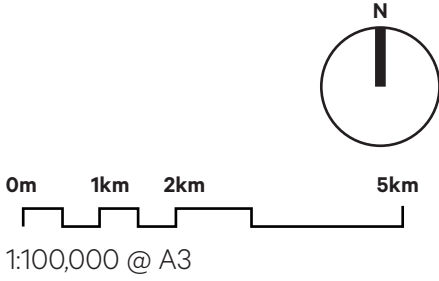
- LEGEND:**
- State Highway 75
  - Akaroa Wharf Location



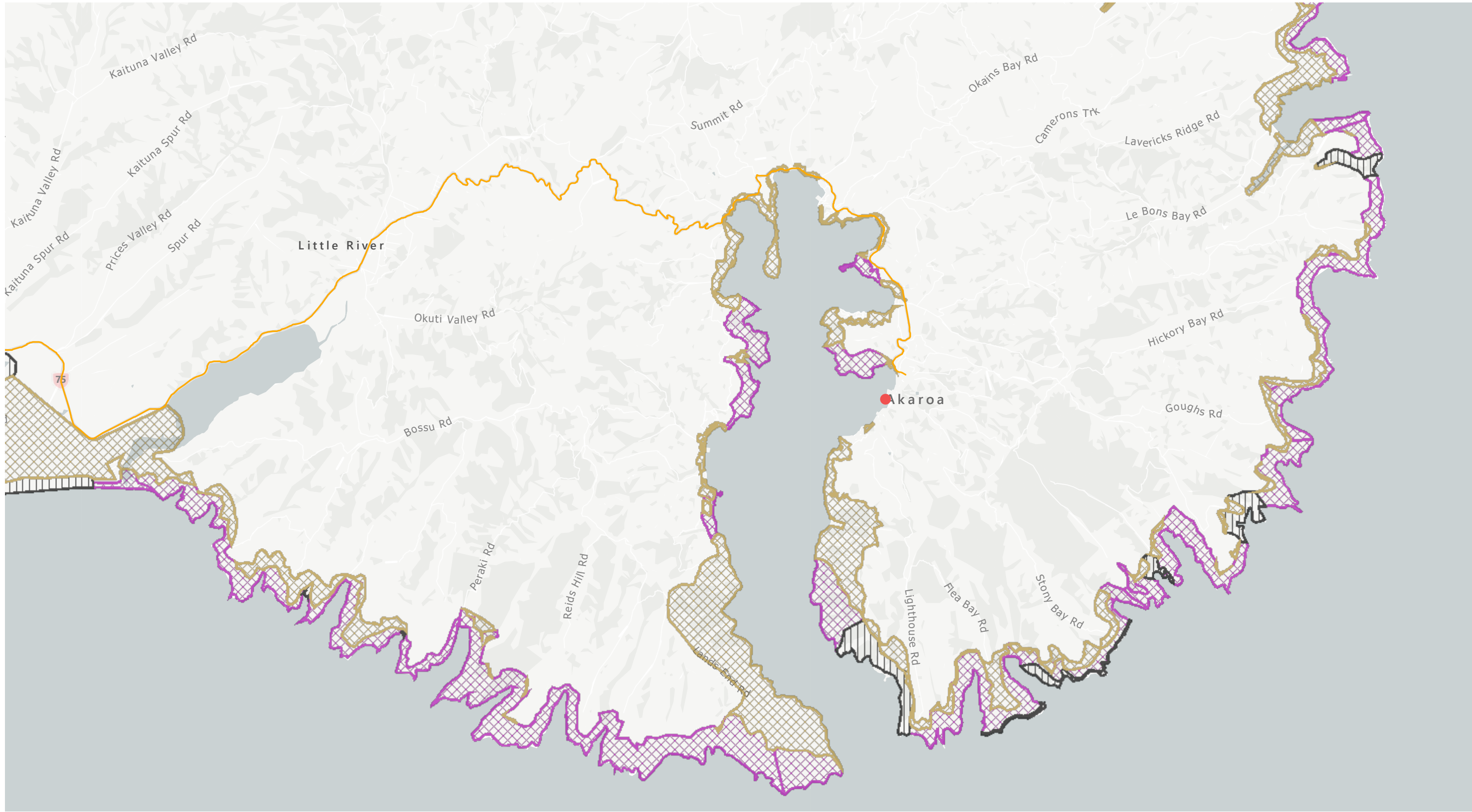
**Figure 2 - Areas of Outstanding Natural Features or Landscape**

Scale: 1:100,000 @ A3  
 Drawing no. SK02  
 Produced: Isthmus Group Ltd.  
 Basemap Source: Canterbury Maps (ESRI).

- LEGEND:**
- Outstanding Natural Feature or Outstanding Natural Landscape
  - State Highway 75
  - Akaroa Wharf Location










