

From: Roger Bryant <rfbryant31@gmail.com>
Sent: Monday, 17 December 2018 2:15 p.m.
To: Haylee Minoprio (AT) <Haylee.Minoprio@at.govt.nz>
Subject: Submission Notified Resource Consent Application

Please find attached my submission on 85-89 Quay Street etc..
A signed submission is in the post.
Thank you = Roger Bryant

Roger Bryant, 31 Hamilton Road, Surfdale, Waiheke Island. 1081

Submission: Notified Resource Consent Application.

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

Contact details:

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This submission opposes the application as a whole and may cover any or all aspects.

No. I am not a trade competitor of the applicant.

Yes. I want to attend a hearing and speak in support of this submission and would consider making a joint case with others.

Submission of Roger Bryant.

I am a resident of Waiheke Island and a ratepayer for 45 years and make this submission in my own right.

For a decade from 2006 I was the Community Development spokesperson for the Waiheke Island Community Planning Group Inc. during the review of the Hauraki Gulf section of the Auckland District Plan. My concern then and now is the role of the citizen and ratepayer in the making of both government and local government regulations.

At the November and December meetings of the Waiheke Local Board I made presentations to the meetings as below.

Notes for WLB meeting 22 November 2018.

Follow-up Downtown Ferry Basin Redevelopment. 19 November 2018.

This is a follow-up to my letter of 12 November to the Waiheke Local Board – Transport Forum which referred to the Auckland Council Downtown Programme which can be found under Auckland Transport and opened for feedback on 12 November.

On 19 Nov AC notified an application for resource consent in the Public Notices of the New Zealand Herald “to construct, operate and maintain six new ferry berths within the Downtown Ferry Basin” noting that “overall, the proposal is a discretionary activity”.

However the Project Overview for the ferry basin redevelopment which was opened for feedback on 12 Nov, does not mention that resource consent was already in the pipe-line although it does mention construction mid 2019 – late 2019. Needless to say time has precluded any analysis of the 33 supporting documents.

Further to my previous comments on the Britomart Transport Centre, I note from a press release today on Scoop from the NZ Transport Agency that “Auckland lost its dedicated bus depot with the building of Britomart, while it gained a better train station it lost a method to deal with bus congestion” and I add, ferry and passenger congestion

While the AC has been quick to publish this it also does not allow much time for would-be submitters with the closing date being 5.00 pm 17 December 2018 – just before offices close for the holiday season!!

I note that there is no transport report for the 22 Nov meeting of the board but would like the board request the transport forum to make a submission on behalf of the ferry users of Waiheke Island.

Roger Bryant 19 11 2018

22 November 2018.

Judging from the number of articles and the editorial of today’s Gulf News there is a great deal happening to transport on or for Waiheke Island – telling us what they are doing.

The current situation is well explained in the 5th paragraph of the editorial: “In another year’s ad hoc, hurry, hurry attempt to “do something about Matiatia” before the Christmas rush, Auckland Transport sent out a press release about changes to Matiatia this week”.

It is because of the way in which AC and its cco’s AT and Panuku have failed to get together with the community at large as recommended in the Direction Matiatia report that I became interested in plans for both the Matiatia and the Downtown Terminals.

AC, AT and P have failed to come up with an acceptable to all management plan for Matiatia so how can we expect anything better regarding the Downtown Terminal?

The titanic deck chair shuffle of parking spaces which “are designed to better manage the high demand for parking during the summer months” begs the question of the poor supply of car parking since AC took over the Matiatia terminal and the lack of a good plan. While “the suggestion the changes are simply a revenue gathering exercise” is meaningless if there will be no improvements to the service. (page 5).

AT has once again sold the board a pitiful excuse for not coming up with an overall plan.

The articles on freight (page 6) and envisioning a gulf full of ferries (page 14) should be more concerned with the downtown terminal. AT plans seem to exclude freight and six new berths may be established but no mention is made of the decommissioned berths at Piers 3 and 4 alongside Quay Street.

21 Nov 18. Our Auckland – Planning underway for Waiheke’s future – feedback and public engagement March/April 2019 is too late for the resource consent application which closes on 17 Dec 18. I just do not want to be kept informed but want to be part of the planning process.

19 Nov 18. NZ Transport – criticises Britomart Transport Centre – this is endorsed by the Gulf News editorial: “The CCO whose city side terminal is not fit for purpose.....”

The Downtown Programme – public feedback open to Sunday 23 December 2018.

Once again AC planners are pushing forward their dreams without any consideration for the ferry users.

To WLB 13 12 2018.

Re: Downtown Ferry Basin Redevelopment.

Following my presentation to the board at its 22 November meeting, I wrote to the NZ Herald and the Gulf News. Both newspapers printed my letters and copies of the originals were passed on for the information of the traffic forum in time for their meeting on 6 December. Unfortunately the forum could not receive these letters.

There is no report back from the forum in the agenda for this meeting but I comment on the matter of the redevelopment as on the agenda as far as I am able to understand this matter as a whole.

I understand that this matter will come before the board at its January meeting.

10 Year Strategic Transport Plan

10. Auckland Transport is working with the board on a 10-year strategic transport plan for Waiheke. This plan has been an advocacy item in the Waiheke Local Boards Plan.

