Rebecca Vertongen

From: Mike Butler
Sent: Thursday, 9 June 2011 2:22 p.m.
To: 'chris@fnhl.co.nz'
Subject: FW: Russell Wharf

Hello Chris,

Thank you for the email and planning assessment by Jeff. We have considered the points raised and we make the following comments from our perspective:

We agree that it will be up to NRC to determine the affected party status. It will also be up to NRC to determine the notification and activity status with corresponding assessment criteria for the application. The proposal may potentially have adverse effects on the wider neighbourhood of Russell that are more than minor.
While subject to the NRC's decision-making processes, we maintain that NZHPT is an affected party. We were originally involved in the creation of the Russell Heritage Precinct district plan criteria. We have a statutory mandate to advocate for historic heritage.
The Restricted Discretionary assessment criteria regarding 'design, scale and external appearance' together with the 'extent of the structure' are consistent we believe with our request for particular further detailed information regarding amenity, the character of the coastal environment, and heritage with which to consider our position. Matters of national importance relating to the protection of historic heritage from inappropriate subdivision, use and development and providing for social and cultural wellbeing are relevant Part 2 considerations if NRC do grant consent to the application.
The RCP wider plan provisions (objectives, policies) should also be looked at in the context of the rules, criteria and their purposes. For example: 'Ensuring that the intensity, character and scale of development is appropriate in relation to the character, heritage and amenity values of adjoining land in the coastal environment above MHWS.'
We are happy to meet to discuss further, however at this stage we have insufficient information with which to indicate our position.
Regards,
Mike Butler
HA Planning NA

From: Chris Galbraith [mailto:chris@fnhl.co.nz]
Sent: Wednesday, 8 June 2011 5:40 p.m.
To: Mike Butler
Cc: Malcolm Nicolson
Subject: FW: Russell Wharf

Hi Mike,

Further to your email on Thursday I have sought to justify to FNDC and the Community the extent and cost of the information you have sought for the wharf alterations. In doing so I have sought an assessment on the status of NZHPT in regards to the RCP and have copied this assessment below for your information.

The project has now widespread support from the community with 6 community groups providing letters of support and a number of other individual letters also received.

As suggested by our Planner I think it would be useful to discuss further the specifics of your issues around materials and profile so that we are clear on what we are able to achieve with the design and what is practical. It would be most desirable for us not to end up in Hearing's if at all possible.

If you are agreeable to such a meeting please let me know, alternatively we can exchange some more detail by email?

Kind regards
Chris

From: bayplan [mailto:bayplan@actrix.co.nz]
Sent: Tuesday, 7 June 2011 12:32 p.m.
To: Chris Galbraith; Malcolm Nicolson
Subject: Russell Wharf

Hi Malcolm and Chris,

Good to catch up this morning.

As promised I have reviewed the Northland Regional Council Operative Regional Coastal Plan [RCP] as it relates to the assessment criteria for the wharf activities, in light of the communications received from Mike Butler , Planner for New Zealand Historic Places Trust.

Unlike the previous extensions and modifications made to the wharf in November 2005 which embodied refueling activities this current application is considered to be assessed as a Restricted Discretionary Activity. In terms of this application Council has limited the matters over which it will exercise it discretion to -

- 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
- The information and monitoring requirements

The previous application lodged in November 2005 was a Discretionary Activity wherein the RCP provides for the following under Rule 32.

> Additional general assessment criteria which will be applied in the consideration of applications for discretionary activities and non-complying activities within all marine management areas are set out below
>
> 10. Any effects of the proposed activity on those in the neighbourhood and, where relevant, on the wider community, including any socio-economic and cultural effects.
>
> 19. The extent to which the proposed activity will adversely affect any site building, place or area of cultural heritage value within the site or area of the proposed activity, including effects resulting from enhanced public access, and the likely effectiveness of any proposed measures to avoid or mitigate adverse effects.

In assessing the effects of this activity these can only relate to the effect upon the matters over which Council has limited its discretion. Quite clearly the RCP has made specific recognition of particular types of activities with specific criteria having been identified. While one could possibly extrapolate that ... *The design, scale and external appearance* ... could extend to assessing heritage values of the wharf structure I do not consider that this would extend to the extent of information being requested by the Trust. I believe that issues of their concern can in fact be resolved through discussion and treatment of the structure itself through material and colours.

In addition it will be for the Northland Regional Council to determine who are affected parties rather than a party saying they are affected just by reason of an application being made.

I trust this assists and let me know if you require any additional information or clarification.

Regards ,

Jeff

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EMail : bayplan@actrix.co.nz

Rebecca Vertongen

From: Chris Galbraith <chris@fnhl.co.nz>
Sent: Friday, 24 June 2011 6:10 p.m.
To: Mike Butler
Cc: bayplan; Malcolm Nicolson
Subject: Russell Wharf Alterations
Attachments: Russell Wharf Alterations - materails.doc; DSC_0451.JPG; Russell Wharf.jpg; DSCF1115.JPG; DSCF1109.JPG; DSCF1110.JPG; DSCF1111.JPG; DSCF1112.JPG; DSCF1113.JPG; DSCF1114.JPG; DSCF0042.JPG; DSCF0040.JPG; DSCF0041.JPG; DSCF0035.JPG; DSCF0016.JPG; IMAG0005.jpg; Russell 7.jpg; Russell 6.jpg; IMAG0337.jpg; DSCF5638.jpg; DSCF5616.jpg; DSCF5627.jpg; DSCF5540.jpg; Additions to the Draft AAE.doc

Hi Mike,

Please find attached an assessment of the material options and our evaluation of the choices made for each component of the wharf alterations. I have also attached relevant photographs. The wharf alterations in relation to the heritage precinct has also been amended in the AEE as attached.

Please let me know if you have any questions or require additional information. I would like to suggest that a site visit might be appropriate if you can make it up or see it as necessary.

Kind regards
Chris

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Russell Wharf Alterations

Current Materials

Russell wharf is currently constructed using timber, concrete, steel and aluminium. The main access wharf is constructed of timber piles (mix of Radiata Pine and hardwoods) with timber bearers, joists and decking. It also has timber railings.

The central portion of the wharf is predominantly concrete. Concrete piles support concrete bearers and deck. On top of the deck is placed a building constructed of timber cladding and iron roofing. The building is designed with gable ends and a veranda to keep it sympathetic to land based building forms.

There are two operational ferry pontoons coming off the main wharf. One to the landside is used as the main Paihia/Russell ferry landing. This facility is constructed using a concrete pontoon with steel piles. The pontoon is serviced via an aluminium gangway which is treated with timber rail capping and timber facades down the sides to minimise glare from the aluminium material.

The main pontoon to the west is steel and uses steel piles and headstocks. It is serviced by a steel and aluminium gangway.

To the south is a newer construction - a fixed wharf pier with four finger piers also of timber construction. Piling is timber. Toe rails frame the deck structure and these are painted white.

Historical Construction Material Decisions:

There is limited data available that explains the choice of materials used for the construction of the wharf. The wharf has had several rebuilds over time which would have influenced decisions. Cost and availability of materials would have most certainly influenced decisions.

The most recent decisions have been for the provision of the Paihia/Russell ferry pontoon and fuel berth. These have included aluminium gangways, steel piles and concrete pontoons. These materials were selected due to them being best suited to user safety and cost effectiveness. They reduce maintenance and provide a longer useful life than standard timber options. More specifically with the ferry berth facility the functionality of the system was important in that the facility could be used in all tide situations as opposed to fixed in water timber options which are inherently unsafe and require extensive maintenance.

Material Types:

Piles: Concrete/Steel/Timber/Synthetic

Concrete:

Various construction methodologies are available for concrete piles. In most cases, steel reinforcing is use in their construction and now many also include synthetic fibres mixed in to the concrete to improve strength. Concrete has historically been used for heavier type constructions as the piles have good vertical weight loading ability and strength. Traditionally, they have not been used in conjunction with pontoon constructions due to their weakness in absorbing horizontal point loadings created by the movement of the pontoon. Concrete piles have been brought in to certain pontoon facility designs by using improved technologies in the construction strength of piles and also by using alterative systems for pile guides. In the majority of these applications roller guides have been deployed. Most applications of concrete piles in New Zealand with pontoon systems have been in low wave height/strength environments. Another factor influencing the choice of concrete piles is the ability to handle them in construction as they are much heavier than other materials and also need to be used in firm seabed environments so that they have embedment strength in the load carrying sub-seabed area. Historically, it was difficult to drive concrete piles due to the way they were constructed but now they can be driven to some extent but cannot be driven as hard as timber or steel options. Again, pre-drilling is recommended for all concrete pile installations adding to the cost of this choice of material.

Tubular Steel:

Modern and popular material in the marine environment. Tubular steel has significant strength over similar sized plies of other materials. They have a regular and smooth external finish and can be driven hard to achieve excellent embedment strength. Historically, steel has been treated externally with a complex aluminium based paint system which prevents corrosion as a result of oxidisation. Now it is common to 'sleeve' the steel pile with polyethylene. This allows the pile have a harder wearing surface and virtually eliminates pile maintenance as no painting system is required and oxidisation cannot take place. Steel is often used in high wave environments due to its strength characteristic. Due to the regular shape and type of finish arrange of pile guiding systems are available and these are often most cost effective than alternatives. There is virtually no limit to the length of pile that can be obtained.

