
SUBMISSIONS
VOLUME 2
21 SIR PETER BLAKE PARADE, BAYSWATER
BAYSWATER MARINA HOLDINGS LIMITED

Sam Otter
SENIOR HEARINGS ADVISOR

Telephone: 09 353 9587 or 021 196 2582
Email: sam.otter@aucklandcouncil.govt.nz
Website: www.aucklandcouncil.govt.nz

| Page Number | | |
|--------------------|--|------------------------|
| Volume 1 | | |
| 17 | Submissions Table | |
| 33 | Memo accepting late submissions | |
| | Submission ID | Submitter |
| 41 | 12502 | Matt Graham |
| 43 | 12503 | Harrison Bray |
| 45 | 12504 | Claudia Reynolds |
| 47 | 12505 | Keegan |
| 49 | 12506 | Michelle Joe |
| 51 | 12510 | Arne Buchmann |
| 53 | 12511 | Barry John Schultz |
| 55 | 12512 | Susan Dalton |
| 57 | 12513 | Holger-Sven Liebig |
| 59 | 12515 | Michele Dodds |
| 63 | 12516 | Miranda Powrie |
| 65 | 12517 | Chris Burgess |
| 67 | 12518 | Polly Powrie |
| 69 | 12519 | Claire Donaldson |
| 71 | 12520 | Valerie Rowland |
| 73 | 12523 | Russ Rutan |
| 76 | 12524 | Norah Wilson |
| 78 | 12525 | Fletcher Slierendrecht |
| 80 | 12526 | Rob Nicholls |
| 82 | 12527 | Zhou Liu |
| 84 | 12528 | James Dykes |
| 86 | 12529 | Hugh Smith |
| 88 | 12533 | Ian Clancy |
| 90 | 12534 | Rochelle Clancy |
| 92 | 12557 | Callum Martin |
| 94 | 12558 | Nick Congdon |
| 96 | 12559 | Ricardo Pena |
| 98 | 12560 | Christopher Shorrock |
| 100 | 12561 | Roy Dykes |
| 102 | 12562 | Brett Burridge |
| 104 | 12564 | Scott Rankin |
| 106 | 12565 | Janet Moen |
| 108 | 12566 | Marc Delzenne |
| 110 | 12567 | Chris Howden |
| 112 | 12568 | Josh Oliver |
| 114 | 12569 | Matthew Senior |
| 116 | 12570 | Sophie Burridge |
| 118 | 12571 | Jonathan Norton |
| 120 | 12572 | Mark Gleeson |
| 122 | 12573 | Nikki Horne |
| 125 | 12574 | Timothy Brennan James |
| 127 | 12575 | Nicholas Herd |
| 129 | 12576 | Maurice Burney |
| 131 | 12577 | Adrian Stocco |
| 133 | 12578 | Gram Schweikert |
| 135 | 12579 | Alex Bacchus |
| 137 | 12580 | Jenny Le Noel |

| | | |
|-----|-------|---|
| 139 | 12581 | Steven Eagles |
| 141 | 12582 | Tim White |
| 143 | 12583 | Ryan Denton |
| 145 | 12584 | Lisa Cagney |
| 147 | 12585 | Rob Colhoun |
| 149 | 12586 | Jamie Anderson |
| 151 | 12587 | Matt Taylor |
| 153 | 12588 | Will Crispin |
| 155 | 12589 | Graeme Selkirk |
| 157 | 12590 | Peter Browne |
| 159 | 12591 | Marina Consultants Limited • David Hollingsworth |
| 161 | 12592 | Rodney Malam |
| 163 | 12593 | Chris Hirst |
| 165 | 12594 | Michael Beech |
| 167 | 12595 | Peter Everett |
| 169 | 12596 | Victoria Holtelius |
| 171 | 12597 | Cheryll Smith |
| 173 | 12598 | Amanda Michel |
| 175 | 12599 | R Maxwell |
| 179 | 12600 | Brian and Irene O'Neill |
| 183 | 12601 | William Strassberg |
| 185 | 12602 | Robert Henry Elcombe |
| 187 | 12603 | Shane McInnes |
| 189 | 12604 | Dayna Carpenter |
| 191 | 12605 | Garry Conway |
| 193 | 12606 | Bayswater Marina • Lydia Ingley |
| 195 | 12607 | Paddy Stafford-Bush |
| 196 | 12608 | Kim Passmore |
| 198 | 12609 | Richard Dodds |
| 248 | 12610 | William Calver |
| 250 | 12611 | Donna Hetherington |
| 252 | 12612 | Sharon Macpherson |
| 254 | 12613 | William Lown |
| 256 | 12614 | Ploenphit Choomusung |
| 258 | 12615 | Motu Whare Ltd • Susan Thomas |
| 261 | 12616 | Stuart Harrington |
| 263 | 12617 | Michael Cahill |
| 265 | 12618 | Richard Wallace |
| 267 | 12619 | Leigh Edwards-Trembath |
| 271 | 12620 | Tim Hunter |
| 273 | 12621 | Westhaven Yacht Club • Robert John Lorden |
| 275 | 12622 | Michael Adam Irving |
| 277 | 12623 | Jeff Crawford |
| 279 | 12624 | Kaarem Al-Darra |
| 281 | 12625 | Geoff Allen |
| 283 | 12626 | Darryl Wannell |
| 286 | 12627 | Tracey Brennan |
| 288 | 12629 | Rex Browne |
| 290 | 12630 | Emily Morrow |
| 292 | 12631 | Martin Edwards |

| | | |
|-----|-------|--|
| 294 | 12632 | Nemanja Markovic |
| 296 | 12633 | Gordon Sims |
| 298 | 12634 | Peter Scott |
| 300 | 12635 | Alistair S Shadwick |
| 303 | 12636 | Sharon Jensen |
| 305 | 12637 | Graham Hansen |
| 307 | 12638 | Anna van Paddenburg |
| 309 | 12639 | Rex Beer |
| 317 | 12640 | Janet Mary Stokes |
| 319 | 12641 | Ali Antaqi |
| 321 | 12642 | Zaineab Jabawi |
| 323 | 12643 | Ahlam Abdullatif |
| 325 | 12645 | Janet Watkins |
| 329 | 12646 | Warwick Stainton |
| 331 | 12647 | Oliver Buckingham |
| 333 | 12648 | Adele Gannaway |
| 335 | 12649 | Diana Murray |
| 337 | 12650 | Kevin Mark Ireland |
| 339 | 12651 | Susanne Bradley |
| 341 | 12652 | Ian Cunliffe |
| 343 | 12653 | Michael Gannaway |
| 345 | 12654 | Brian Schlaadt |
| 348 | 12655 | Grant Buckley |
| 350 | 12656 | Andrew John Schooler |
| 352 | 12657 | Alexandra Ward |
| 354 | 12658 | Paige Herbst |
| 356 | 12659 | Catherine Calver |
| 358 | 12660 | Michael Sheehy |
| 361 | 12661 | Rennie Debbie |
| 363 | 12662 | Caitlin Killick |
| 365 | 12663 | Bruce Noffke |
| 367 | 12664 | Tanith Carroll |
| 369 | 12667 | John Gilmour |
| 371 | 12669 | Roger Steele |
| 373 | 12670 | Nicolas Fabres de Beaufort |
| 376 | 12671 | Robert Weber |
| 378 | 12672 | Don Galbraith |
| 380 | 12673 | Jenny King |
| 382 | 12674 | Paul Jenkinson |
| 384 | 12675 | Hannah BG |
| 386 | 12678 | Francis Arthur Allica |
| 388 | 12679 | George Lane |
| 390 | 12680 | Mark Gabriel |
| 392 | 12683 | Nelson Raines |
| 394 | 12684 | Heather Barker Vermeer |
| 396 | 12687 | Pine Harbour Berth Holders Association • Bruce Martin |
| 398 | 12689 | Michael Derek Peter Single |
| 400 | 12691 | Alex Ross |
| 402 | 12692 | Tracey Gregory |
| 404 | 12693 | David Robert Simpson |
| 406 | 12694 | Shannon McStay |
| 408 | 12695 | James Lawton |
| 410 | 12696 | Sarah Chapman |

| | | |
|-----|-------|---|
| 412 | 12697 | Bradley Rossi |
| 414 | 12698 | Leisa Rossi |
| 416 | 12699 | Alec Hill |
| 418 | 12700 | Lisa Gannaway |
| 420 | 12701 | Barbara MacLean |
| 422 | 12703 | Tim Chapman |
| 424 | 12704 | Xuan lai |
| 426 | 12706 | Michelle Lawton-Bourgeois |
| 428 | 12707 | Liam Mullane |
| 430 | 12708 | Robyn Ann Beckerleg and Jane Bebbington |
| 432 | 12709 | Susan Lambers |
| 434 | 12710 | Nick Edgar |
| 436 | 12711 | Hamish Bennie |
| 438 | 12712 | Abe McKee |
| 440 | 12713 | Miles Coulter |
| 442 | 12714 | Alison Hansen |
| 444 | 12716 | Kent Fraser |
| 447 | 12717 | Jeremy Ashcroft |
| 449 | 12719 | Tim Balgarnie |
| 451 | 12720 | Maree Butler |
| 453 | 12723 | Chris Lodge |
| 455 | 12725 | Bryan Keith Walmsley |
| 457 | 12727 | Tim Merkens |
| 459 | 12728 | Helen Grant |
| 461 | 12729 | John Brian McStay |
| 463 | 12730 | Philip Sharrow |
| 465 | 12731 | Annette Sharrow |
| 467 | 12732 | Marina Macartney |
| 469 | 12733 | Elle Macartney |
| 471 | 12734 | Rory Betschart |
| 473 | 12735 | Christine Macartney |
| 475 | 12736 | Paris Macartney |
| 477 | 12742 | Bryan Connell |
| 483 | 12745 | Alison Aldred and Donald Christie |
| 498 | 12748 | Carolyn Christine Hutton |
| 500 | 12749 | Peter John Sammons and Frances Mary Hague |
| 504 | 12752 | Sam Tsang |
| 506 | 12753 | Vivienne Dykes |
| 508 | 12756 | Quentin Christie |
| 510 | 12758 | Simon Michael Horner |
| 512 | 12764 | Michael Robert Austin |
| 514 | 12768 | Sarah Clark |
| 516 | 12771 | DEVI • Gregory Watkins |
| 525 | 12772 | James Lawrence Dobbie |
| 528 | 12773 | Stephanie Cooling |
| 530 | 12774 | Winston Brooke Mackley |
| 532 | 12775 | Brian James Jolliffe |
| 534 | 12777 | Grant Forsyth |
| 536 | 12778 | Jacqueline Ross |
| 539 | 12779 | Nathan Gonzales |
| 541 | 12781 | Christine Ruth Thomas |
| 543 | 12786 | Terence James Saxby Rowlandson |
| 545 | 12787 | Zhongwei Shi |

| | | |
|-----------------|-------|--|
| 547 | 12805 | Simon Hooker |
| 549 | 12806 | Mia Hansson |
| 552 | 12809 | Hooker Sebastian |
| 554 | 12812 | Derek Rossborough Stubbs |
| 566 | 12818 | Nicole Tucker |
| 568 | 12820 | Jun Zhang |
| 570 | 12821 | Ian Nunn |
| 572 | 12822 | Marcus Henderson |
| 574 | 12823 | Rick and Pam Neville |
| 576 | 12824 | William David Rimmer |
| 578 | 12826 | Suzanne Butler |
| 580 | 12827 | Peter Lyell |
| 582 | 12828 | Claire Bodle |
| 584 | 12829 | Brad Westgate |
| 586 | 12830 | Jing Hu |
| 588 | 12831 | Ivan Cheng |
| 590 | 12832 | Manuel Fabres Bofill |
| 592 | 12833 | Elliot Alexander |
| 594 | 12834 | Ian M Cunningham |
| 596 | 12835 | Roman Liszka |
| 598 | 12836 | Kevin Sanderson |
| 602 | 12837 | Glynis Bileski |
| 604 | 12838 | John Murray Ellingham |
| 606 | 12841 | Martin Carr |
| 610 | 12842 | Helen Ryan |
| 612 | 12844 | SNPshot Technologies Ltd • Graham Alder |
| 614 | 12848 | Andrew Fox |
| 652 | 12849 | Patricia Margaret Jenner |
| 654 | 12850 | Kendall Clements |
| 656 | 12851 | David Morse |
| 658 | 12852 | Anthony Rea |
| 660 | 12858 | Wendy Gunman |
| 662 | 12870 | Justina Worsfold |
| 664 | 12882 | Paul Anthony Williams |
| 666 | 12885 | Philip Kenneth Coveny |
| 671 | 12897 | Bruce Peng |
| 673 | 12898 | Sabrina Ciu |
| 675 | 12899 | Peirong GE |
| 677 | 12900 | Andy Maclean |
| Volume 2 | | |
| 17 | 12903 | Kate Ellingham |
| 19 | 12933 | Lisa Clements |
| 21 | 12938 | Kylie Munday |
| 23 | 12943 | Andree Anderson |
| 25 | 12949 | Marc Grise |
| 27 | 12951 | Grant Richard Beck |
| 29 | 12952 | Jill Potter |
| 31 | 12956 | Elsa Arellano |
| 34 | 12971 | Wayne Mapp |
| 36 | 12975 | Len and Lorraine Brown |
| 38 | 12976 | Jean Pacey |
| 40 | 12979 | Callum Ross |
| 43 | 12986 | Marc Figgins |

| | | |
|-----|-------|---|
| 45 | 12989 | Gillian Margaret Reynolds |
| 47 | 12993 | Steve Hockey |
| 49 | 12994 | Irina Rais |
| 51 | 12995 | Cushla Wallace |
| 53 | 13001 | Holly Moss |
| 55 | 13003 | Bruce Macfarlane |
| 61 | 13004 | Simon Probert |
| 63 | 13005 | Erik Merkens |
| 65 | 13008 | Daniel Wierenga |
| 67 | 13011 | Beverley Diggle |
| 69 | 13012 | Elaine Sawyer |
| 71 | 13013 | Frazer Walters |
| 73 | 13014 | Graeme Frank Sawyer |
| 75 | 13020 | Moya C Cutts |
| 77 | 13021 | Nathaniel Holman |
| 79 | 13025 | Jessica Mark |
| 84 | 13027 | Catherine R Thorpe |
| 86 | 13030 | Philip Clauzel |
| 88 | 13031 | Catherine Ellen Ford and John Lawrence Ford |
| 90 | 13035 | Anne Beadley |
| 92 | 13037 | Eli Hirschauge |
| 94 | 13038 | Mike Pearce |
| 96 | 13039 | Nissa Anderson |
| 98 | 13044 | Anthea Bronwyn Dunning |
| 100 | 13046 | Garth Ellingham |
| 102 | 13048 | Sarah Spurway |
| 104 | 13049 | Laurence Moss |
| 106 | 13050 | Andrew Brett Marshall |
| 108 | 13051 | Wayne Clough |
| 110 | 13052 | Carolyn Harper |
| 112 | 13053 | Tony Peterson |
| 114 | 13054 | Amanda Jane Silk |
| 116 | 13055 | Paul Theuma |
| 118 | 13056 | Jill Thompson |
| 120 | 13057 | Simon Schofield |
| 122 | 13059 | Nerine Walbran |
| 124 | 13060 | Chris Hood |
| 126 | 13061 | Matthew Robertson |
| 128 | 13062 | Duncan Robertson |
| 130 | 13063 | Fiona Hyland |
| 132 | 13064 | Jade Kennedy |
| 134 | 13068 | Marc Muchel |
| 136 | 13069 | Christopher J Scott |
| 138 | 13071 | Debbie Lockart |
| 140 | 13072 | Michele Ann Copeland |
| 142 | 13073 | Nick Wild |
| 144 | 13082 | Jonathan Nevada Lane |
| 146 | 13085 | Richard Humphries |
| 148 | 13086 | Emma Jackson |
| 150 | 13087 | Nathan Male |
| 152 | 13089 | Gryffin Woods |
| 154 | 13091 | Nicki Fraser |
| 156 | 13093 | Kyle Hopkins |
| 158 | 13094 | Ponsonby Cruising Club |

| | | |
|-----|-------|--|
| | | • Ronald Ian Copeland |
| 160 | 13096 | Xinyu Shang |
| 162 | 13099 | Darren Turner |
| 164 | 13100 | Kathleen Jean Farquhar |
| 166 | 13101 | Geoff Woolley |
| 168 | 13102 | Justine Clauzel |
| 170 | 13103 | Joyce and Mervyn Fairgray |
| 173 | 13104 | Sam Tuck |
| 178 | 13105 | Christopher John Glanfield |
| 182 | 13106 | Georgina Wooldridge |
| 184 | 13107 | Dean Sykes |
| 187 | 13109 | Judith Knight |
| 189 | 13111 | Carol Donaldson |
| 191 | 13112 | Kylie Lindsay |
| 193 | 13113 | Jacqueline Kay Fortune |
| 195 | 13115 | Kenneth Geoffrey Olsen |
| 197 | 13117 | Christopher Moors |
| 199 | 13121 | Suzanne Lynch |
| 201 | 13122 | Alexandra Cunningham |
| 203 | 13123 | Jennifer Wells |
| 205 | 13124 | Fiona Lynskey-Norris |
| 207 | 13125 | James McGruer |
| 209 | 13126 | Pamela Davies |
| 211 | 13127 | Christopher Bradley |
| 214 | 13129 | Charles Benjamin Western |
| 216 | 13130 | Gavin Donaldson |
| 218 | 13131 | Alison Day |
| 220 | 13132 | Tom Featherstone |
| 222 | 13133 | Martin Chiroarrab |
| 224 | 13134 | Ginny Palmer |
| 226 | 13135 | John Fleming and Janice Fleming |
| 230 | 13136 | Stephen Westwood |
| 232 | 13138 | Lynda Taylor |
| 234 | 13139 | Lynda Taylor |
| 236 | 13140 | Heike Schanzel |
| 238 | 13141 | Sarah Thorpe |
| 240 | 13143 | Jane Wardlaw |
| 242 | 13149 | Ivan John Michael Farniloe |
| 244 | 13154 | Lewis Foster |
| 246 | 13156 | Alastair Ness |
| 248 | 13157 | John Mansell |
| 250 | 13158 | Cheryl Ann Hill |
| 252 | 13160 | Andrew and Richard Joughin |
| 256 | 13161 | Helen Beale |
| 258 | 13162 | Shirley Angela |
| 260 | 13163 | Michael Ross |
| 262 | 13164 | John Maidment |
| 264 | 13165 | Bruce Kendall |
| 266 | 13168 | Brian Mace |
| 268 | 13169 | Nick Young |
| 273 | 13170 | Derek Richard Wye |
| 275 | 13171 | Laurence Bates |
| 277 | 13172 | Auckland Yachting and Boating Association Inc • Janet M Watkins |

| | | |
|-----|----------------|--|
| 279 | 13173 | Robert Corfield Jenner |
| 281 | 13174 | Steven T Branca |
| 289 | 13175 | Bernie Hill |
| 291 | 13176 13179 | Auckland Yachting and Boating Association Inc • Janet M Watkins |
| 300 | 13180 | John W Northam |
| 302 | 13181 | Studio Alexander • Grant Alexander |
| 304 | 13182 | Redmond Coulter |
| 306 | 13183 | Tymon Gudsell |
| 308 | 13184 | Amelia Watkins |
| 310 | 13187 | Kirsty Lynch-Blosse |
| 312 | 13190 | Sydney M Kingi |
| 314 | 13191 | Carol Elizabeth Weaver |
| 316 | 13195 | Simon Sheen |
| 320 | 13196 | Anthony Paul Hafoka |
| 322 | 13197 | Mark Whatmough |
| 324 | 13201 | Kenyon Stirling |
| 326 | 13202 | Takapuna Grammar School Rowing Club • Paula Halliday |
| 331 | 13203 | Rachael Neil |
| 333 | 13204 | John Reid Fitzgerald |
| 335 | 13205 | Ruth Caldwell |
| 337 | 13209 | Anna Foster |
| 341 | 13210 | Anne McMillan |
| 343 | 13212 | Bill An |
| 348 | 13214 | Adam David Moy |
| 352 | 13215 | Denise McConnachie |
| 357 | 13216 | Carol Day |
| 362 | 13217 | Nikolai Shipkov |
| 366 | 13218 | Bronwyn Hill |
| 368 | 13219 | Takapuna Rowing Club • Lara Figgins |
| 372 | 13220 | Russell Foster |
| 376 | 13221 | Olivia Christie |
| 392 | 13222 | Peter Lane |
| 394 | 13223 | Takapuna Grammar School Rowing Club • Martin Sharrock |
| 405 | 13224 | Bruce Alvey |
| 409 | 13225 | Douglas Watkins |
| 411 | 13226 | Takapuna Rowing Club • Niamh Moore |
| 413 | 13227 | Martin Ford |
| 415 | 13228 | Michael Swarbrick |
| 419 | 13229 | Christian Manning |
| 430 | 13230 | Zhongwei Shi |
| 434 | 13231 | Qiyu Shi |
| 438 | 13232 | Takapuna Grammar School Rowing Club • Jimmy Austin |
| 440 | 13233 | Sharon Stow |
| 443 | 13234 | Fire and Emergency NZ • Nola Smart |
| 447 | 13235 | Lucy Harrod |

| | | |
|-----|-------|---|
| 449 | 13236 | Wendy Pettersen |
| 451 | 13237 | Fleur Swarbrick |
| 459 | 13238 | Louise J Evans |
| 470 | 13239 | Sarah Hickton-Burnett |
| 472 | 13241 | Colin Usherwood |
| 474 | 13243 | Kate McKendry |
| 479 | 13246 | Alan John Pettersen |
| 481 | 13247 | Kenneth Bruce Bowden |
| 483 | 13249 | Andrea Struik |
| 485 | 13251 | Kathleen Welch |
| 487 | 13252 | Elliot Gulik |
| 489 | 13253 | Jamie Kwong |
| 491 | 13254 | Kayla Cumiskey |
| 493 | 13255 | Carine Dunlop |
| 497 | 13256 | Rachel Axcell |
| 501 | 13257 | Christopher Crone |
| 503 | 13258 | Ngāti Maru Rūnanga • Nikky Fisher |
| 506 | 13259 | Brynlee Smith |
| 511 | 13260 | Philip James Molony |
| 519 | 13263 | Bart de Gouw |
| 521 | 13264 | Tissa Fernando |
| 523 | 13267 | Fiona Bower |
| 525 | 13268 | Kate Herstell |
| 527 | 13270 | Takapuna Grammar School Rowing Club • Jessica Hamlin |
| 531 | 13272 | Graeme Saxby |
| 533 | 13273 | Takapuna Grammar School Rowing Club • Nia Shipkov |
| 538 | 13276 | Stephen Layburn |
| 545 | 13284 | Elizabeth Holt |
| 547 | 13285 | Claudia Mansell |
| 556 | 13286 | Terry Nicholas |
| 559 | 13288 | Arhchimedia • Lindsay David Mackie |
| 563 | 13289 | Sam Mackay |
| 565 | 13291 | Margaret Kantor |
| 567 | 13292 | Willy Wotherspoon |
| 569 | 13293 | Cissy Qiu |
| 580 | 13294 | Ji Shao |
| 588 | 13295 | Kym and Peter Chandler |
| 594 | 13297 | Rubin and Peta Levin |
| 596 | 13298 | Gwenn Nedelec |
| 600 | 13299 | Takapuna Grammar School Rowing Club • Karin Kozuka |
| 605 | 13300 | Kenneth John Cameron |
| 607 | 13301 | Sarah Webb |
| 612 | 13303 | Debbie van Rensburg |

| Volume 3 | | |
|-----------------|-------|---|
| 17 | 13304 | Jason John Bloom |
| 22 | 13305 | Deanne Bloom |
| 27 | 13306 | Robert Kantor |
| 29 | 13307 | Elena Crampsie |
| 37 | 13308 | Hosking Trailers Limited • Nick Jackson |
| 39 | 13309 | Phillipa Bowden |
| 41 | 13310 | Garry John Horne |
| 43 | 13311 | Justine Wylie |
| 54 | 13312 | Hector Rohan Weeraratne |
| 56 | 13313 | David Stebbing |
| 67 | 13314 | Adrian Percival |
| 70 | 13315 | Nikki Percival |
| 72 | 13318 | Teresa Miles |
| 74 | 13319 | Sport New Zealand • Paul Maxwell Heron |
| 76 | 13320 | Samuel Miles |
| 78 | 13321 | Geoff Evans |
| 80 | 13322 | Neil Cuthbert |
| 82 | 13323 | Olivia Miles |
| 84 | 13324 | Barbara Diane Iversen |
| 88 | 13327 | Takapuna Grammar School Rowing Club • Anna Stuart |
| 93 | 13328 | Anna Bray |
| 95 | 13329 | Keith Norman Adams |
| 97 | 13330 | Jade Lewis |
| 99 | 13331 | Sonja Brown |
| 101 | 13332 | Sam Michelsen |
| 103 | 13334 | Peter Locke |
| 105 | 13335 | Derek Allen Snow |
| 107 | 13336 | Robert William Percival |
| 109 | 13337 | Richard Anderson |
| 113 | 13338 | Graeme Norman |
| 116 | 13339 | Richard John Gladwell |
| 118 | 13340 | Gareth Welch |
| 120 | 13341 | Emma J Grant |
| 132 | 13342 | Josh Allnutt |
| 134 | 13343 | Grant Austin |
| 145 | 13344 | Karyn Lowe |
| 155 | 13347 | Westhaven Marinas Users Association • Barry Holton |
| 161 | 13348 | Moshe Mishan |
| 163 | 13349 | Claire Booth Jones |
| 165 | 13350 | Allison Butcher |
| 169 | 13353 | Julie Walker |
| 173 | 13354 | Takapuna Grammar School Rowing Club • Katie Halliday |
| 175 | 13355 | Chelsie Hendrickson |
| 177 | 13356 | Tina Casement |
| 179 | 13358 | Narelle Pierce |
| 181 | 13360 | Rebecca Hale |
| 183 | 13361 | Takapuna Grammar School Rowing Club • Epernay Norman |

| | | |
|-----|-------|---|
| 188 | 13362 | Ryan Craig |
| 192 | 13363 | Nathan Hale |
| 194 | 13364 | Jared Timothy Letica |
| 198 | 13365 | Reece Watson |
| 200 | 13366 | Kelly Fry |
| 211 | 13367 | David Gilbert |
| 213 | 13369 | Sienna Norman |
| 216 | 13371 | Emma Carson |
| 218 | 13372 | Leo Shen |
| 220 | 13373 | Louis Barningham |
| 222 | 13374 | Emma Hay |
| 224 | 13375 | Jamie Everett |
| 226 | 13376 | Kevin Haskell |
| 228 | 13377 | Sahebzada Haider Khan |
| 232 | 13378 | Yachting New Zealand • Hayden Whitburn |
| 234 | 13379 | Peter Miles |
| 237 | 13380 | Simone Nicholas |
| 239 | 13381 | Andrew Te Hapara Baker |
| 243 | 13382 | Deborah Ross |
| 245 | 13383 | Neil Halliday |
| 247 | 13384 | Brendan Hopwood |
| 249 | 13385 | Daniel Thomas |
| 260 | 13386 | David Cunningham |
| 262 | 13387 | Joseph Silk |
| 264 | 13388 | Nina Thomas |
| 266 | 13389 | Danielle Watkins |
| 268 | 13390 | Maxine L Northam |
| 270 | 13391 | Sharon Norman |
| 275 | 13392 | Takapuna Grammar School Rowing Club • Colleen Tonei |
| 277 | 13393 | Allan Stuart Wetherall |
| 279 | 13394 | Dianne Hale |
| 281 | 13395 | Takapuna Grammar School Rowing Club • Ke'ala Campton Baker |
| 292 | 13396 | Deborah Lowther |
| 294 | 13397 | Francisca Martínez Merino |
| 296 | 13398 | Alastair Ness |
| 307 | 13399 | Dianne |
| 309 | 13400 | Allison Ness |
| 320 | 13401 | Michelle van der Veer |
| 322 | 13402 | Chris St Cartmail |
| 324 | 13403 | Michael Bull |
| 327 | 13404 | Devonport Peninsula Trust • Iain Rea |
| 331 | 13406 | Ruth Blackman |
| 333 | 13407 | Victoria Stephens |
| 335 | 13408 | Patrick McKendry |
| 339 | 13409 | William John Handey |
| 341 | 13410 | Hume Architects Ltd • Chris Hume |
| 349 | 13411 | Chris Matthew Barningham |
| 351 | 13412 | Richard Perry |
| 353 | 13413 | Joanna Maskell |

| | | |
|-----------|-------|---|
| 355 | 13414 | Catherine Alexander |
| 360 | 13415 | Sally McDonald |
| 364 | 13416 | David Boersen |
| 366 | 13417 | Andrew McDonald |
| 370 | 13418 | Ruth Blackman |
| 373 | 13419 | Christopher Lowther |
| 375 | 13420 | Lucy McDonald |
| 379 | 13421 | Daniel McDonald |
| 383 | 13422 | William Scott Macky |
| 386 | 13423 | Mathew Dunne |
| 388 | 13424 | Dennis Hale |
| 390 & 625 | 13425 | Gregory J Thwaite (page 625 with missing attachment) |
| 392 | 13426 | David Brookbanks |
| 394 | 13427 | James Dryden |
| 396 | 13428 | Takapuna Grammar School • Mary Nixon |
| 399 | 13429 | Michael James Dobbyn |
| 401 | 13430 | Joanne Zhang |
| 403 | 13431 | Hannah Jemmett |
| 405 | 13432 | Mike Porteous |
| 407 | 13433 | Save Our Shore Public Space • Grant Gillon |
| 410 | 13434 | Hugh Lowther |
| 412 | 13435 | David Jordan |
| 414 | 13436 | Helen Wright |
| 416 | 13437 | Robert Hutton |
| 418 | 13438 | Auckland Rowing Association • Sean Durkin |
| 422 | 13439 | Bayswater Marina Berth-holders Association • Matt Tuck |
| 424 | 13441 | Sally Garrett |
| 428 | 13445 | MA Kwok and BC Parkinson |
| 434 | 13446 | Tina Kearns |
| 438 | 13447 | Ian McKinney |
| 440 | 13448 | Marion Hutton |
| 442 | 13449 | Kramer Pierce |
| 444 | 13450 | Paula Halliday |
| 455 | 13451 | Steve Price |
| 457 | 13452 | Rowing New Zealand • Geoffrey Neil Barry |
| 459 | 13453 | Bayswater Community Committee • Gay Richards |
| 471 | 13454 | Jodi Letica |
| 475 | 13455 | Tahlia Bull |
| 480 | 13456 | Cheryl Price |
| 482 | 13457 | Takapuna Grammar School Rowing Club • Lachie Anderson |
| 487 | 13458 | Takapuna Grammar School Rowing Club • Declan Moore |
| 492 | 13459 | Holly Shipkov |
| 496 | 13460 | Lyall McMillan |
| 498 | 13462 | Fiona Sherwood |
| 500 | 13463 | Chris Muddiman |

| | | |
|-----|-------|--|
| 502 | 13464 | Christine Frances Hansen |
| 505 | 13465 | Patricia Rajalingam |
| 509 | 13466 | Tanya Carey |
| 511 | 13467 | David Thomas Mills |
| 513 | 13468 | Joanna Gilbert |
| 525 | 13469 | Susan Mary Stewart |
| 527 | 13470 | Karen Byrne |
| 529 | 13471 | Deane Raymond Gates |
| 531 | 13472 | Vanessa Boow |
| 533 | 13473 | Jon Reed |
| 535 | 13474 | Denise Jamieson |
| 537 | 13475 | Jonathan Casement |
| 539 | 13477 | Julian Boow |
| 541 | 13478 | Christopher Meale |
| 543 | 13479 | Rui Ganho |
| 545 | 13481 | Nelson Watson |
| 547 | 13482 | Jenny Barker |
| 550 | 13483 | Killick Family |
| 552 | 13484 | Travis Barker |
| 555 | 13485 | Logan Burson |
| 557 | 13486 | James Sandall |
| 559 | 13487 | Mark Davies |
| 561 | 13488 | Grant David Daniel |
| 567 | 13489 | John Duncan |
| 569 | 13490 | Georgina Greville and Christopher Mullane |
| 571 | 13491 | Michael Greig |
| 573 | 12508 | Debra Dowd |
| 575 | 12563 | Neil Rhodes |
| 577 | 12507 | Andrew Mackenzie |
| 579 | 12509 | Michael Foote |
| 581 | 12535 | Katherine Burson |
| 583 | 12536 | Rosemary Jocelyn Cranswick |
| 585 | 12537 | Eva Keim |
| 587 | 12538 | Clare Linzey |
| 589 | 12539 | Rachael Carson-Graham |
| 591 | 12540 | Brian Dewar |
| 593 | 12541 | Blair Thorpe |
| 595 | 12542 | LV Trust Holdings Ltd / KP Trust Holdings Ltd / The Lakeview Trust |
| 597 | 12543 | Sarah Allen |
| 599 | 12544 | Helena James |
| 601 | 12545 | Alana Liddle |
| 603 | 12546 | Robin Findlay |
| 605 | 12547 | John van Rensburg |
| 607 | 12548 | Lynette Brokenshire |
| 609 | 12549 | Kahl Schierlibg |
| 611 | 12550 | Sally Sprosen |
| 613 | 12551 | Karyn Spinetto |
| 615 | 12552 | Nicola Davis |
| 617 | 12553 | Corinne Lee |
| 619 | 12554 | Sonia Dupuch |
| 621 | 12555 | Thor Besier |
| 623 | 12556 | Darnelle Louie |

| Volume 4 | | |
|----------|-------|--|
| 17 | EP001 | Wayne Pound |
| 19 | EP002 | Pat O'Hagan |
| 21 | EP003 | Diane Hurford |
| 25 | EP004 | Deanna C M Barton |
| 31 | EP005 | Graham Paw Barton |
| 35 | EP006 | Warwick Darroch Andrew |
| 37 | EP007 | Noel Johnson |
| 38 | EP008 | Mark Johnson |
| 39 | EP009 | Darryl Wannell |
| 40 | EP010 | Paul & Shona Barton |
| 44 | EP011 | Moira Hobbs |
| 46 | EP012 | Jeff Holland |
| 48 | EP013 | Patricia Jane Phillips |
| 50 | EP014 | Kathy Blackbourn |
| 52 | EP015 | Glenyss Norma Hamlin |
| 55 | EP016 | Dr Sue Loughlin & Mr Rowar Ganmer |
| 57 | EP017 | Jennifer Jean Starck |
| 59 | EP018 | Brian Lawry & Deborah Timmins |
| 61 | EP019 | Kevin Matthews |
| 63 | EP020 | Chris Gardner |
| 64 | EP021 | Claudia Rodrigues |
| 66 | EP022 | Kyung Mi Ha |
| 68 | EP023 | Tina White |
| 69 | EP024 | Maria Katherine King |
| 72 | EP025 | Graeme Neville King |
| 75 | EP026 | Chris Fraser |
| 79 | EP027 | Emre Bayrak |
| 84 | EP028 | Tom Schnackenberg |
| 91 | EP029 | Bayswater Marinas Users Community <ul style="list-style-type: none"> • Brendon Hosken |
| 212 | EP030 | Rachel Downie |
| 216 | EP031 | Grant Lindsay |
| 220 | EP032 | Auckland Marina Users Association <ul style="list-style-type: none"> • Richard and Alecia Steel |
| 224 | EP033 | Brian Schlaadt |
| 229 | EP034 | Michael Keyse |
| 233 | EP035 | Janet Turner |
| 237 | EP036 | Jeremy & Cindy Hubbard |
| 242 | EP037 | Jan Beydals |
| 246 | EP038 | Blair Cliffe |
| 250 | EP039 | Emma Atkinson-Willes |
| 254 | EP040 | Margaret Alison Craig |
| 258 | EP041 | Wendy Bailey |
| 260 | EP042 | Paul Glass |
| 266 | EP043 | West Harbour Residents and Ratepayers Association <ul style="list-style-type: none"> • June Kearney |
| 272 | EP044 | Rod Slater |
| 277 | EP045 | Kevin Johnson |
| 282 | EP046 | Peter Wade Freeman |
| 286 | EP047 | June Lorraine Hall |
| 291 | EP048 | Trevor Ronald Whelan |
| 296 | EP049 | Catherine Mary Luck |
| 300 | EP050 | Peter James Grumley |

| | | |
|-----|--------|---|
| 304 | EP051 | John Bamford |
| 309 | EP052 | David Mortimore |
| 312 | EP053 | Christopher Paul McDowell-Hook |
| 317 | EP054 | Cameron Hart |
| 323 | EP055 | Alex Witten-Hannah |
| 329 | EP056 | Greg Beaton |
| 334 | EP057 | Bruce Curson |
| 339 | EP058 | Mark Sigglekow |
| 342 | EP059 | Nigel Ollett |
| 346 | EP060 | Keith Houston |
| 360 | EP061 | Donald Webster |
| 364 | EP062 | Doug Northey |
| 368 | EP063 | Brian Stafford-Bush |
| 377 | EP064 | Rex M Lyndon |
| 381 | EP065 | Vivienne Steele |
| 386 | EP066 | Trevor Allan Williams |
| 390 | EP067 | John Wardle |
| 396 | EP068 | Rob Fergusson |
| 401 | EP069 | Bayswater Marina Berth Holders Association • Louise Ford |
| 411 | EP070 | Graham Pettersen |
| 416 | EP071 | John Duder |
| 418 | EP072 | John Mann |
| 422 | EP073 | John Horwood |
| 426 | EP074 | Cherie & Malcolm Lane |
| 435 | EP075 | Royal Forest and Bird Protection Society • Lissy Fehnker-Heather |
| 438 | EP076 | Ross Youngman |
| 442 | EP077 | Paul and Melissa Allan |
| 445 | EP078 | Kaaren Rosser and Ian Jones |
| 449 | EP079 | Claes Gibel |
| 454 | EP080 | Michael Hall |
| 459 | EP081 | Mike Cohen |
| 474 | EP082 | Terry Harrison |
| 479 | EPL001 | Peter Nicholas |
| 483 | EPL002 | Regan John Cooper |
| 489 | EPL003 | Stephen Hughes |
| 493 | EPL004 | Christine Young |
| 497 | EPL005 | Joseph McCallum |

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Sunday, November 14, 2021 10:00:08 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:12903] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Kate Ellingham

Organisation name:

Contact phone number: 021838466

Email address: kate_ellingham@hotmail.com

Postal address:

3/4b Hart Road, Hauraki
Auckland
Auckland 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

I strongly oppose the Bayswater Marina Holdings Limited application to turn a marine recreational area into a residential precinct.

Specifically I oppose the reduction of practical marine facilities including the berth holder car parks, the boat ramp preparation area (grass for rigging windsurfers and flat land for preparing power boats), and usable trailer parks, and boat storage facilities.

I also oppose the residential buildings wind shadow impact on the surrounding bays which are enjoyed by various wind powered craft.

I also oppose the reduced access to marine facilities and public transport during the proposed build.

What are the reasons for your submission?

I am a keen yachts women, yachting coach (I can back a trailer well but im not sure how id go backing into one of the proposed parallel parks), kitesurfer, and windsurfer. I have used this area extensively for 15 years and am horrified by this application to destroy this marine park. I am concerned this residential development is both reducing the current marine facilities and annihilating future marine facilities that will be required as our city densifies and transport changes. These plans also limit access to Ngataringa by wind craft as they will have walk down a road with sails to access the ramp (this is just dangerous).

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

Not approve this application. Start again with providing marine access and marine facilities as the unitary plan originally intended. There is plenty of land for housing, there is only this land for generations of marine enjoyment.

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:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Sunday, November 14, 2021 9:00:42 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:12933] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Lisa Clements

Organisation name:

Contact phone number: 021472202

Email address: lisa.clements@outlook.co.nz

Postal address:

56 Bayswater Ave
Bayswater
Auckland 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

Ability to build 94 terraced houses and 27 apartments in Marina area

What are the reasons for your submission?

(1) Infrastructure in Bayswater inadequate for scale of development - frequent sewage problems in area with drains blocked and manholes blowing off in rainy weather (2) traffic congestion Bayswater Ave/Lake Road already beyond capacity (see attached from 30 March showing half kilometre traffic tailback from Lake Road in rainy weather (3) Schools in area are already overstretched - students at TGS have no lockers, BPS had to dig up sports fields to provide additional classrooms (4) Bayswater ferry service will be unsustainable with users unable to park cars, putting FURTHER pressure on feeder roads (5) compromised use for residents and boaties of marina zoned lands that is currently frequently used for: coastal walks, cycling, fishing, boating. The proposal shows drastically reduced public

open space. What is currently public use land for many recreation purposes would become a private stronghold. (6) No evidence has been shown of the safety of low-lying land for such a large-scale development (or indeed any residential development) in conditions where global warming has been scientifically proven to show increased sea levels in years to come. The carpark platform is not far above high water spring tide level. There have been many times when water has washed over the periphery of the marina including the pavement leading to the ferry, and the disastrous collapse of the Surfside development in Florida is an example of what can occur when building structures are low lying and subject to water damage. Tsunami are also a genuine threat in the Auckland area.

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

Greatly reduce scale of development to allow for car parking and ferry use, and to allow greater access and open space for boat and recreational use by existing Bayswater residents. Reduction of scale of development also puts less pressure on infrastructure eg schooling, stormwater, traffic. Reduction of the footprint of the development would also pose less risk of flooding etc under global warming.

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: No

Supporting information:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Sunday, November 14, 2021 9:45:37 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:12938] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Kylie Munday

Organisation name:

Contact phone number: 02102548674

Email address: munday.kylie@yahoo.com

Postal address:

36 Old Lake Road
Narrow Neck
Auckland 0624

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

All of it

What are the reasons for your submission?

Particularly no certainty over public transport

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

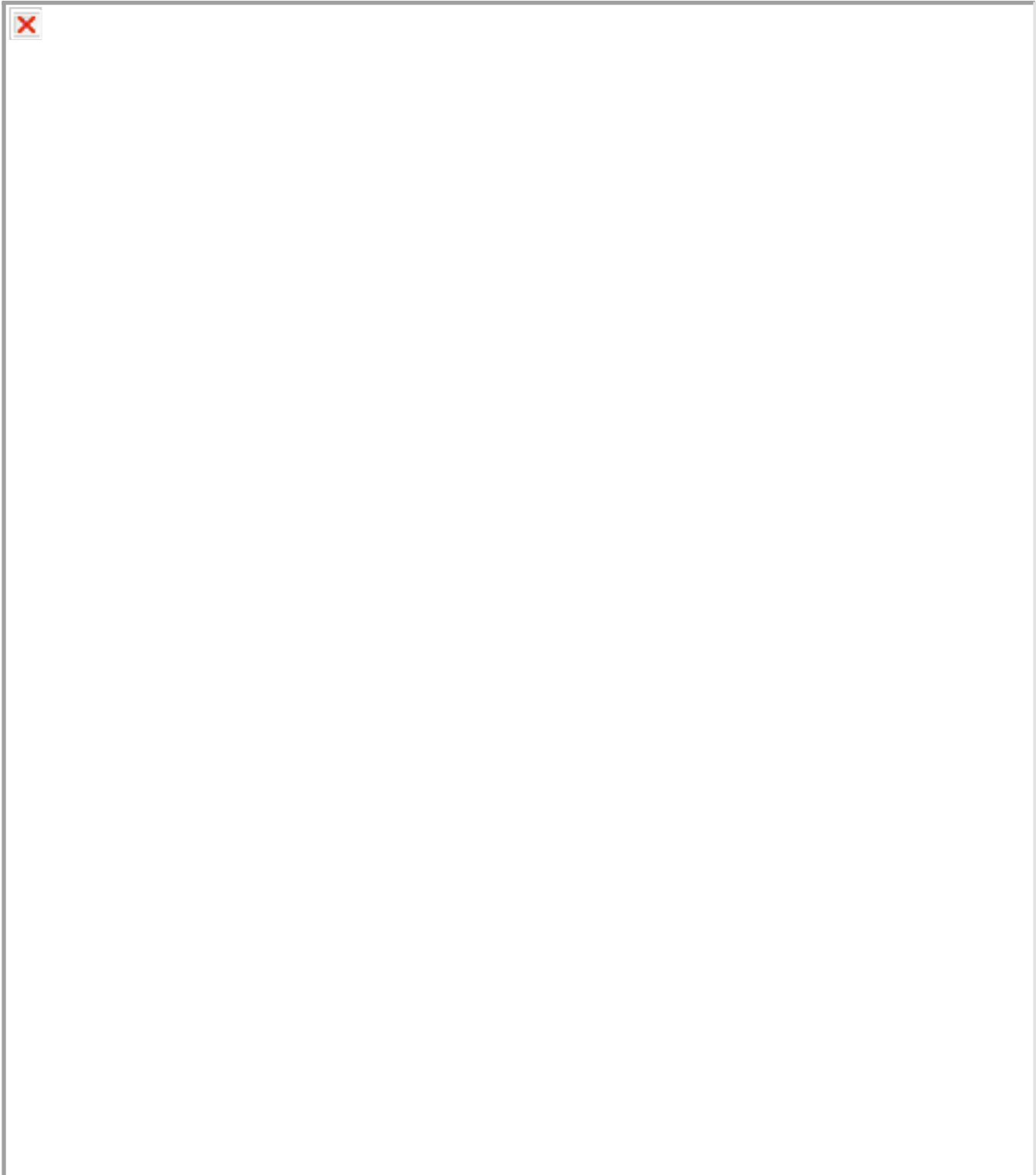
Amend the proposed development to ensure upgrade of all public facilities, including the ferry terminal

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? No

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

Supporting information:

A large empty rectangular box with a thin grey border. In the top-left corner, there is a small red 'X' icon inside a square, which typically indicates a missing or broken image in a document.

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Sunday, November 14, 2021 10:00:37 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:12943] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Andree Anderson

Organisation name:

Contact phone number: 021833085

Email address: bigboatattitude@gmail.com

Postal address:

21 Sir Peter Blake Parade
Auckland
Auckland 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

I oppose the application by Bayswater Marina Holdings Limited to construct 121 dwellings and associated unit title subdivision, roads, infrastructure, coastal structures and earthworks, in particular:

- The construction and occupation of 121 dwellings in sub-precinct B, the Marina Zone and the coastal erosions hazards area.
- The unit title subdivision in the Marina Zone and coastal storm inundation area.
- Construction of gabion retaining walls in the coastal marina area to address coastal inundation risk to the residential activity.
- Construction of dwellings, car parks and road in the proposed 15m esplanade strip.
- Restrictions and safety issues associated with the width, public use and public ownership of the esplanade reserve or strip.
- Removal of angle parking facilities and preparation area for the public boat ramp, and proposed 20 parking

parks for cars and boat trailers for users of the boat ramp.

- Removal of boating facilities associated with the marina, including boat storage, servicing and marine retail activities.
- Earthworks to form the building platforms and infrastructure, and the removal of 70 mature Pohutakawa trees to clear the site for development.
- Construction traffic and construction effects associated with earthworks, piling and construction of 3 apartment blocks and 94 Terrace Houses.
- Access to the ferry, and parking at the Marina and park n ride during the construction period.
- Structures in, and discharges to, the coastal marine area

What are the reasons for your submission?

I live on my boat at 21 Sir Peter Blake Parade, and the construction on such a scale will impact my life significantly. The primary purpose of the Bayswater Marina Precinct is to provide for marina, ferry terminal and marine-related activities, having residential dwellings will change this, residential body-corporate will have control over all car parks etc and will not necessarily have an understanding on how life in the marina works. For example the marina is a naturally noisy place with wind blowing through rigging, residents could complain and have restraints on how the marina will operate.

Car parks are important to boat owners and liveaboards for stowing their boats. With over half the car parks gone for the number of marina's there is no practicality of where people can park to bring groceries or stow luggage for holidays.

20 Car and boat parking spaces is less than 5m in length is impractical as many boats are larger, and would make the use of the boat ramp difficult. Again trying to change what the primary purpose of the Marina Precinct is for.

The scale of the development is enormous for an area that is not fit for purpose. The discharge stormwater runoff into coastal waters would be massive, and should be unthinkable in these days when we are trying to clean up our harbour.

The removal of marina related activities would also affect boat owners and marina users as they service many of the vessels that are on the marina. Outside contractors would become even more expensive because of the time it would take to travel here. Also taking away the primary purpose of the Marina.

Only 30 Pohutukawa trees to be transplanted on the site is too low, all the trees should be retained. This area is well used by the Bayswater community with people walking, and enjoying the area.

The width of the esplanade could be a safety issue and there should be no loss of public land to this development.

I am concerned about construction damage caused to private vessels in the marina in the form of dust, and larger particles that are naturally around construction areas, this can damage paint work, decks and hardware of vessels.

The increase in construction traffic and then residential traffic down Lake Road which is already badly under resourced. During construction the disruption of the ferry to the city with an already overloaded road system will make commuting extremely difficult.

We have one of the highest boat ownership per capita in the world. We are known as the City of Sails and our harbour is one of the most beautiful in the world. Why is it being made more and more difficult for the boating community to be able to pursue the things that they enjoy with major residential applications such as this? There are very few all tide boat ramps on the North Shore with Westhaven becoming more and more congested why are there considerations to take other facilities away? I appreciate that there is a shortage of houses and we do need to building more, there are a number of areas around the Bayswater/Belmont area that have been cleared for development, however this development will not be for first home buyers this will be for the high end market. This development will not benefit the Bayswater and Marina community I am sure.

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

I would like the council to make the decision to decline the whole application to construct 121 dwellings and associated unit title subdivision, roads, infrastructure, coastal structures and earthwork.

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:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Sunday, November 14, 2021 10:00:44 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:12949] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Marc Grise

Organisation name:

Contact phone number: 021456300

Email address: marc@oceanoffshore.co.nz

Postal address:

109 Norwood Road
Bayswater
Auckland 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

I oppose the application for the following reasons:

1. Scale and Scope of the proposed development: The scale and scope of the proposed residential development does not meet the requirements of the primary purpose of the land use as stated in the AUP.
2. Ferry Terminal and Transportation Facilities: The proposed development should not be given resource consent for residential housing at the marina until AT has developed an appropriate ferry and public transport terminal built at the proposed location on AT's land to provide for long term and effective transportation infrastructure.
3. Bayswater Marina Breakwater: Appropriate long term and effective breakwater replacement should be undertaken by the marina prior to resource consent being granted which will be suitable for the protection of the marina and act as

suitable public access for the entire length of the breakwater as it is being proposed in the consent application. The outer part of the breakwater walkway, approximately 400m, has been barriered off from public access for over 3 years now, due to it's poor and dangerous condition and constant state of temporary repair.

4. Marine Related Businesses: The application does not cater for the provisions of the five current marine industry related businesses which currently operate at the marina and is a requirement in the Precinct provisions of the AUP.

5. Existing Boat Ramp and Boat Trailer Parking Facilities: The proposed plans show that boat trailer parking and boat ramp access is unrealistic and impractical. There are major safety concerns regarding the location of roadways, bus stops, pedestrian access and no provision for trailer boat launch and recovery preparations.

6. Bayswater Marina Maintenance Workshop and Storage Facilities: There is no area set aside in the development proposal for any marina maintenance workshop or storage area as currently being used by the marina maintenance crew, which is critical to maintaining a functional marina.

7. Berth Holders Parking and Associated Berth Access Areas: As per the lease agreement between the Trustee and Berth Holders, the proposed parking arrangements does not appear to fulfill the requirements of this agreement. There are concerns in the proposal due to lack of adequate details regarding security, loading zones, contractor parking, rubbish and recycle collection areas, bike parking and marina berth access.

8. Esplanade Reserve or Strip: Provisions of the Coastal and Marina Area Act and s230 of the RMA require the subdivision to provide an esplanade reserve of 20m.

The proposal provides for a 15m esplanade strip of which the majority is being used as car parking.

Concerns regarding esplanade reserve vs esplanade strip also changes ownership from public to private land.

9. Transportation Assessment: The effects on the road network in the area as outlined in the transportation assessment has been prepared using outdated data and incorrect information, which in turn concludes misleading results.

10. Individual Sites for Terraced Housing: Concerns are raised with the development proposal regarding the structure for selling and developing individual sites including time frames for individual construction and time frames for sale and completion of the entire development.

11. Lapse Period for Consent: Consent lapse period should not be extended from 5 years to 10 years.

12. Marina Users and Liveaboard Users Facilities: Marina users and liveaboards (approximately 80 people who permanently live aboard their boats at the marina), will have compromised toilet and laundry facilities for the entire time of the construction phase. Proposed facilities during construction will be relocated approximately 400m walk from F, G & H piers.

13. Land Ownership from Private to Public Ownership: As per the case in Auckland with Ihumatao land purchased back by Auckland Council, there is a similar case for this land to be purchased back by the NZ Government or Auckland Council and put the land back into public ownership.

14. Open Spaces: It is not clear in the proposal how the claimed 7515m² of public open spaces has been determined and allocated. The proposed plans appear to show only two small areas of park like grounds to "enable opportunities for recreation".

Details and evidence to the reasons above will be given at the hearing to support my submission.

What are the reasons for your submission?

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

I would like to see this application declined.

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:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Sunday, November 14, 2021 10:15:23 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:12951] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Grant Richard Beck

Organisation name: N/A

Contact phone number: 021822682

Email address: gbeck@xtra.co.nz

Postal address:

112 Vauxhall Road
Auckland
Auckland 0624

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

possible consent to build houses on the land and adjoining marine facilitates at bays water marina

What are the reasons for your submission?

Grave concern over the potential loss of the boat ramp, ferry terminal, public parking for trailer boats, public access to the water and the wharf.

Facilitates offering public access to the water and for the launching of boats in Auckland are few and far between. The loss of this facility would have a serious impact on the ability of Aucklanders to enjoy the harbor.

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

For the council to not allow consent in any form that would degrade the iuse of the water side facilities at Bays water

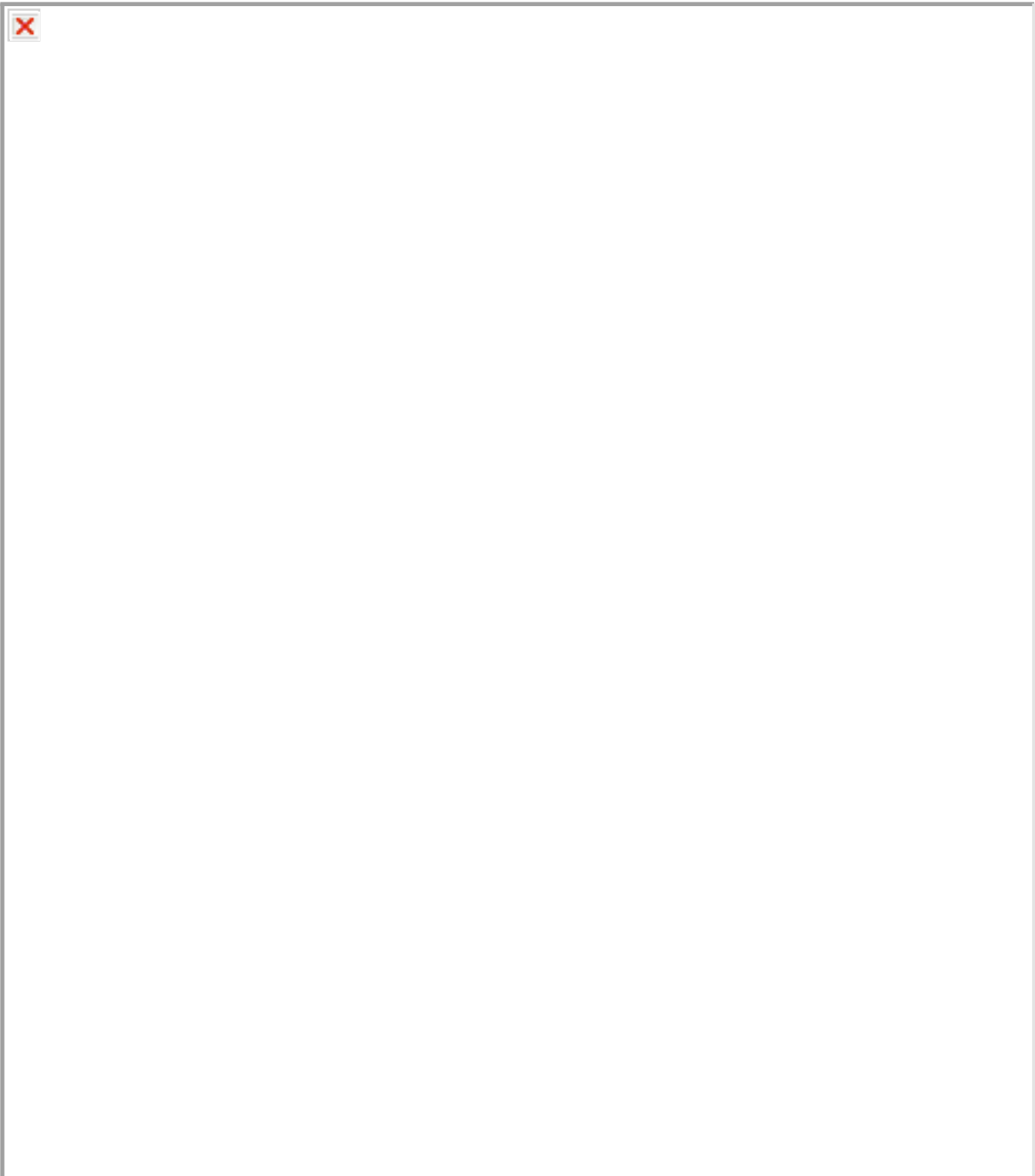
marina.

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:



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Sunday, November 14, 2021 10:30:39 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:12952] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Jill Potter

Organisation name: Jill Potter

Contact phone number: +6421529699

Email address: jbjp@xtra.co.nz

Postal address:

3/15 Hanlon Cr
Auckland
Auckland 0624

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

All of it

What are the reasons for your submission?

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

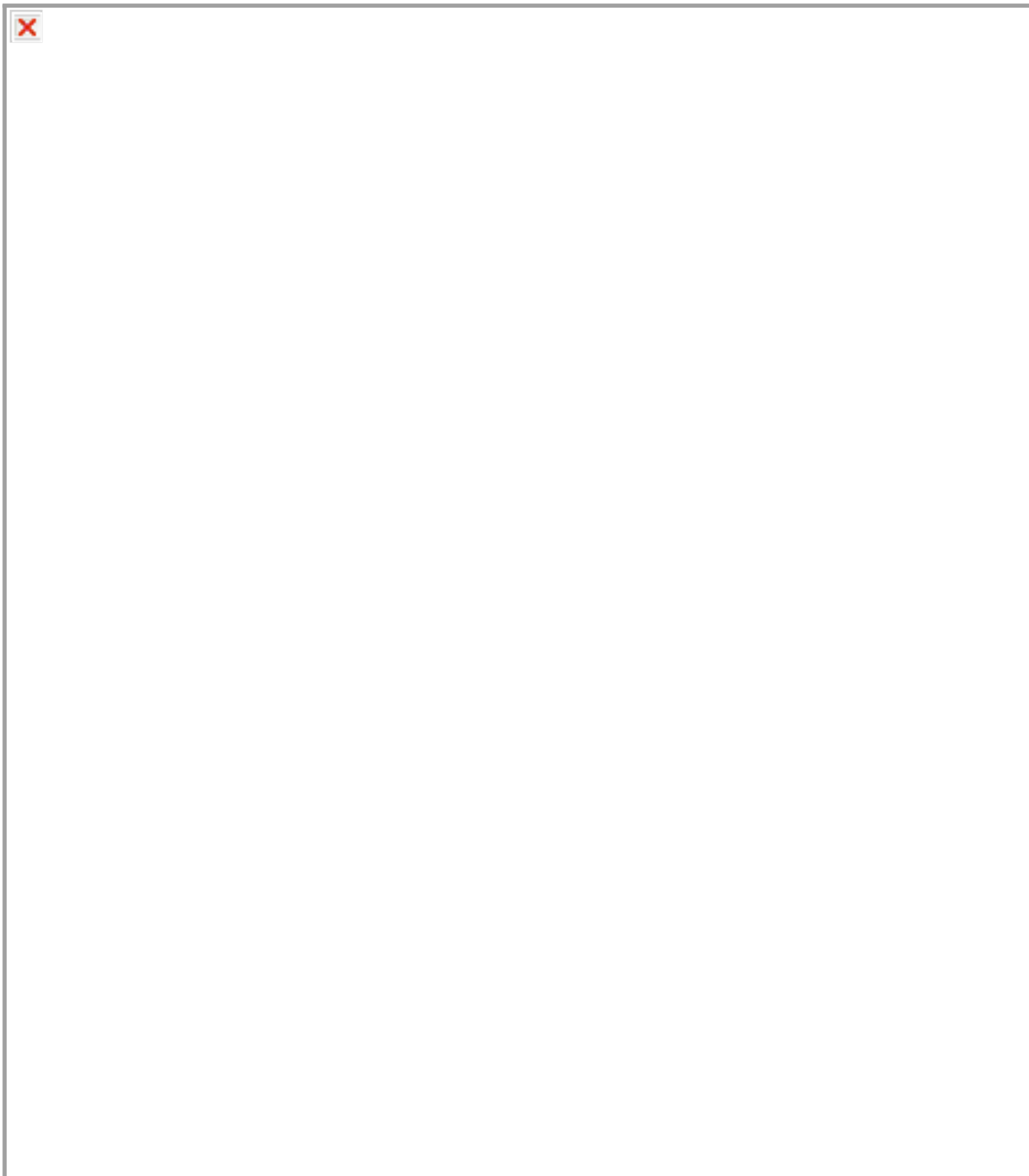
Increase public transport as the Bayswater Marina Ferry Service is totally under used.
Most cities in the world that are on the water have fantastic regular ferry services from all suburbs of the city.
Build nothing at all except extra car spaces and more green space.

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? No

If other people make a similar submission I will consider making a joint case with them at the hearing: No

Supporting information:



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Sunday, November 14, 2021 10:45:46 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:12956] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Elsa Arellano

Organisation name:

Contact phone number: 02

Email address: elsa720@yahoo.com

Postal address:

73 Roberts Ave
Bayswater
Auckland 0620

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

- Overall traffic impact on the area.
- Construction of dwellings, car parks and road in the proposed 15m esplanade strip.
- Open space areas that will not cater to local residents plus new residents.
- Removal of angle parking facilities and preparation area for the public boat ramp, and proposed 20 parallel parks for cars and boat trailers for users of the boat ramp activities.
- Earthworks to form the building platforms and infrastructure, and the removal of 70 mature Pohutakawa trees to clear the site for development.

- Construction traffic and construction effects associated with earthworks, piling and construction of 3 apartment blocks and 94 Terrace Houses.

- Access to the ferry, and parking at the Marina and park n ride during the construction period.

What are the reasons for your submission?

As a local resident, we love visiting the Marina often. My partner sometimes uses the boat ramp, and almost every week we walk around the Marina. Additionally, I take the ferry a couple of times a week.

We appreciate the facilities around the Marina, including the generously sized angle parks near the ramp. Also, the beautiful environment with great views to the harbour and the city. My understanding is that this will change dramatically with the new developments, especially the ones closer to the ferry that will block the views. We often use the green area closer to the ferry for picnics, and the new proposed area is too small to share with locals plus the new residents.

Scale and form of development

The scale of the residential development seems to be incompatible with the primary purpose of the Bayswater Marina Precinct as a community and marina orientated space. The proposal results in the Precinct having a primarily residential focus, with all of the primary activities – recreation, public open spaces, access to and along the coastal marine area, public transport, boating, maritime activities and maritime facilities – displaced to the edges of the main reclamation or removed entirely. The proposal is fundamentally not achieving the objectives for the Precinct, and is contrary to the sustainable management purpose of the Act.

Bayswater Marina is an important community asset, enjoyed by a wide range of Aucklanders. It is the only large boat marina on the North Shore, and one of six public boat ramps with trailer parking, and one of two ferry terminals servicing the Devonport-Belmont-Bayswater suburbs.

The Marina Precinct, and the facilities it provides, is a scarce resource in a growing region. The proposed development is an inappropriate use of this scarce resource.

Car and boat trailer parking seems problematic. Having read the comments from the Council and transport specialist, this issue has been raised with the applicant and should be addressed before construction.

Construction of dwellings, car parks and road in the proposed 15m esplanade strip

The proposal for parking and roads in the esplanade strip will severely compromise the amenity of this public space, the safety of people using the space (families with children, people walking dogs etc) and the community's ability access to the coastal marine area. The proposed 3m wide boardwalk is an inadequate substitute for the required 20m esplanade reserve. The compromised esplanade strip does not achieve the purposes of s229 of the Act of enabling public access and public recreation. The applicant has not sought consent to waive the requirement for a 20m esplanade reserve, and there is no assessment of the restrictions on the width, use and ownership of the proposed 15m esplanade strip. The construction of dwellings, car parks and roads in the esplanade reserve will privatise these spaces, and preclude public access to and along the coastal edge.

Public transport planning and traffic impact

The failure to undertake a comprehensive plan for the Precinct to ensure provision of public transport facilities for the ferry, and bus, including park and ride and cycle parking.

The applicant just assumes that there will be an increase in ferry and bus times. This has not been agreed or prepared by AT. It will be problematic to add 300+ people to the area when there is no infrastructure in place to support their public travel. This is if we believe the argument that most people will use public transport (the applicant mentions this as a positive aspect of the project). The reality is that the area is already congested, traffic is getting worse and there is no plan to make changes to Lake Rd. The transport assessment seems naïve, using google map predictions. As residents of the area, we know that at peak times, Lake Rd does not move for long periods of time. New residents will need to drive and they will not rely on public transport as much as the applicants thinks. Adding 300+ residents to the area will have a high impact on traffic. It also needs to take into account the growing number of other developments in Bayswater and surrounding areas. We definitely need more housing, but done properly and in a manageable way. More needs to be assessed in this regard, the development should not be considered in isolation from other things happening around the area.

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

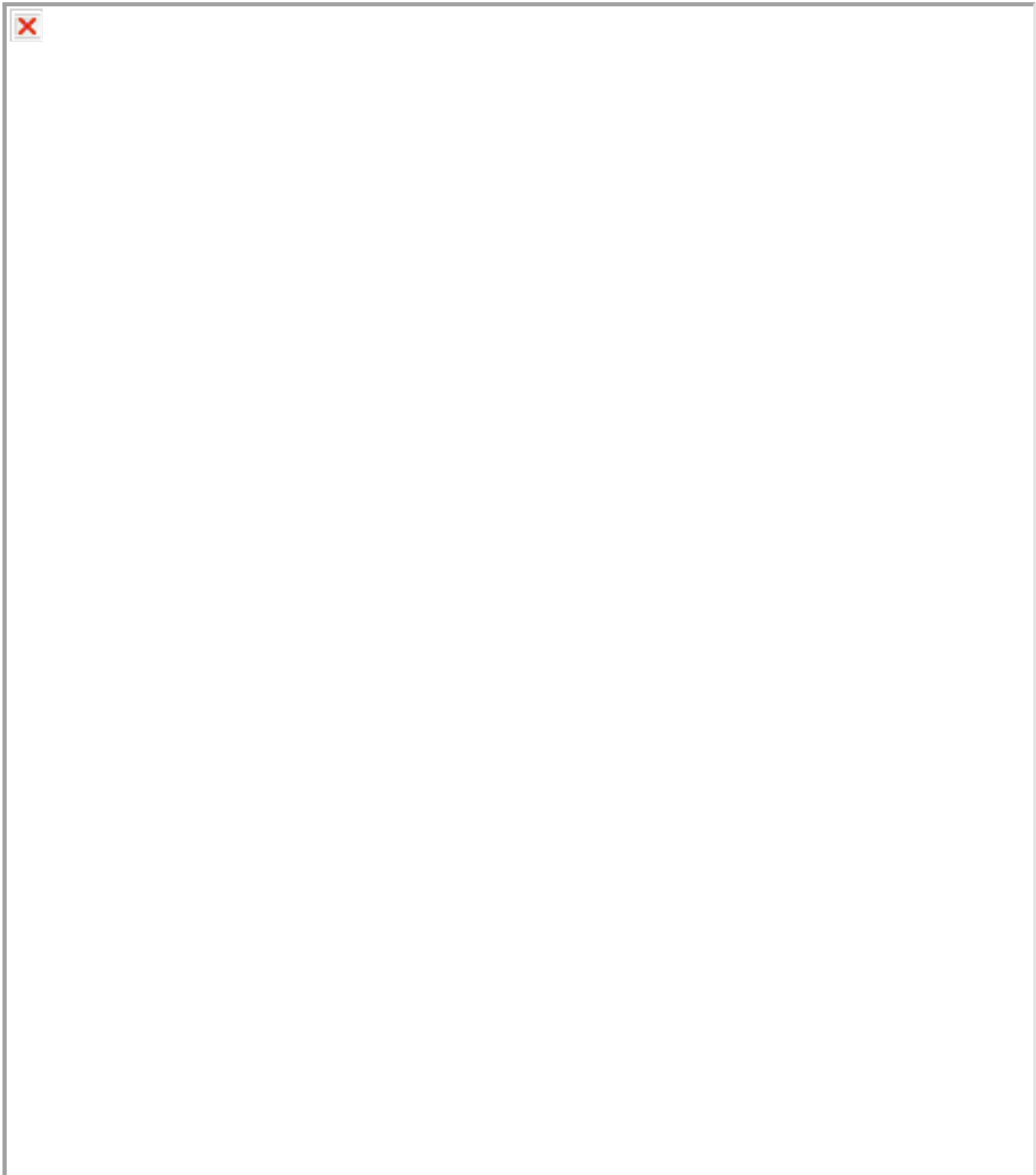
Decline the application where any development (whole or in part) does not meet the Auckland Unitary Plan Bayswater Maritime Precinct's primary purpose to provide a community and marina-orientated place focused on recreation, public open space, access to and along the coastal marine area, public transport, boating, maritime activities and 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? No

If other people make a similar submission I will consider making a joint case with them at the hearing: No

Supporting information:



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Monday, November 15, 2021 12:45:21 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:12971] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Wayne Mapp

Organisation name:

Contact phone number: 021799767

Email address: waynemapp@xtra.co.nz

Postal address:

63 Norwood Rd
Bayswater
Auckland 0622

Submission details

This submission: supports the application in whole or in part

Specify the aspects of the application you are submitting on:

The size of the development and the loss of public amenity.

What are the reasons for your submission?

I own a marina bert (D59) and am also a local resident and visit the Bayswater Point daily.

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

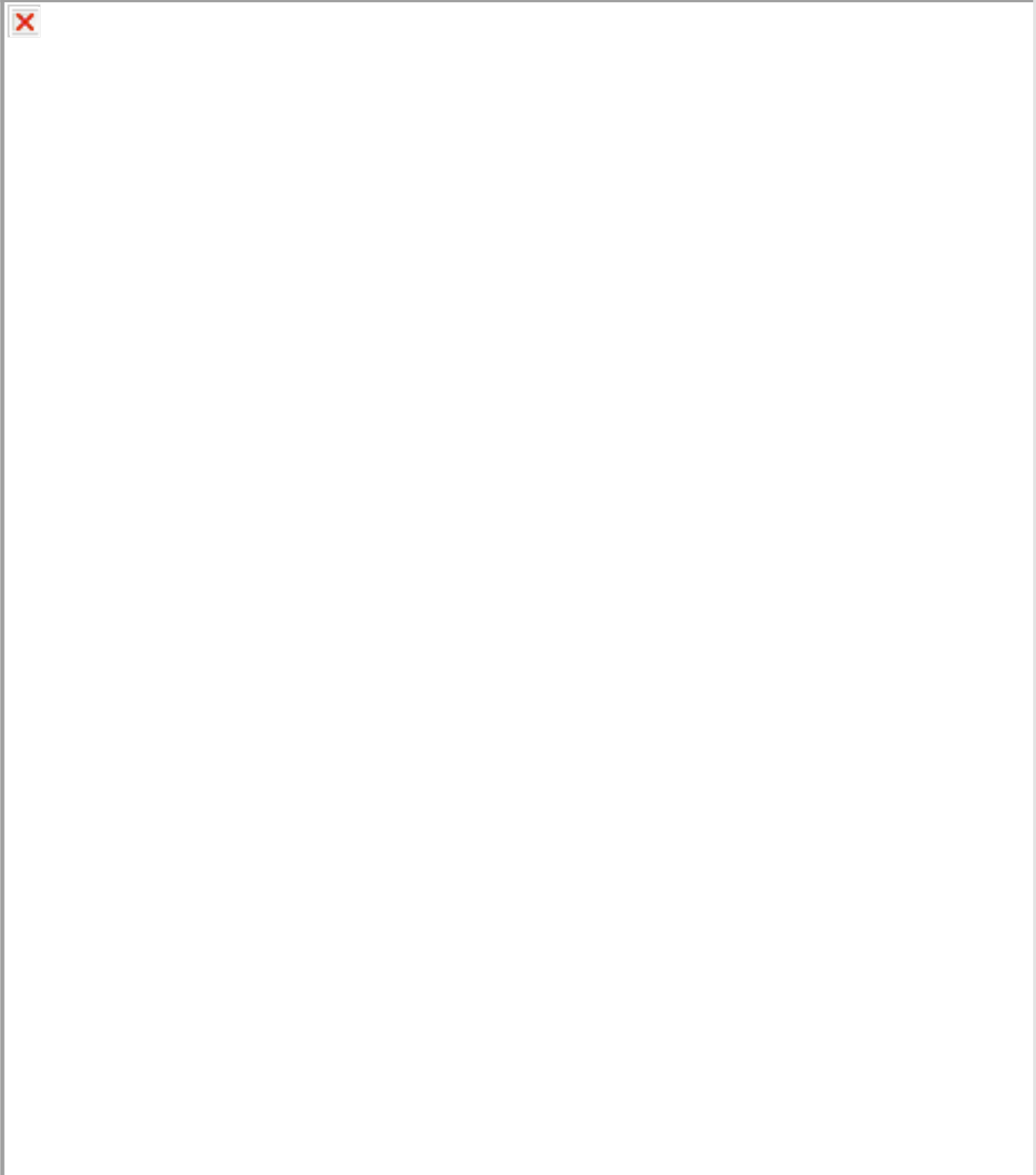
I would like the council to approve 40 residences, and as a consequence provide for better parking and more public space.

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: No

Supporting information:



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Monday, November 15, 2021 1:15:36 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:12975] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Len and Lorraine Brown

Organisation name:

Contact phone number: 021733930

Email address: 9trishb1@gmail.com

Postal address:

9 Hamana St
NarrowNeck
Auckland 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

- 1 Do not want marina zoned land turned into a residential suburb.
- 2 There is insufficient public open spaces & restricted access to coastal marine areas.
- 3 Removing boating facilities also boat storage & boat servicing not a good idea.
- 4 Compromised access to boat ramp and totally ridiculous boat trailer parking.
- 5 No to privatising the coastal esplanade with dwellings, carparks and private roads.

What are the reasons for your submission?

As a berth owner at Bayswater Marina we feel this plan leaves a lot to be desired. Very little thought has gone into how the boating fraternity will be able to use this marina safely over the long length of time this will take to complete. We get the feeling the owner would rather we all vanished from the marina and he could do as he wished.

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

There is way too many buildings and as a berth owner cannot see where we can park separate from the apartment owners and cafe patrons.

The parking is going to be a nightmare, this is a Marina first and foremost not a money making apartment complex.

The number of apartment should be reduced and more public green spaces.

Consider the trailer boaties who will never manage to parallel park their boat and trailers in the space provided. There is no turning bay for boats to be able to back down the ramp.

There is a lack of foresight with this plan which needs revising.

Not against some form of housing but a revision is needed.

Ferry terminal is a must.

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? No

If other people make a similar submission I will consider making a joint case with them at the hearing: No

Supporting information:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Monday, November 15, 2021 1:15:37 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:12976] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Jean Pacey

Organisation name:

Contact phone number: 0211805594

Email address: brypac@xtra.co.nz

Postal address:

35 Norwood rd, Bayswater
Auckland NZ
Auckland NZ 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

All new apartments of any description.

What are the reasons for your submission?

Increase in noise and traffic. Insufficient infrastructure to accommodate the increased vehicles leading to the development. Questionable suitability of the soil and geology for heavy buildings.

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

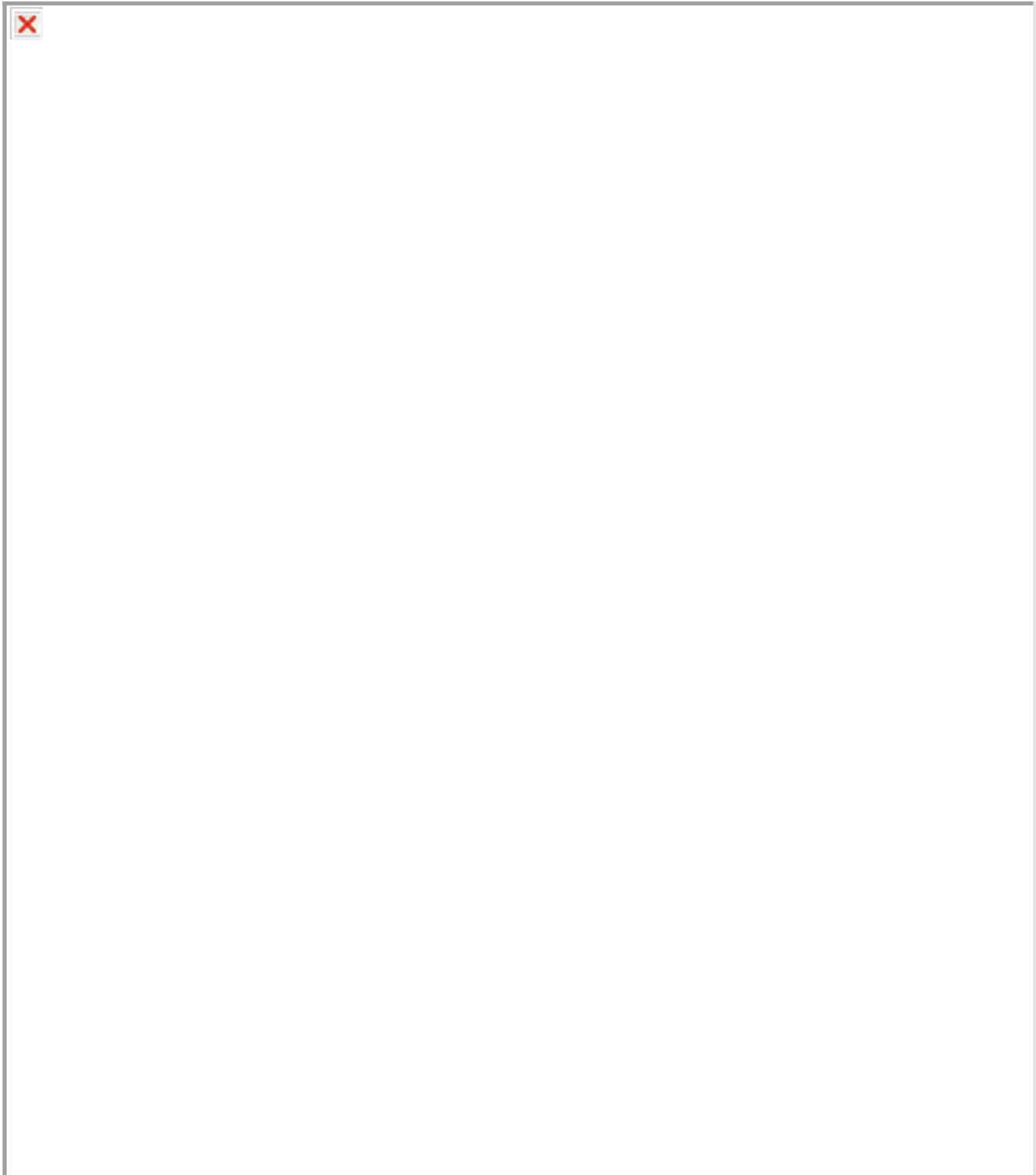
Scrap the development. Provide a better waiting room with a hand rail and one dairy store. More public outdoor seating. Save this little piece of paradise from noise and apartments.

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? No

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

Supporting information:



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Monday, November 15, 2021 2:45:38 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:12979] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Callum Ross

Organisation name:

Contact phone number: 021 552 414

Email address: callum.ross@ymail.com

Postal address:

9 Matai Road, Devonport
Auckland
Auckland 0624

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

I oppose the application by Bayswater Marina Holdings Limited to construct 121 dwellings and associated unit title subdivision, roads, infrastructure, coastal structures and earthworks, in particular:

- The construction and occupation of 121 dwellings in sub-precinct B, the Marina Zone and the coastal erosions hazards area.

- Removal of angle parking facilities and preparation area for the public boat ramp, and proposed 20 parallel parks for cars and boat trailers for users of the boat ramp.
- Removal of boating facilities associated with the marina, including boat storage, servicing and marine retail activities.

What are the reasons for your submission?

According to Auckland Unitary Plan (1504.1 and 1504.2) the primary purpose of Bayswater Marina Precinct is for marine-related activities, including associated parking.

The proposed housing development, and associated infrastructure, will mean that the primary purpose of Bayswater Marina will NOT be achieved for a number of reasons,

- The majority of trailer boat users will NOT be able to use Bayswater as the proposed car/trailer parking will be impossible to parallel park into, the car/trailer parks are not long enough and there are not enough car/trailer parks for a busy weekend.
- The loss of the land based boat storage park will cause street parking issues and congestion as the boats will be parked outside owners houses. In addition, the roads will see more traffic as the boats are transported to/from the boat ramp.
- The loss of the marine support services, particularly the engine and boat servicing, will come as a blow to the North Shore Community well as to the berth holders at Bayswater. Many of us use these facilities to service and maintain our boats – there are no other marine services like this on the peninsular.

Boat Ramp Car/Trailer Parking

It is hugely important to the community and to our social well-being that suitable car/trailer parking at Bayswater is provided so we can protect our Kiwi lifestyle by enjoying a day out on the wonderful Hauraki Gulf. This is only possible if we have the ability to park our car/trailer combinations

If we lose the ability to park our car/trailer combination at Bayswater there are no other boat ramp options for us on the peninsular - Takapuna boat ramp is always full and congested, Torpedo Bay is tidal (2 hours either side of high tide) nor can it accommodate larger boats and Narrowneck Beach has soft sand - I have been stuck in the sand at Narrowneck in the past.

I am objecting to the proposed boat ramp car/trailer parking for the following reasons,

- the car/trailer parks require parallel parking - parallel parking with a boat trailer is impossible. Parallel parking will cause massive road congestion whilst drivers have "several attempts" before finally having to resort to unhitching their trailers and manually pushing them into the park. I have been boating for over 20 years and do not know of any other boat ramp that requires parallel parking.
- the car/trailer parks are not long enough for the majority of boat owners who use Bayswater. The proposal has 17*12m parks, 2*13m parks, 1*8m park.

According to Rogers Boat Shop in Albany and Fish City in Albany the average trailer size sold on the North Shore is between 6.3-7.3m long. If you take the car size (including tow bar) of 5.2m as used in the proposal (Appendix 4 Vehicle Tracking Analysis Sheet 5 of 7) then this brings the car/trailer combination to 11.5-12.5m long.

These car/trailer combinations will NOT fit in a 12 or 13m car park, especially when being asked to parallel park.

- In Appendix 4 Vehicle Tracking Analysis Sheet 5 of 7 the length of the boat used in the tracking analysis is only 4.5m and is not representative of the average boat size of 5-6m sold on the North Shore as advised by Rogers Boat Shop and Fish City. As such, I'd suggest the tracking analysis for the car/trailer combination in the proposal is not valid and should be redone with a 5-6m boat size.
- 20 car/trailer parks is not enough to accommodate busy weekend usage – I went to Bayswater last weekend and counted 56 angled parks – on a busy weekend most of these parks are full.
- the proposed car/trailer parks are all over the housing complex - there is a risk to children and pedestrians when trying to parallel park with a trailer as there are many blind spots in the drivers vision – there is also a risk to children/pedestrians when driving round trying to find a park.
- some of the car/trailer parks cannot be seen from the boat ramp - this will cause traffic chaos as drivers will launch their boats not knowing if they can park their trailers or not. The options for a boat owner are to either drive round the housing complex with their boat still on the trailer to determine if there is a park available or alternatively launch their boat and then drive round the housing complex with trailer to try and find a park – if there is no park available then the boat will have to be retrieved from the water causing more boat ramp congestion.
- the top of boat ramp is at the intersection of two streets (Sir Peter Blake Drive and Cross Road) which I assume will be busy given the number of houses proposed - there will be traffic chaos at this intersection as boat owners always stop at the top of a boat ramp before launching to set the boat up for the water (bung in, ties off, kids in the boat etc) –

on retrieval boat trailers again stop at the top of the boat ramp (bung out, kids out of the boat, boat ties on etc)

Land based boat storage and marine support services

We use a number of the marine facilities at Bayswater as have a trailer boat (5.65m Buccaneer) and a Beneteau yacht which is berthed at Bayswater. As such, we rely on the marine engine servicing and maintenance facilities available at Bayswater. If these were to close it would make it very difficult for us to service and maintain our boat engines.

The closure of the boat storage park will mean that these boats need to be stored on the street. Having a trailer boat is part of the lifestyle of the North Shore community – the current boat storage facility provides a huge service to North Shore residents as it enables people to own a boat and store it somewhere other than on the street. The closure of this facility will mean more street congestion in the North Shore as well as more road traffic as boat owners drive/to and from the marina.

The marina and land based facilities are irreplaceable as these resources are scarce in Auckland with demand increasing. These facilities are used by many people in the community to have their boat and boat engine serviced and maintained.

The marina is part of a regional resource and potentially one of the best locations for marina expansion in Auckland.

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

I would like you to decline this application in its entirety. I think it is too difficult to achieve the aims envisaged in the Auckland Unitary Plan for the Bayswater Marine Precinct in 1504 without a complete redesign and rescaling of the residential development and the associated applications.

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:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Monday, November 15, 2021 3:30:36 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:12986] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Marc Figgins

Organisation name:

Contact phone number: 021526579

Email address: marcfiggins@yahoo.co.nz

Postal address:

27 Oxford Terrace
Devonport
Auckland 0624

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

Boat ramp

What are the reasons for your submission?

1504.1 The primary purpose of the Bayswater Marina precinct is to provide for marina, ferry terminal and marine-related activities, including associated parking and facilities, and for public access, community uses and marine sports uses, open space and recreation. Provision is also made for residential activities and food and beverage, subject to these activities being assessed through a resource consent process to assess the effects of the proposal on the use and function of the precinct for the purposes discussed above. Minimum standards are specified to qualify for discretionary activity status, and proposals then need to be carefully assessed to ascertain whether the proposal appropriately ensures the primary focus of the precinct is achieved.

In my opinion, the primary focus of Bayswater Marina is NOT being achieved as the proposed boat ramp car/trailer parking will not be able to accommodate the majority of boat owners who currently use Bayswater to enjoy a day on the Hauraki Gulf because there are not enough parks, the parks are too short and the parks will be impossible to parallel park in with a trailer.

The proposal has the following,

- 20 car/trailer parks which is not enough to accommodate weekend usage - currently there are 56 angled parks and on a busy weekend day most of them are full.

- the proposed car/trailer parks require parallel parking - parallel parking with a trailer is almost impossible. I do not know of any other boat ramp that requires parallel parking.

- the proposed car/trailer parks are not long enough for the majority of boat owners who use Bayswater. The proposal has 17* 12m parks, 2*13m parks, 1*8m park. I have spoken to Rogers Boat Shop in Albany and Fish City in Albany to ask them what was the average boat and trailer size sold on the North Shore.

Rogers Boat shop (John) confirmed that the average boat size sold in North Shore is between 5-6m with a trailer length of 6.3m-7.3m. If you add in an average 5m car length then the car/trailer combination would be 11.3m-12.3m

Fish City (Mike owner) confirmed that the average boat size they sell on North Shore is between 5.8m-6m with a trailer length of 7.1-7.3m. Adding in an average car length of 5m makes the car/trailer combination 12.1-12.3m

This supports my argument that the majority of boat owners in the North Shore will not be able to launch at Bayswater boat ramp as their car/trailer length will not fit in a 12 or 13m park, especially one they are being asked to parallel park in.

- the proposed car/trailer parks are all over the housing complex - this is a risk to children and pedestrians when driving round trying to find a park as well as when trying to parallel park.

- some of the car/trailer parks cannot be seen from the boat ramp - this will cause traffic chaos. The options for a boat owner are to either drive round the housing complex with their boat on to determine if there is a park available or alternatively launch their boat and then drive round the housing complex with a trailer to try and find a park - what then happens if there is no park available? There are no other boat ramp options on a busy weekend as Takapuna is always full, Torpedo Bay is tidal and cannot accommodate larger boats and Narrowneck has soft sand - I have been stuck in the sand at Narrowneck in the past.

- the top of boat ramp is at the intersection of two streets - this will cause traffic chaos as boat owners stop at the top of the ramp before launching to set the boat up for the water (bung in, ties off, kids in the boat etc) - boat trailers also stop at the top of the boat ramp upon retrieval from the water take bung out, take kids out of the boat, put boat ties on etc)

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

Review the plan - make changes to accommodate current and future recreational boating needs. Increased housing elsewhere in the peninsula will mean even more boat ramp usage. If you do not make changes - you will get mass congestion, stressed people, and ultimately this will devalue your property development.

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:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Monday, November 15, 2021 3:45:21 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:12989] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: gillian margaret reynolds

Organisation name:

Contact phone number: 0212527702

Email address: gillian_reynolds@yahoo.co.nz

Postal address:

4A Aramoana Avenue
Devonport
Auckland 0624

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

I do not support turning marina zoned land into a residential suburb I don't support the removal of boating facilities, boat storage and servicing . I do not support the reduction of public car parking or boat trailer parks or a compromised boat ramp access. I don't support the privatisation of public space including the coastal esplanade. I say no to a reduction in public open space and restricted access to the coastal marine area. I say no to cutting down pohutukawa trees in the site and in principal I say no to selling a public asset for private gain.

What are the reasons for your submission?

The environmental damage caused by the proposed development plus the in advisability of building on the coastal strip at a time of climate change and rising sea levels mean that to allow this development to go ahead would be a mistake. Increasing the number of residents in the area is not wise because Lake Road can not support more commuters and

the supporting infrastructure like bus services are not available in this location.

I do wonder if it is likely that this locality will be required for the development of a second harbour crossing. Allowing a residential development would make this option far more expensive.

We have not taken care of the Hauraki Gulf and so this development is intended to increase access to what is already an ecosystem in crisis.

A much longer term plan needs to be done for this area as we increase the density of housing in Auckland we need to preserve public recreational spaces. Boating has been enjoyed by many in Auckland and it is not just for the select few who are well off, it is an activity for everyone to enjoy. Being able to drive to a public boat ramp launch your boat and park your car and trailer till you return from your sailing or fishing expedition is vital for those who have small boats or who don't and will never own a marina.

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

I object to the whole of this submission so I would like the council to not make any of the 29 concessions to the AUP asked for by BMHL's application .

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:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Monday, November 15, 2021 4:15:35 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:12993] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Steve Hockey

Organisation name: MyHub

Contact phone number: 021733982

Email address: steve.hockey@myhub.co.nz

Postal address:

12 Shearwater Lane
Point Wells
Point Wells 0986

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

I oppose the application by Bayswater Marina Holdings Limited to construct 121 dwellings and associated unit title subdivision, roads, infrastructure, coastal structures, and earthworks, in particular:

1. The construction and occupation of 121 dwellings in sub-precinct B, the Marina Zone, and the coastal erosions hazards area.
2. The unit title subdivision in the Marina Zone and coastal storm inundation area.
3. Construction of dwellings, car parks and road in the proposed 15m esplanade strip.
4. Restrictions and safety issues associated with the width, public use and public ownership of the esplanade reserve or strip.
5. Removal of angle parking facilities and preparation area for the public boat ramp and proposed 20 parallel parking spaces for

cars and boat trailers for users of the boat ramp.

6. Removal of boating facilities associated with the marina, including boat storage, servicing, and marine retail activities.

7. The removal of 70 mature Pohutakawa trees to clear the site for development.

8. Construction traffic and construction effects associated with earthworks, piling and construction of 3 apartment blocks and 94 Terrace Houses.

9. Access to the ferry, and parking at the Marina and park n ride during the construction period.

10. Structures in, and discharges to, the coastal marine area

What are the reasons for your submission?

The proposal for 94 Terrace Houses and 3 Apartment buildings, and the associated infrastructure, does not leave sufficient space for the marina and marine recreation activities that are the primary focus of the Bayswater Marine Precinct. The 20 parallel car and boat trailer spaces shown on the plans are unworkable, and do not provide suitable facilities for the continued use of the boat ramp. The proposal will result in the closure and relocation of the boat storage facility, marine servicing and most of the marine retail businesses currently located at the marina. Bayswater Marina is one of the few all tide access points on the North Shore with adequate car and trailer parking and boat storage. If the development proceeds as proposed this will result in the removal of nearly all facilities for marine related activities, and the community will a significant public facility and the impacts on their social wellbeing will be great. No provision has been made in the proposal to support the planned growth of marine-related users and their needs, e.g. recreational boating, trend toward larger trailer boat sizes, etc

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

Decline the whole application for land use consent for dwellings and the subdivision, coastal, discharge consents.
Decline the application where any development (whole or in part) does not meet the Auckland Unitary Plan Bayswater Maritime Precinct's primary purpose to provide a community and marina-orientated place focussed on recreation, public open space, access to and along the coastal marina area, public transport, boating, maritime activities, and 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? No

If other people make a similar submission I will consider making a joint case with them at the hearing: No

Supporting information:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Monday, November 15, 2021 4:15:36 AM
To: CentralRCSUBmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:12994] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Irina Rais

Organisation name:

Contact phone number: 0226452183

Email address: irr95@yahoo.com

Postal address:

1 Lansdowne street
Bayswater
Auckland 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

Reducing of public areas and parking

What are the reasons for your submission?

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

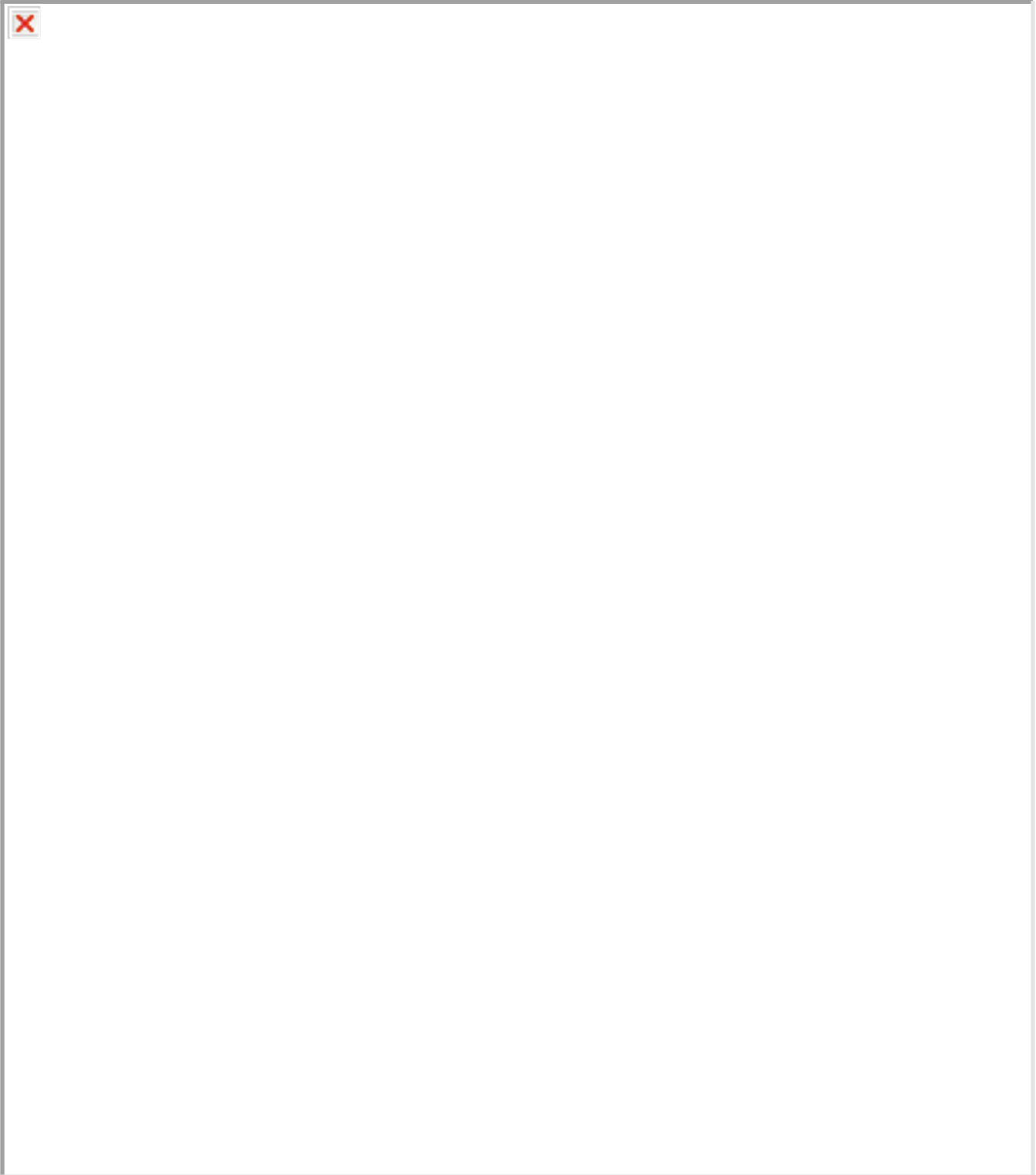
Asking council do not accept application for New development

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:



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Monday, November 15, 2021 4:15:37 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:12995] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Cushla Wallace

Organisation name:

Contact phone number: 21944914

Email address: c.wallace@xtra.co.nz

Postal address:

123 Vauxhall Road
Narrow Neck
Auckland 0624

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

Copy and paste this statement

I oppose the application by Bayswater Marina Holdings Limited to construct 121 dwellings and associated unit title subdivision, roads, infrastructure, coastal structures, and earthworks, in particular:

1. The construction and occupation of 121 dwellings in sub-precinct B, the Marina Zone, and the coastal erosions hazards area.
2. The unit title subdivision in the Marina Zone and coastal storm inundation area.
3. Construction of dwellings, car parks and road in the proposed 15m esplanade strip.
4. Restrictions and safety issues associated with the width, public use and public ownership of the esplanade reserve or strip.
5. Removal of angle parking facilities and preparation area for the public boat ramp and proposed 20 parallel parking spaces for

cars and boat trailers for users of the boat ramp.

6. Removal of boating facilities associated with the marina, including boat storage, servicing, and marine retail activities.

7. The removal of 70 mature Pohutakawa trees to clear the site for development.

8. Construction traffic and construction effects associated with earthworks, piling and construction of 3 apartment blocks and 94 Terrace Houses.

9. Access to the ferry, and parking at the Marina and park n ride during the construction period.

10. Structures in, and discharges to, the coastal marine area

What are the reasons for your submission?

The proposal for 94 Terrace Houses and 3 Apartment buildings, and the associated infrastructure, does not leave sufficient space for the marina and marine recreation activities that are the primary focus of the Bayswater Marine Precinct. The 20 parallel car and boat trailer spaces shown on the plans are unworkable, and do not provide suitable facilities for the continued use of the boat ramp. The proposal will result in the closure and relocation of the boat storage facility, marine servicing and most of the marine retail businesses currently located at the marina. Bayswater Marina is one of the few all tide access points on the North Shore with adequate car and trailer parking and boat storage. If the development proceeds as proposed this will result in the removal of nearly all facilities for marine related activities, and the community will a significant public facility and the impacts on their social wellbeing will be great. No provision has been made in the proposal to support the planned growth of marine-related users and their needs, e.g. recreational boating, trend toward larger trailer boat sizes, etc

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

Decline the whole application for land use consent for dwellings and the subdivision, coastal, discharge consents. Decline the application where any development (whole or in part) does not meet the Auckland Unitary Plan Bayswater Maritime Precinct's primary purpose to provide a community and marina-orientated place focussed on recreation, public open space, access to and along the coastal marina area, public transport, boating, maritime activities, and 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:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Monday, November 15, 2021 4:30:43 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13001] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Holly Moss

Organisation name:

Contact phone number: 64211124826

Email address: hollyrachelmoss4@gmail.com

Postal address:

4 Kerr Street
Devonport
Auckland 0624

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

We been to keep the TGS rowing club rowing with access to the water & parking

What are the reasons for your submission?

Need to keep the rowers rowing
No more cars & traffic please
Need to keep the space open

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

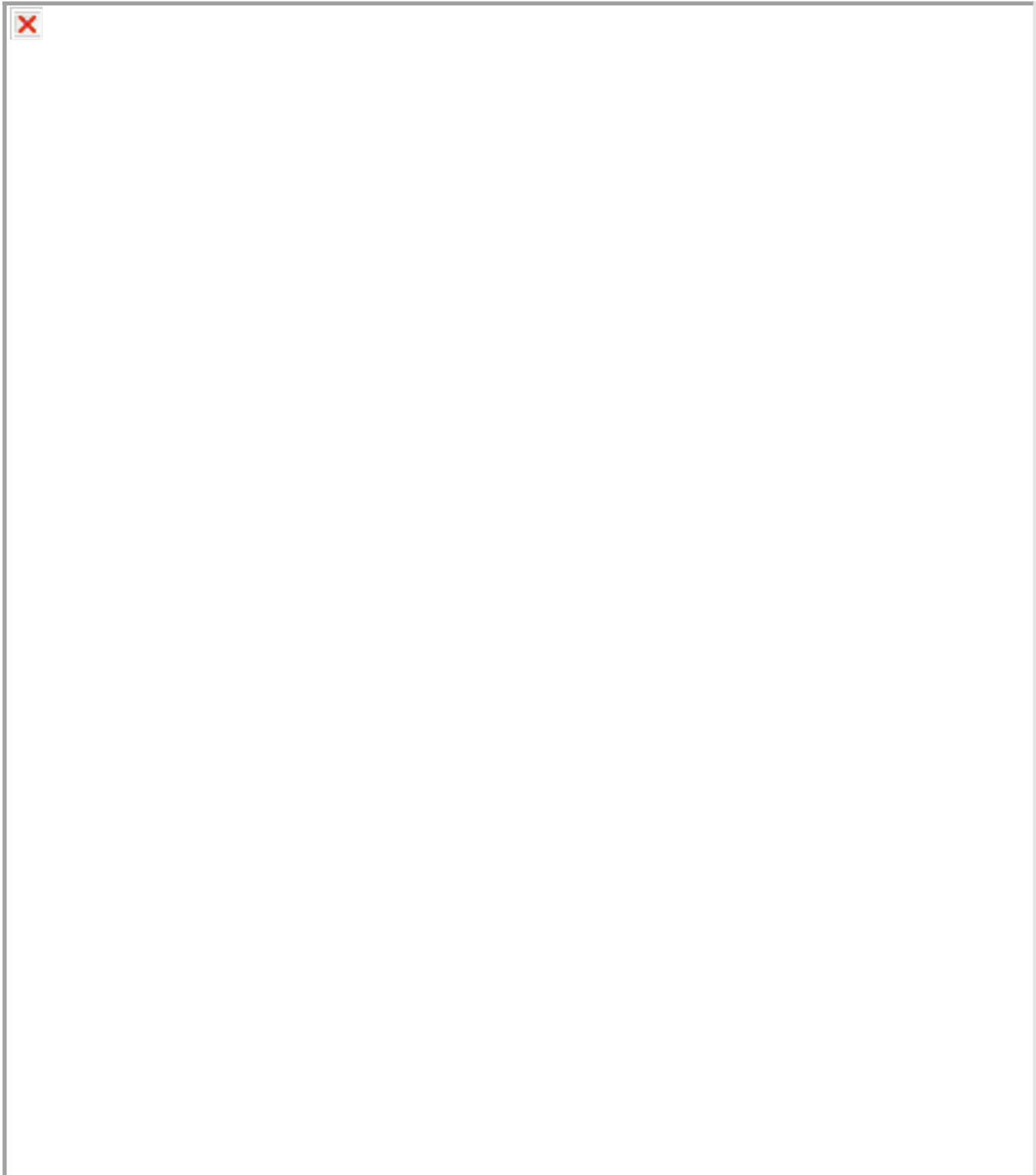
Leave the land as is

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? No

If other people make a similar submission I will consider making a joint case with them at the hearing: No

Supporting information:



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Monday, November 15, 2021 4:45:42 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13003] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Bruce Macfarlane

Organisation name:

Contact phone number: 0274972023

Email address: bruce@macfarlane.net.nz

Postal address:

35 Albert Road
Devonport
Auckland 0624

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

The inclusion of Apartments and Terrace housing in the development.

What are the reasons for your submission?

I am totally opposed to the inclusion of Apartments and Terrace Housing.
Refer attached PDF Bayswater Marina Development.

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

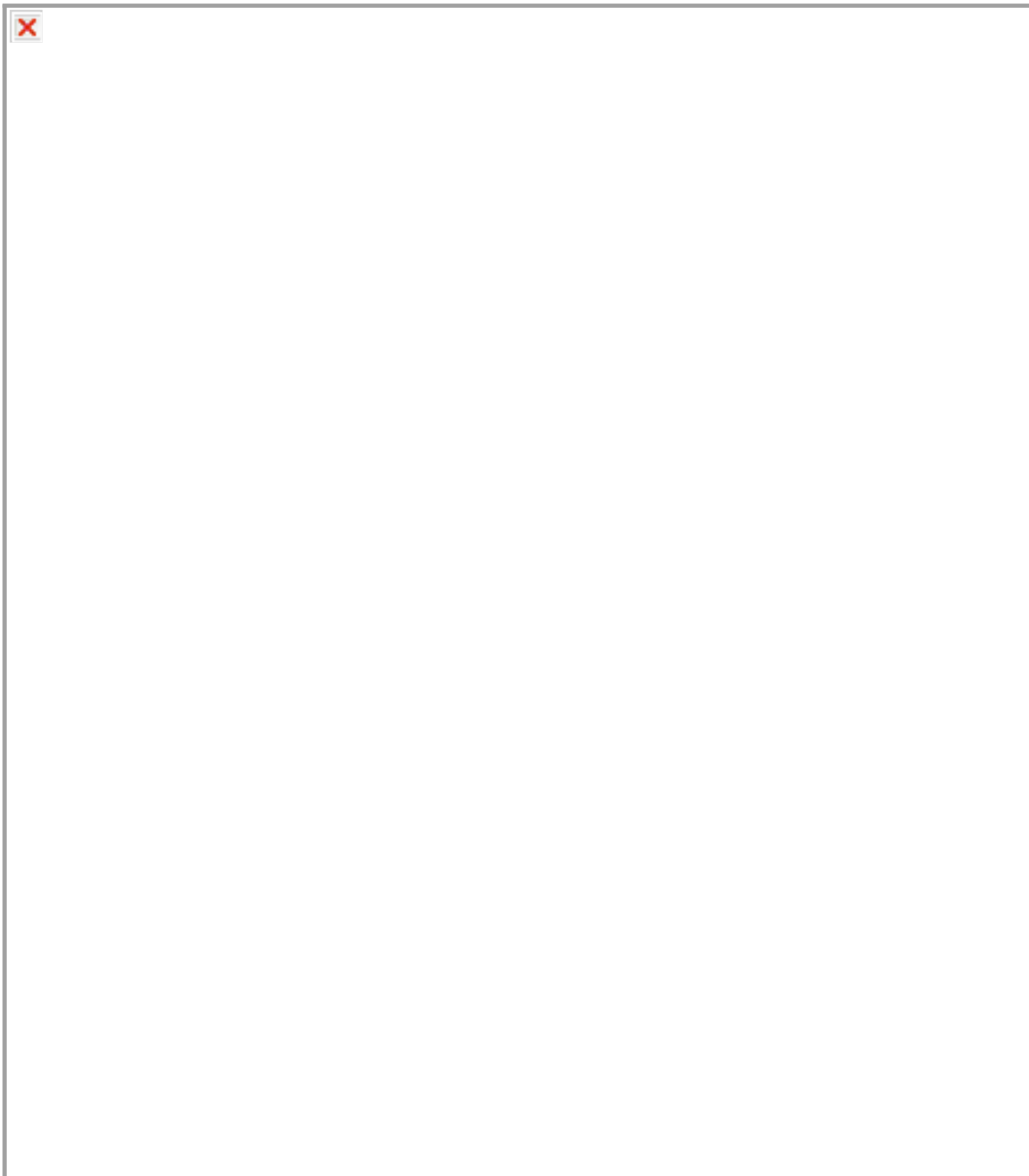
As initially consented, allow for extensive public access and marine activities, (not residential)

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? No

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

Supporting information:



BAYSWATER MARINA DEVELOPMENT

When the original consent was applied for the development of O'Neil's Point as a marina, I, and members of the Devonport and Bayswater communities made submissions to make sure that if the public seabed was to be dredged and reclaimed that it would be for extensive public access and marine activities, not residential.

The development was approved and proceeded on this basis.

But surprise surprise, it was not long before the developer wanted to back down on public access and ramp up the desire for residential. This was not why the consent to dredge and reclaim the public seabed was given.

THE GOOD WILL OF THE PUBLIC WAS BEING ABUSED.

The marina was sold and the government of the day decided it was appropriate to sell the dredged and reclaimed public seabed.

AGAIN THE GOOD WILL OF THE PUBLIC WAS BEING ABUSED.

The new owner proposed an extensive residential development of the dredged and reclaimed public seabed. Another resource consent application, which again required the Devonport and Bayswater communities to re-state that the public seabed was dredged and reclaimed for extensive public access and marine activities, not residential.

This application was declined, which **SUPPORTED THE GOOD WILL OF THE PUBLIC.**

As the dredged and reclaimed public seabed had been sold, public access was made more difficult. Again this was not the intent of the original consent.

AGAIN THE GOOD WILL OF THE PUBLIC WAS BEING ABUSED.

In 2016 The Unitary Plan redefined the marina as a precinct. Section 1504.1. Precinct Description, Sub-precinct B provides for the marine related uses, car parking, public pedestrian access and open space areas, food and beverage, and **residential development.**

THIS WAS AN APPALLING ABUSE OF PUBLIC GOOD WILL.

So here we are again in 2021, another proposal for an extensive residential development of the dredged and reclaimed public seabed.

This development proposal is just as inappropriate as the previous residential proposal for the following reasons.

1. Consent for the dredging and reclamation of the public seabed was given for extensive public access and marine activities, not residential.
2. The original dredging and reclamation of the public seabed was given for public access to our Great Park, the Waitemata Harbour and the Hauraki Gulf. The more people who have access the better. This is what the Devonport and Bayswater communities have consistently lobbied for.
3. The intensification of residential within the existing urban environment of Auckland has only just begun and it will only get more extensive. Public space to serve this more intense urban environment is essential. The original consent to dredge and reclaim the public seabed for extensive public access and marine activities, (not residential), can and will, as was intended, provide the public access to our Great Park for the people of Auckland.
4. 2021, we may not like it but climate is changing, sea levels are rising. It is totally irresponsible to be even considering developing reclaimed land close to sea level for residential use.
5. We are an island nation, preserve our public edges between land and sea.
6. **I AM SICK AND TIRED OF THE GOOD WILL OF THE PUBLIC BEING ABUSED.**

Bruce Macfarlane
15th November 2021

BAYSWATER MARINA DEVELOPMENT

When the original consent was applied for the development of O'Neil's Point as a marina, I, and members of the Devonport and Bayswater communities made submissions to make sure that if the public seabed was to be dredged and reclaimed that it would be for extensive public access and marine activities, not residential.

The development was approved and proceeded on this basis.

But surprise surprise, it was not long before the developer wanted to back down on public access and ramp up the desire for residential. This was not why the consent to dredge and reclaim the public seabed was given.

THE GOOD WILL OF THE PUBLIC WAS BEING ABUSED.

The marina was sold and the government of the day decided it was appropriate to sell the dredged and reclaimed public seabed.

AGAIN THE GOOD WILL OF THE PUBLIC WAS BEING ABUSED.

The new owner proposed an extensive residential development of the dredged and reclaimed public seabed. Another resource consent application, which again required the Devonport and Bayswater communities to re-state that the public seabed was dredged and reclaimed for extensive public access and marine activities, not residential.

This application was declined, which **SUPPORTED THE GOOD WILL OF THE PUBLIC.**

As the dredged and reclaimed public seabed had been sold, public access was made more difficult. Again this was not the intent of the original consent.

AGAIN THE GOOD WILL OF THE PUBLIC WAS BEING ABUSED.

In 2016 The Unitary Plan redefined the marina as a precinct. Section 1504.1. Precinct Description, Sub-precinct B provides for the marine related uses, car parking, public pedestrian access and open space areas, food and beverage, and **residential development.**

THIS WAS AN APPALLING ABUSE OF PUBLIC GOOD WILL.

So here we are again in 2021, another proposal for an extensive residential development of the dredged and reclaimed public seabed.

This development proposal is just as inappropriate as the previous residential proposal for the following reasons.

1. Consent for the dredging and reclamation of the public seabed was given for extensive public access and marine activities, not residential.
2. The original dredging and reclamation of the public seabed was given for public access to our Great Park, the Waitemata Harbour and the Hauraki Gulf. The more people who have access the better. This is what the Devonport and Bayswater communities have consistently lobbied for.
3. The intensification of residential within the existing urban environment of Auckland has only just begun and it will only get more extensive. Public space to serve this more intense urban environment is essential. The original consent to dredge and reclaim the public seabed for extensive public access and marine activities, (not residential), can and will, as was intended, provide the public access to our Great Park for the people of Auckland.
4. 2021, we may not like it but climate is changing, sea levels are rising. It is totally irresponsible to be even considering developing reclaimed land close to sea level for residential use.
5. We are an island nation, preserve our public edges between land and sea.
6. **I AM SICK AND TIRED OF THE GOOD WILL OF THE PUBLIC BEING ABUSED.**

Bruce Macfarlane
15th November 2021

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Monday, November 15, 2021 5:45:40 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13004] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Simon Probert

Organisation name:

Contact phone number: 021484656

Email address: sprobertnz@gmail.com

Postal address:

5/45 Merani Street,
Belmont
Auckland 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

The construction and occupation of 121 dwellings in sub-precinct B, the Marina Zone and the coastal erosions hazards area.

Construction of dwellings, car parks and road in the proposed 15m esplanade strip.

Restrictions and safety issues associated with the width, public use and public ownership of the esplanade reserve or strip.