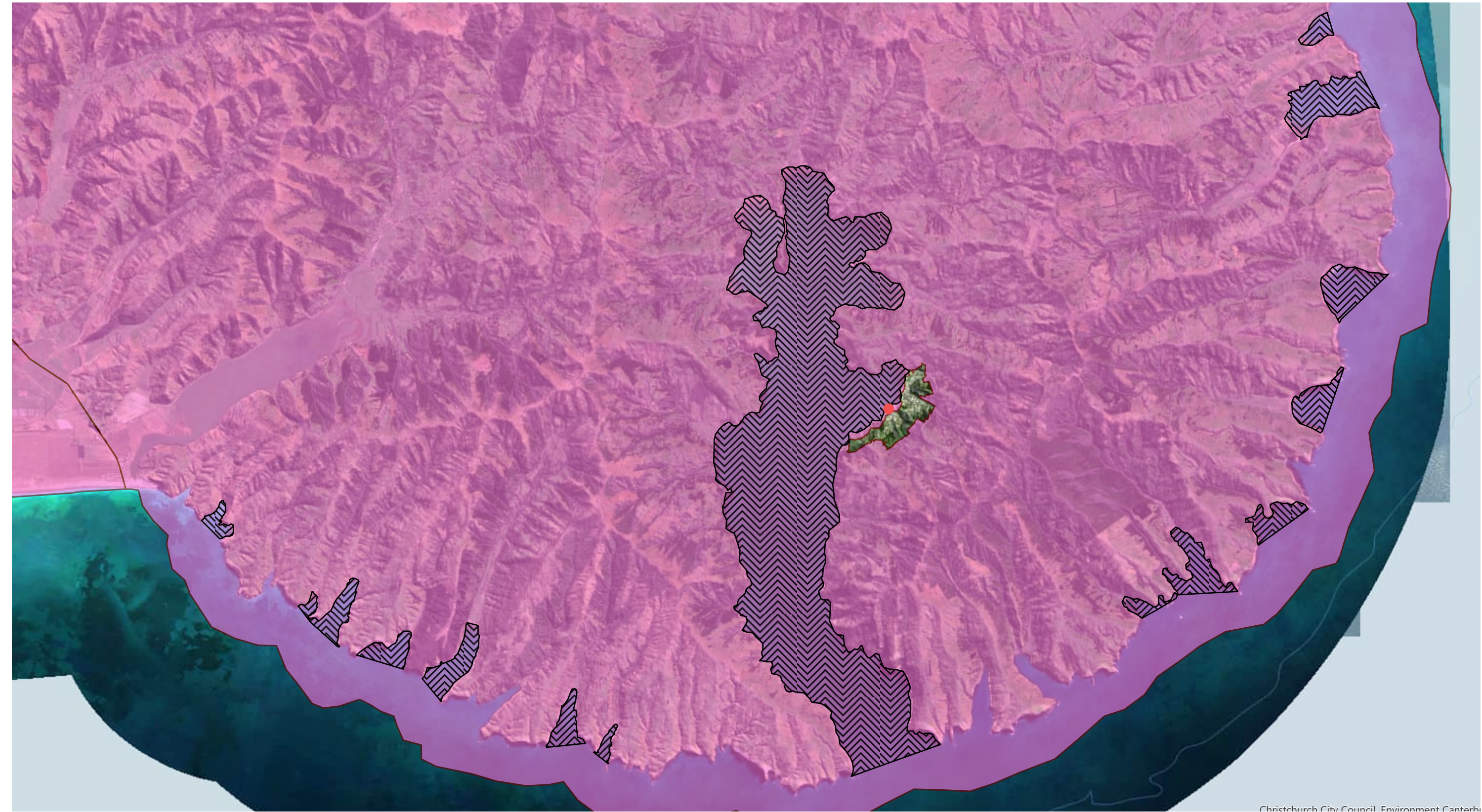
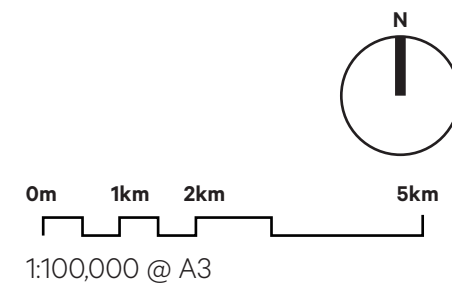


**Figure 3 - Statutory Context**

Scale: 1:100,000 @ A3  
 Drawing no. SK03  
 Produced: Isthmus Group Ltd.  
 Basemap Source: Canterbury Maps (ESRI).

**LEGEND:**




-  Area of at least High Natural Character in Coastal Environment
-  Area of Outstanding Natural Character in the Coastal Environment
-  Natural Character in the Coastal Environment
-  State Highway 75
-  Akaroa Wharf Location



**Figure 4 - Land of Outstanding Regional Significance**

Scale: 1:100,000 @ A3  
 Drawing no. SK04  
 Produced: Isthmus Group Ltd.  
 Basemap Source: Canterbury Maps (ESRI) - Regional Coastal Environmental Plan and Canterbury Regional Council.

**LEGEND:**

-  Area of land of Outstanding Regional Significance
-  Areas of Banks Peninsula to be maintained in their present natural states, free of additional structures
-  Akaroa Wharf Location

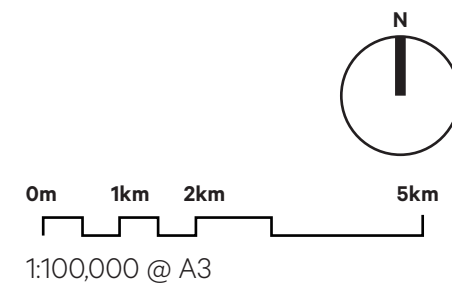






Figure 5 - Akaroa Wharf and surrounds

Scale: 1:5,000 @ A3  
Drawing no. SK05  
Produced: Isthmus Group Ltd.  
Basemap Source: Canterbury Maps (ESRI).