Timber:

Commonly used throughout New Zealand for static wharf/jetty constructions. It is has been a cheaper option historically due to the ready availability of the raw material and, even with the extensive treatment processes applied to protect the timber from invasive marine organisms, it remains the cheapest of construction materials.

Hardwood timber has been used extensively throughout New Zealand also. This has a hard-wearing characteristic and is naturally much more resistant to attack from marine organisms. The availability of sustainably harvested hardwoods is highly restricted and therefore costs are much higher than the pine alternative. Hardwoods are much stronger than pine alternatives. Uniformity in along the pile length is often variable which limits their use in certain circumstances. Hardwoods are rarely ever used in pontoon designs for this reason.

Pontoons: Steel/Concrete

Steel:

Steel pontoons have been used as floating marine structures for many years. Historically, they were the most cost effective material used to maintain and delivery the required functionality. Any possible size was generally achievable and they have served many ports well. One of the main advantages of steel is that the pontoons are structurally very strong and can survive strong wave environments. Additionally, greater buoyancy and float heights can be achieved by simply increasing the size of the tubular steel used to construct the pontoons. The pontoons are anti-fouled below the waterline and the above water components are able to be painted in colours of choice. Decks can be built in a range of materials.

Concrete:

Concrete has evolved as a modern construction material for pontoons. Construction generally involves casting concrete with galvanised steel mesh over/around a polystyrene foam core. These incorporate inserts for conduit which carry services such as power and water services. They are generally constructed is sections which bolt together to make larger structures which form the common design features of marinas. Concrete pontoons are versatile and are low maintenance.

Material Choices for Russell Wharf Alterations:

In the main, most of the alterations are replacing like with like – this being the main southern wing timber pier structure is being replaced with timber. We believe this material is appropriate for the type of use and function the pier performs. It also consistent in construction material with the main wharf access way.

Materials selected for the tender pontoon are consistent with those that have been deployed in the creation of the Paihia/Russell Ferry pontoon and the consented fuel berth.

Southern Wing Piles and Deck:

The main southern wing pier is to be rebuilt using timber (Radiata Pine M6). This replicates the materials currently in use. Three landing fingers are to remain as are constructed with some fender piles to be replaced as maintenance.

Tender Pontoon

The fourth and most southern landing finger is to be removed and replaced with a concrete pontoon with timber whalers and steel berthing stanchions interlayed with hardwood inserts. The required float height of the pontoon is 1m above sea level.

The construction materials chosen for the tender pontoon is concrete with timber whalers. The concrete pontoon provides the float height required and is largely inert in finish and colour. Of main consideration is that it is consistent with the materials use on the other side of the wharf for the ferry berth and the consented fuel pontoon.

The four piles for the pontoon will be steel sleeved with black polyethylene. The sleeve will protect the piles and increase the useful life of the piles. The piles will be gravel filed and concrete capped.

Fender and dolphin piles will be timber. Headstocks on the dolphin piles will be timber.

The pontoon will be served by an aluminium gangway that will have timber rail cappings and have two hardwood timber facades running the full length of each side of the gangway. Aluminium is strong to create an adequate span to allow access gradients to be moderate. In being lighter in construction weight the size of the pontoon does not need to be increased to carry the additional weight of a steel or timber alternative.

Appended:

1. Photo's of the wharf from shore and water locations
2. Photo's of the existing ferry pontoon
3. Photo's of the existing aluminium gangway