Removal of angle parking facilities and preparation area for the public boat ramp, and proposed 20 parallel parks for cars and boat trailers for users of the boat ramp.

Removal of boating facilities associated with the marina, including boat storage, servicing and marine retail activities.

Earthworks to form the building platforms and infrastructure, and the removal of 70 mature Pohutakawa trees to clear the site for development.

What are the reasons for your submission?

The overall size of the proposed development is was too large for the available land and impacts the overall coastal environment and both marina and trailer boat usage in that area.

The entire development seems completely at odds with the Council plan for that area.

Coastal land is precious and to develop so much land and impact so many peoples use seems to only serve the needs of the developer and not the wider community.

I'm concerned about the impacts of the building work on the surrounding area for fish and bird life in the area.

There is very little area for boaties to access the water, slipways are no use without parking and you have to park your car to access a marina berth. These things are intrinsic to the use of the slipway and the marina. This development severely impedes the natural use of the facilities by berth holders and slipway users.

Also by building so much residential property it significantly reduces the amount of land for any shared public use.

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

Decrease the size and scope of this project by at least 2 thirds. Add parking for boats and trailers.

In short DECLINE the application where any development (whole or in part) does not meet the Auckland Unitary Plan. Bayswater Maritime Precinct's primary purpose to provide a community and marina-orientated place focussed on recreation, public open space, access o and along the coastal marina area, public transport, boating, maritime activities and 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:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Monday, November 15, 2021 6:00:35 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13005] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Erik Merkens

Organisation name: NA

Contact phone number: 0273668884

Email address: merkens@xtra.co.nz

Postal address:

8 Marine Terrace, Bayswater
Auckland
Auckland 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

1. Private control over boat ramp access.
2. Community access to and around the coast line.

What are the reasons for your submission?

1. As a user of the boat ramp, which is nearby our home, we have concerns. Prior to the carpark being sold by Council to the Marina, access to the boat ramp was not through private property. Once sold, we immediately needed to pay \$10 for the privilege of having to drive over private property. This is no fault of the Marina. This sale was in the past so nothing can be done about the past.

However, the proposed new access to the boat ramp and associated parking facilities further reduce the feasibility of

using the ramp. We have a 6m trailer sailor, and I understand this will not fit in the new parking spaces. If the plans are not altered to be more appropriate for ongoing marine recreational use, I will have no option, instead of driving a few hundred meters to the Bayswater ramp, but to drive to Takapuna Beach boat ramp, thereby causing further congestion to this already busy site.

2. I am more concerned about the loss of public spaces. Don't get me wrong, I am not opposed to housing development and I feel the Marina has the right to some housing development. However, what is proposed significantly reduces the amount of open spaces that are currently able to be enjoyed by the public.

The places as shown in plans are too small and in wrong positions. They are more appropriate for resident or parking use.

Most importantly, I oppose the boardwalk as proposed, similar in design to Westhaven. The design of the boardwalk is a structure close to the edge of the water. Anyone else who has riparian rights as on the waterfront who subdivides is expected to contribute one Queen's chain (20m) above hightide mark back to the Crown for public use. Therefore there should be a minimum of 20m above hightide of open public space around the entire water's edge, not a boardwalk on the edge with parking and other aspects within this mandatory one chain public space. This 20m Queen's chain would revert to the Crown for public space which must not include a walkway, let alone roading or parking. The existing marina offices are in contradiction to this 20m for public space requirement. These current poor condition temporary buildings would need to be moved if a subdivision were to occur.

10% green open space is an insult, including the possibility of coastal native trees being sacrificed.

Personally, I was offended when the council sold the carpark to the marina at a ridiculously low value. But that is in the past. However, on this issue I expect council to permit housing development to occur which will be of a scale and layout which would maintain the primary purpose of a community and marine-focused recreational space, not further reduce public's opportunity to use enjoy what is currently there.

It is also disappointing there seems to be no intention for Ports of Auckland (?) to develop the wharf for public transport, but to continue with the use of the existing facility until 2031.

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

As above:

- * Significantly more green, open spaces, in places more appropriate for public, rather than resident use.
- * A minimum of one chain (20m) above high water on all sides at water's edge mark for open public use, with no roads or parking on this strip.
- * Forced more appropriate access to the boat ramp with parking spaces aligned with current usage.

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:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Monday, November 15, 2021 6:30:21 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13008] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Daniel Wierenga

Organisation name:

Contact phone number: 02102848828

Email address: dpwierenga@gmail.com

Postal address:

5 crichton terrace
Hauraki
Auckland 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

I oppose the application by Bayswater Marina Holdings Limited to construct 121 dwellings and associated unit title subdivision, roads, infrastructure, coastal structures, and earthworks, in particular:

The construction and occupation of 121 dwellings in sub-precinct B, the Marina Zone.

Construction of dwellings, car parks and road in the proposed 15m esplanade strip.

Restrictions and safety issues associated with the width, public use and public ownership of the esplanade reserve or

strip.

Removal of angle parking facilities and preparation area for the public boat ramp and proposed 20 parallel parks for cars and boat trailers for users of the boat ramp.

Removal of boating facilities associated with the marina, including boat storage, servicing, and marine retail activities.

Access to the ferry, and parking at the Marina and park n ride during the construction

What are the reasons for your submission?

The proposal for 94 Terrace Houses and 3 Apartment buildings, and the associated infrastructure, does not leave sufficient space for the marina and marine recreation activities that are the primary focus of the Bayswater Marine Precinct. The 20 parallel car and boat trailer spaces shown on the plans are unworkable, and do not provide suitable facilities for the continued use of the boat ramp.

The proposal will result in the closure and relocation of the boat storage facility, marine servicing and most of the marine retail businesses currently located at the marina. Bayswater Marina is one of the few all tide access points on the North Shore with adequate car and trailer parking and boat storage. If the development proceeds as proposed this will result in the removal of nearly all facilities for marine related activities, and the community will a significant public facility and the impacts on their social wellbeing will be great. No provision has been made in the proposal to support the planned growth of marine-related users and their needs, e.g. recreational boating, trend toward larger trailer boat sizes, etc

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

Decline the whole application for land use consent for dwellings and the subdivision, coastal, discharge consents.

Decline the application where any development (whole or in part) does not meet the Auckland

Unitary Plan Bayswater Maritime Precinct's primary purpose to provide a community and marina-orientated place focused on recreation, public open space, access to and along the coastal marina area, public transport, boating, maritime activities, and 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:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Monday, November 15, 2021 6:45:21 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13011] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Beverley Diggle

Organisation name:

Contact phone number: 0210389265

Email address: diggleup@gmail.com

Postal address:

18 Niccol Ave
Narrow Neck
Auckland 0624

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

I oppose the application by Bayswater Marina Holdings Ltd as the PRIMARY PURPOSE of this Marine, coastal access & public opens space is being swamped by BMHL's plan to turn our marina into a private residential suburb.

I also oppose the removal of boating facilities, services, storage, parking for boating and public access to to this coastal marine area.

The privatisation of the coastal esplanade is also unacceptable.

What are the reasons for your submission?

As a local, we use this area, transport, boating, recreation and walking and this massive influx of a private residential area in a marine, coastal access & public open space is unacceptable and is counter to Auckland's Unitary Plan.

If we do not speak out now, our quality of life will further decline. I am not totally opposed to residential development of this area, but not a the total loss of reasonable access for the public both recreational, transport related and boating.

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

No turning a marina zone into residential

Keep boating facilities as a significant requirement - boat ramp, storage, parking & services

A workable boat trailer park & full boat ramp - this is the only inner harbour ramp for miles.

No privatisation of public roads and and marine esplanade

Retain sufficient public open space to maintain access to the marine coastal area

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:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Monday, November 15, 2021 6:45:21 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13012] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Elaine Sawyer

Organisation name:

Contact phone number: 021747028

Email address: elainesawyer@gmail.com

Postal address:

211 Victoria Road
Devonport
Auckland 0624

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

I oppose the application by Bayswater Marina Holdings Limited to construct 121 dwellings and associated unit title subdivision, roads, infrastructure, coastal structures, and earthworks, in particular:

1. The construction and occupation of 121 dwellings in sub-precinct B, the Marina Zone, and the coastal erosions hazards area.
2. The unit title subdivision in the Marina Zone and coastal storm inundation area.
3. Construction of dwellings, car parks and road in the proposed 15m esplanade strip.
4. Restrictions and safety issues associated with the width, public use and public ownership of the esplanade reserve or strip.
5. Removal of angle parking facilities and preparation area for the public boat ramp and

- proposed 20 parallel parks for cars and boat trailers for users of the boat ramp.
6. Removal of boating facilities associated with the marina, including boat storage, servicing, and marine retail activities.
 7. The removal of 70 mature Pohutakawa trees to clear the site for development.
 8. Construction traffic and construction effects associated with earthworks, piling and construction of 3 apartment blocks and 94 Terrace Houses.
 9. Access to the ferry, and parking at the Marina and park n ride during the construction period.
 10. Insufficient roading infrastructure and development of this scale will further exacerbate Lake Road traffic problems
 11. Structures in, and discharges to, the coastal marine area

What are the reasons for your submission?

The proposal for 94 Terrace Houses and 3 Apartment buildings, and the associated infrastructure, does not leave sufficient space for the marina and marine recreation activities that are the primary focus of the Bayswater Marine Precinct.

The 20 parallel car and boat trailer spaces shown on the plans are unworkable, and do not provide suitable facilities for the continued use of the boat ramp.

The proposal will result in the closure and relocation of the boat storage facility, marine servicing and most of the marine retail businesses currently located at the marina.

Bayswater Marina is one of the few all tide access points on the North Shore with adequate car and trailer parking and boat storage. If the development proceeds as proposed this will result in the removal of nearly all facilities for marine related activities, and the community will a significant public facility and the impacts on their social wellbeing will be great.

No provision has been made in the proposal to support the planned growth of marine-related users and their needs, e.g. recreational boating, trend toward larger trailer boat sizes, etc

And traffic problems on the penisular will be significantly worse with other developments and intensification on penisular.

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

Decline the whole application for land use consent for dwellings and the subdivision, coastal, discharge consents.
Decline the application where any development (whole or in part) does not meet the Auckland Unitary Plan Bayswater Maritime Precinct's primary purpose to provide a community and marina-orientated place focussed on recreation, public open space, access to and along the coastal marina area, public transport, boating, maritime activities, and 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? No

If other people make a similar submission I will consider making a joint case with them at the hearing: No

Supporting information:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Monday, November 15, 2021 6:45:22 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13013] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Frazer Walters

Organisation name:

Contact phone number: 0211434385

Email address: Friz_1986@hotmail.com

Postal address:

2/45 Flaxdale Street
Birkdale
Auckland 0626

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

I oppose the application by Bayswater Marina Holdings Limited to construct 121 dwellings and associated unit title subdivision, roads, infrastructure, coastal structures, and earthworks, in particular:

1. The construction and occupation of 121 dwellings in sub-precinct B, the Marina Zone, and the coastal erosions hazards area.
2. The unit title subdivision in the Marina Zone and coastal storm inundation area.
3. Construction of dwellings, car parks and road in the proposed 15m esplanade strip.
4. Restrictions and safety issues associated with the width, public use and public ownership of the esplanade reserve

or strip.

5. Removal of angle parking facilities and preparation area for the public boat ramp and proposed 20 parallel parks for cars and boat trailers for users of the boat ramp.
6. Removal of boating facilities associated with the marina, including boat storage, servicing, and marine retail activities.
7. The removal of 70 mature Pohutakawa trees to clear the site for development.
8. Construction traffic and construction effects associated with earthworks, piling and construction of 3 apartment blocks and 94 Terrace Houses.
9. Access to the ferry, and parking at the Marina and park n ride during the construction period.
10. Structures in, and discharges to, the coastal marine area

What are the reasons for your submission?

The proposal for 94 Terrace Houses and 3 Apartment buildings, and the associated infrastructure, does not leave sufficient space for the marina and marine recreation activities that are the primary focus of the Bayswater Marine Precinct. The 20 parallel car and boat trailer spaces shown on the plans are unworkable, and do not provide suitable facilities for the continued use of the boat ramp.

The proposal will result in the closure and relocation of the boat storage facility, marine servicing

and most of the marine retail businesses currently located at the marina. Bayswater Marina is one of the few all tide access points on the North Shore with adequate car and trailer parking and boat storage. If the development proceeds as proposed this will result in the removal of nearly all facilities for marine related activities, and the community will lose a significant public facility and the impacts on their social wellbeing will be great. No provision has been made in the proposal to support the planned growth of marine-related users and their needs, e.g. recreational boating, trend toward larger trailer boat sizes, etc

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

Decline the whole application for land use consent for dwellings and the subdivision, coastal, discharge consents.

Decline the application where any development (whole or in part) does not meet the Auckland Unitary Plan Bayswater Maritime Precinct's primary purpose to provide a community and marina-orientated place focused on recreation, public open space, access to and along the coastal marina area, public transport, boating, maritime activities, and 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:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Monday, November 15, 2021 7:00:42 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13014] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Graeme Frank Sawyer

Organisation name: DGL GROUP LTD

Contact phone number: +6421647028

Email address: graeme_sawyer@hotmail.com

Postal address:

211 Victoria Road, Devonport, Auckland, New Zealand
Auckland
Auckland 0624

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

I oppose the application by Bayswater Marina Holdings Limited to construct 121 dwellings and associated unit title subdivision, roads, infrastructure, coastal structures, and earthworks, in particular:

Then select any or all of these from this list and paste them

1. The construction and occupation of 121 dwellings in sub-precinct B, the Marina Zone, and the coastal erosions hazards area.
2. The unit title subdivision in the Marina Zone and coastal storm inundation area.
3. Construction of dwellings, car parks and road in the proposed 15m esplanade strip.
4. Restrictions and safety issues associated with the width, public use and public ownership of the esplanade reserve or strip.
5. Removal of angle parking facilities and preparation area for the public boat ramp and proposed 20 parallel parks for cars and boat trailers for users of the boat ramp.

6. Removal of boating facilities associated with the marina, including boat storage, servicing, and marine retail activities.
7. The removal of 70 mature Pohutakawa trees to clear the site for development.
8. Construction traffic and construction effects associated with earthworks, piling and construction of 3 apartment blocks and 94 Terrace Houses.
9. Access to the ferry, and parking at the Marina and park n ride during the construction period.
10. Structures in, and discharges to, the coastal marine area

What are the reasons for your submission?

The proposal for 94 Terrace Houses and 3 Apartment buildings, and the associated infrastructure, does not leave sufficient space for the marina and marine recreation activities that are the primary focus of the Bayswater Marine Precinct. The 20 parallel car and boat trailer spaces shown on the plans are unworkable, and do not provide suitable facilities for the continued use of the boat ramp. The proposal will result in the closure and relocation of the boat storage facility, marine servicing and most of the marine retail businesses currently located at the marina. Bayswater Marina is one of the few all tide access points on the North Shore with adequate car and trailer parking and boat storage. If the development proceeds as proposed this will result in the removal of crucial public facilities for marine related activities, and a loss to the community will be significant. The impacts on our social wellbeing will be great. There has been no provision made in the proposal to support the planned growth of marine-related users and their needs, e.g. recreational boating, trend toward larger trailer boat sizes, etc.

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

Decline the whole application for land use consent for dwellings and the subdivision, coastal, discharge consents. Decline the application where any development (whole or in part) does not meet the Auckland Unitary Plan Bayswater Maritime Precinct's primary purpose to provide a community and marina-orientated place focused on recreation, public open space, access to and along the coastal marina area, public transport, boating, maritime activities, and 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:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Monday, November 15, 2021 8:15:20 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13020] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Moya C Cutts

Organisation name:

Contact phone number: +64210675647

Email address: moyacutts@gmail.com

Postal address:

137 Victoria road
Devonport
Auckland 0624

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

Housing

What are the reasons for your submission?

Feel it's too many houses for space

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

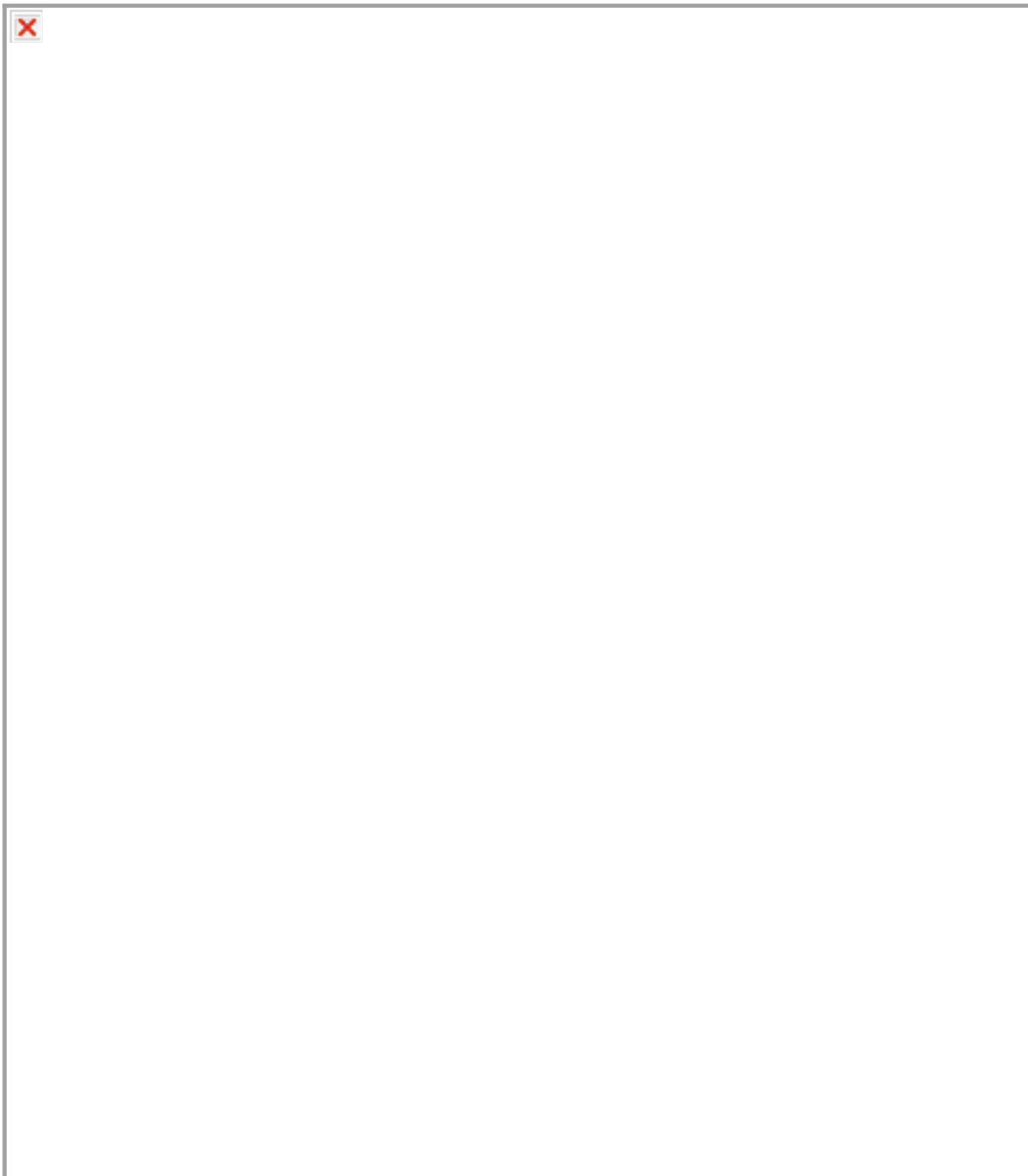
Reduce amount of housing by half and aim housing at apartments for first time buyers who work in cbd and commute on ferry

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? No

If other people make a similar submission I will consider making a joint case with them at the hearing: No

Supporting information:



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Monday, November 15, 2021 8:15:21 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13021] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Nathaniel Holman

Organisation name:

Contact phone number: 02102550705

Email address: naholman@gmail.com

Postal address:

32 Belle Vue Ave
Northcote Point
Auckland 0627

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

I oppose the application by Bayswater Marina Holdings Limited to construct 121 dwellings and associated unit title subdivision, roads, infrastructure, coastal structures, and earthworks, in particular:

1. The construction and occupation of 121 dwellings in sub-precinct B, the Marina Zone, and the coastal erosions hazards area.
2. The unit title subdivision in the Marina Zone and coastal storm inundation area.
3. Construction of dwellings, car parks and road in the proposed 15m esplanade strip.
4. Restrictions and safety issues associated with the width, public use and public ownership of the esplanade reserve

or strip.

5. Removal of angle parking facilities and preparation area for the public boat ramp and proposed 20 parallel parks for cars and boat trailers for users of the boat ramp.
6. Removal of boating facilities associated with the marina, including boat storage, servicing, and marine retail activities.
7. The removal of 70 mature Pohutakawa trees to clear the site for development.
8. Construction traffic and construction effects associated with earthworks, piling and construction of 3 apartment blocks and 94 Terrace Houses.
9. Access to the ferry, and parking at the Marina and park n ride during the construction period.
10. Structures in, and discharges to, the coastal marine area

What are the reasons for your submission?

The proposal for 94 Terrace Houses and 3 Apartment buildings, and the associated infrastructure, does not leave sufficient space for the marina and marine recreation activities that are the primary focus of the Bayswater Marine Precinct. The 20 parallel car and boat trailer spaces shown on the plans are unworkable, and do not provide suitable facilities for the continued use of the boat ramp.

The proposal will result in the closure and relocation of the boat storage facility, marine servicing and most of the marine retail businesses currently located at the marina. Bayswater Marina is one of the few all tide access points on the North Shore with adequate car and trailer parking and boat storage. If the development proceeds as proposed this will result in the removal of nearly all facilities for marine related activities, and the community will a significant public facility and the impacts on their social wellbeing will be great. No provision has been made in the proposal to support the planned growth of marine-related users and their needs, e.g. recreational boating, trend toward larger trailer boat sizes, etc

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

Decline the whole application for land use consent for dwellings and the subdivision, coastal, discharge consents.

Decline the application where any development (whole or in part) does not meet the Auckland Unitary Plan Bayswater Maritime Precinct's primary purpose to provide a community and marina-orientated place focused on recreation, public open space, access to and along the coastal marina area, public transport, boating, maritime activities, and 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? No

If other people make a similar submission I will consider making a joint case with them at the hearing: No

Supporting information:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Monday, November 15, 2021 9:15:36 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13025] Submission
Attachments: Marina Reserve Park Photos.pdf (1.15 MB)

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Jessica Mark

Organisation name:

Contact phone number: 0224291001

Email address: jessie.mark@gmail.com

Postal address:
2/25 Bayswater Avenue
Bayswater
Auckland 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

The construction and occupation of 121 dwellings in sub-precinct B, the Marina Zone and the coastal erosions hazards areas.

The unit title subdivision in the Marina zone and coastal storm inundation area.

Construction of gabion retaining walls in the coastal marina area to address coastal inundation risk to the residential activity.

Construction of dwellings, car parks and road in the proposed 15m esplanade strip.

Restrictions and safety issues associated with the width, public use and public ownership of the esplanade reserve or strip.

Removal of angle parking facilities and preparation area for the public boat ramp, and proposed 20 parallel parks for cars and boat trailers for users of the boat ramp.

Removal of boating facilities associated with the marina, including boat storage, servicing and marine retail activities.

Earthworks to form the building platforms and infrastructure, and the removal of 70 mature pohutukawa trees to clear the site for development.

Construction traffic and construction effects associated with the earthworks, piling and construction of 3 apartment blocks and 94 terraced houses.

Access to the ferry, and parking at the marina, and park & ride during the construction period.

Structures in, and discharges to, the marine coastal area.

What are the reasons for your submission?

I live in a flat in Bayswater and I have a young child. The Bayswater Marina park is important to me, because it is our local park with established trees for hide and seek, within walking distance of our house. My son has grown up visiting the marina and I have attached some photos of how we use the area - running, picnicing, scootering, and relaxation. The closest comparable large park with established trees is Bayswater Park, which is half an hour's walk away at an adult's pace - this is too far to reach with young children except by getting in a car and driving. Quinton Park is close by, but the ground in that park is too boggy for toddlers/young kids - their feet get stuck in the boggy ground, and they can't run on it.

We have picnics and playdates at the Marina park, and the kids love a big flat grass space to run around, and trees to hide and seek behind and try to climb.

The Marina is a beautiful open space where it is possible to see the sky and appreciate the view of being close to the water and the city. There are not many spaces like it in Auckland. The proximity to the Marina reserve park and how beautiful it is there is one of the main reasons I chose to live in Bayswater. I walk there regularly and there are always other people also walking around it. There are many people fishing and using the boatramps.

A smaller strip of a park is not a substitute, particularly when - with hundreds of people living there - it will instead feel like just the backyard of someone's apartment block. Also it would probably be full of apartment-dwellers using the small remaining strip of park already, so it would be off-putting to go there and feel like you were encroaching on someone's apartment garden. Or that your kid running and enjoying themselves was making too much noise next to someone's living room, it might feel inconsiderate to go there anymore.

It would be a travesty to remove the established pohutukawa trees.

I am also concerned about the effect on the sea life and bird life of a) construction, and b) so many people living down there, and the discharges into the sea that both would involve.

The impact on the boating community also seems unnecessary and unworkable. It is really relaxing to watch the boats coming and going, and much excitement for little kids to watch.

I also use the Bayswater ferry to get to work in the city, it is my transport to work in the week, and I would be concerned about the impact of building on ferry access and ferry parking.

Please decline this application - there are plenty of other places to build intense urban developments.

This is a rare and precious park with beautiful pohutukawa trees, and perfect for little kids for those of us already in the area without large gardens. It should be protected for the future.

Developers recently bought our Bayswater dairy to make townhouses, and now I have to get in the car and drive to Belmont to go to a dairy. Please don't let developers take our best park and trees too.

Some things - like large parks and beautiful views - need to remain within walking distance, or you do not have a suburb anymore, you just have an endless urban sprawl.

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

DECLINE the whole application for land use consent for dwelling and the subdivision, coastal, discharge consents.

DECLINE the application where any development (whole or in part) does not meet the Auckland Unitary Plan Bayswater Maritime Precinct's primary purpose to provide a community and marina-oriented place focused on recreation, public open space, access along the coastal marina area, public transport, boating, maritime activities and facilities.

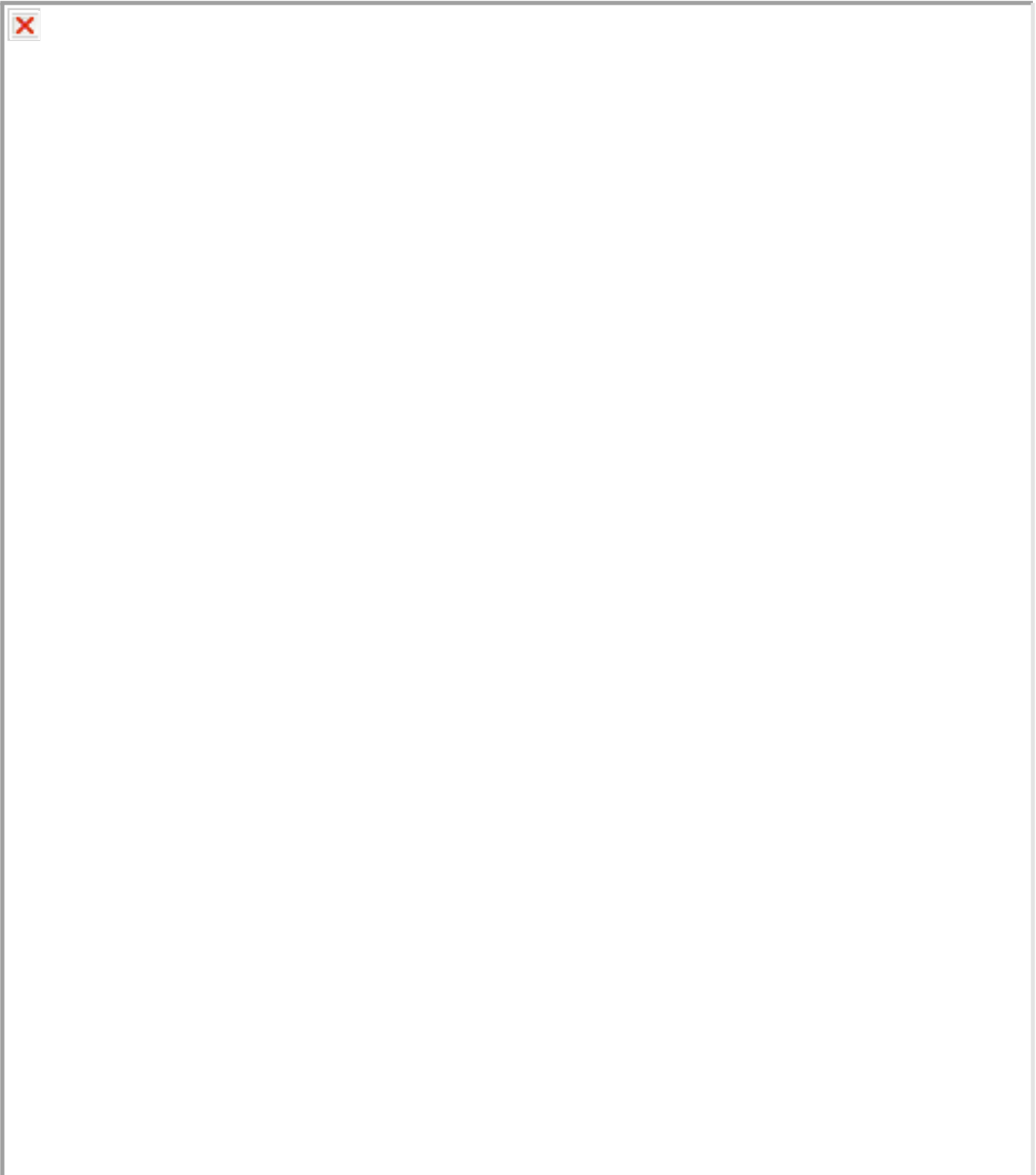
Are you a trade competitor of the applicant? I am not a trade competitor of the applicant.

