

FAR NORTH HOLDINGS LIMITED

PROPOSED MODIFICATIONS TO SOUTHERN ACCESS AT RUSSELL WHARF

1.0 INTRODUCTION and BACKGROUND

The provision of adequate and suitable services at the Russell Wharf is central to the manner in which tourists and the local community make use of the Coastal Marine Area. The demand on the facilities at the Wharf has revealed that part of the existing wharf structure and its current configuration is unable to accommodate and meet the patronage by both public and private interests.

To enhance the use of this facility it has become evident that modifications in terms of the structure and facilities are required to be implemented as to provide for an efficient and responsive facility.

We are therefore pleased to lodge on behalf of Far North Holdings Limited this resource consent application and supporting documentation.

In support of this Application we now present the following information under the appropriate headings -

- Application Site and Locality
- Application Description
- Application Status
- Statutory Considerations - Section 104

The actual and potential effects on the environment of allowing the activity:

- The New Zealand Coastal Policy Statement;
- The Regional Policy Statement;
- The Regional Coastal Plan;
- The Transitional and Proposed District Plan;
- Any other matters the consent authority considers relevant and reasonably necessary to determine the application.

- Part II of the Act
- Conclusions

2.0 APPLICATION SITE AND LOCALITY

The application site is known as the Russell Wharf located within the Crown Sea Bed of Kororareka Bay, Russell. The Wharf is served by water access from the wider Bay of Islands and vehicle access via Cass Street, Russell and is situated within the wider

catchment of the Russell township.

The wharf configuration can best be described through viewing the attached aerial photograph.

In summary the wharf is a long pan handle structure radiating perpendicular from the shore in a westerly direction, immediately opposite Cass Street. Extending further westward is a jetty, gangway and pontoon structure and extending in a southerly direction a slightly narrower deck with smaller finger jetties radiating off the deck. Approximately mid way along the main access deck is a small "L" shaped finger jetty which extends northwards.

The wharf also contains a small booking office located in the middle of the "pan handle deck".

The existing wharf provides a range of services and facilities to private, commercial and tourist alike. This includes berthing spaces for ferry customers, spaces for tourist ventures, private berths, refueling facilities, water supply, access to solid waste collection, booking services, and weigh station.

3.0 APPLICATION DESCRIPTION

The application involves the southern access way and the south western steps and fixed platform. The proposal involving the following -

The southern accessway -

- Removing existing walking surface and small ramp that connects to the approach bridge;

- Removing the fourteen wooden walkway support piles and the replacement of these;

- Replacement of new walking surface and new connection ramp to approach bridge;

- Increasing the width of the walking surface and access ramp; and

- Installing a small walking ramp and three sets of temporary steps.

The south western steps and fixed platform -

- Removing the existing steps, fixed landing and four piles;

- Installing aluminium gangway and floating pontoon;

- Installing eight fender piles, four steel piles and three dolphin piles.

This activities entail the removal, modification and extension of structures as depicted on the attached information and plans.

4.0 COMMUNITY CONSULTATION

Community consultation has taken place with the following groups and local Iwi. The response concludes –

5.0 APPLICATION STATUS.

Underlying the provisions of the Act and the New Zealand Coastal Policy Statement [NZCPS] the principal planning document applying to this application is that of the Northland Regional Council Regional Coastal Plan [RCP].

Within the RCP the application site is located within the Marine 6 (Wharf) Management Area being an area where –

... wharves and adjacent coastal marine area being managed primarily for commercial and mixed uses.

In addition the site is identified within the Schedules and Appendices of the RCP. The wharf being identified in Schedule 2 – Existing Structures (Controlled) reference No 68/RSL-B – Wharf, Kororaraka Bay.

Within the RCP, the activity is deemed to be a Restricted Discretionary Activity under the following rules ;

Rule 31.8.4.f. – *The alteration or extension of authorised structures ;*
Rule 31.8.4.j – *The occupation of space for any new structure ;* and
Rule 31.8.4.l. – *The use of any new structure ;*

Therefore in terms of the Act, the relevant considerations upon whether or not to grant consent and if granted to impose conditions therefore fall within the provisions of Section 104C of the Act.