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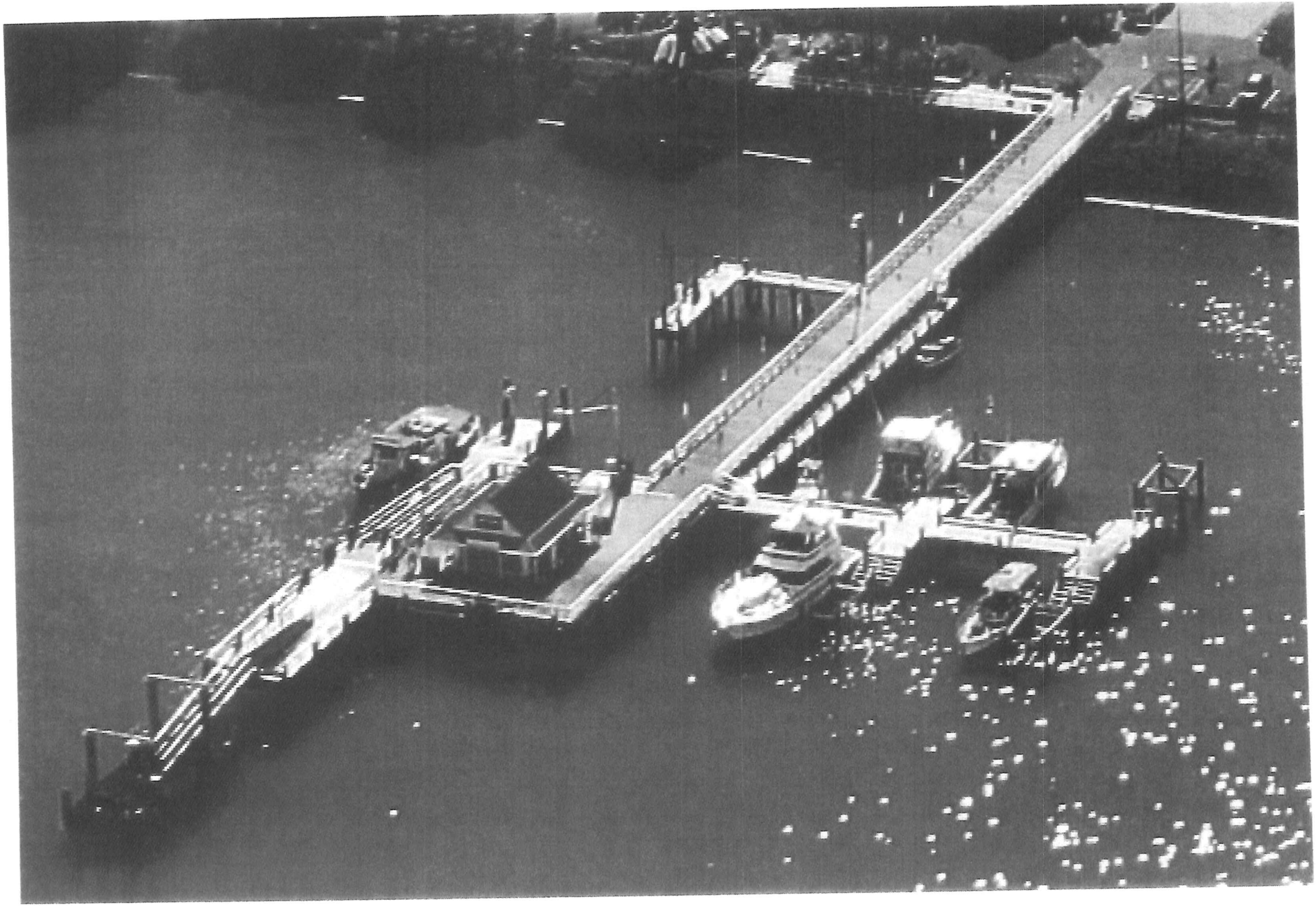