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

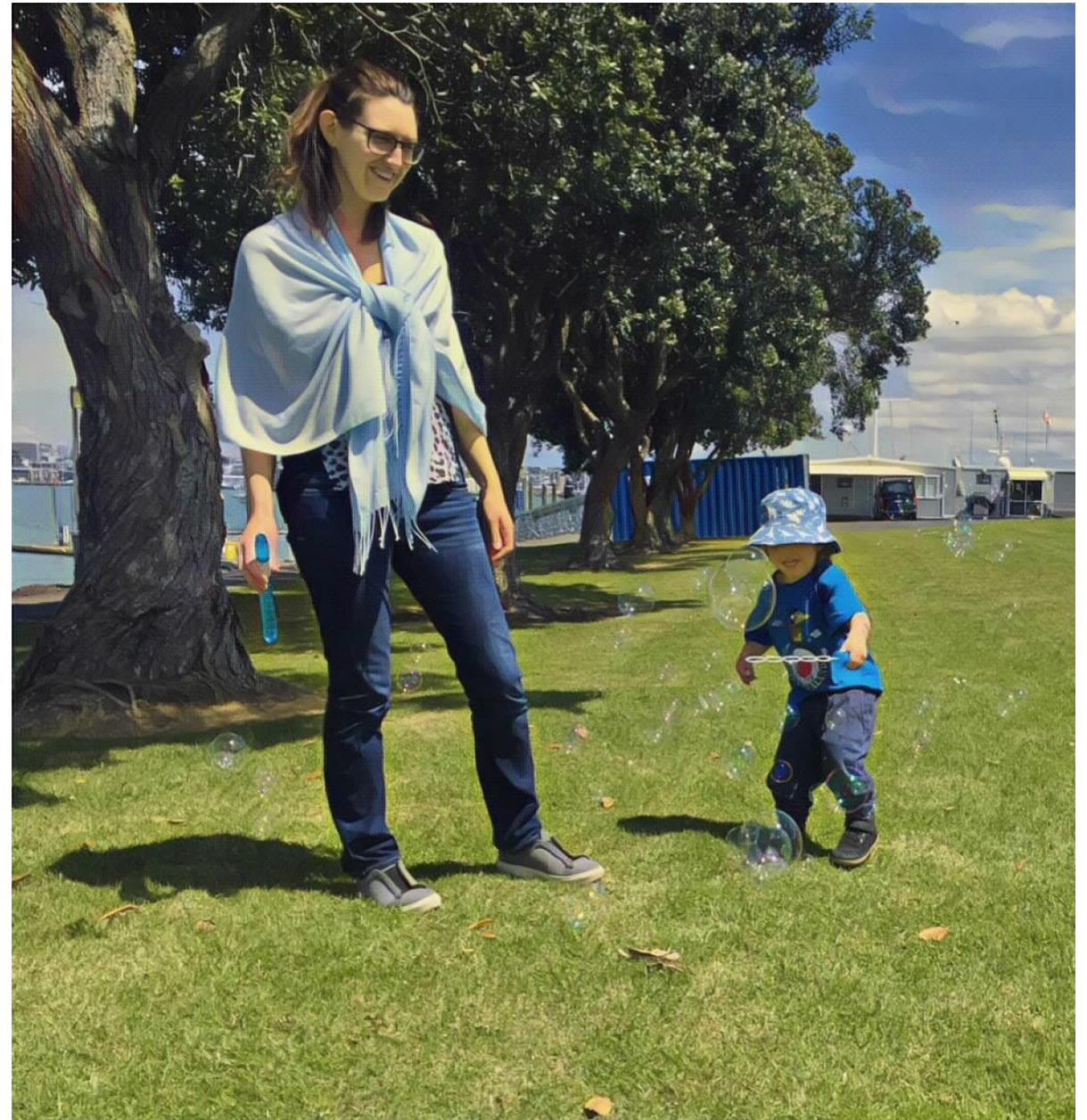
If other people make a similar submission I will consider making a joint case with them at the hearing: Yes

Supporting information:

Marina Reserve Park Photos.pdf







From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Monday, November 15, 2021 10:30:20 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13027] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Catherine R Thorpe

Organisation name:

Contact phone number: 0212802623

Email address: caththorpe@googlemail.com

Postal address:

29 Norwood Road
Bayswater
Auckland 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

I oppose the application by Bayswater Marina Holdings Limited to construct 121 dwellings and associated unit title subdivision, roads, infrastructure, coastal structures, and earthworks, in particular:

1. The construction and occupation of 121 dwellings in sub-precinct B, the Marina Zone, and the coastal erosions hazards area.
2. The unit title subdivision in the Marina Zone and coastal storm inundation area.
3. Construction of dwellings, car parks and road in the proposed 15m esplanade strip.
4. Restrictions and safety issues associated with the width, public use and public ownership of the esplanade reserve or strip.
5. Removal of angle parking facilities and preparation area for the public boat ramp and

- proposed 20 parallel parks for cars and boat trailers for users of the boat ramp.
6. Removal of boating facilities associated with the marina, including boat storage, servicing, and marine retail activities.
 7. The removal of 70 mature Pohutakawa trees to clear the site for development.
 8. Construction traffic and construction effects associated with earthworks, piling and construction of 3 apartment blocks and 94 Terrace Houses.
 9. Access to the ferry, and parking at the Marina and park n ride during the construction period.
 10. Structures in, and discharges to, the coastal marine area

What are the reasons for your submission?

The proposal for 94 Terrace Houses and 3 Apartment buildings, and the associated infrastructure, does not leave sufficient space for the marina and marine recreation activities that are the primary focus of the Bayswater Marine Precinct. The 20 parallel car and boat trailer spaces shown on the plans are absolutely unworkable, and do not provide suitable facilities for the continued use of the only all tide boat ramp on the north shore.

The proposal will result in the closure and relocation of the boat storage facility, marine servicing and most of the marine retail businesses currently located at the marina. Bayswater Marina is one of the few all tide access points on the North Shore with adequate car and trailer parking and boat storage. If the development proceeds as proposed this will result in the removal of nearly all facilities for marine related activities, and the community will a significant public facility and the impacts on their social wellbeing will be great. No provision has been made in the proposal to support the planned growth of marine-related users and their needs, e.g. recreational boating, trend toward larger trailer boat sizes, etc

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

Decline the whole application for land use consent for dwellings and the subdivision, coastal, discharge consents.

Decline the application where any development (whole or in part) does not meet the Auckland Unitary Plan Bayswater Maritime Precinct's primary purpose to provide a community and marina- orientated place focussed on recreation, public open space, access to and along the coastal marina area, public transport, boating, maritime activities, and 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:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Monday, November 15, 2021 6:15:04 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13030] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Philip Clauzel

Organisation name:

Contact phone number: 021868050

Email address: phil.clauzel@yahoo.com

Postal address:

9 Bayswater ave
Bayswater
Auckland 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

Not enough consideration for boat owners, secure parking for marina users, scale of building development

What are the reasons for your submission?

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

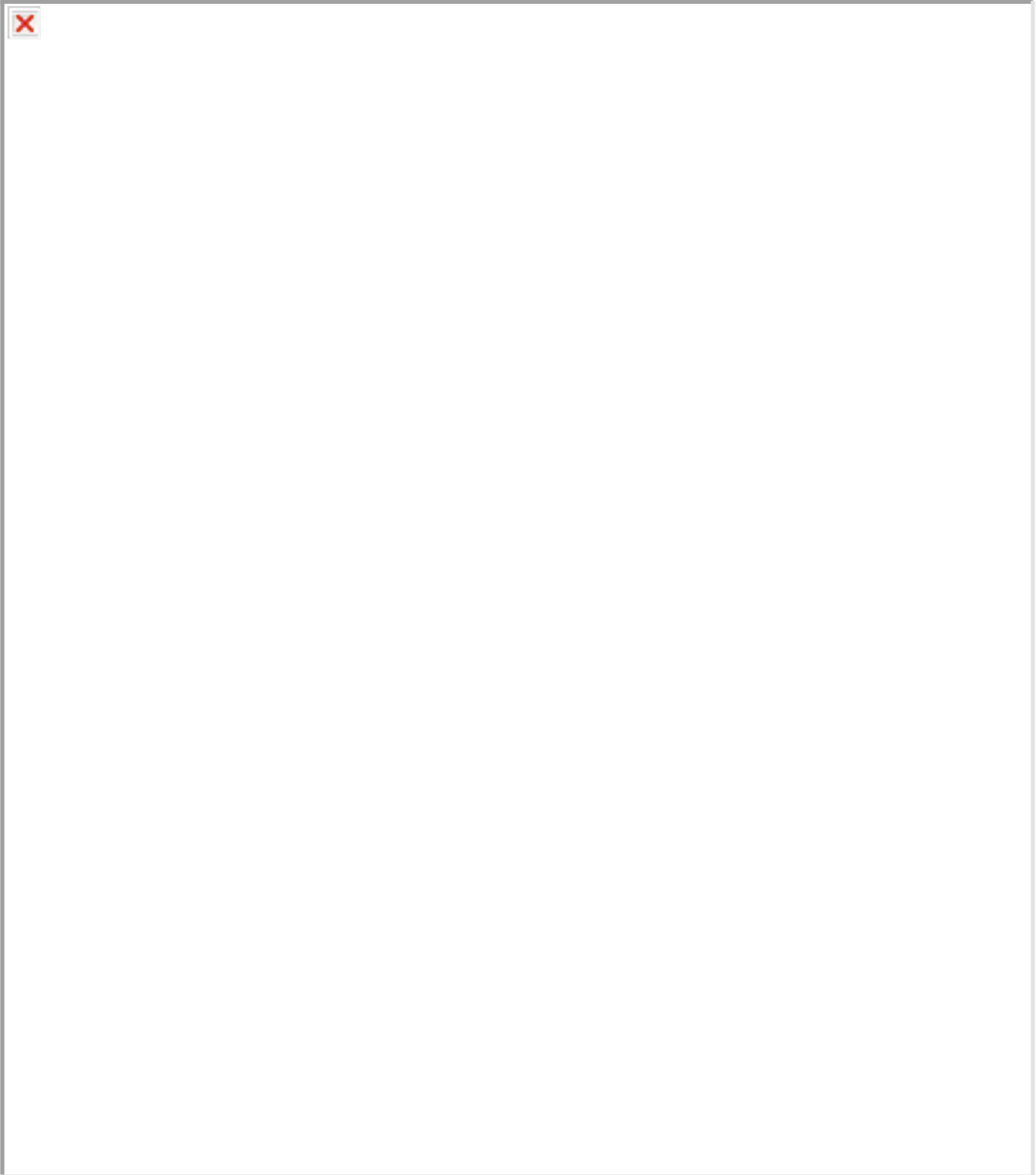
Better engagement with community, reduce scale and more boat parking and access to boat ramp

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:



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Monday, November 15, 2021 6:45:03 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13031] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Catherine Ellen Ford John Lawrence Ford

Organisation name:

Contact phone number: 021 170 5928

Email address: catford34b@gmail.com

Postal address:

34B Cheltenham Road
Devonport
Auckland 0624

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

The construction and occupation of 121 dwellings in sub-precinct B, the Marina zone and the coastal erosions hazard area.

Construction of dwellings, car parks and road in the proposed 15m esplanade strip.

Access to the ferry, and parking at the Marina and park 'n' ride during the construction period.

What are the reasons for your submission?

The construction of dwellings, car parks and roads in the esplanade strip will privatise these spaces and preclude public access to and along the coastal edge.

The Precinct will have a primarily residential focus, with all the primary activities - recreation, public open spaces, boating, maritime activities and maritime facilities - displaced to the edges of the main reclamation or removed

altogether.

Under its Unitary Plan Zoning as a Bayswater Marina precinct, the marina was intended to be a community asset, protected for boating purposes. This development will erode privileges that berth holders obtained when purchasing leases. During the construction period access to berths and convenient parking will be disrupted.

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

DECLINE the application where any development (whole or in part) does not meet the Auckland Unitary Plan Bayswater Maritime Precinct's primary purpose to provide a community and marina-orientated place focussed on recreation, public open space, access to the coastal marine area, boating, maritime activities and 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? No

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

Supporting information:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Monday, November 15, 2021 7:15:21 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13035] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Anne beadley

Organisation name:

Contact phone number: 0275007920

Email address: annebradley7@xtra.co.nz

Postal address:

116 Vauxhall rd
Narrowneck
North shore City 0624

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

No to turning zoned land into a residential suburb
No to the removal of boating facilities, including boat storage and storage
No to unworkable boat trailer parks and compromised boat ramp access
No to insufficient public open space and restricted access to coastal marina
No to privatising the coastal esplanade with dwellings, car parks and private roads

What are the reasons for your submission?

Loss of a beautiful space, views, water access, trees, green space. Mass housing which will be ugly, create stormwater issues. Generally it will impact the natural environment significantly. Not a project Sir Peter Blake would want to have his name associated with.

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

Please leave the marina alone,

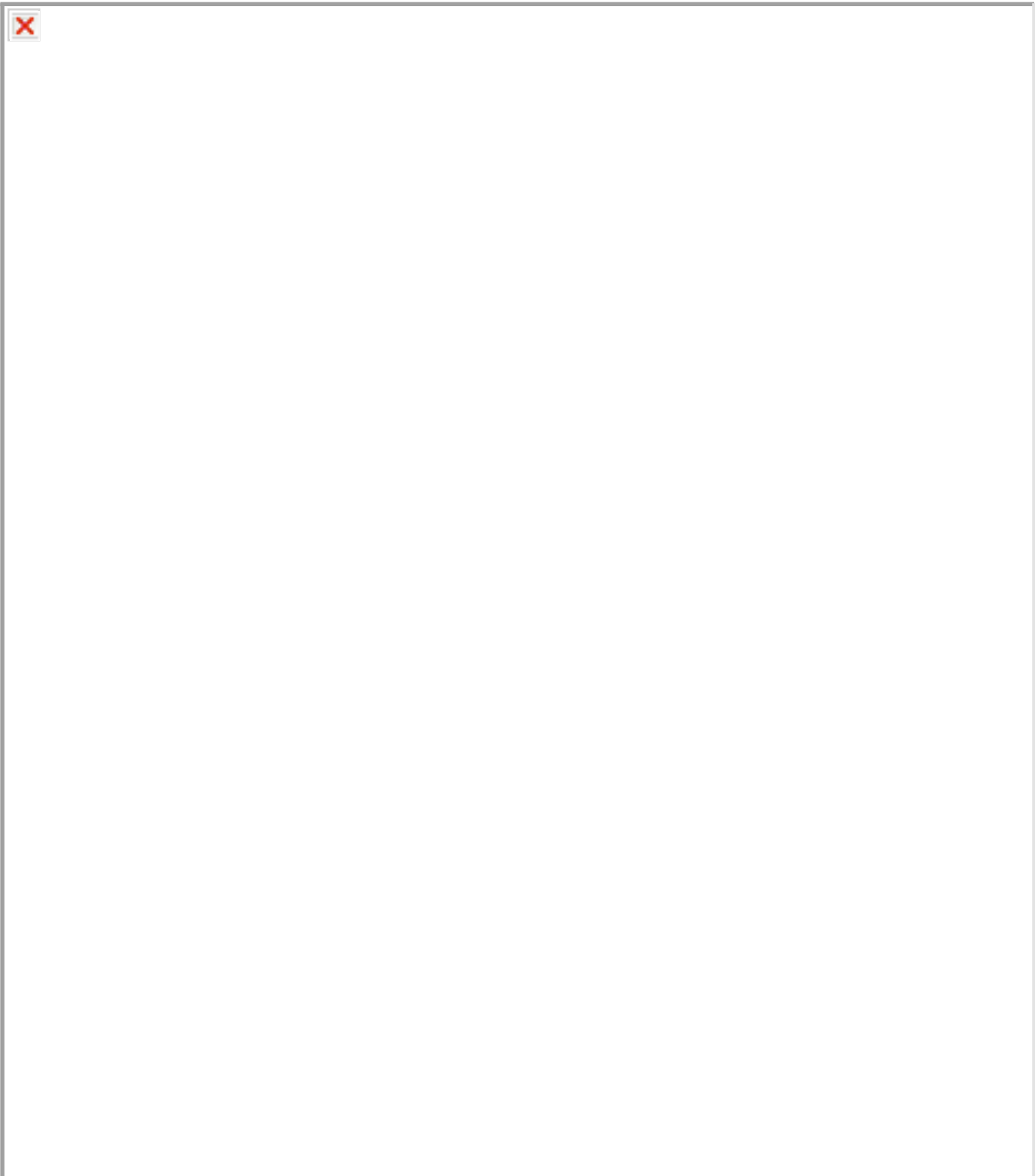
Do some more planting, create, extend green areas. Call in sustainable coastlines for guidance. Create an area that is attractive, environmentally friendly

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? No

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

Supporting information:



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Monday, November 15, 2021 7:30:37 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13037] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Eli Hirschauge

Organisation name:

Contact phone number: 0212721821

Email address: elih00@yahoo.com

Postal address:

29 Norwood Road
Bayswater
Auckland 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

The development of additional residential properties on the marina area

What are the reasons for your submission?

the proposed development will limit water and water edge access, will increase pressure on already limited infrastructure in the peninsula and will impact the ability of commuters accessing the ferry service (putting even more pressure on lake and esmond roads rush hour traffic)

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

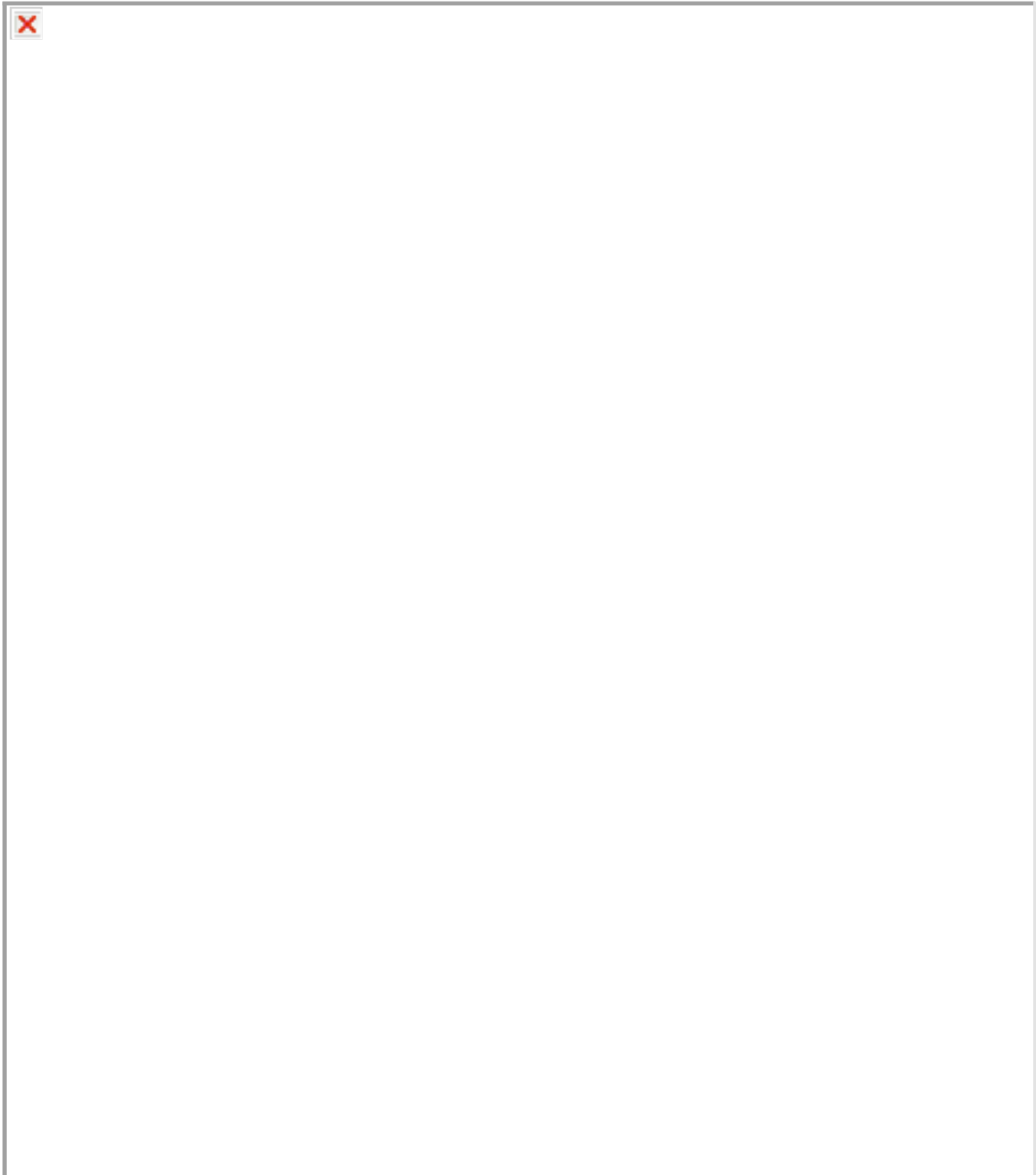
reject the proposal

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? No

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

Supporting information:



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Monday, November 15, 2021 7:45:37 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13038] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Mike Pearce

Organisation name: VisualWise Graphic Design

Contact phone number: 0221852560

Email address: mike-pearce@hotmail.com

Postal address:

3/3 fifeshire street
Belmont
Auckland 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

Overpopulation of the area. Public parking spaces for park and ride. Access to to public transport and facilities.

What are the reasons for your submission?

I do not want a private commercial project to take over a very valuable and useful public space just for commercial gain at the expense of the local community.

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

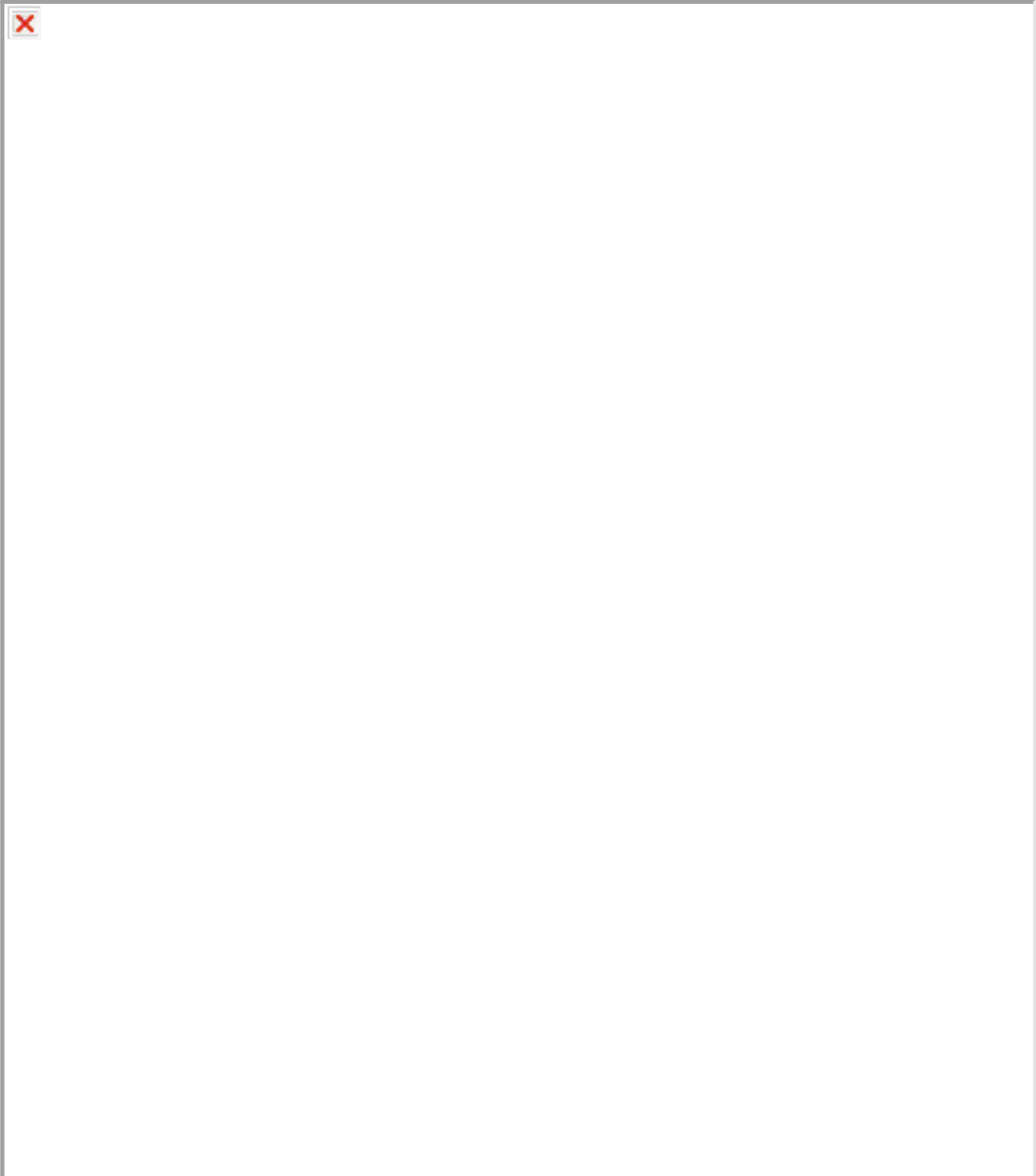
I do not want the promenade or esplanade privatised due to private housing reducing access. I won't smoke public spaces and parking options for the public and commuters. I do not want private housing reducing access to yet another marina area with wonderful views of the city for the community.

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:



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Monday, November 15, 2021 8:15:04 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13039] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Nissa Anderson

Organisation name:

Contact phone number: 0211075942

Email address: nissa.anderson@gmail.com

Postal address:

91A Bayswater Ave
Bayswater
Auckland 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

- Construction of dwellings, car parks and road in the proposed 15m esplanade strip.
- Restrictions and safety issues associated with the width, public use and public ownership of the esplanade reserve or strip.
- Removal of angel parking facilities and preparation area for the public boat ramp, and proposed 20 parallel parks for cars and boat trailers for users of the boat ramp.
- Earthworks to form the building platforms and infrastructure, and the removal of 70 mature Pohutakawa trees to clear the site for development.
- Access to the ferry during the construction period.
- Structures in, and discharges to, the marine area

What are the reasons for your submission?

My two young children and I use this area most days. We ride our bikes around the marina, take walks there, and on the weekends sometimes bring the boat down to launch it and go fishing. I take the ferry to work and enjoy the clean environment at the marina daily. As I understand it, the primary purpose for the Bayswater Marina Precinct is to provide for

marina, ferry terminal and marine-related activities, including associated parking and facilities, and for public access, community uses and marine sports uses, open space and recreation.

I am concerned that the new development does not meet these primary purposes for which is precinct is designated. All 20 car parks for trailers are for boats that are less than 5 m, and are not angle car parks. The open space provided is less than required - with the small parks and boardwalk within the 15m wide esplanade strip. The open spaces double count the separate requirement to provide an esplanade reserve around the seaward side of the reclamation. And instead of providing a 20m esplanade reserve, it is a 15m esplanade strip.

I am also concerned about the environmental impact of this development as it proposes to discharge storm water directly into coastal waters, as well as removing mature pohutakawa trees.

The proposed changes to this precinct do not prioritise marine uses, community access and public transport.