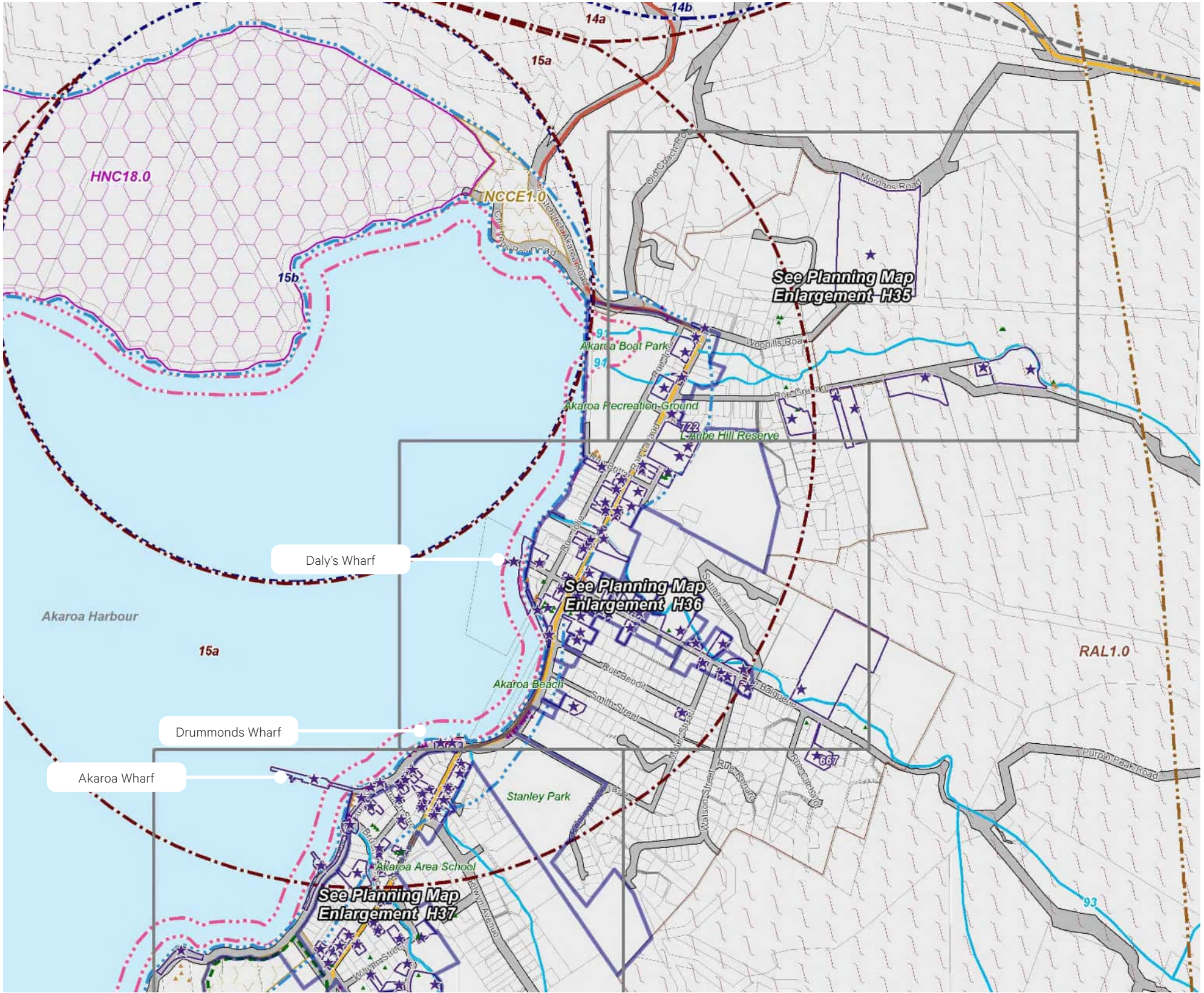
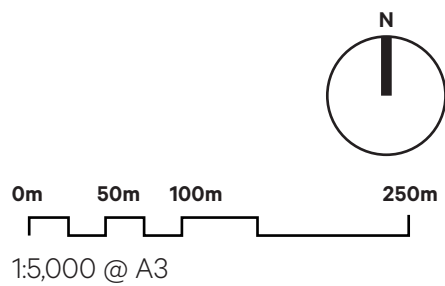


Figure 6 - Christchurch District Plan Overlays

Scale: NTS  
Drawing no. SK06  
Produced: Isthmus Group Ltd.  
Basemap Source: Canterbury Maps (ESRI) -  
Christchurch District Plan.





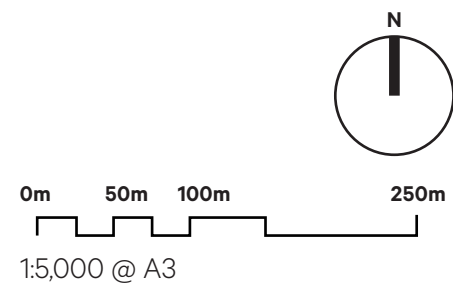


**Figure 7 - Akaroa Planning Zones**

Scale: 1:5,000 @ A3  
 Drawing no. SK07  
 Produced: Isthmus Group Ltd.  
 Basemap Source: Canterbury Maps (ESRI) - Christchurch District Plan.

**LEGEND:**

- |   |   |
|---|---|
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #90EE90; border: 1px solid black; margin-right: 5px;"></span> Commercial Zone  | <span style="display: inline-block; width: 15px; height: 15px; background-color: #D8BFD8; border: 1px solid black; margin-right: 5px;"></span> Special Purpose Zone |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #CD5C5C; border: 1px solid black; margin-right: 5px;"></span> Residential Zone | <span style="display: inline-block; width: 15px; height: 15px; background-color: #FFD700; border: 1px solid black; margin-right: 5px;"></span> Transport Zone       |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #008000; border: 1px solid black; margin-right: 5px;"></span> Open Space Zone  |   |



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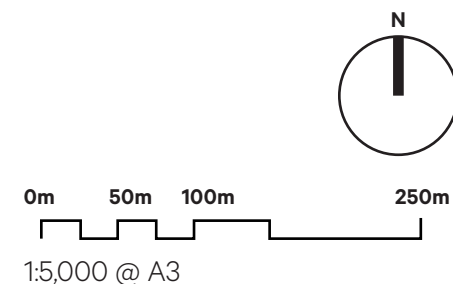


**Figure 8 - Swing Mooring Zone**

Scale: 1:5,000 @ A3  
 Drawing no. SK08  
 Produced: Isthmus Group Ltd.  
 Basemap Source: Canterbury Maps (ESRI) - Canterbury Regional Coastal Environmental Plan

**LEGEND:**

- |   |                    |
|---|--------------------|
| <span style="display: inline-block; width: 15px; height: 15px; background: repeating-linear-gradient(45deg, transparent, transparent 2px, black 2px, black 4px); border: 1px solid black; margin-right: 5px;"></span> | Swing Mooring Zone |
|---|--------------------|



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 11





**Figure 9 - Heritage Items and Settings**

Scale: 1:1,000 @ A3  
Drawing no. SK09  
Produced: Isthmus Group Ltd.  
Basemap Source: Christchurch District Plan - CCC.  
govt.nz

**LEGEND:**

**A** Heritage Item

**A** Heritage Setting

0m 10m 20m 50m

1:1,000 @ A3

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4918 Akaroa Wharf | LVA | July 2025



**Figure 10 - Akaroa Wharf and Immediate Surrounds**

Scale: 1:1,000 @ A3  
Drawing no. SK10  
Produced: Isthmus Group Ltd.  
Basemap Source: Canterbury Maps (ESRI).

