

PROPOSED RANGITANE RECLAMATION/BOATRAMP

A summary of visual simulation creation

The attached visualisations have been prepared to assist decision-makers and other involved parties to comprehend the proposal as clearly as possible. To that end, they have been digitally constructed to represent the completed reclamation as accurately as possible. The foundation of the constructed images is a digital, 3D model of the reclamation form that has been prepared by Shorewise Engineering Consultants. That model has been inserted into the photographic image using Vectorworks CAD software, with the projection being based upon the viewing position and the elevation of the camera.

To ensure that the model is accurately positioned, markers were installed on site to the known co-ordinates of 5 points of the design: 3 at the outer apex of the reclamation, one where the development would meet the existing coastal margin to the south and the other a small and known distance offshore to the north. These markers were positioned with a surveyor using a survey-standard GPS and can be seen in the unmodified photographs. The elevation of the crest of each of the 3 markers installed in the CMA was confirmed as part of this exercise, allowing for an additional cross check of the height of the reclamation surface in the imagery.

The photographs that the simulations are based upon were captured with a Canon digital SLR camera with a lens focal length (FL) setting of approximately 33mm. This setting best represents the image that would result from a 35mm format film camera equipped with a 50mm FL lens. Photographs have been digitally stitched to create the panoramas.

Each of the vantage points that the simulation photographs were taken from were selected to provide a “worst case” and representative illustration. They are set at a distance that allows reasonable detail to be conveyed (such as the cars and people that are incorporated in the constructed images) but also in a way that allows the context of the site to be appreciated. In effect, these provide close to a seaward, side elevation view (Simulation 1) and end elevation view (Simulation 2). It should be noted that the perspective of the views are such that they may be seen to incorrectly indicate that the crest of the reclamation would be higher than the nearby Rangitane Loop Road, particularly in Simulation 2. The reason for this is that the crest is higher than the eye level of the photographer, so the view to the closest part of that crest is upwards. This creates the illusion that it is higher than the road level set further in the background.

Other parameters to note:

- Vegetation size and spread approximately representing 5-8 years post development.
- Rock armour scaled to be consistent with the unit sizing that would be specified.
- Rock colour shown to represent the dark grey/brown hues of material sought to best match the natural rocks of this shore and optimise colonisation by NZ rock oysters (which are shown in the image).

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