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

I would like the council to have the development amended to provide

- angled car parks for boats and trailers
- 20 m esplanade by the water
- no storm water into coastal waters
- larger areas for community use, including parks, walking paths
- upgrade the ferry terminal
- ensure continued easy access to the ferry terminal for users, including those of us who take the bus to the ferry
- retain the marine related activities and services in the area, as marine activities is the the designated primary purpose

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:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Monday, November 15, 2021 9:15:04 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13044] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Anthea Bronwyn Dunning

Organisation name:

Contact phone number: 0210428943

Email address: antheadunning@gmail.com

Postal address:

112 Vauxhall Rd
Narrowneck
Auckland 0624

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

I oppose the application by Bayswater Marina Holdings Limited to construct 121 dwellings and associated unit title subdivision, roads, infrastructure, coastal structures and earthworks, in particular:

1. Construction and occupation of 121 dwellings in sub-princt B, the Marina Zone and the coastal erosions hazards area.
2. Construction of dwellings, car parks and roads in the proposed 15m esplanade strip
3. Restrictions, access and safety issues associated with the width, public use and public ownership of the esplanade reserve or strip
4. Removal of angle parking facilities and preparation area for the public boat ramp and the proposed 20 parallel parks for cars and boat trailers for users of the boat ramp.
5. Removal of boating facilities associated with the marina, including boat storage, servicing and marine retail activities.

6. Earthworks to form the building platforms and infrastructure and the ensuing detrimental effect of construction traffic on the surrounding suburb of Bayswater and Lake Rd into the proposed project area.
7. Access to the ferry and parking at the Marina during and following the construction period.
8. Structures in, and discharges to the coastal marine area.

What are the reasons for your submission?

I am a small boat owner who regularly uses the Bayswater Boat Ramp to launch my boat for recreational purposes. This is one of the few all tide, safe boat ramps for me to use. The proposed development and changes to parking would make it extremely difficult to safely launch, park and retrieve my boat. Not only would access be more limited during the construction period, but the 121 dwellings when occupied would place additional pressure on parking, road congestion and safety when manoeuvring.

I frequently enjoy walking around the marina area and feel strongly that it be maintained as a public space for recreation, in particular the existing green spaces and unlimited access to and along the marine foreshore area. I believe it is vitally important to develop Bayswater as a permanent ferry terminal and hub with associated bus and bike access for commuters. This proposal does not show a comprehensive plan for public transport facilities which will be essential as housing density increases along the rest of the Belmont/ Bayswater/Devonport area. The Marina precinct and the facilities it provides is a scarce and precious resource and Bayswater Marina is an important community asset. As such, the scale of the proposed residential development with associated roads paths and carparking does not align with the primary purpose of the Bayswater Marina Precinct. ie As a community and marine oriented space. The proposed development is an inappropriate use of this scarce resource.

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

Decline the whole application for land use consent for dwellings and the subdivision, coastal and discharge consents.

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? No

If other people make a similar submission I will consider making a joint case with them at the hearing: No

Supporting information:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Monday, November 15, 2021 9:15:36 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13046] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: garth ellingham

Organisation name:

Contact phone number: 021913917

Email address: garthellingham@gmail.com

Postal address:

86D Wairoa Road
Narrow Neck
Auckland 0624

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

I oppose the application by Bayswater Marina Holdings Limited to construct 121 dwellings and associated unit title subdivision, roads, infrastructure, coastal structures and earthworks, in particular:

- . Removal of boating facilities associated with the marina, including boat storage, servicing and marine retail activities.
- . Removal of angle parking facilities and preparation area for the public boat ramp, and proposed 20 parallel parks for cars and boat trailers for users of the boat ramp.
- . The construction and occupation of 121 dwellings in sub-precinct B, the Marina Zone and the coastal erosions hazards area.
- . Access to the ferry, and parking at the Marina and park n ride during and after the construction period.

What are the reasons for your submission?

I have grown up in this area sailing, kitesurfing, and paddle boarding. This area is one of the safest all tide access point to the water on the North Shore.

I am horrified by this application to destroy this marine park. I am concerned this residential development is both reducing the current marine facilities and annihilating future marine facilities that will be required as our city densifies and transport changes.

Areas like these must be prioritised for public usage and transport. Also the run off caused from this development is a concern to me having studied stormwater design.

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

DECLINE the application as it does not meet the primary purpose of the Auckland Unitary Plan. Bayswater Maritime Precinct's primary purpose is to provide a community and marina-orientated place focused on recreation, public open space, access to and along the coastal marina area, public transport, boating, maritime activities and facilities.

The developer needs to start again rather than massage the bad plan.

There is plenty of land for housing, there is only this land for generations of marine enjoyment.

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:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Monday, November 15, 2021 9:30:03 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13048] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Sarah Spurway

Organisation name:

Contact phone number: 021565717

Email address: sarahspurs@icloud.com

Postal address:

9a Earnoch Avenue
Takapuna
Auckland 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

I support preserving the boat ramp and open space

What are the reasons for your submission?

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

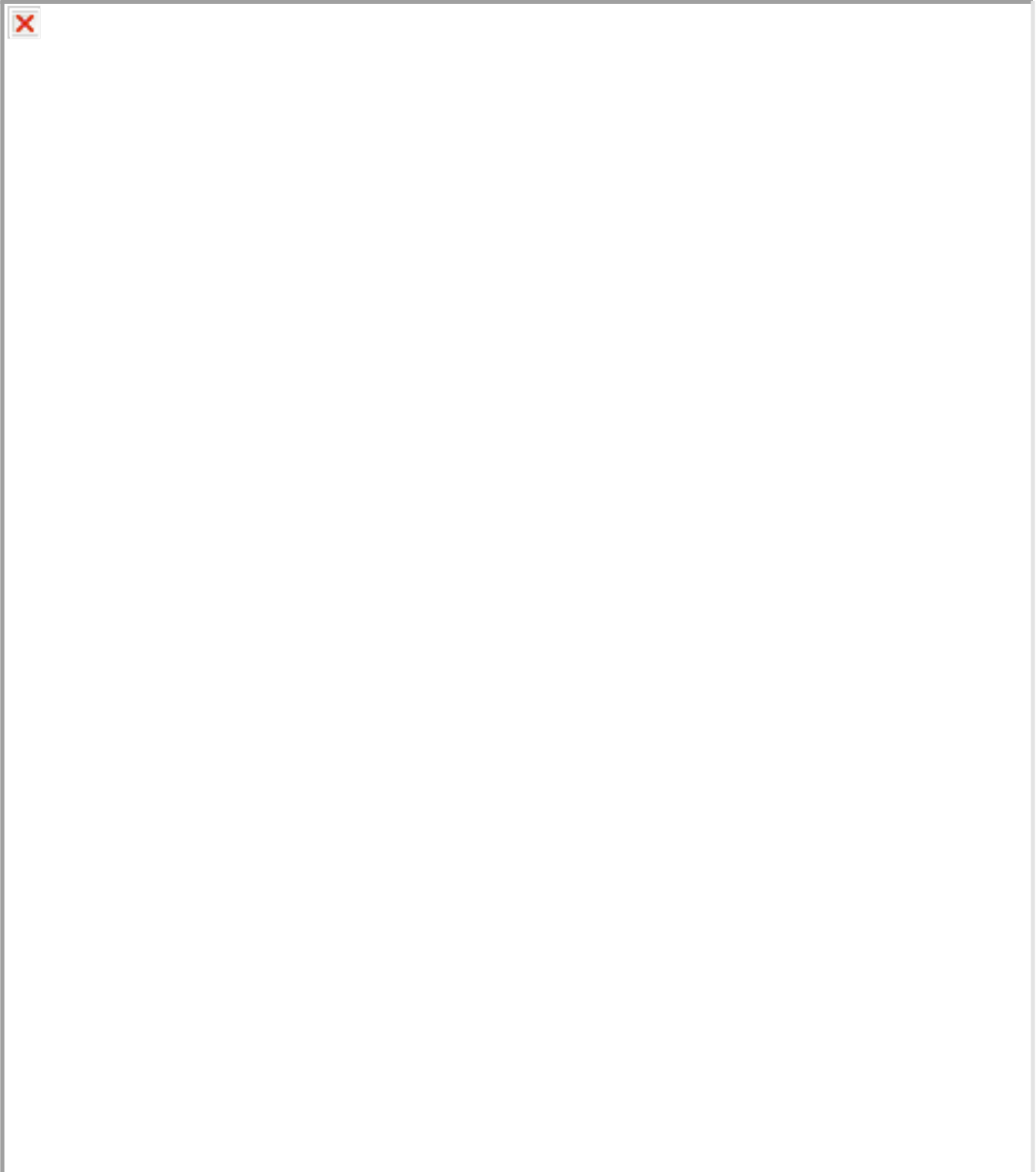
I would prefer this does not go ahead

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? No

If other people make a similar submission I will consider making a joint case with them at the hearing: No

Supporting information:



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Monday, November 15, 2021 9:30:04 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13049] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Laurence Moss

Organisation name:

Contact phone number: 021316459

Email address: laurence.moss@talk21.com

Postal address:

4 Kerr Street
Devonport
Auckland 0624

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

I oppose the application by Bayswater Marina Holdings Limited to construct 121 dwellings and associated unit title subdivision, roads, infrastructure, coastal structures, and earthworks, in particular:

1. The construction and occupation of 121 dwellings in sub-precinct B, the Marina Zone, and the coastal erosions hazards area.
2. The unit title subdivision in the Marina Zone and coastal storm inundation area.
3. Construction of dwellings, car parks and road in the proposed 15m esplanade strip.
4. Restrictions and safety issues associated with the width, public use and public ownership of the esplanade reserve or strip.
5. Removal of angle parking facilities and preparation area for the public boat ramp and proposed 20 parallel parks for cars and boat trailers for users of the boat ramp.

6. Removal of boating facilities associated with the marina, including boat storage, servicing, and marine retail activities.
7. The removal of 70 mature Pohutakawa trees to clear the site for development.
8. Construction traffic and construction effects associated with earthworks, piling and construction of 3 apartment blocks and 94 Terrace Houses.
9. Access to the ferry, and parking at the Marina and park n ride during the construction period.
10. Structures in, and discharges to, the coastal marine area

What are the reasons for your submission?

The proposal for 94 Terrace Houses and 3 Apartment buildings, and the associated infrastructure, does not leave sufficient space for the marina and marine recreation activities that are the primary focus of the Bayswater Marine Precinct. The 20 parallel car and boat trailer spaces shown on the plans are unworkable, and do not provide suitable facilities for the continued use of the boat ramp. The proposal will result in the closure and relocation of the boat storage facility, marine servicing and most of the marine retail businesses currently located at the marina. Bayswater Marina is one of the few all tide access points on the North Shore with adequate car and trailer parking and boat storage. If the development proceeds as proposed this will result in the removal of nearly all facilities for marine related activities, and the community will a significant public facility and the impacts on their social wellbeing will be great. No provision has been made in the proposal to support the planned growth of marine-related users and their needs, e.g. recreational boating, trend toward larger trailer boat sizes, etc

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

Decline the whole application for land use consent for dwellings and the subdivision, coastal, discharge consents.
Decline the application where any development (whole or in part) does not meet the Auckland Unitary Plan Bayswater Maritime Precinct's primary purpose to provide a community and marina-orientated place focussed on recreation, public open space, access to and along the coastal marina area, public transport, boating, maritime activities, and 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? No

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

Supporting information:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Monday, November 15, 2021 9:45:03 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13050] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Andrew Brett Marshall

Organisation name:

Contact phone number: 021769225

Email address: brettoutwest@yahoo.com

Postal address:

43 Merani Street
Narrow Neck
Auckland 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

The number of housing units proposed and the loss of public amenities and access to boat launch facilities.

What are the reasons for your submission?

I am concerned that the proposed development will have a significant impact on public access to the foreshore, boat launching facilities, loss of parking for boat trailers and may impact public transport availability when these facilities are becoming increasingly important given the intensification of housing development in the area.

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

I would like the size of the development and number of housing units reduced and ongoing access to boat launching facilities and accompanying parking to maintained at least at current levels. I would like the area to be utilized for its'

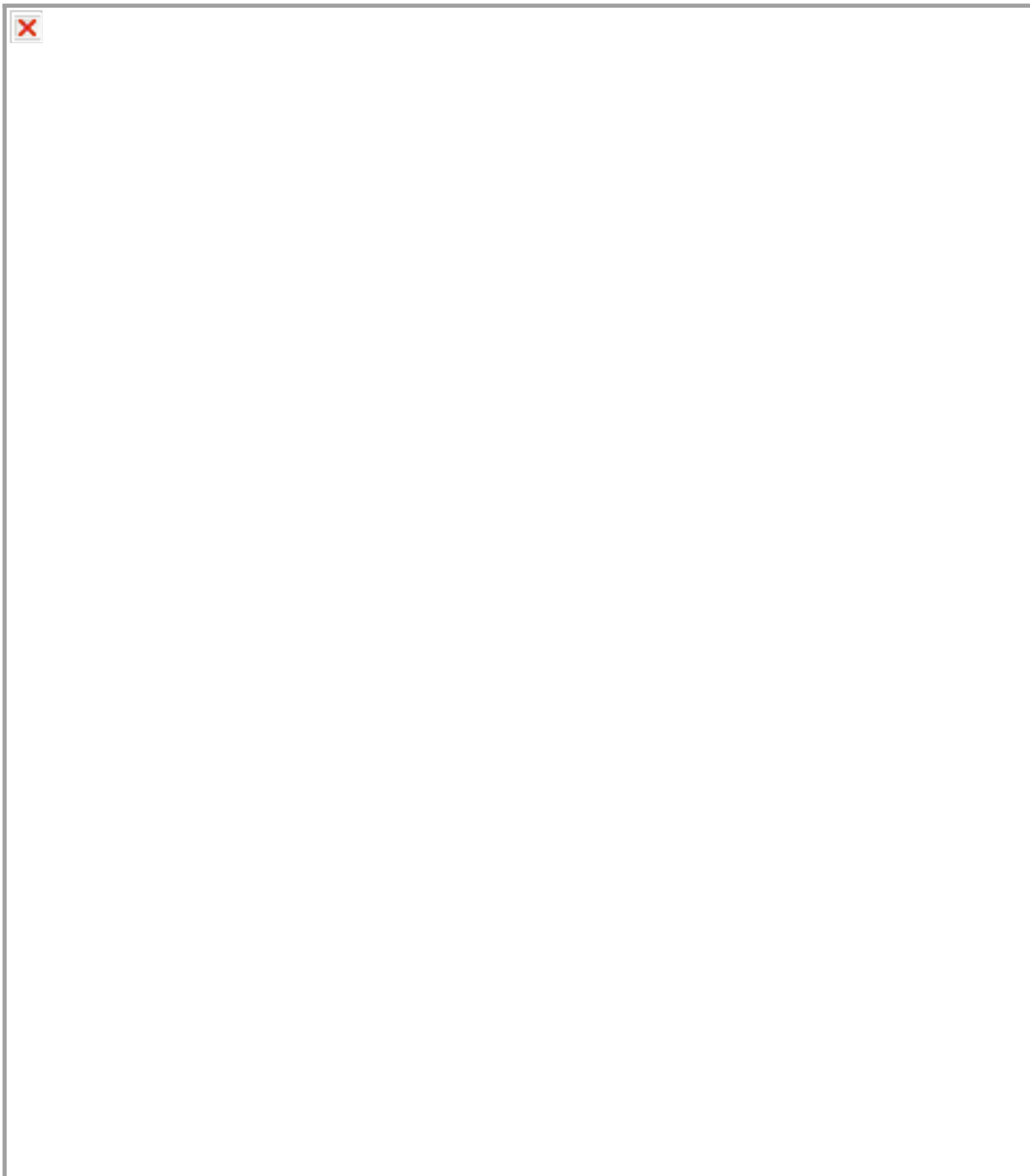
intended purpose under the Unitary Plan which emphasizes public access and marine facilities.

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:



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Monday, November 15, 2021 9:45:04 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13051] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Wayne Clough

Organisation name:

Contact phone number: +64272963101

Email address: waynejclough@gmail.com

Postal address:

5 Empire Road
Devonport
Auckland 0624

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

Boat ramp access and trailer parking

What are the reasons for your submission?

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

Bayswater is one of the only safe and convenient boat ramp and parking facilities on the peninsula. It is suitable at most but not all tides, and has a convenient jetty for those needing to launch and retrieve by themselves. The changes to the boat ramp access are dangerous with backing required from a busy public road. The changes to the parking are ridiculous, enabling very limited parking for boats up to 5m, with non-designated parks scattered throughout the residential facility, requiring very difficult manoeuvring into parallel parks. These changes will make the

facility unfit for purpose and dangerous for boaties who will simply not use the totally inadequate facility. This will drive boaties to the Takapuna boat ramp, which is already over capacity with too little parking available, or further afield, or to dangerous beach launch and retrievals.

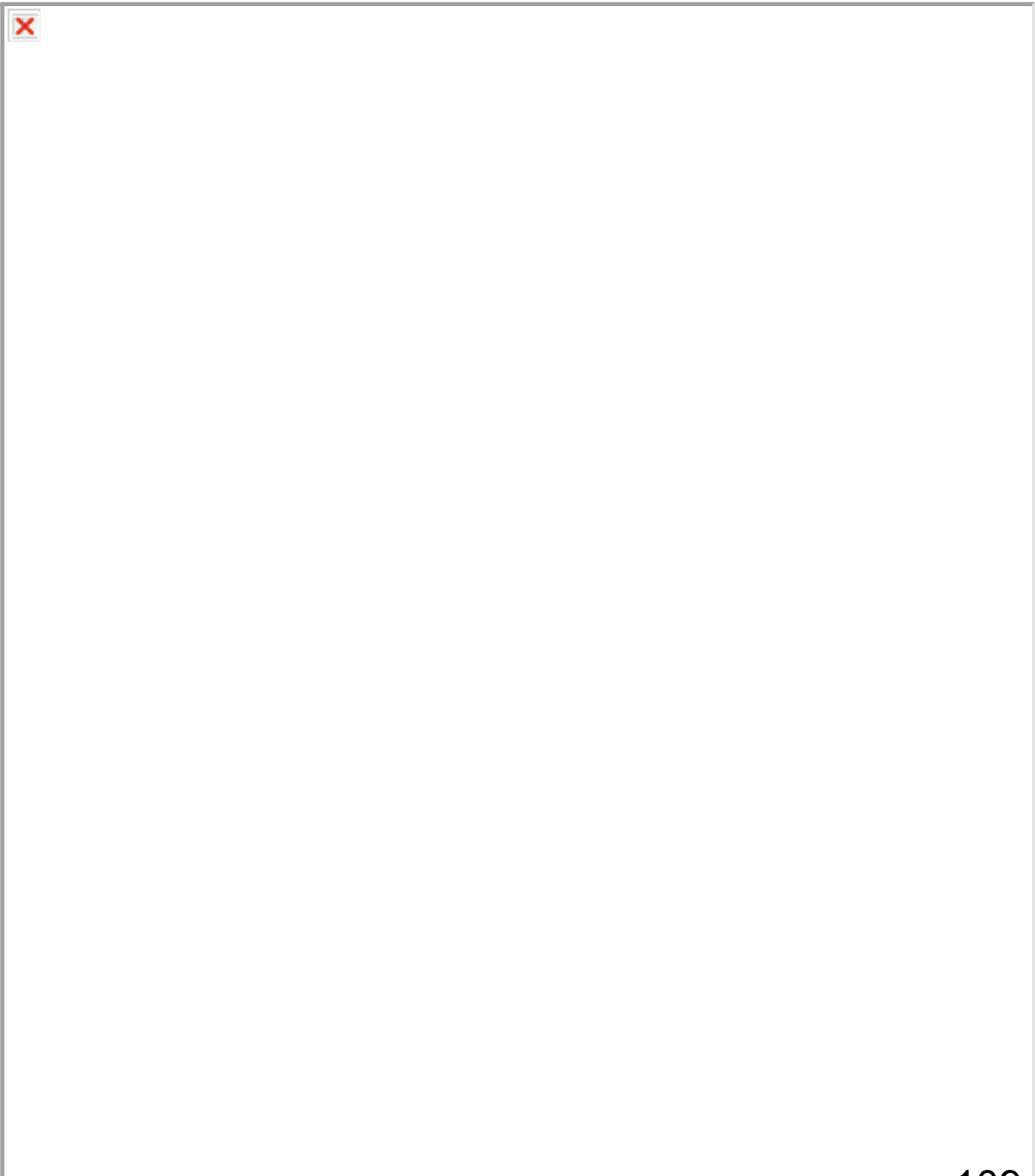
Boating is an important recreational activity for kiwis and this change destroys the accessibility of this pursuit for the entire Devonport peninsula.

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? No

If other people make a similar submission I will consider making a joint case with them at the hearing: No

Supporting information:



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Monday, November 15, 2021 9:45:04 PM
To: CentralRCSUBmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13052] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Carolyn Harper

Organisation name:

Contact phone number: 0274170641

Email address: carolyn@carolynharper.co.nz

Postal address:

28 Norwood Rd
Bayswater
Auckland 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

1. Opposing the number of residential apartments/terraced houses
2. Opposing potentially removing the public access to the boat ramp, especially for boats over 5metre in size and making the area unworkable for launching and retrieval of boats
3. Opposing reducing the amount of green space in the area if the Development proceeds
4. Opposing the fact that there is no certainty over public transport
5. Opposing the reduction of carparks for public including ferry users
6. I want to understand why the planned esplanade strip is only 15m, where normally it is 20m
7. Opposing the loss of harbour and city views that the public currently enjoy

What are the reasons for your submission?

I am very concerned that the proposed Development will severely impact the public's enjoyment of the area and set a bad precedent in terms of developing coastal areas.

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

I would like the Council to

- reduce the number of units/terraced houses allowed
- have no decrease in the current green space areas
- not deny public access to the boat ramp
- not reduce public carparks ... or certainly not reduce to 32
- establish some certainty over public transport in the area. I don't want in 5 years time residents in the proposed Development opposing expansion of public transport facilities at the Bayswater Marina

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? No

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

Supporting information:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Monday, November 15, 2021 9:45:05 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13053] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Tony Peterson

Organisation name:

Contact phone number: 0212273411

Email address: tp@leadernz.co.nz

Postal address:

22 Whitby Cres, Mairangi Bay
Mairangi Bay
Auckland 0630

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

Loss of boat trailer parking

What are the reasons for your submission?

There are very few places to launch a 7 m trailer boat and park trailer presently in Auckland especially the North Shore.

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

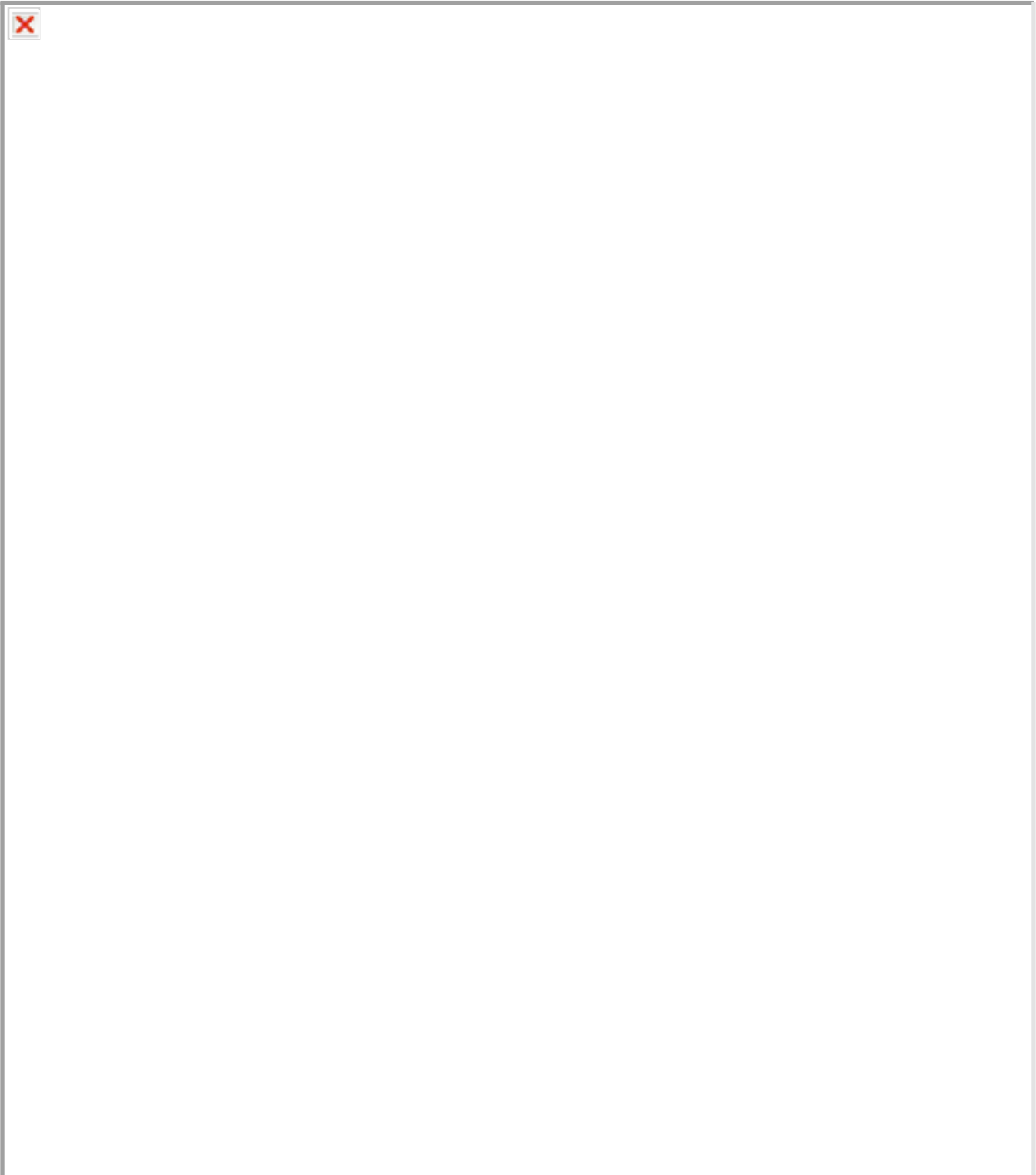
Maintain parking

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? No

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

Supporting information:

A large empty rectangular box with a thin grey border, intended for supporting information. A small red 'X' icon is located in the top-left corner.

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Monday, November 15, 2021 9:45:06 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13054] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Amanda Jane Silk

Organisation name:

Contact phone number: 0272895591

Email address: amandasilk@outlook.com

Postal address:

26 Norwood Road
Bayswater
Auckland 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

I oppose the application by Bayswater Marina Holdings Limited to construct 121 dwellings and associated unit title subdivision, roads, infrastructure, coastal structures, and earthworks, in particular:

1. Construction of dwellings, car parks and road in the proposed 15m esplanade strip,
2. Removal of angle parking facilities and preparation area for the public boat ramp and proposed 20 parallel parks for cars and boat trailers for users of the boat ramp.
3. Removal of boating facilities associated with the marina, including boat storage, servicing, and marine retail activities.
4. The removal of 70 mature Pohutukawa trees to clear the site for development.
5. The construction and occupation of 121 dwellings in sub-precinct B, the Marina Zone, and the coastal erosions hazards area.

What are the reasons for your submission?

The proposal for 94 Terrace Houses and 3 Apartment buildings, and the associated infrastructure, does not leave sufficient space for the marina and marine recreation activities that are the primary focus of the Bayswater Marine Precinct. The 20 parallel car and boat trailer spaces shown on the plans are unworkable, and do not provide suitable facilities for the continued use of the boat ramp. The proposal will result in the closure and relocation of the boat storage facility, marine servicing and most of the marine retail businesses currently located at the marina. Bayswater Marina is one of the few all tide access points on the North Shore with adequate car and trailer parking and boat storage. If the development proceeds as proposed this will result in the removal of nearly all facilities for marine related activities, and the community will a significant public facility and the impacts on their social wellbeing will be great. No provision has been made in the proposal to support the planned growth of marine-related users and their needs, e.g. recreational boating, trend toward larger trailer boat sizes, etc. Too much green open public space is taken up with carparking and roading.

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

Decline the whole application for land use consent for dwellings and the subdivision, coastal, discharge consents. Decline the application where any development (whole or in part) does not meet the Auckland Unitary Plan Bayswater Maritime Precinct's primary purpose to provide a community and marina-orientated place focussed on recreation, public open space, access to and along the coastal marina area, public transport, boating, maritime activities, and 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:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Monday, November 15, 2021 10:00:43 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13055] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Paul Theuma

Organisation name:

Contact phone number: 021966761

Email address: paultheuma@gmail.com

Postal address:

3/96a, Bayswater Ave
Bayswater
Bayswater 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

The lack of resources alone Bayswater and lake road

What are the reasons for your submission?