**LEGEND:**

**—** Akaroa Wharf Location

0m 10m 20m 50m

1:1,000 @ A3

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13





**Figure 11 - Viewpoint Location Plan.**

Scale: 1:5,000 @ A3, Inset: 1:100,000 @ A3  
 Drawing no. SK10  
 Produced: Isthmus Group Ltd.  
 Basemap Source: Canterbury Maps (ESRI).





# Viewpoint 1

View, looking north, from Akaroa Lighthouse, 145 Beach Road.



**Original Photo** AA | 50mm | DSLR Nikon D810 | 1134hrs 6 November 2023 | 1596507E 5148959N (NZTM)  
 Reading distance for correct scale: 400mm | Viewpoint Elevation: Approx 13m  
 Field of View Approximately 110° horizontal (across 2 x A3 pages) & 34° vertical





## Viewpoint 2

View, looking north, from Garden of Tane - Lookout Point



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4918 Akaroa Wharf | LVA | July 2025

**Original Photo** AA | 50mm | DSLR Nikon D810 | 1140hrs 6 November 2023 | 1596594E 5148944N (NZTM)

Reading distance for correct scale: 400mm | Viewpoint Elevation: Approx 28m

Field of View Approximately 110° horizontal (across 2 x A3 pages) & 34° vertical

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19





# Viewpoint 3

View, looking north from Akaroa Boating Club Hall, Beach Road.



**Original Photo** AA | 50mm | DSLR Nikon D810 | 1128hrs 6 November 2023 | 1596807E 5149160N (NZTM)  
Reading distance for correct scale: 400mm | Viewpoint Elevation: Approx 7m  
Field of View Approximately 110° horizontal (across 2 x A3 pages) & 34° vertical





## Viewpoint 4

View, looking north, from pathway adjacent to Britomart Reserve.



**Original Photo** SB | 50mm | DSLR Nikon D810 | 1120hrs 6 November 2023 | 1596866E 5149270N (NZTM)  
Reading distance for correct scale: 400mm | Viewpoint Elevation: Approx 5m  
Field of View Approximately 110° horizontal (across 2 x A3 pages) & 34° vertical





# Viewpoint 5

View from harbour, looking northeast toward wharf and township.



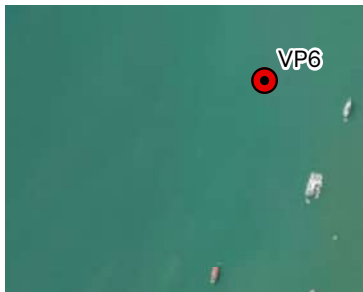
**Original Photo** BC | 50mm | DSLR Nikon D810 | 1256hrs 20 January 2023 | 1596595E 5149283N (NZTM)  
Reading distance for correct scale: 400mm | Viewpoint Elevation: Approx 1m  
Field of View Approximately 110° horizontal (across 2 x A3 pages) & 34° vertical





## Viewpoint 6

View from harbour, looking south east to wharf and township.



**Original Photo** BC | 50mm | DSLR Nikon D810 | 1249hrs 20 January 2023 | 1596742E 5149552N (NZTM)

Reading distance for correct scale: 400mm | Viewpoint Elevation: Approx 1m

Field of View Approximately 110° horizontal (across 2 x A3 pages) & 34° vertical





# Viewpoint 7

View from western end of Akaroa Wharf, looking east toward Akaroa township.



**Original Photo** SB | 50mm | DSLR Nikon D810 | 1100hrs 6 November 2023 | 1596698E 5149362N (NZTM)  
Reading distance for correct scale: 400mm | Viewpoint Elevation: Approx 5m  
Field of View Approximately 110° horizontal (across 2 x A3 pages) & 34° vertical





# Viewpoint 8

View from Beach Road, looking west.



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4918 Akaroa Wharf | LVA | July 2025



4918 Akaroa Wharf | LVA | July 2025

**Original Photo** SB | 50mm | DSLR Nikon D810 | 1118hrs 6 November 2023 | 1596909E 5149309N (NZTM)  
Reading distance for correct scale: 400mm | Viewpoint Elevation: Approx 5m  
Field of View Approximately 110° horizontal (across 2 x A3 pages) & 34° vertical

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31





# Viewpoint 9

View from Esplanade, looking southwest.



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4918 Akaroa Wharf | LVA | July 2025



4918 Akaroa Wharf | LVA | July 2025

**Original Photo** SB | 50mm | DSLR Nikon D810 | 1110hrs 6 November 2023 | 1596935E 5149334N (NZTM)  
Reading distance for correct scale: 400mm | Viewpoint Elevation: Approx 5m  
Field of View Approximately 110° horizontal (across 2 x A3 pages) & 34° vertical

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33





## Viewpoint 10

View from Drummonds Wharf.



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4918 Akaroa Wharf | LVA | July 2025



4918 Akaroa Wharf | LVA | July 2025

**Original Photo** SB | 50mm | DSLR Nikon D810 | 1114hrs 6 November 2023 | 1597023E 5149424N (NZTM)

Reading distance for correct scale: 400mm | Viewpoint Elevation: Approx 5m

Field of View Approximately 110° horizontal (across 2 x A3 pages) & 34° vertical





# Viewpoint 11

View from in Stanley Park, looking west.