11. A number of internal meetings have been held to establish the current project and budget situation for Waiheke; these have been workshopped with the board to find where their priorities align with Auckland Transport.

12. Next steps: these priorities will be presented to the Auckland Transport senior leadership team in December. Auckland Transport consult with the Waiheke community on projects in early 2019.

Item 16. Regional Public Transport Plan. (closes 14 12 18)

Te take mō te pūrongo / Purpose of the report

1. To provide the Waiheke Local Board the opportunity to provide formal feedback on the proposed Regional Public Transport Plan.

I made a submission on 12 12 18 based on the summary of the plan which is very similar to the report before the board today.

Item 17. Budget Consultation document (p.155)

I am glad to see that the Matiatia Masterplan is progressing but, in the next paragraph, query a visitor levy when there is already a wharf tax and Fullers has raised its fares?

Item 19. Chair's Report. (p.167)

The section on Fullers Freight leaves a number of unanswered questions but freight charges are on the increase when I was charged an extra 50 cents on a loaf of bread which was attributed to increased freight charges. Gulf News 13 December – page 7 – Freight services change Monday.

Following the article – Gulf News 13 December – Board wants waterfront concerns to be heard; this states that the board is expected to finalise their response to redevelopment plans for the ferry wharves and that a draft report was supplied to the Gulf News. I can find no mention of this in this agenda and wondered if there was a copy of this draft available?

On December 12 the NZ Herald informed us that users of the Downtown car park are set to face a 67% hike in daily parking costs next year in a move to make daily commuters use other forms of transport. As with more parking charges in line for Matiatia, it seems that nobody is being consulted.

I am left bewildered by the announcement in Our Auckland on 10 December that Quay Street is changing for good, from December 26. There are 2 downloads available from the AT web site.

One repeats the Quay Street enhancement which is of serious concern to the ferry users and I will be covering in my submission, due by December 17, on the ferry terminal.

The second titled Quay Street utilities informs us that from 26 December work will start on relocating underground services into a single trench as this is an “essential first step to the wider Quay Street strengthening and enhancement programme.”

The PR blurb continues in the December edition of Our Auckland – Waitemata and Gulf – where “projects on and around Quay Street will turn the area into a vibrant and welcoming destination – all in time for the America's Cup in 2021.” In conclusion: “Auckland Council will be asking for public feedback on **some aspects** of the programme in December.” All I can say is what about the daily commuter in the 2+ years to the cup who gets little recognition in all of this. With the costs blowing out over the America's Cup, it is absurd that the ferry users and regular travellers are inconvenienced by this one-off event.

The Editorial – Gulf News 13 December – gives a better history of Quay Street than can be found in the 33 downloaded documents of the resource consent application for 85/89 Quay Street.

Re: Appendix A Pedestrian surveys:

This uninformative survey just deals with those who arrive on Quay Street. The minimal Pedestrian survey – Appendix A of the Integrated Transport Assessment – only counts the numbers heading left, right or through the kiosk for 2 x 3 hour periods on one day thus ignoring the reason for the journey or where people are passing through to thus giving no indication of the purpose of the journey. This survey is meaningless and effects should be deemed less than minor with regards to the reports in the consent application.

Submissions close on the 4th day from now and I hope that my submission will be compatible with those from the board and other parties so that Waiheke Island speaks with one voice.

This final piece (to WLB 13 12 2018) was presented to the board and can be found in the minutes of the meeting as item 9.4 attachment A –resolution number WHK\2018\244.

I also note from the minutes attachments of the same board meeting: item 19 attachment A – Waiheke Local Board comment on the AT notified resource consent and item 16 attachment A – the board’s Feedback on Regional Public Transport Plan December 13 2018.

Both these documents appear constrained by workshops where the board was briefed by AT officials and the feedback confined by the comment “What do you think of our approach to the four main focus areas?”

This is typical of the constant failure in all these plans and projects for any input by the users and ratepayers into a supposedly “integrated public transport system”. The WLB shows in Outcome Sought 2 that “direct consultation is held with it on these proposals.” This is right and proper considering that the WLB is running a pilot scheme for the Empowering Communities Approach. I wish to add that any such consultation must be open to feedback and discussion with all users, not just “key stakeholders” chosen by the council and its agencies.

The comments by the Chief Ombudsman’s Investigation into Auckland Council’s openness ‘looking in the wrong place’ (Stuff Auckland Dec 17 2018) gives further insight into the internal problems of AT and concludes “But the culture where information requests are seen as a nuisance to be dealt with when the real work is done, still seems to exist, and once AT has tidied up it’s internal processes it might still find there’s work to do to be as open as it’s legally required to be.” Such frank statements remove the gloss of the dreamers in the planning offices on top of their ivory towers from their one sided public relations promotions.

They would do well to start with the Auckland Plan 2050 – Transport and Access – For Auckland to be a truly accessible city, we also need to make sure that people of all ages and mobility levels can go about their daily lives and get from one place to another easily, affordably and safely. The pedestrianising of Quay Street and Lower Queen Street is not the solution nor does it make for a connected downtown transport hub.

Much as I dislike making work for these bureaucrats, this resource consent application would fail to make Auckland a truly accessible city and should be declined and sent back to the drawing board and reworked from the bottom up by looking at what the infrastructure needs are and current users are doing and building on that.

Roger Bryant.
17 December 2018.