6.0 STATUTORY CONSIDERATIONS – Section 104C

In considering and determining the application the relevant considerations encompass the following –

- The duration of the permit ;
- The methods used to carry out the activity ;
- Any associated effects of the activity on:
 - parking
 - loading and unloading
 - traffic generation
 - navigation
 - noise
 - lighting
 - hours of operation
 - public access
 - sedimentation

- erosion and/or scouring
- The design, scale and external appearance ;
- The extent of the structure ;
- The timing of the activity in relation to tides, season, or other activities ; and
- The information and monitoring requirements.

However for completeness the following matters are also assessed –

- a.] The actual and potential effects on the environment of allowing the activity ;
- b.] The New Zealand Coastal Policy Statement ;
- c.] The Regional Policy Statement ;
- d.] The Regional Coastal Plan ;
- e.] The Far North District Council District Plan ;
- f.] Any other matters the consent authority considers relevant and reasonably necessary to determine the application ; and
- g.] Those relevant considerations under Part II of the Act .

The following sections of the application consider each of these matters .

a.] Actual and Potential Effects of the Activity.

The additions and modifications are considered to reflect the existing purposes and functions of the wharf itself. The application is generally considered to result in actual and potential effects which are already present at the site other than the potential visual effects of the modified structure. The effects identified are assessed in the following -

Visual Impact

The location of the proposed additions, alterations and modifications generally sit within the visual catchment of the existing wharf structure. The southern accessway activities will extend slightly beyond the existing foot print of the wharf facility and the south western extension radiates westwards away from the southern accessway.

Views of the modified structures will be seen from the main approach bridge, from the adjoining road – The Strand, and those properties in the locality which look across this part of Kororaraka Bay. Such views are however considered to be within the context that the wharves functions being an integral part of the wharf structure and the maritime activities.

Views from the road are distant and the modifications to the southern walkway are considered to be indistinguishable. The modifications to the south western steps and landing are on the far side of the southern accessway which has a sheltering effect.

The piles may none the less be seen from the road.

The visibility of these features at the wharf should be assessed within the context of the wharfs functions and the purpose of the M/M/G Area.

Ecological Impact

The activity will involve the removal and replacement of a number of structures above the water and the removal below the water line of the existing pile foundations. Some disturbance of the sea bed will occur in removing the existing piles and a disturbance will occur with installing the new piles , however this is not considered to have an adverse effect .

Natural Character

The scale of the proposed activities is one that reflects the maritime nature of this locality. To that end the activities are reinforcing the functions of the wharf. It is considered that the application is not introducing elements to the area that would not be anticipated to be associated with the function of a wharf. The natural qualities of the area have already to some extent been eroded through the activities which exist at the wharf. It is also recognized that the M/M/G provisions foresee development of this nature taking place where such effects are consistent with the existing surroundings.

Hydrological

The proposed design has taken into account comments from the operators and the public regarding the possible hydrological effects , to ensure that the new facilities function effectively.

Navigational

The proposed activities are not identified as adversely affecting navigational operations with all the activity being confined well within the M/M/G management area.

Socio Economic

This application is recognized as contributing to the economic and social well being of the economy locally and nationally . In this regard the facilities will facilitate the transfer of passengers and tourists ; the more efficient operation of the facilities ; improved access to service facilities ; and a general upgrading of these maritime activities.

The application reinforces the tourism industry as a primary economic revenue source within New Zealand and that of the Bay of Islands. The wharf is an integral component within the significant tourist services and facilities provided throughout the district and region.

The existing and future demands from this tourist market and the wider private and public sector requires the improvement of the services and facilities at the wharf commensurate with the function it performs. The combined activities are also recognized as significantly contributing to the social and economic well being of the community which again will be enhanced through the modifications at the wharf.

Cultural and Spiritual

The area of the wharf and the general locality is rich in cultural heritage. For this reason consultation with the local Iwi groups is anticipated as occurring pre lodgment and through the application process.