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4918 Akaroa Wharf | LVA | July 2025



4918 Akaroa Wharf | LVA | July 2025

**Original Photo** AA | 50mm | DSLR Nikon D810 | 1043hrs 6 November 2023 | 1597296E 5149330N (NZTM)  
Reading distance for correct scale: 400mm | Viewpoint Elevation: Approx 60m  
Field of View Approximately 110° horizontal (across 2 x A3 pages) & 34° vertical

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37





# Viewpoint 12

View from Daly's Wharf, looking south.



**Original Photo** AA | 50mm | DSLR Nikon D810 1027hrs 6 November 2023 | 1597205E 5149809N (NZTM)  
Reading distance for correct scale: 400mm | Viewpoint Elevation: Approx 5m  
Field of View Approximately 110° horizontal (across 2 x A3 pages) & 34° vertical



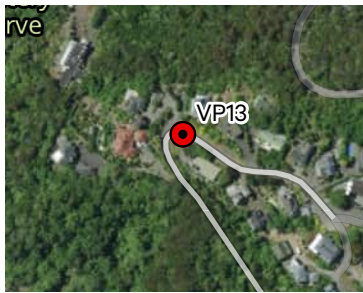


# Viewpoint 13

View from Settlers Hill



Isthmus.  
4918 Akaroa Wharf | LVA | July 2025



4918 Akaroa Wharf | LVA | July 2025

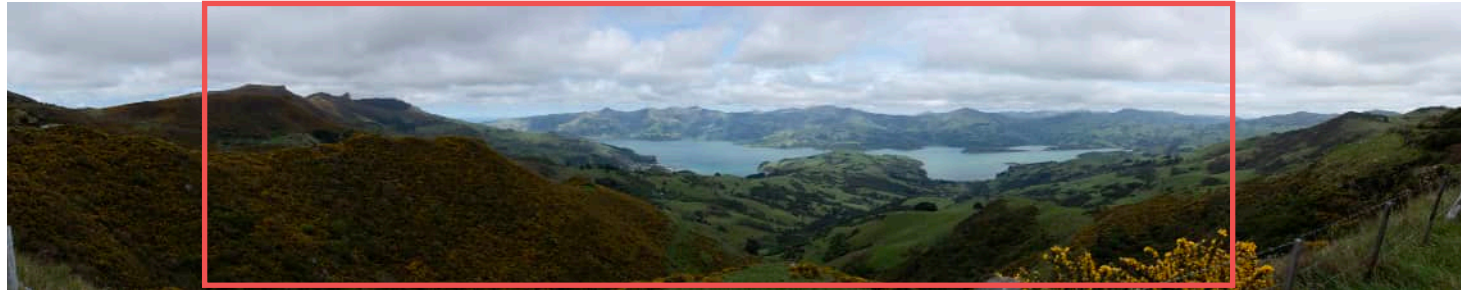
**Original Photo** SB | 50mm | DSLR Nikon D810 | 1033hrs 6 November 2023 | 1597651E 5149799N (NZTM)  
Reading distance for correct scale: 400mm | Viewpoint Elevation: Approx 50m  
Field of View Approximately 110° horizontal (across 2 x A3 pages) & 34° vertical





# Viewpoint 14

View Reibelt Lookout on Summit Road



Isthmus.  
4918 Akaroa Wharf | LVA | July 2025



4918 Akaroa Wharf | LVA | July 2025

**Original Photo** SB | 50mm | DSLR Nikon D810 | 1009hrs 6 November 2023 | 1601651E 5151380N (NZTM)  
Reading distance for correct scale: 400mm | Viewpoint Elevation: Approx 619m  
Field of View Approximately 110° horizontal (across 2 x A3 pages) & 34° vertical

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43





# Viewpoint 15

View from Wainui Main Road.



**Original Photo** AA | 50mm | DSLR Nikon D810 | 1311hrs 6 November 2023 | 1592988E 5150028 (NZTM)  
Reading distance for correct scale: 400mm | Viewpoint Elevation: Approx 121m  
Field of View Approximately 110° horizontal (across 2 x A3 pages) & 34° vertical

