

**From:** NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz  
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**Sent:** Monday, 17 December 2018 5:15 p.m.  
**To:** Central RC Submissions <CentralRCSubmissions@aucklandcouncil.govt.nz>  
**Cc:** Haylee Minoprio (AT) <Haylee.Minoprio@at.govt.nz>  
**Subject:** [ID:3410] 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](mailto: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:** Debbie Sheridan

**Organisation name:**

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**Submission details**

**This submission:** opposes the application in whole or in part

**Specify the aspects of the application you are submitting on:**

Disruption of ferry access and taxi access to ferries (and probably bus access) Restriction of traffic flow (hence further bottlenecking of ferry access) on Quay St Unnecessary pedestrian widening and restriction of traffic flow

**What are the reasons for your submission?**

We live on Waiheke. The ferries are our only transportation off the island to get to work, schools, specialists, hospitals, and to do a lot of shopping and access services that are unavailable on Waiheke. Anything that obstructs traffic flow to or from the ferry terminals (such as the crazy decision to run marathons right along Quay St and block ferry commuter traffic given it could be moved along Quay St or held in a different suburb with more side roads), and any other activity that interferes with, or has the potential to interfere with ease and safety of ferry access and exit for commuters is critical to those who live on Waiheke.

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

I want the Council to start giving priority to the needs of the  majority  of ordinary tax payers in terms of transportation (vs repeatedly ignoring the needs of the majority to satisfy minorities who are not usually resident) - especially in the major traffic hub where the ferries are located and Britomart is located. I can't make specific point by point recommendations because I just heard about this plan. The Council has already made it difficult for the disabled and ill of Waiheke to get the hospital bus. The Council deregulated taxis so Mobility impaired commuters can't easily get a mobility registered taxi. Creating further obstruction to traffic will make it difficult to get any taxi and will make it very expensive because of the hold up in traffic. I don't object to the city improving ferry services - but my impression from this document is that its objective is not to improve things for tax paying residents taking the ferries; but give passengers off luxury cruise ships (where they have paid room and meals) to lounge around, and maybe shop at the high end multinational shops on lower Queen St. This is about benefiting a few; and seriously inconveniencing many tax payers completely dependent on accessible, efficient ferry access, exit and waiting facilities.

**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:**