Historical

The wharf sits within a locality that has considerable historical background. Discussions have been held with the New Zealand Historic Places Trust. Of main interest is the use of recessive colours in the construction materials where practical. Notably the proposed aluminum gangway is of a shiney construction, and as with the gangway on the ferry pontoon, the visual impact of this material has been mitigated by the use of timber rail capping and other facades. The applicant proposes that the same attention is given to the new gangway proposed in this application.

Letter to be provided by NZHPT

Cumulative Effects

The cumulative effects of the activity are considered to reflect the present activities at the site already. The modifications are located upon and adjoining the existing wharf structure and as such are not introducing an independent new structure to this location. The application is considered to have benefits for the whole community and those of the tourist clientele. The short and long term environmental effects that do arise from the application are therefore considered to be no more than minor.

Overall having reviewed the effects of the activity upon the environment it is concluded that these are no more than minor.

b.] The New Zealand Coastal Policy Statement [NZCPS1].

There are a number of policies which relate to the application. An assessment of these policies reveals that the application is consistent with the outcomes sought under the New Zealand Coastal Policy Statement as reflected in the application to upgrade the wharf structure. The following considers the relevant policies.

In regard to Policy 1.1.1, it is considered that the application constitutes appropriate development in the coastal environment. Preservation of the natural character of the coastal environment as it is at present is being facilitated through the wharf modifications being undertaken within an area where the natural character could be considered as already compromised.

The potential effects of the activity are not considered to have an adverse effect upon the values of the natural character both within and outside the immediate location. This is reinforced through the presence of the existing wharf where there are no known adverse effects from the wharf.

Avoiding cumulative adverse effects in the coastal environment as sought by Policy 1.1.1 (c) is considered to be attained with this application. The effects which have been detailed within the application are not considered to collectively have the ability to adversely effect the coastal environment.

The protection of the elements of the natural character of the coastal environment sought by Policy 1.1.3 are not considered to be offended by the application.

The protection of the coastal environment of special significance to the tangata whenua is promoted through Chapter 2 of the NZCPS.

Avoidance, mitigation or remediation of adverse effects, although such effects are considered to be no more than minor, under Policy 3.2.2 is attained within this application.

The effects which have been identified within the application are considered to be no more than minor. Overall the activity is one which is considered to be appropriate development in the coastal environment.

The application is therefore considered to be consistent with the NZCPS.

c.] Regional Policy Statement for Northland [RPS]

Within this document the most relevant matters applying to the activity are contained within Section 22 – Coastal Management. The application is considered to be consistent with its policies. To that end the proposal is one which has an operational need to be located within the Coastal Marine Area with the present and extended activities considered to have no more than minor effect on the environment. The activities encourage further multiple use and the consolidation of the facilities within one area and maintains and enhances public access along the coast for both recreational and cultural purposes.

d.] Regional Coastal Plan for Northland [RCP]

The RCP identifies the substantive matters in considering the application. It is considered that the application fits within the framework of the document. Those considerations are applicable to this current application.

RESTRICTED DISCRETIONARY CONSIDERATIONS

This section of the application considers the matters under Rule 31.8.4 f.

The duration of the permit.

The existing wharf has a deemed coastal permit with perpetual rights. It is considered appropriate for practical reasons that the proposed modifications should have the longest period of occupancy provided by the Act, in this case 35 years.

The methods used to carry out the activity

Southern access way

The walking surface on the access way will be removed and renewed in two stages. Simultaneously the structural piles will be pulled out and renewed in two stages. Most of the work will be done from the existing access way as far as possible. Only piles will be pulled out and driven with help of a floating barge. Installing a small walking ramp at the start of renewed access way and three sets of temporary steps to fixed timber berths will be done from renewed access way.

South western steps and fixed platform

Existing steps and fixed platform will be removed in next phase after completion of renewing southern access way. Removal of the platform will be started from the renewed access way as far as possible. Remaining items will be removed with use of the floating barge. Installation of gangway and pontoon will commence after completion of driving piles that will take place from the floating barge.

New piles will be driven from the barge.

