

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
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Sent: Monday, 17 December 2018 4:00 p.m.
To: Central RC Submissions <CentralRCSubmissions@aucklandcouncil.govt.nz>
Cc: Haylee Minoprio (AT) <Haylee.Minoprio@at.govt.nz>
Subject: [ID:3404] Submission received on notified resource consent

We have received a submission on the notified resource consent for 85-89 Quay Street, Queens Wharf and water space of the Waitemata Harbour adjacent to the western side of Queens Wharf.

Details of submission

Notified resource consent application details

Property address: 85-89 Quay Street, Queens Wharf and water space of the Waitemata Harbour adjacent to the western side of Queens Wharf

Application number: BUN60327622

Applicant name: Auckland Transport

Applicant email: haylee.minoprio@at.govt.nz

Application description: Auckland Transport has applied for resource consent to construct, operate and maintain six new ferry berths on the western side of Queens Wharf within the Downtown Ferry Basin (Piers A-F), undertake modifications to the existing ferry terminal buildings (located at existing Pier 1 and Pier 2) and historic shelter, and remove existing Piers 3 and 4. The construction, establishment, operation and maintenance of Piers A-F will require the installation of a concrete piled breakwater located immediately adjacent to the west of Queens Wharf, the installation of reverse saw-tooth shaped pontoons, three gangways, three fixed shelter structures, piles, pile guard markers and fenders. Street furniture will be installed along Queens Wharf to demarcate pedestrian-only and vehicle zones between the western edge of Queens Wharf and the Cloud. Modifications to the existing ferry terminal building at Pier 1 include the removal of the East Annexe Building, construction of new façades, removal of the ticket gates, replacement of the upper louvres, and the construction of new retail/food and beverage facilities within the existing terminal building. Modifications to the historic shelter include modification of the northern face and the insertion of skylights in the roof. Modifications to the open spaces to the east and south of the building are also proposed. Modifications to the terminal building at Pier 2 include relocating ancillary office space and repositioning passenger waiting space. Demolition of existing Piers 3 and 4 will involve the removal of gangways, pontoons and piles. The timing of the demolition is dependent on the new berths being fully operational and whether additional layover/decant space may be required for future Stage 2 works. Overall the proposal is a discretionary activity.

Submitter contact details

Full name: Keith Ingram

Organisation name:

Contact phone number: 09 5334336

Email address: keith@skipper.co.nz

Postal address:

4 Prince Regent Drive Half Moon Bay Auckland 2012

Submission details

This submission: supports the application in whole or in part

Specify the aspects of the application you are submitting on:

While there are many aspects that are worthy of support and we do, but this support diminishes when we take into consideration the many operational problems that immediately stand out. The configuration of the berth lay out is not conducive to ease of traffic flow. The berths are restrictive in size limits reducing flexibility of use. They will not allow for multi-size vessel or vessel size increase in the future. Vessels going astern to exits will be introducing on the safe navigation of approaching vessels. The design poses huge safety concerns for vessels and passengers. Speed for vessel both arriving and departing needs addressing. Vessel wash is an issue. Finally there is no consideration for the push me - pull me type ferries and how these may interact ??

What are the reasons for your submission?

As a professional mariner, ships master, past 'Operations Manager' for Fullers, owner operator of HMB Ferries Limited with some experience in both passenger fast ferry operations and harbour transport I raise my concerns in support of the NZMTA and vessel masters who find that they cannot speak out because of current employment contracts and or AT contracts with the various companies currently operating services.

What decisions and amendments would you like the council to make?

Talk to mariners and operators, the saw tooth design needs reversing and the very valid reasons why this is required to be taken into consideration and enacted. Addressing speed and wash across the end of Queens wharf needs to be done. My apologies for being brief but this has only become an issue because of the many calls I have fielded at this late stage. Therefore I remain happy to assist in planning discussions and am prepared to attend hearings in support of our concerns (Objections) and will prepare a more detailed submission at that time.

Are you a trade competitor of the applicant? I am not a trade competitor of the applicant.

Do you want to attend a hearing and speak in support of your submission? Yes

If other people make a similar submission I will consider making a joint case with them at the hearing: Yes

Supporting information: