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Adam Tallentire <adam@belaire.co.nz>

Submission for Resource Consent Application BUN60327622

To  Haylee Minoprio (AT)



Belaire Ferries Submission Downtown Ferry Basin Redevelopment Stage 1.pdf  
.pdf File

Good afternoon

Please find attached our submission relating to BUN60327622 – Downtown Ferry Basin Redevelopment – Stage 1

Should you have any questions on this please feel free to contact us directly by email or on 029 838 0328.

It would be appreciated if you could please acknowledge receipt of this submission.

Kind regards

Adam Tallentire

Managing Director

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17<sup>th</sup> December 2018

Haylee Minoprio  
Auckland Transport  
Private Bag 92-250  
Auckland Central 1142

Re: Submission on Resource Consent Application BUN60327622 – Downtown Ferry Basin  
Redevelopment – Stage 1

To whom it may concern

Please consider this our formal submission on the Resource Consent Application for the Downtown Ferry Basin Redevelopment – Stage 1.

Belaire Ferries is the incumbent operator of the West Harbour ferry service under contract to Auckland Transport. We have been providing this service for the past 14 years and currently carry over 145,000 passengers per year with our fleet of four different vessels.

Since 2011 we have also provided the Rakino Island ferry service under contract to Auckland Transport. Carrying 8,200 passengers a year, this service provides a vital link to the full time residents of the island and those who maintain holiday homes there.

The Auckland Transport Ferry services are our business and we do not currently operate any tourism or private charter operations.

Under the current ferry basin arrangements we operate both the Rakino and West Harbour services from Pier 3B which under this application will be removed and our services will be relocated to the new pontoons.

We understand the reasons for the development and support the development of the ferry basin however we do have concerns about some aspects of the proposal. Below are the areas we wish to be considered.

- Need to future proof - The addition of the new 6 berths allow for the removal of the existing berths for the Downtown public space however it does not significantly increase the number of berths available for current and future services. There is significant demand on the current ferry network to see an increase in services, vessels and vessel sizes. The failure of the Explore Groups Waiheke service highlighted the dangers of insufficient berths preventing the successful introduction of additional ferry services.
  - Desired outcome - Do not reduce the number of proposed berths.

- Need to allow for existing operations – The proposed pontoons need to be fit for purpose for use by all vessels that are currently operating on the ferry network. The proposed pontoon heights have been designed with a standardised fleet in mind. Regardless of whether AT is successful in their desire to build and own a standardised fleet in the future, the current vessels will need to be able to use the pontoons. The temporary solution of a lowered 900mm boarding height area is acceptable to most of our fleet however our vessel Spirit loads through her forward door which will position her sufficiently far back that she blocks the next berth.
  - Desired outcome – Provide details as to how Spirit can berth on the proposed pontoons in a safe manner
- Concerns over bow-in loading – With the current arrangement vessels will be berthing bow in and then required to reverse out in to the traffic flow. This arrangement seems to have been made with speeding up berthing in mind. We have concerns what operating procedures will be put in place to allow for vessels to reverse safely out of berths. If there are additional costs in crewing or equipment we would expect operators to be compensated fairly through either their AT contracts or another appropriate manner
  - Desired outcome – Provide assurance that additional costs will be met by AT. Provide details on planned process to develop safe operating procedures.
- Maximise operating flow in ferry basin – Vessels will need to enter the ferry basin and then turn and berth in to the new pontoons in a significantly narrower area. This will be made more restrictive by the presence of cruise ships and the fuelling barge. All vessels will need to operate in the same manner, using an anti-clockwise motion inside the basin. Currently the Kea (and other vessels while operating the Devonport service) does not follow this motion and would be travelling against the predominant vessel flow inside the basin.
  - Desired Outcome – Restrict the fuelling barge to outside peak periods. Ensure that all vessel follow the same directional flow in the basin
- Timetable pressures – Several ferry services operate to such tight timetables that there is pressure on skippers to travel too fast inside the basin and then berth and load/ unload quickly. The proposed designs have been done with the intention of being able to turn vessels around quicker. However consideration needs to be given to the pressures this will add to crew. An objective review of all the current timetables would perhaps highlight where services require additional time buffers. The timetables could then be structured in such a way that any delays or hold ups can be dealt with at the other end of the services rather than inside the ferry basin.
  - Desired Outcome – AT to undertake a review of current timetable arrangements, with any changes to be enacted in a fair and reasonable manner with operators.
- Ferry Passenger Access Ways – Passengers will now need to travel along Queens wharf to their allocated pontoon adding a significant distance and time to their journey. To minimise the disruption of this and ensure safety the pedestrian area needs to be as wide as possible. The planned division of the area to allow for bus access during cruise ship days causes a significant pinch point.
  - Desired Outcome – allow for the cruise ship buses to travel along the eastern side of the cloud allowing a pedestrian only area on the western side. The pedestrian area should have appropriate surface cover to avoid injuries for walkers, cyclists, scooters.

We would welcome the opportunity to be heard in support of our submission.

Our contact details are:

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Kind regards

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