- Any associated effects of the activity on:

parking

The proposed modifications are providing for the existing services and facilities at the wharf. It does not in itself generate any additional parking requirement.

loading and unloading

The work will improve the accessibility for access to and from vessels with passengers and at times cargo. There is no land based generation for loading or unloading as these facilities already exist.

traffic generation

The application supports the existing use of the wharf and does not generate traffic.

navigation

No know effect is identified.

noise

The activities are not recognized as creating noise. The driving of the piles may create some noise however this will be of short duration.

lighting

Lighting within the structure may be provided for security and safety purposes.

hours of operation

The new facilities would be used in the same hours as the wharf.

public access

Public access will be enhanced through the upgrading and extension of the facilities at the wharf.

sedimentation

Not applicable.

erosion and / or scouring

Not applicable.

- The design, scale and external appearance

The attached plans depict the design, scale and external appearance of the facilities.

- The extent of the structure

The attached plans depict the design, scale and external appearance of the facilities.

- The timing of the activity in relation to tides, season, or other activities

The construction work would commence immediately upon a grant of approval and it takes into account these factors. However the application is not anticipated as affecting these matters.

-The information and monitoring requirements

The attached information is considered to address the effects of the activity. Monitoring of the activity in terms of the current coastal permit is considered appropriate.

In consideration of the relevant assessment criteria, it is concluded that the application does attain the outcomes sought within the RCP and that the activity has no more than minor effects upon the environment. The application is also consistent with the objectives and policies of the document.

e.] District Plans - Far North District Council.

The Zone Map No 87 depicts the Commercial Zone adjoining the application site. In regard to Resource Maps the application site adjoins a Heritage Precinct. The New Zealand Historic Places Trust has been consulted

f.] Any other matters the consent authority considers relevant and reasonably necessary to determine the application.

The provision of facilities for and the enhancement of opportunities that encourage the development and fostering of maritime services and facilities and the tourist growth is recognized as a matter which may be considered by Council. The inter relationship of the wharf with its services and facilities combined with the tourism sector create a significant component to the economy and this application will develop that situation even further. The proposal provides for a multiplicity of use within the CMA in a manner as to have no more than minor effects.

7.0 PART II OF THE ACT

Section 5

The Resource Management Act contains as the cornerstone, Section 5 which has its purpose to promote the sustainable management of natural and physical resources. The application is considered to result in the managed use of the natural and physical resources of the area. The development essentially enhancing the existing resource provided at and being available to the people, visitors and the community.

There are real and practical benefits attributed to the existing wharf facility for people and the community through the social, economic and cultural well being which results from its use. This application has the opportunity to further enhance those benefits both now and for future generations without creating effects which are no more than minor. To that end it is considered that there are substantial benefits to the community and to retain the wharf in its current state although an option would be an inefficient use of the physical resources present at the site.

The natural and physical resources within the immediate locale and the wider community are considered to benefit from the application.

It is therefore considered that the application is consistent with the intent of Section 5.

Section 6

Two matters of Section 6 apply to this application. The first is contained within Section 6 (a). This prescribes as a matter of national importance -

The preservation of the natural character of the coastal environment (including the coastal marine area), wetlands, and lakes and rivers and their margins, and the protection of them from inappropriate subdivision, use and development.

In consideration of the relevant planning documents it is assessed that the activity is appropriate development within the coastal environment. As noted within the body of the supporting information the natural character of this application site is in itself an expression of what exists at present. The existing wharf creates part of the character of the locale.

The second consideration is the matter of public access to and within the coastal marine area as required under Section 6(d) which seeks -

The maintenance and enhancement of public access to and along the coastal marine area, lakes and rivers.

The proposal will enhance the level of access to and from the Coastal Marine Area.

Section 7

The relevant matters to be had regard to are -

- (b) The efficient use and development of natural and physical resources ;*
- (c) The maintenance and enhancement of amenity values ;*
- (f) Maintenance and enhancement of the quality of the environment.*

The application will provide for the efficient use and development of the natural and physical resources. The proposal provides for the upgrading of the existing wharf structure in such a manner that is considered to have no more than minor effects on the environment. The use of the coastal marine area in this manner, which has been present for a number of years although in a different form, will not result in unacceptable environmental change at the application site and locally. It will further enhance and facilitate the efficient use of the resources.