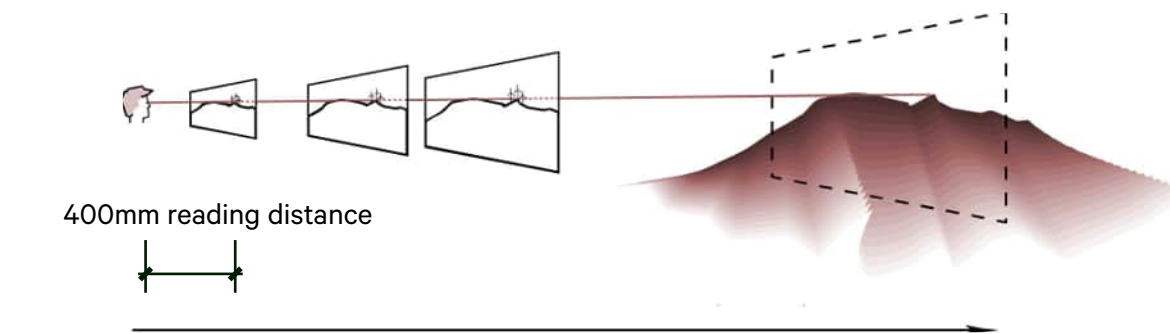


### Photosimulation Methodology Statement

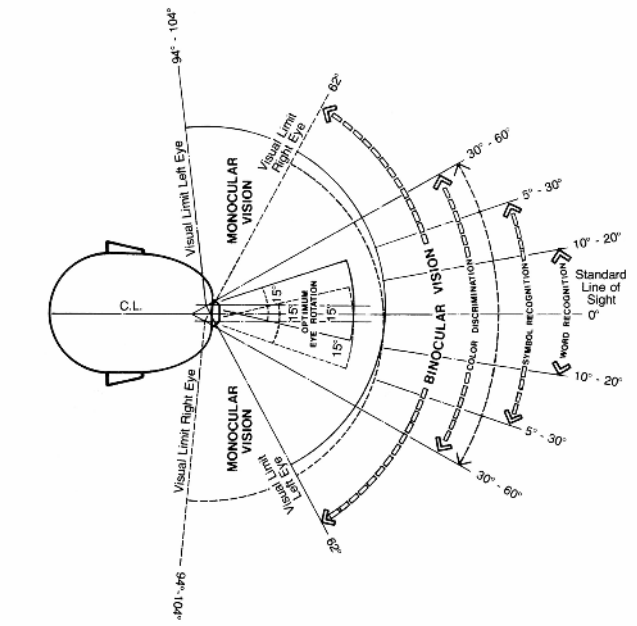
- Photos were taken with a 50mm fixed lens on DSLR camera. Locations were fixed using a handheld GPS unit with accuracy of 5m. These points were cross referenced using GIS information. Reference points in the landscape, such as trees and existing structures were also located to assist referencing of photo to digital model.
- A sequence of photos was taken from each viewpoint and stitched to form panoramas. Photos were overlapped by approximately 30% and edges cropped prior to stitching to eliminate edge distortion.
- A digital model was created. Computer images were generated within the digital scene from the same locations as the photos. The image was overlaid and aligned with the photo using key reference points and visual matching. (Photos were imported in RAW format to avoid degradation of the image, requiring resizing to match the computer image).
- The wire-frame was then switched off leaving the proposed activity in its correct location and scale relative to the photo. Lower parts of the proposed activity were erased using Photoshop software where they would be behind foreground items.
- The time and weather when the photo was taken was entered to the program in order to replicate lighting conditions.
- The completed photomontage is presented over two pages:
  - The photos are produced to replicate correct scale at the nominated reading distance (in this case 400mm).
  - Each photomontage is printed across two facing pages to illustrate a field of view of approximately 110° at a reading distance of 400mm. This approximates the field of human binocular vision. (But not peripheral vision which extends to approximately 200°)

### Notes on use of Photosimulations:

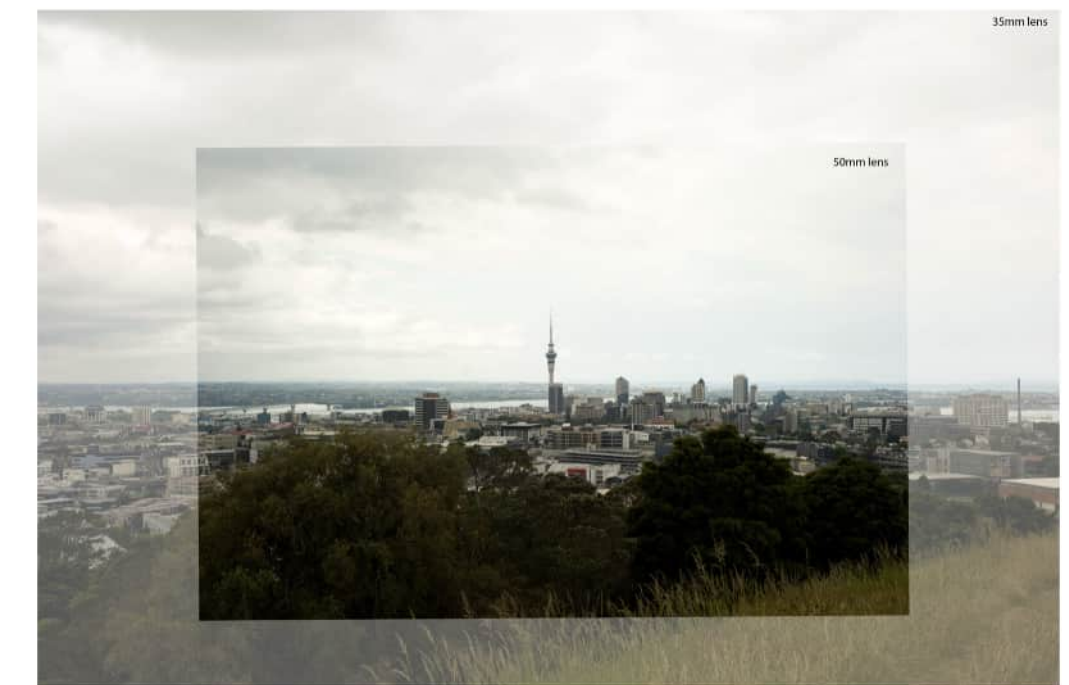
- The Photosimulations are a useful tool but they cannot not precisely reproduce real life for the following reasons:
  - 2D Photography flattens an image compared to binocular vision.
  - Photography is static, whereas the human vision can scan and remember information.
  - Photographs are passive, whereas the eye seeks out detail.
  - The human eye can see more contrast than can be reproduced through photography.



**Figure 01:** The relationship between reading distance and real life scale.



**Figure 02:** Binocular vision is approximately 124°. Field of view is approximately 110° across 2 x A3 pages at correct scale image for 400mm reading distance (vertical field of view is approximately 33°)



**Figure 03:** Comparison of 35mm lens and 50mm lens

Two images from the same location. With 35mm and 50mm lenses perspective is influenced by field of view, not by lens focal length. The overlaid portion is identical.



Land.  
People.  
Culture.  
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Christchurch 8011  
  
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Akaroa Wharf - Main Wharf Akaroa, Beach Road  
Appendix 4 - Graphic Attachment to Landscape Assessment Report

11 August 2025



# Document Information

Project		
Akaroa Wharf Renewal		
Address		
Main Wharf, Beach Road, Akaroa		
Client		
Christchurch City Council		
Document		
Appendix 5 - Graphic Attachment to Landscape Assessment Report		
Status		
For Client Review		
Revision		
1	Draft for Review	18.07.2025
2	For Client Review	29.07.2025
3	For Resource Consent	11.08.2025
Prepared By		
Rough Milne Mitchell Landscape Architects Ltd		
Project Number: 25098		
Authors: Emily-Rose Dunn		
Peer Reviewed: Wade Robertson		

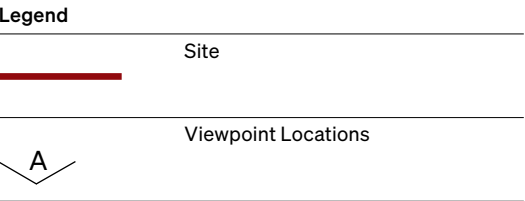
**Disclaimer**  
These plans and drawings have been produced as a result of information provided by the client and/or sourced by or provided to Rough Milne Mitchell Landscape Architects Limited (RMM) by a third party for the purposes of providing the services. No responsibility is taken by RMM for any liability or action arising from any incomplete or inaccurate information provided to RMM (whether from the client or a third party). These plans and drawings are provided to the client for the benefit and use by the client and for the purpose for which it is intended.