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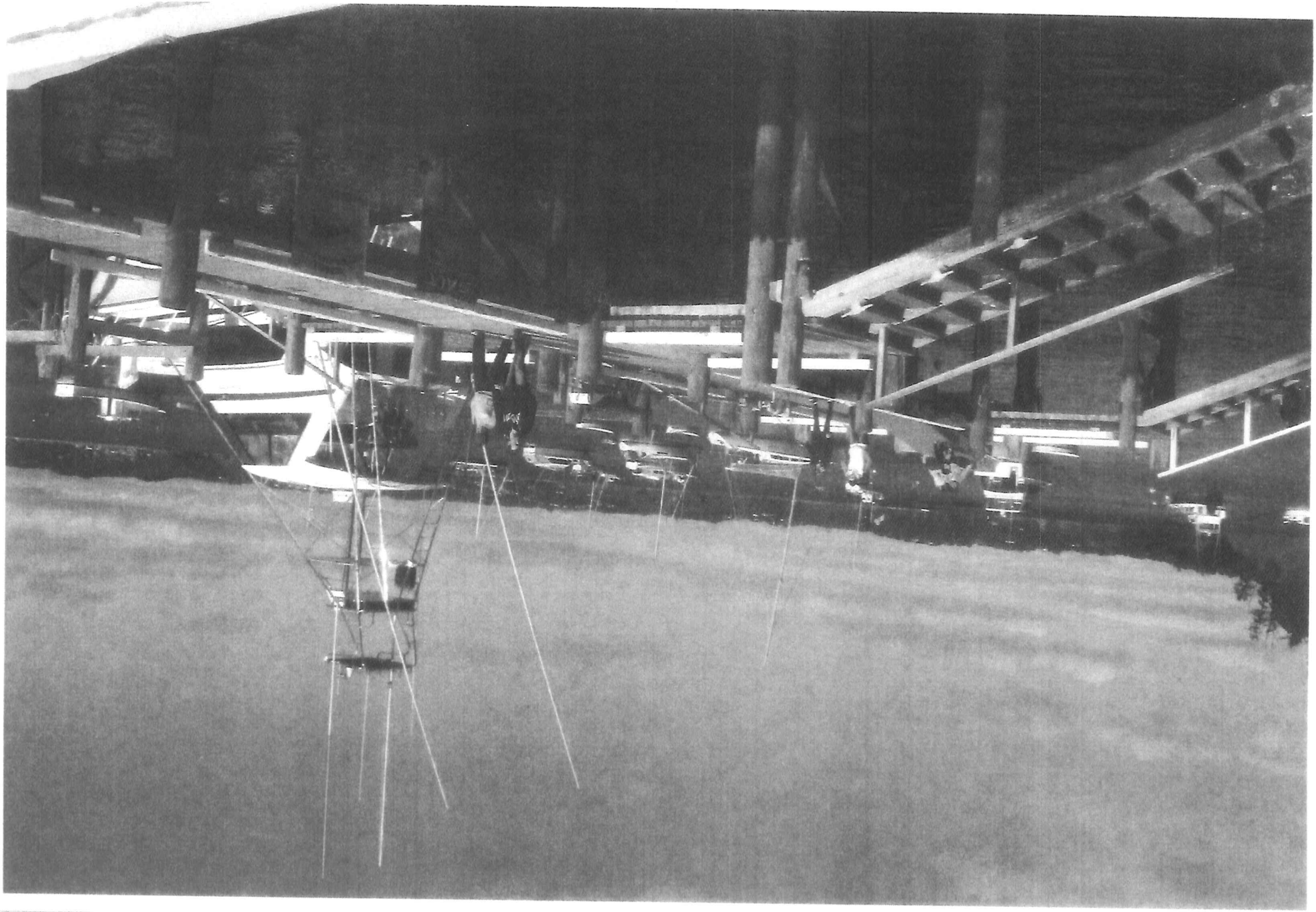


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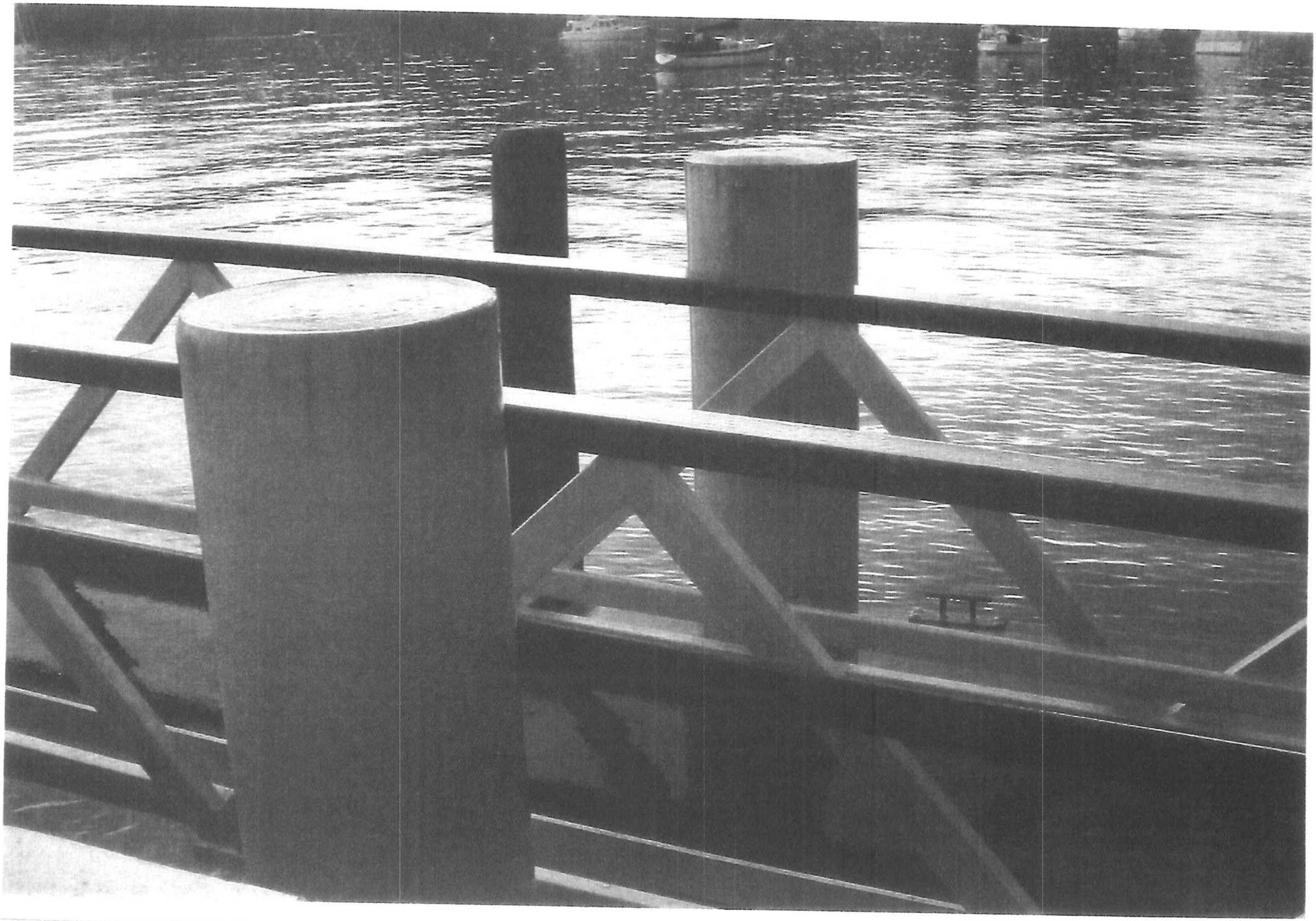