The application is considered to maintain and enhance the amenity values of the site.

The quality of the environment will be sustained through the application. It is recognised that in assessing this matter it incorporates part of a dynamic process, that is continuously changing through natural and introduced forces. This locality is one area where changes arising from the proposed activity would not be detrimental. The proposal involves the modification of an existing wharf structure such that there does not appear to be the intrusion or interruption of built form which constitute the quality of the environment at this location. The maintenance and enhancement of the quality of the environment is therefore considered to be retained.

Section 8

In light of the consultation process undertaken to date it is considered that the matters of Section 8 have been accommodated.

Overall it is considered that the application is consistent with the intent of Part II.

8.0 CONCLUSION

This application involves the modifications to the existing Russell Wharf through the provision of improved services and facilities. The work involved in the application has been designed to be both practical and responsive to the increasing demands upon this facility. The existing physical and environmental values associated with the application site and locality are therefore considered to be retained by the work proposed.

The effects of the activity on the environment are considered to be no more than minor which such effects that do arise being capable of avoidance, remediation or mitigation. A grant of consent would not offend the provisions of the Act and the relevant planning documents outlined in this supporting information. As such favourable decision of Council is sought.

Jeff Kemp

May 2011.

ASSESSMENT OF EFFECTS ON THE ENVIRONMENT
FAR NORTH HOLDINGS LIMITED
PROPOSED MODIFICATIONS TO RUSSELL WHARF

The following assessment is pertinent to the application and relies on material presented in the above material which should be referred to in terms of more detailed considerations.

Clause 1

(a) A description of the proposal:

See Section 3.0 above.

(b) Where it is likely that an activity will result in any significant adverse effect on the environment, a description of any possible alternative locations or methods for undertaking the activity:

No significant adverse effects are anticipated to arise from the application.

(c) N/a

(d) An assessment of the actual or potential effect on the environment of the proposed activity:

The potential effects arising from a proposal of this nature relate to visual, public access and natural character aspects. These matters have been considered within the body of the supporting information.

(e) Where the activity includes the use of hazardous substances and installations, an assessment of any risks to the environment which are likely to arise from such use:

The application does not involve substances of this nature.

(f) Where the activity includes the discharge of any contaminant, a description of -

(i) The nature of the discharge and the sensitivity of the proposed receiving environment to adverse effects; and

(ii) Any possible alternative methods of discharge, including discharge into any other receiving environment:

N/a

(g) A description of the mitigation measures (safeguards and contingency plans where relevant) to be undertaken to help prevent or reduce the actual or potential

effect:

Given the nature and scale of the activities a monitoring program separate from the Councils functions is not considered necessary.

(h) An identification of those persons interested in or affected by the proposal, the consultation undertaken, and any response to the views of those consulted:

Consultation has been undertaken. Results of that process are included within the application. Department of Conservation, New Zealand Historic Places Trust, Iwi, local community groups.

(i) Where the scale or significance of the activity's effect are such that monitoring is required, a description of how, once the proposal is approved, effects will be monitored, and by whom:

The scope of the proposed work would only require the monitoring program of Council.

Clause 2

(a) Any effect on those in the neighbourhood and, where relevant, the wider community including any socio-economic and cultural effects:

The proposal is not considered to have any adverse effect on those in the neighbourhood given the scale of the activity. The activity proposed will have socio-economic benefits for the wider community through the improved access to the water and foreshore.

(b) Any physical effect on the locality, including any landscape and visual effects:

The physical effects have been considered in the body of the application.

(c) Any effects on ecosystems, including effects on plants or animals and any physical disturbance of habitats in the vicinity:

Disturbance of this nature is not considered to occur.

(d) Any effect on natural and physical resources having aesthetic, recreational, scientific, historical, spiritual, or cultural, or other special value for present or future generations:

No significant values have been identified as affecting the property in respect of any of these factors. Iwi considerations/HPT considerations

(e) Any risk to the neighbourhood, the wider community, or the environment through natural hazards or the use of any hazardous substances or hazardous installations:

None.

ATTACHMENTS

Drawings

Copy of Consultation Responses

Aerial Photograph

FAR NORTH HOLDINGS LIMITED
PROPOSED MODIFICATIONS TO RUSSELL WHARF

May 2011

Consultation Responses

FAR NORTH HOLDINGS LIMITED
PROPOSED MODIFICATIONS TO RUSSELL WHARF

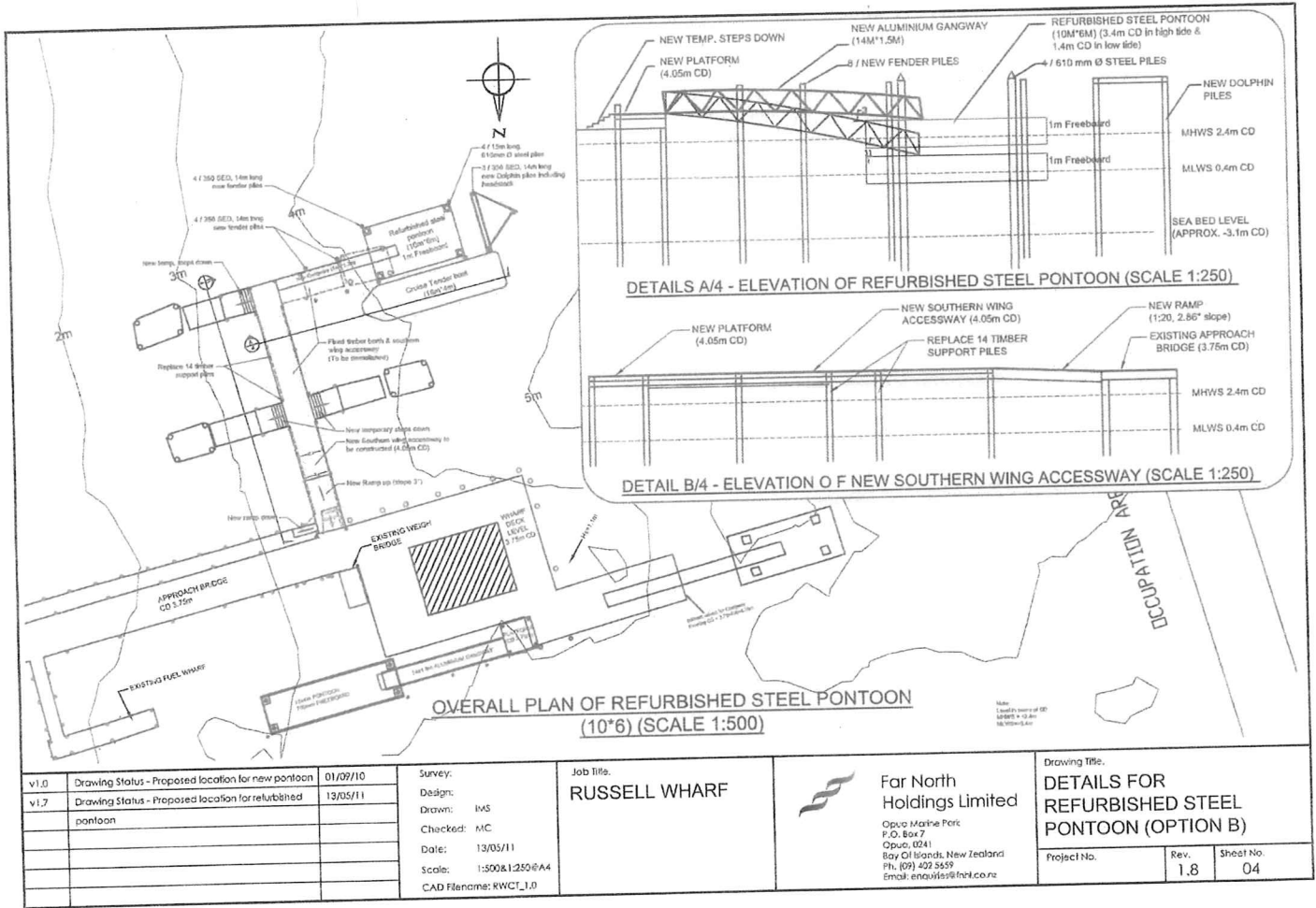
May 2011

Aerial Photograph

FAR NORTH HOLDINGS LIMITED
PROPOSED MODIFICATIONS TO RUSSELL WHARF

May 2011


Drawings



v1.0	Drawing Status - Proposed location for new pontoon	01/07/10
v1.7	Drawing Status - Proposed location for refurbished pontoon	13/05/11

Survey:
 Design: IWS
 Drawn: IWS
 Checked: MC
 Date: 13/05/11
 Scale: 1:500&1:250@A4
 CAD Filename: KWCT_1.0

Job Title:
RUSSELL WHARF

 Far North Holdings Limited
 Opua Marine Park
 P.O. Box 7
 Opua, 0241
 Bay of Islands, New Zealand
 Ph: (09) 422 3659
 Email: ena.wis@fnhl.co.nz

Drawing Title:
DETAILS FOR REFURBISHED STEEL PONTOON (OPTION B)

Project No.	Rev.	Sheet No.
	1.8	04

Rebecca Vertongen

From: Mike Butler
Sent: Friday, 20 May 2011 12:02 p.m.
To: 'chris@fnhl.co.nz'
Subject: FW: Russell Wharf Alterations
Attachments: Russell Wharf- Refurbished steel pontoon 20110513 OPB SH4.pdf;
FNHLRussellWharfSouthernAccessUpgradesNRCr-13.05.11.doc

Hello Chris, another point conveyed to me by my colleagues – is that the AEE needs to assess how the proposed wharf alterations are consistent with the Russell heritage precinct given FNDC is the applicant.
Thank you,
Regards
Mike

From: Mike Butler
Sent: Friday, 20 May 2011 11:50 a.m.
To: 'chris@fnhl.co.nz'
Cc: Stuart Park; Tony Pickard