# Contents

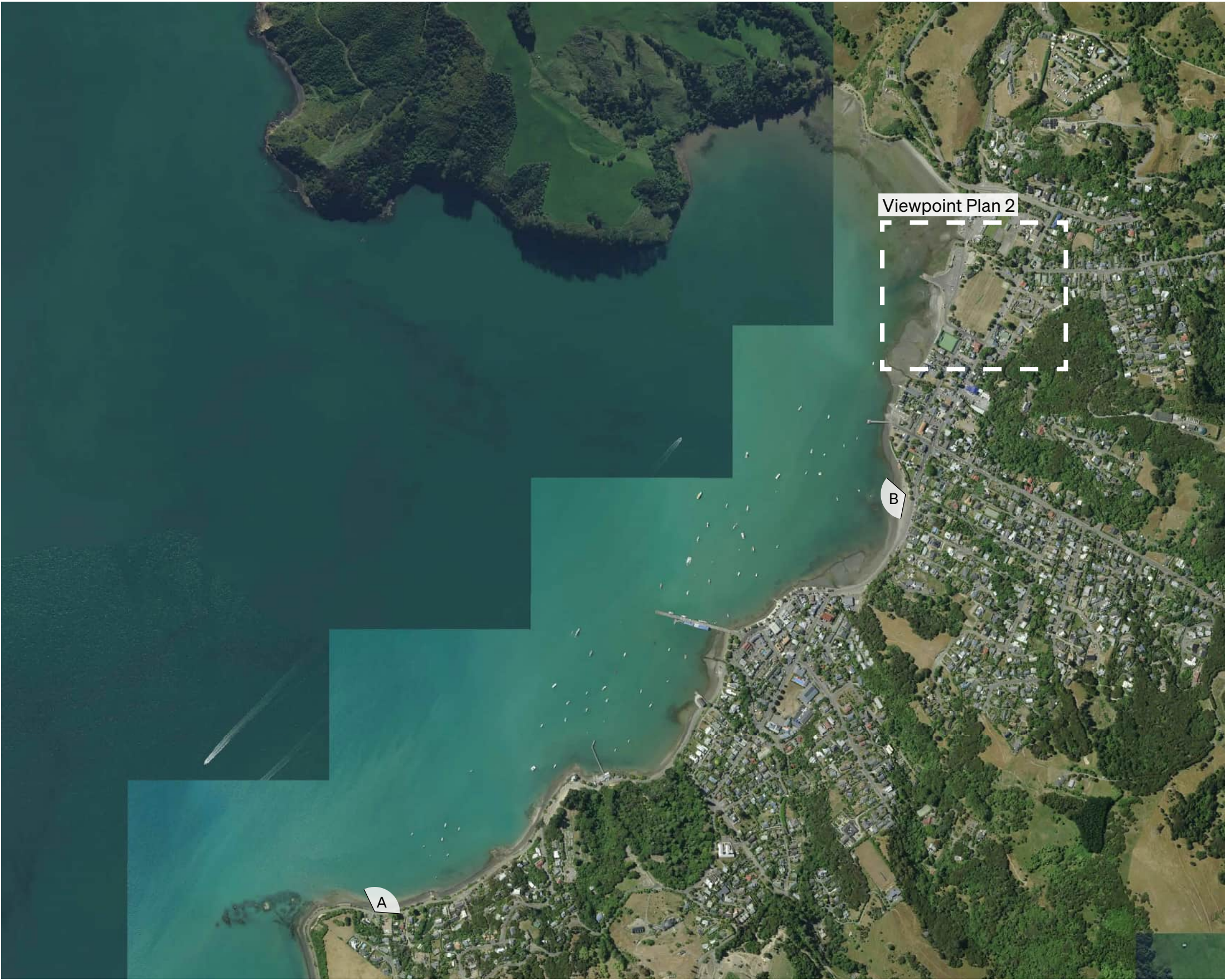
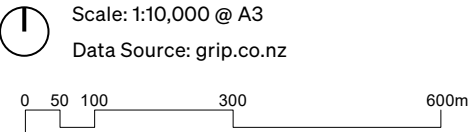
Context Plans	Page
Context Aerial	03
Site Context Plan	04
Site Topography Plan	05
Proposal	
Proposed Concept Plan	10
Photo Panoramas of Viewpoints	
Viewpoint Location Plan 1	15
Viewpoint Location Plan 2	16
Photo Panoramas 1 - 16	17-23



# Viewpoint Location Plan 1

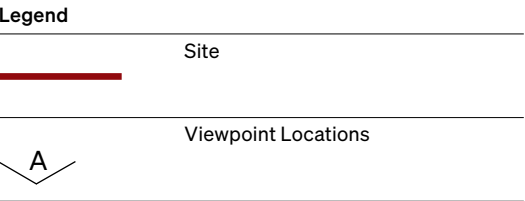


- Methodology:**
- Viewpoint Photographs were taken between 1pm and 4pm on 26 June 2025.
  - Photos were captured on a Canon EOS 7D Mark, 50mm Focal Length, using the panorama function that assists with correctly overlapping the individual photographs.
  - Each panorama has been created from seven individual portrait photographs,
  - Each panorama is representative of the human eyes primary field of view which is 124° horizontal and 55° vertical.
  - The panorama photos were created in Adobe Photoshop, using the photomerge tool.
  - The panoramas are then cropped to approximately 110mm high and 390mm wide to allow for easy viewing.
  - Panoramas are representative only and are not intended to be used as visual simulations.



