



Coastlines

Editorial



Cushla Loomb – Editor

Although it is often viewed as a lengthy process, we cannot deny the importance of effective consultation, be it with third party professional groups or with the people and communities affected by planning and design decisions for the coastal environment.

There can be no doubt that public interest and expectation of rights of access to, and preservation of the natural features of our coastlines is at an all time high.

The ideal of wide and early consultation holds true whether we are seeking to take stock and manage existing developments, or grasp an opportunity to be more strategic in our approach for planning for new developments in the future.

The articles featured in this issue of 'Coastlines' illustrate how Beca is providing assistance across

this broad spectrum, to obtain favourable outcomes for the client and for the public good. These include a major opportunity for redevelopment of industrial land owned by Ports of Auckland, methods developed to achieve resource consents for existing coastal structures and environmental protection guidelines for marinas.

As usual, we feature profiles on two Beca Ports and Coastal team members, this time Blair Masefield and Hugh Leersnyder, whose interest in boating will be shared by many readers.

I am also excited to launch a new 'Updates' feature in this edition of Coastlines to keep you informed on progress of previously featured projects.

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Blair Masefield and Hugh Leersnyder



Kauri Point Wharf (Western Bay of Plenty) structure

The benefits of integrating engineering advice into architectural concepts early in the design process.



Beca is playing a key part in a proposed change to the look of an iconic piece of land on Auckland's waterfront.

The Western Reclamation (commonly referred to as the 'Tank Farm') is a sizable piece of reclaimed land that has been managed by Ports of Auckland as an industrial facility including fishing, marine, petrochemical and bulk storage activities. Over the next 20 years many of the existing leases in the area expire, providing an opportunity for owner Ports of Auckland Ltd, the Auckland Regional Council and Auckland City Council to facilitate an evolution to a mixed-use development for the land.

Beca is part of a project team assembled by Ports of Auckland to develop concept designs for their land to evaluate how the reclamation could be repositioned over the next two decades. Beca's role is looking at how to provide the infrastructure services (e.g. roads, stormwater, wastewater) and environmental improvements for the kind of development proposed. Being involved with the architects very early in the design process has been integral to the service provided, as Tracey Haszard, Associate – Civil Engineering explains:

"We started off working with the architects through their creative process and identified with them what the engineering constraints were. We outlined some of the issues and opportunities, from an engineering perspective, and then sat in workshops with them to figure out how you might be able to address those as an inherent part of the concept."

Common themes central to the proposed project are sustainability and how to incorporate environmental improvements with the structure of the development.

"For example, the architects were keen to have a cone shaped landform in a park area at the tip of the reclamation. We identified this as an opportunity to reuse some of the treated contaminated material excavated from elsewhere in the site."

The Beca team are currently producing technical reports that will form part of the documentation supplied by Ports of Auckland Ltd to Auckland City Council in support of the council's public plan changes proposed for this potential development.

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Consenting existing coastal protection structures under operative Regional Coastal Plans.

Keeping structure to our coasts

Regional Coastal Plans are prepared by regional councils for the coastal marine area (CMA) applicable to their region and assist them in achieving the sustainable management of their coastal environment. Coastal structures (for example boat ramps, wharves, sea walls, etc) present in the CMA before the Resource Management Act was enacted (1991) require resource consent to remain when a Regional Coastal Plan, with no permitted activity rules for existing structures, is made operative.

Beca have been assisting both the Western Bay of Plenty District Council (WBOPDC) and the Manukau City Council in meeting the requirements of operative Regional Coastal Plans in their areas by preparing resource consent applications. The applications are for existing coastal structures under the Local Councils responsibility (i.e. ones located on Council-owned land).

The preparation of applications for a large number of different coastal structures with varying levels of structural integrity poses many challenges. Beca have looked to simplify the process. "We sought multiple-consents for the structures, with each one having

a unique identifier to allow different conditions to be imposed, depending on structural integrity and potential effects" explains Senior Planner Cushla Loomb.

Targeted consultation early in the preparation of the consent applications with key stakeholders, including the Department of Conservation, the New Zealand Historic Places Trust, community boards, the local harbourmaster and Tangata Whenua, assisted in getting their crucial buy-in.

Resource consents have now been granted for the Manukau City Council coastal structures and Beca engineers are commencing Stage 2 of that project, involving the upgrading and demolition of selected coastal structures on Manukau City Council land. The WBOPDC consents have been drafted by the Bay of Plenty Regional Council and are likely to be granted in the next couple of weeks.

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Taking proper care

New Zealand is a nation big on boating. There are approximately 11,000 boats in marinas throughout New Zealand - about half of which are located in the Auckland region – with most of these occupying moorings. Boating is a great past time, enjoyed by many Kiwis, however with this high level of use comes the need for regular boat maintenance.

Maintaining boats in marina hardstand areas may give rise to a suite of harmful contaminants. These can reach toxic levels in coastal water and sediment adjacent to maintenance facilities. There is also the opportunity that marine pests attached to hulls may be released during maintenance activities allowing them to establish and spread, damaging coastal ecosystems.