Subject: FW: Russell Wharf Alterations

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HA Planning Advisor NZHPT

From: Chris Galbraith [mailto:chris@fnhl.co.nz]
Sent: Friday, May 13, 2011 10:46 AM
To: Stuart Park
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Hi Stuart,

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Chris Galbraith

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Attachments: Russell Wharf - Refurbished steel pontoon 20110513 OPB SH4.pdf
FNHLRussellWharfSouthernAccessUpgraderNCr13.05 11.doc

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Thank you,
Regards
Mike Butler

HA Planning Advisor NZHPT

From: Chris Galbraith [mailto:chris@fnhl.co.nz]
Sent: Friday, May 13, 2011 10:46 AM
To: Stuart Park
Subject: Russell Wharf Alterations

Hi Stuart,

Thanks for your time on Wednesday.

Please find attached the Draft Application for the alterations to Russell Wharf. On Page 8, I have included the treatment required for the gangway as discussed. Also attached is a slightly updated drawing for your information.

Look forward to your reply and if you have any questions please let me know.

Regards
Chris Galbraith

General Manager
Far North Holdings Limited

email: chris@fnhl.co.nz
Phone: 09 402 5859
Mobile: 0274 573 512
www.fnhl.co.nz
www.opunahua.co.nz
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Rebecca Vertongen

From: Mike Butler
Sent: Friday, 20 May 2011 11:50 a.m.
To: 'Chris@fnhl.co.nz'
Stuart Park; Tony Pickard
Cc: Stuart Park; Tony Pickard
Subject: FW: Russell Wharf Alterations
Attachments: Russell Wharf - Refurbished steel pontoon 20110513 OP8 SH4.pdf;
FNH1RussellWharfSouthernAccessUpgraderNRCrcl3.05.11.doc

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Rebecca Vertongen

Stuart Park
Thursday, 2 June 2011 9:29 am.
From: Mike Butler, Bill Edwards
To: FW: Russell Wharf
Subject: Final Version.pdf - short term.pdf
Attachments: Final Version.pdf - short term.pdf

For discussion. The attached document is from the last discussion on this in 2008.