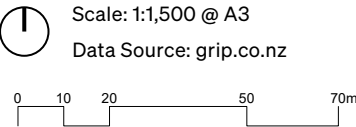


# Viewpoint Location Plan 2



Methodology:

- Viewpoint Photographs were taken between 1pm and 4pm on 26 June 2025.
- Photos were captured on a Canon EOS 7D Mark, 50mm Focal Length, using the panorama function that assists with correctly overlapping the individual photographs.
- Each panorama has been created from nine individual portrait photographs,
- Each panorama is representative of the human eyes primary field of view which is 124° horizontal and 55° vertical.
- The panorama photos were created in Adobe Photoshop, using the photomerge tool.
- The panoramas are then cropped to approximately 110mm high and 390mm wide to allow for easy viewing.
- Panoramas are representative only and are not intended to be used as visual simulations.





# Photo Panoramas



**Viewpoint photo A:** Located at 259 Beach Road looking North accross Glen Bay towards Takamatua Hill. The viewpoint is approximately 1km from Akaroa Wharf.



**Viewpoint photo B:** Located at the northern end of French Bay, close to the beach access point looking southwest accross French Bay. The viewpoint is approximately 500mm from Akaroa Wharf



# Photo Panoramas



Viewpoint photo C: Located at 25 Rue Lavaud looking south west. The viewpoint is approximately 100m from Laydown 1



Viewpoint photo D: Located opposite St Patricks Catholic chruch on Rue Lavaud looking west. The viewpoint is approximately 75m from Laydown 1



# Photo Panoramas



**Viewpoint photo E:** Located at Akaroa Boat Ramp Carpark looking south. The viewpoint is approximately 50m from laydown 1 and the temporary loading ramp and berth and approximately 1km from Akaroa Wharf



## Appendix 5: Comparison Table

Akaroa Wharf Replacement  
Beach Road, Akaroa

11 August 2025



The following table highlights the key areas of relevance to an assessment of landscape and visual effects.

Attribute	Existing Wharf	Replacement Wharf	Change
Location	As shown on plans	1.5 -2.5m north of current position	Up to 2.5 lateral shift north
Wharf Length	Approx.. 155m	185m	Overall wharf length increases by 30m due to reduction in abutment. Protrusion into the bay stays as is.
Abutment length	Approx.. 30m	Rock rip rap follows the approximate natural shoreline. Small area of reclamation is required north of the wharf. Reclamation enclosed by 'L wall'	Abutment reduced by approximately 20m. minor reclamation required north of existing wharf position
Total length	Approx. 185m	185m	Increased wharf length and decreased abutment. Overall protrusion into the harbour is consistent
Width	Approximately 7m with a wider platform for the buildings, gangways access pontoons	8m for most of the length, with gangways, steps and ramps to access pontoons and buildings	Approximately 1m wider
Height	2.46-2.56 msl	3.06 msl	increase by 500-600mm
Overall bulk and location	Abutment, built form, structures above and below deck all contribute to the overall bulk and location	The replacement wharf has comparable location and reduced bulk. It has a reduced abutment and additional height, views through the wharf will be improved. The overall effect will be a more permeable structure with a 'lighter touch' on the landscape.	Similar location with reduced bulk
Sub Structure	120 Timber piles, and approx. 30m abutment	44-55 Steel encased concrete piles with cross members, 26 timber fender piles,	Timber piles replaced with steel encased concrete piles, reduced abutment.



		reduced abutment, and introduced rock rip rap	Number of piles has been decreased
Abutment, sea walls, reclaimed land, rock rip rap etc	Abutment and seawall extrude (approximately) 30m from the "natural coastline"	New concrete L wall and some reclamation required north of landward side of Wharf. Introduction of rock rip rap.	Reduced intrusion into the coastal environment. Area of total reclamation is reduced and shoreline has more "natural" edge. Rock rip rap is generally viewed as "more natural" than a concrete wall despite still being modified infrastructure.
Pontoon Arrangement	2 pontoons with 8 piles. Northern pontoon is parallel to the wharf southern pontoon is perpendicular. Total area is approximately 156m <sup>2</sup> (excluding gangways)	The northern pontoon will be 40m long by 5m wide (and offset from the wharf by 12.6m), it will be orientated parallel to the Wharf. The southern pontoon will be 20m long x 5m wide, it will be perpendicular to the wharf. Both pontoons will be accessed via a perpendicular walkway and parallel gangway (relative to the wharf). Total area of 300m <sup>2</sup> (excluding gangways) and 12-16 piles required.	Increased area of pontoons by approx 144m <sup>2</sup> .  Number of piles increased by 4-8
Cargo Crane	Yes	Yes	No change
Deck material	Mix of timber, concrete and asphalt	Concrete decking, with timber for the extent of the landward abutment	More harmonious surface material treatment
Southern barrier	Concrete barrier wall extends above the deck height for the entire length of the abutment	Timber barrier feature with varied permeability replaces the concrete wall on the southern edge of the landward end of the wharf. The timber barrier extends approximately 10m further west than the sea wall and concrete barrier.	Length of barrier increased by approximately 10m. Has varied permeability



Activities and use	Recreation, tourism, commercial activities, access to water and appreciation of scenic setting	The activities and use of the wharf will be fundamentally unchanged	No change
Cultural representation	Historic heritage is present in historic structure of the 'Main Bridge', and historic seawall and abutment	Improved representation of Māori culture through co-design process and inclusion of a taurapa. Some of the historic heritage is preserved with the partial preservation of the historic sea wall	Historic heritage structure (wharf) demolished and replaced. Cultural heritage represented in new design.
Overall visual prominence as a landmark	Its size, prominence and visibility in the landscape make it a landmark structure within Akaroa	The elements that contribute to the wharfs status as a landmark will remain fundamentally unchanged	Landmark attributes are preserved