To address the combined contaminant and biosecurity risks from marina hardstand areas the Auckland Regional Council engaged Beca Environmental to develop a regional guideline to provide technical

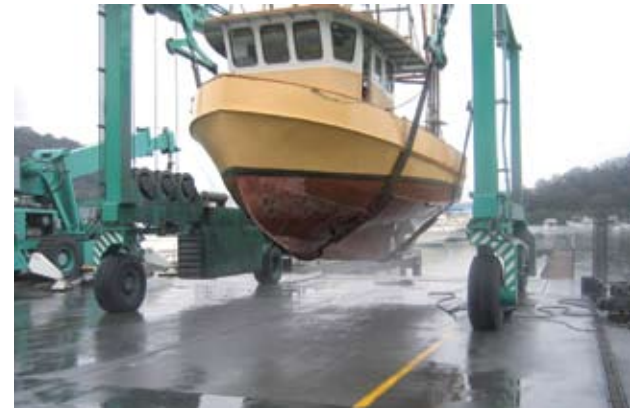
assistance to boat maintenance facility operators on the best practicable means of reducing risks to the environment from maintenance activities.

Developed with input from the Ministry of Fisheries (now Biosecurity New Zealand) and the marina industry to meet statutory requirements, these guidelines describe a range of techniques to avoid, control and/or treat discharges from marina hardstand areas and boat wash facilities. They also include a working example of an Environmental Management Plan developed for an existing marina.

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Environmental Management

Guidelines provide assistance on boat maintenance aimed at avoiding harmful environmental effects.



Updates

Project: Bua Integrated Port
(featured in Coastlines – Issue 9, December 04)

Client: Fiji Ministry of Fisheries and Forests

Location: Wairiki, Vanua Levu, Fiji

Current status: Contractor McConnell Dowell (Fiji) Ltd has fully mobilised to site and work has commenced on site drainage, earthworks, precast concrete units and the implementation of an Erosion Sediment Control Plan. Work is underway on design-build items and piling.

Project: Axis Fergusson Container Reclamation
(featured in Coastlines – Issue 9, December 04)

Client: Ports of Auckland Ltd (POAL)

Location: Auckland, New Zealand

Current status: Mudcrete operations are nearing completion with 600,000 cubic metres (out of a total of 750,000 cubic metres) mixed and the Sand Filter 1 stormwater treatment device is under construction. The main drainage line has been completed and POAL is already using 2 hectares of the new reclamation for container stacking.

Updates on past features



Bua Integrated Port



Axis Fergusson Container Reclamation

Blair Masefield, Planner



Blair was recently awarded an NZPI Auckland Branch scholarship to attend and present at the Young Planners Forum of the NZPIA Gold Coast conference in April 2006. Blair's presentation was on non-statutory planning and the planner's mediator role as futures for the planning profession and concluded with implementation lessons from the Wairoa Coastal Strategy.

How long have you been in this profession?

Just over one-and-a-half years.

How much of that time has been with Beca?

A little over one year now.

Why did you choose this profession?

Like many Kiwi's I have grown up on beaches and I sailed competitively throughout high school. Planning is a meaningful way of being involved in the use, protection and development of our coasts.

What do you enjoy most about what you do?

Knowing that you are working toward protecting the things we all value about the coast – water quality, access, landscapes and recreation.

Do you have a favourite project?

The Wairoa Coastal Strategy was my first project and I particularly enjoyed the consultation. It was inspiring to see so many people with a passion for their coastline and communities.

What's the best thing about working for Beca?

Diversity, both of the types of projects you can be involved on and in the range of people with a wealth of expertise.

What's your favourite coastal location?

I'll have to give two. My home in the Bay of Islands and the Mahia Peninsula in Wairoa. I'm definitely an East Coast boy, but I have yet to explore the South Islands west coast so I will have to reserve judgement until then.

What do you like to do to relax?

Sailing and exploring new parts of Aotearoa.

Hugh Leersnyder, Environmental Engineer



How long have you been in this profession?

I've been in the field of applied resource management for 25 years. Time has flown!

How much of that time has been with Beca?

I'm very much a new comer to Beca, joining four months ago. Prior to this I worked for the Auckland Regional Council for 17 years, 12 of which were in the field of coastal resource management.

Why did you choose this profession?

I have a passion for our environment, particularly the coast. It's a real challenge working to meet the needs of a community while protecting the values of a magnificent natural environment.

What do you enjoy most about what you do?

Working with people to find solutions that balance competing needs is great fun!

Do you have a favourite project?

For now, working on developing the guidelines for managing environmental effects from marina hardstand areas combines my interest in boating and developing practical solutions to improve the coastal environment.

What's the best thing about working for Beca?

It's new and exciting. I am really enjoying the variety of work that draws on the breadth of my experience.

What's your favourite coastal location?

The broader Hauraki Gulf is pretty special. Port Fitzroy on Great Barrier Island if I have to be more specific!

What do you like to do to relax?

Cruising on a yacht with friends and family in the Gulf would have to be my ideal.



Send your feedback and suggestions for future issues to portsandcoastal@beca.com

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