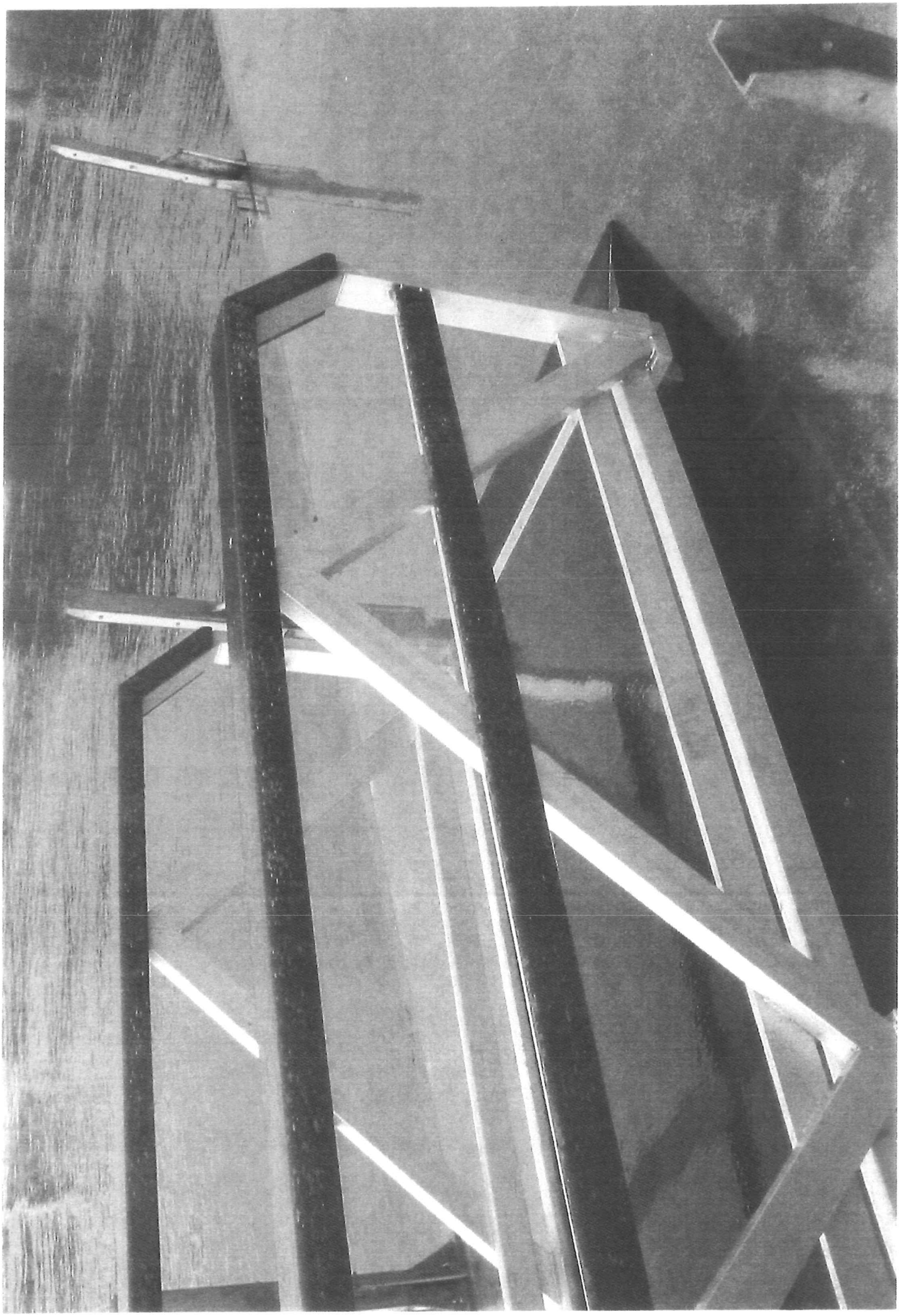


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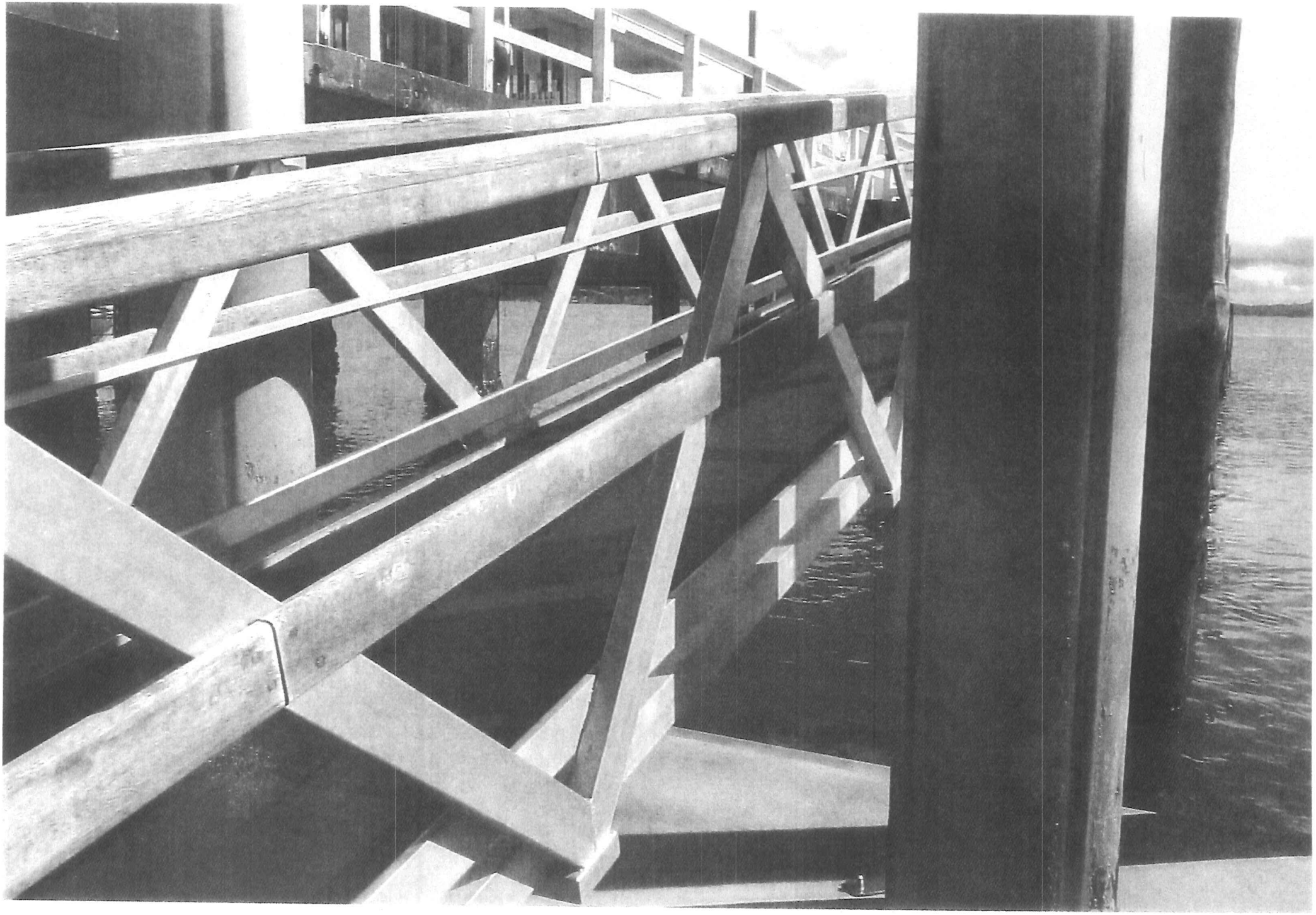