Stuart Park
Northland Manager
NZ Historic Places Trust
PO Box 836, Kerikeri, New Zealand 0245
(+64 9) 407-0471 Fax (+64 9) 407 3454
spark@historic.org.nz

Shop online at <http://www.historicplaces.org.nz/en/ShopOnline.aspx> and help keep New Zealand's heritage places alive

From: Terry & Liz Greening [mailto:terry.lizg@knet.co.nz]
Sent: Tuesday, May 31, 2011 2:42 PM
To: Stuart Park
Subject: Russell Wharf

Good afternoon Stuart,

The Russell community is currently working with the Far North District Council to progress the renovation/upgrade and to that end community representatives met with the Mayor, Deputy Mayor and Councillor McNally (wearing his FNHL Director's hat) this morning. We were told that you (your organisation) have been in discussion with Chris Galbraith of Far North Holdings Ltd regarding the materials to be used in the proposed wharf renovation/upgrade. I am also aware (albeit relatively recently) that the HPT was a signatory to the attached document, which was tabled at today's meeting by the Russell Protection Society.

The Mayor has requested that I, as the community spokesperson, commence dialogue with the Historic Places Trust on the Russell Wharf proposal. Specifically, what I need to be able to demonstrate to the Mayor and Council is that the HPT has approved the materials that would be used in the final version of the upgrade for which Resource Consent would be requested.

Can you please have the appropriate member of your staff contact me so that we can keep the information flow moving?

Thank you,

Terry Greening
Bay of Islands – Whangaroa Community Board
Russell/Opua subdivision

09, April, 2008

Whereas the Russell Ratepayers Association has conducted a community wide survey regarding the future of the Russell Wharf, and

Whereas the Russell Wharf is owned by the Far North District Council and operated under lease by Far North Holdings Ltd, and

Whereas the community of Russell wishes to provide, for the benefit of all concerned, a set of guidelines for future maintenance, management and development of the Russell Wharf which will be acceptable to all interested parties,

We herewith provide a list of short term requirements and objectives relative to the Russell Wharf, as endorsed by The Russell Ratepayers Association, The Russell Protection Society, The Kororareka Marae Society, The Russell Business Association, the local Iwi, The Russell Boating Club, The Russell Swordfish Club, and the New Zealand Historic Places Trust.

1. Any repair, expansion, replacement in part or in whole, or maintenance of the wharf shall be designed and constructed in such a manner and of such materials that will preserve the wharf's historic appearance. This criteria shall specifically include the use of wooden surfaces for walkways, ramps, stairs, pilings, etc.
2. No additional structures shall be added to the wharf, and the existing information structure shall be retained and maintained in keeping with its current appearance.
3. Prior to the design of any modifications to the wharf, the Far North District Council and/or Far North Holdings Ltd shall work with representatives of the community to assure that these standards are met or exceeded within the design, and that the design is acceptable to a majority of the community prior to submission for a Resource Consent.

4. We require and demand, as ratepayers and consumers who support the wharf, that an immediate program of proper maintenance and repair be undertaken to assure the safety and security of the wharf and our community.

We acknowledge that the quality and security of the Russell Wharf are paramount to the benefit of our community, and to the owners and operators of the wharf. We pledge to work diligently with all interested parties to achieve design criteria and plans that will be acceptable and functional to all.

We will continue to gather specific criteria from the community, with the intention of producing a comprehensive community position about the future design and function of the Russell Wharf. We welcome both the Far North District Council and Far North Holdings Ltd to be involved in that process.

The Russell Ratepayers Association

The Russell Protection Society

The Kororareka Marae Society

The Russell Business Association

the local Iwi

The New Zealand Historic Places Trust

The Russell Boating Club

The Russell Swordfish Club