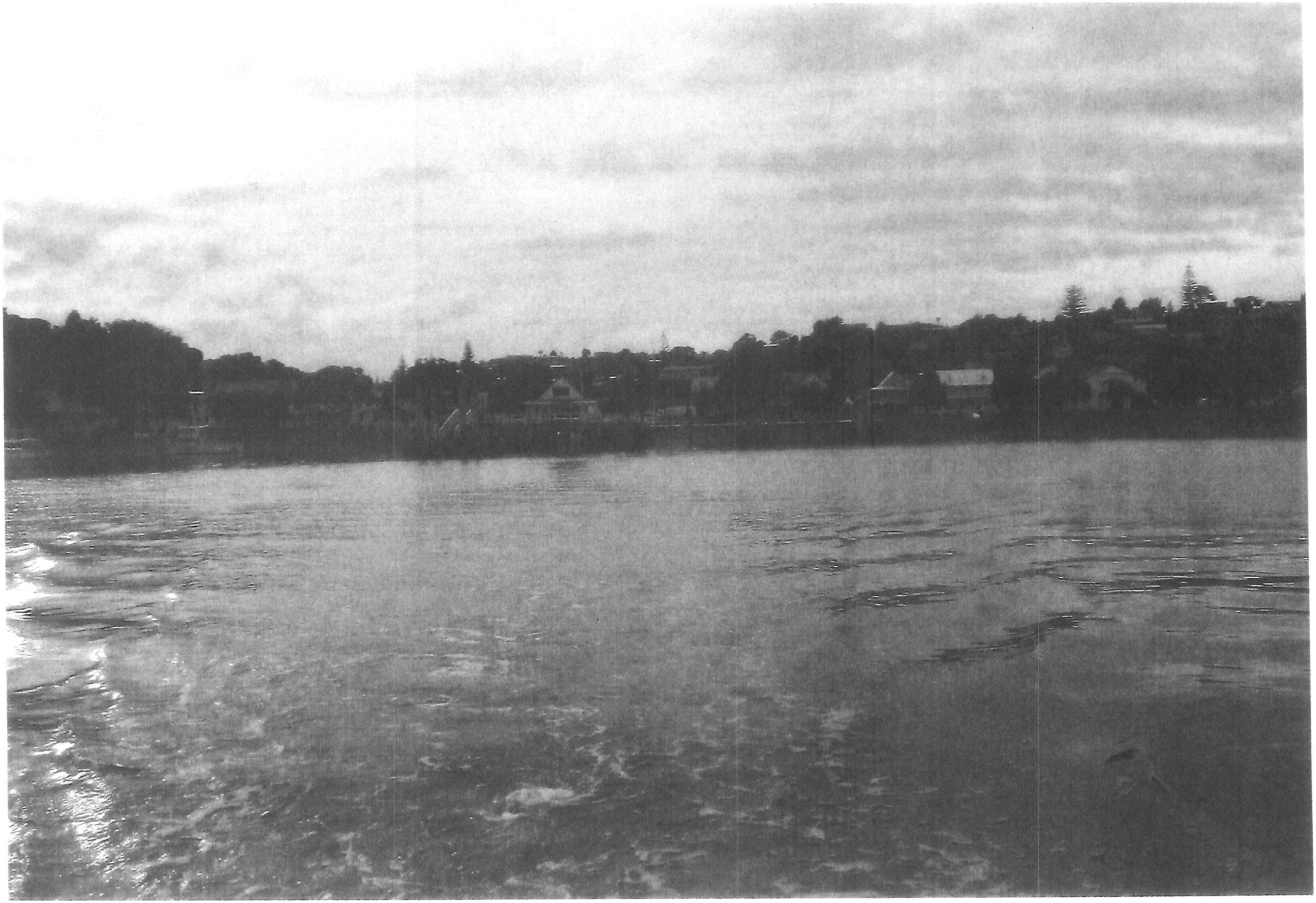

Additions to the Draft AAE

Russell Heritage Precinct

The wharf facility sits within a locality that has considerable historical background and has its foundations through the colonization of New Zealand. The structure has therefore been present for a long period of time with its shape, configuration and purpose altering throughout this period.

The existing elements subject of this application could be described as a relatively modern with the structure built during the period 1960's to 1970's. The longevity of facility with materials being used at that time cannot match those which are available today. Neither can the functionality of the structure match today's uses of the structure.

Discussions have been held with the New Zealand Historic Places Trust over the proposed work with their main interest centering on the use of recessive colours and natural construction materials where practical. Notably the proposed aluminium gangway is of a shiny construction, and as with the gangway on the ferry pontoon, the visual impact of this material has been highlighted. To mitigate this effect the applicant will use a timber rail capping and other facades to absorb the visual presence of the material. The applicant proposes that the same attention is given to the new gangway proposed in this application.

These measures are considered to reflect the wharf like appearance as to make visual links between the new structures and the historic nature of the existing wharf. Recessive colours will be employed with low reflectivity in situations where this is practical and legally permitted. In this manner it is considered that the wharf will continue to retain the inter relationship between the Russell township and the wharf. The work being assessed as having only minor impact on the natural landscape character values.