The marina and Bayswater cannot handle larger traffic volumes and the need for a ferry and parking needs to stay

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

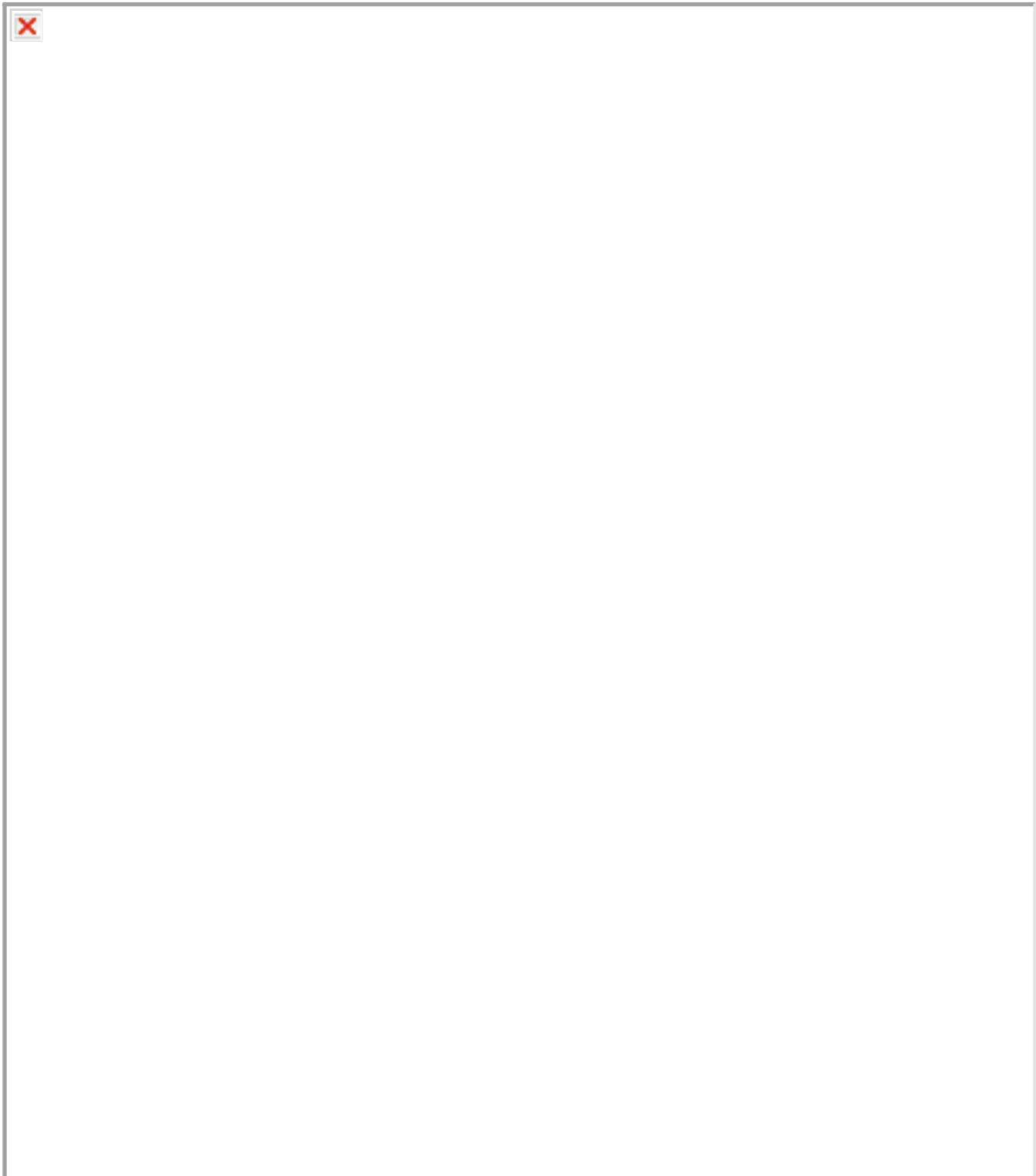
Make into a park or upgrade marina not add additional housing.

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? No

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

Supporting information:



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Monday, November 15, 2021 10:00:44 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13056] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Jill Thompson

Organisation name: Boat owner

Contact phone number: 021446095

Email address: jillthompson@xtra.co.nz

Postal address:

24 William bond street
Stanley point
Auckland 0624

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

Loss of boat ramp and parking at the marina

What are the reasons for your submission?

It will be almost impossible to reverse our boat down the ramp due to manoeuvrability of car and trailer! There will also be very limited parking, on a good day there could be 30 or 40 trailers parked there, where else do we go? Where do we park to go out on our boats moored at the marina when it is taken up with construction workers. We pay for the privilege of being able to park near our boats in the marina and we pay for the privilege of launching our boats near to the boat park and having room for trailers

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

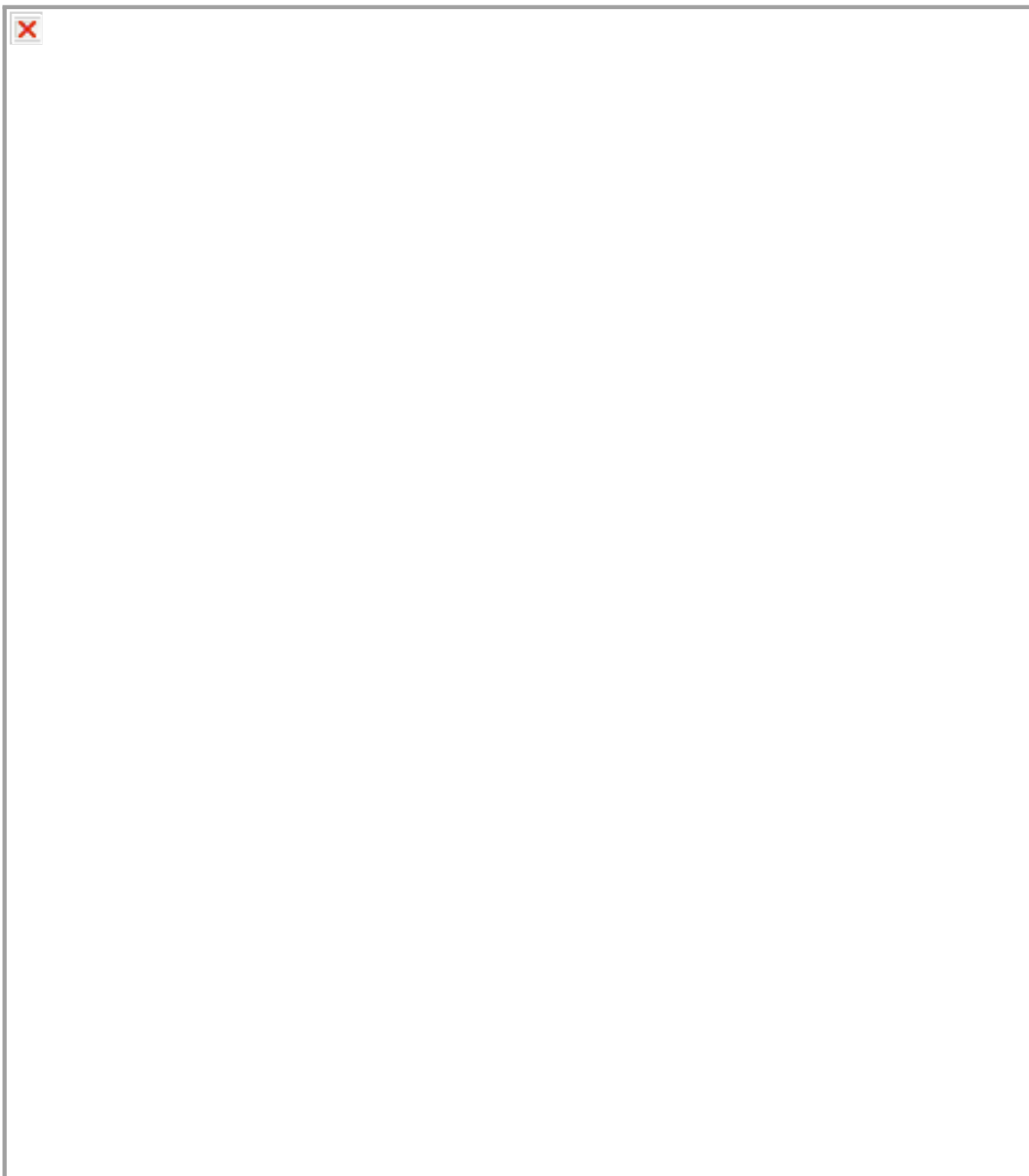
Alter the roading and parking to allow full and easy usage of the ramp and parking of trailers

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? No

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

Supporting information:



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Monday, November 15, 2021 10:00:53 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13057] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Simon Schofield

Organisation name:

Contact phone number: 02108407227

Email address: schofieldsimon66@gmail.com

Postal address:

1c Rutherford Street
Belmont
Auckland 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

Boat ramp and trailer parking

What are the reasons for your submission?

Oppose the lack of trailer parking and use of the boat ramp

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

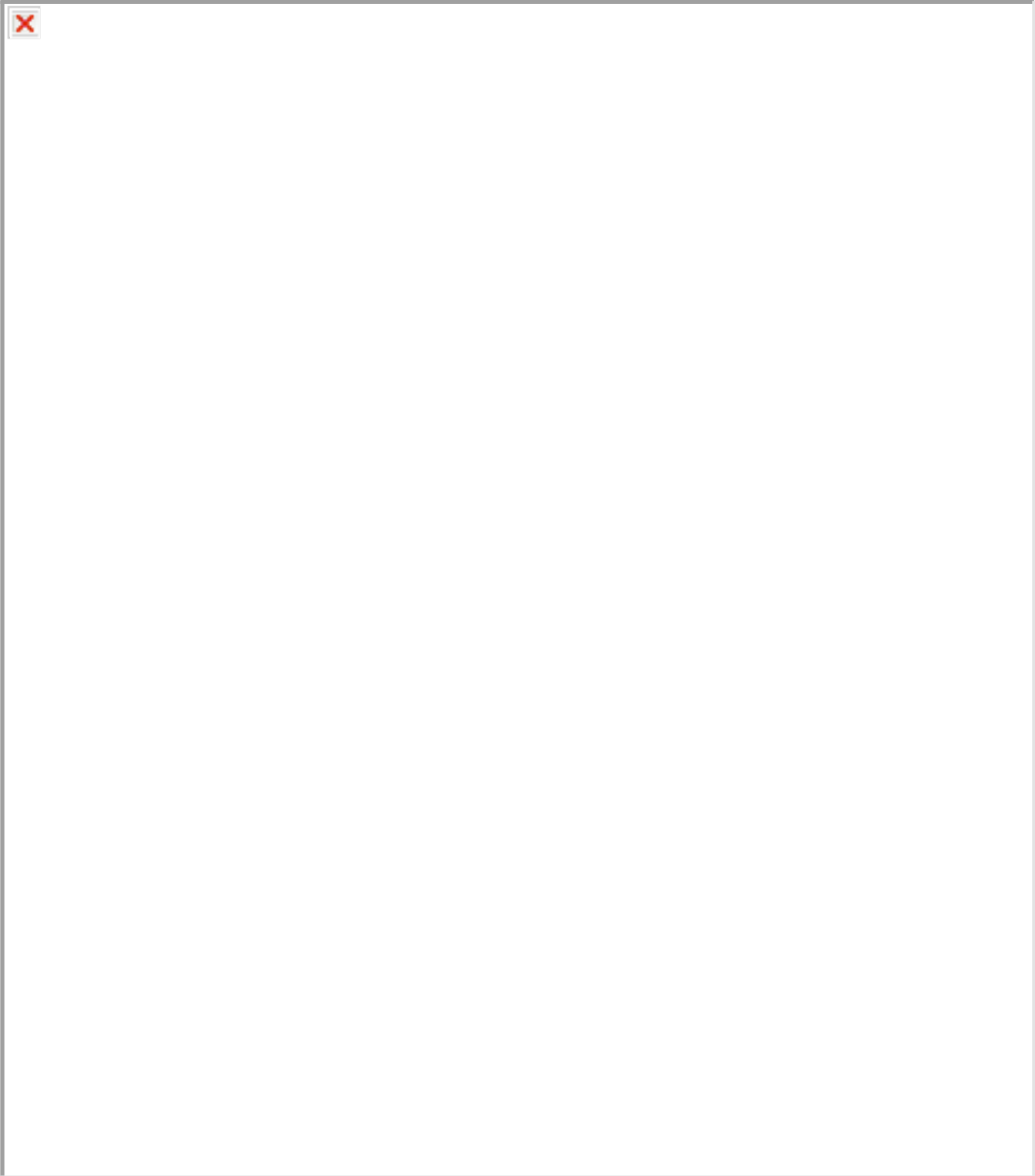
Should be an area for all to use. We will lose a very workable boat ramp which will cause parking issues else where on the shore due to the lack of trailer parking in most beach ramps. We need areas like this more so then ever. There are more boat owners than ever before and growing!! Plus it's a beautiful area for all to visit. Come on council. This is about profit over community. What do you stand for?

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:



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Monday, November 15, 2021 10:15:35 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13059] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Nerine Walbran

Organisation name:

Contact phone number: 021593260

Email address: nerinewalbran@hotmail.com

Postal address:

11 Larchwood Ave
Westmere
Auckland 1022

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

The development of the foreshore area of Baywater.

What are the reasons for your submission?

A housing complex is proposed at Bayswater which will make the public boat ramp unusable for most (if not all) that currently use it and limit the public access to the foreshore.

This proposal has parking for a boat on a trailer with a total length of 5.5mtrs, this is for a 4-4.5mtr boat or smaller. Most boats using this ramp are 6mtrs or more. To access the ramp requires reversing on the main road, around a corner and over a pedestrian crossing (in reverse). There is no where to stop and prepare the boat for launching (remove strap, insert bungs). Should the ramp be-in-use anyone wanting to launch will have to either park blocking the main road or drive around a complex designed for small trailers.

Apart from power boats this also prevents most other users, the Department of Conservation and other commercial operations. Sailing, this is regularly use by all ages for launching yachts such as the 470 class for training and their coach boats. The rowing club, this will require the youths to carry their boats down a public road!
Boat storage and trailer park gone. With more and more high density housing this is a necessity for many and was recommended be retained by a report to the council in 2016. Storing a boat by the water is surely a sensible option to reduce traffic.
With up to 350 residencies, ferry, a possible cafe and visitors to both the residents and the marina 32 public car parks are allowed.

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

Decline the application to develop the foreshore at Bayswater.

The area must remain as an area for marine related activities only with wide open space for all to enjoy.

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? No

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

Supporting information:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Monday, November 15, 2021 10:30:20 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13060] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Chris Hood

Organisation name:

Contact phone number: 021454215

Email address: chrishood@gmail.com

Postal address:

12 Bayswater Ave
Bayswater
Auckland 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

1. The construction and occupation of 121 dwellings in sub-precinct B, the Marina Zone, and the coastal erosions hazards area.
2. The unit title subdivision in the Marina Zone and coastal storm inundation area.
3. Construction of dwellings, car parks and road in the proposed 15m esplanade strip.
4. Restrictions and safety issues associated with the width, public use and public ownership of the esplanade reserve or strip.
5. Removal of angle parking facilities and preparation area for the public boat ramp and proposed 20 parallel marks for

cars and boat trailers for users of the boat ramp.

6. Removal of boating facilities associated with the marina, including boat storage, servicing, and marine retail activities.

7. The removal of 70 mature Pohutakawa trees to clear the site for development.

8. Construction traffic and construction effects associated with earthworks, piling and construction of 3 apartment blocks and 94 Terrace Houses.

9. Access to the ferry, and parking at the Marina, and park n ride during the construction period.

10. Structures in, and discharges to, the coastal marine area

What are the reasons for your submission?

The proposal for 94 Terrace Houses and 3 Apartment buildings, and the associated infrastructure, does not leave sufficient space for the marina and marine recreation activities that are the primary focus of the Bayswater Marine Precinct. The 20 parallel car and boat trailer spaces shown on the plans are unworkable, and do not provide suitable facilities for the continued use of the boat ramp. The proposal will result in the closure and relocation of the boat storage facility, marine servicing and most of the marine retail businesses currently located at the marina. Bayswater Marina is one of the few all tide access points on the North Shore with adequate car and trailer parking and boat storage. If the development proceeds as proposed this will result in the removal of nearly all facilities for marine related activities, and the community will a significant public facility and the impacts on their social wellbeing will be great. No provision has been made in the proposal to support the planned growth of marine-related users and their needs, e.g. recreational boating, trend toward larger trailer boat sizes, etc

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

Decline the whole application for land use consent for dwellings and the subdivision, coastal, discharge consents.

Decline the application where any development (whole or in part) does not meet the Auckland Unitary Plan Bayswater Maritime Precinct's primary purpose to provide a community and marina-orientated place focused on recreation, public open space, access to and along the coastal marina area, public transport, boating, maritime activities, and 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:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Monday, November 15, 2021 10:45:21 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13061] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Matthew Robertson

Organisation name:

Contact phone number: 0279439371

Email address: mat.jamesrobertson@gmail.com

Postal address:

40 Norwood Road
Bayswater
AUCKLAND 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

I oppose the application by Bayswater Marina Holdings Limited to construct 121 dwellings and associated unit title subdivision, roads, infrastructure, coastal structures, and earthworks, in particular:

What are the reasons for your submission?

The construction and occupation of 121 dwellings in sub-precinct B, the Marina Zone, and the coastal erosions hazards area.

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

Decline the application where any development (whole or in part) does not meet the Auckland Unitary Plan Bayswater Maritime Precinct's primary purpose to provide a community and marina-orientated place focused on recreation, public

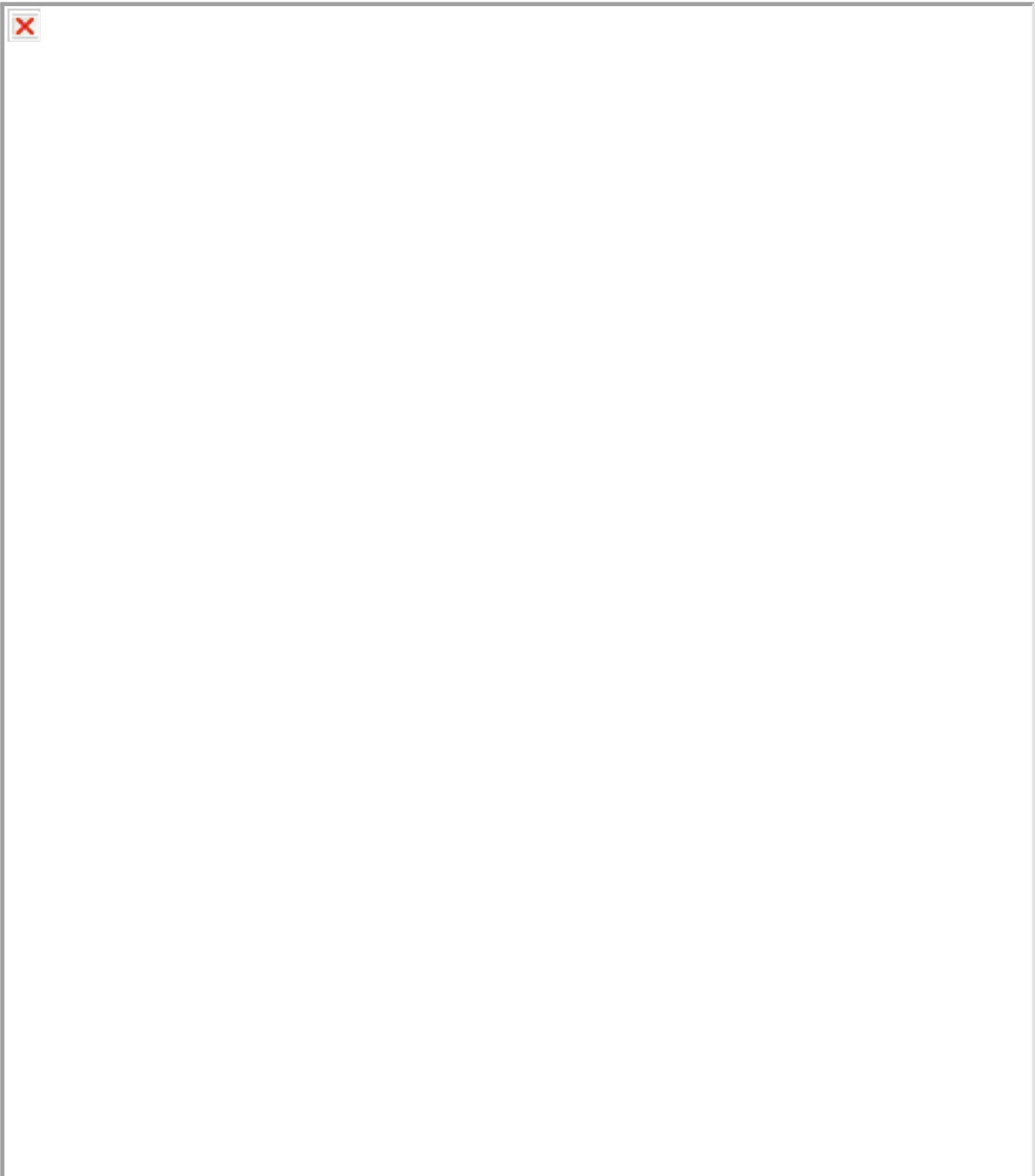
open space, access to and along the coastal marina area, public transport, boating, maritime activities, and facilities.

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:



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Monday, November 15, 2021 10:45:22 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13062] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Duncan Robertson

Organisation name: River Communications

Contact phone number: 0274996939

Email address: duncan@river.co.nz

Postal address:

40 Norwood Road, Bayswater, Bayswater
Auckland
Auckland 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

I oppose the application by Bayswater Marina Holdings Limited to construct 121 dwellings and associated unit title subdivision, roads, infrastructure, coastal structures, and earthworks, in particular:

What are the reasons for your submission?

1. The construction and occupation of 121 dwellings in sub-precinct B, the Marina Zone, and the coastal erosions hazards area.
2. The unit title subdivision in the Marina Zone and coastal storm inundation area.
3. Construction of dwellings, car parks and road in the proposed 15m esplanade strip.
4. Restrictions and safety issues associated with the width, public use and public ownership of the esplanade reserve or strip.

5. Removal of angle parking facilities and preparation area for the public boat ramp and proposed 20 parallel parks for cars and boat trailers for users of the boat ramp.
6. Removal of boating facilities associated with the marina, including boat storage, servicing, and marine retail activities.
7. The removal of 70 mature Pohutakawa trees to clear the site for development.
8. Construction traffic and construction effects associated with earthworks, piling and construction of 3 apartment blocks and 94 Terrace Houses.
9. Access to the ferry, and parking at the Marina and park n ride during the construction period.
10. Structures in, and discharges to, the coastal marine area

The proposal for 94 Terrace Houses and 3 Apartment buildings, and the associated infrastructure, does not leave sufficient space for the marina and marine recreation activities that are the primary focus of the Bayswater Marine Precinct. The 20 parallel car and boat trailer spaces shown on the plans are unworkable, and do not provide suitable facilities for the continued use of the boat ramp. The proposal will result in the closure and relocation of the boat storage facility, marine servicing and most of the marine retail businesses currently located at the marina. Bayswater Marina is one of the few all tide access points on the North Shore with adequate car and trailer parking and boat storage. If the development proceeds as proposed this will result in the removal of nearly all facilities for marine related activities, and the community will a significant public facility and the impacts on their social wellbeing will be great. No provision has been made in the proposal to support the planned growth of marine-related users and their needs, e.g. recreational boating, trend toward larger trailer boat sizes, etc

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

Decline the whole application for land use consent for dwellings and the subdivision, coastal, discharge consents.
Decline the application where any development (whole or in part) does not meet the Auckland Unitary Plan Bayswater Maritime Precinct's primary purpose to provide a community and marina-orientated place focused on recreation, public open space, access to and along the coastal marina area, public transport, boating, maritime activities, and 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? No

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

Supporting information:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Monday, November 15, 2021 10:45:23 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13063] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Fiona Hyland

Organisation name:

Contact phone number: 0275929159

Email address: fiona.hyland@me.com

Postal address:

98 Tarawera Terrace, St Heliers
auckland
auckland 1071

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

- 1) the removal of basically all workable access to the public boat ramp, and reducing parking to a ridiculous low level for a car and trailer, with the parking for a trailer not of a size that most boaties would be able to use.
- 2) blocking and reducing public access to a substantial portion of the harbour from this site, which is used and loved by thousands in Auckland.

What are the reasons for your submission?

- 1) Reducing in size and removal of most of the parking and workable amenity for the public boat ramp.
- 2) Significantly reduced access for all harbour users

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

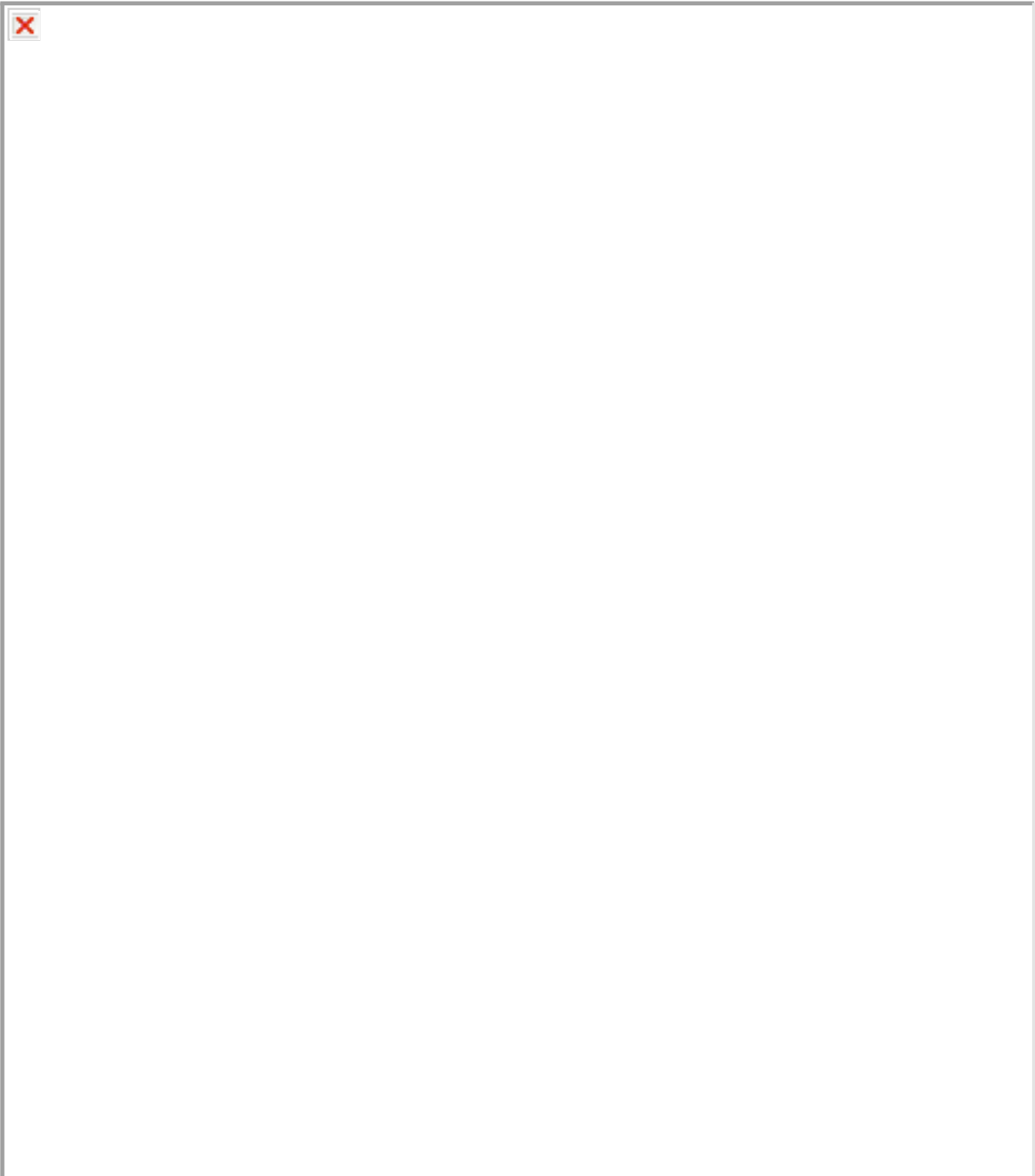
Any redevelopment of this site needs to maintain a workable and safe boat ramp in both access to the boat ramp and also while launching boats. Currently the design does not do that. Secondly the parking for boats and trailers must be significantly increased to accommodate the number that are allowed for presently.

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? No

If other people make a similar submission I will consider making a joint case with them at the hearing: No

Supporting information:



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Monday, November 15, 2021 11:00:04 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13064] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Jade Kennedy

Organisation name:

Contact phone number: 021 818878

Email address: jade.kennedy@gmail.com

Postal address:

10 Fentham Road, Hauraki
Hauraki
Auckland 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

The whole thing

What are the reasons for your submission?

As a local boat owner and user of the facilities, this has not been well thought out or considered and the current allowances for trailer and public parking in general are far from sufficient. This project can not go ahead in its current proposed state.

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

Reconsider boat ramp access and parking as well as overall use of marina land.

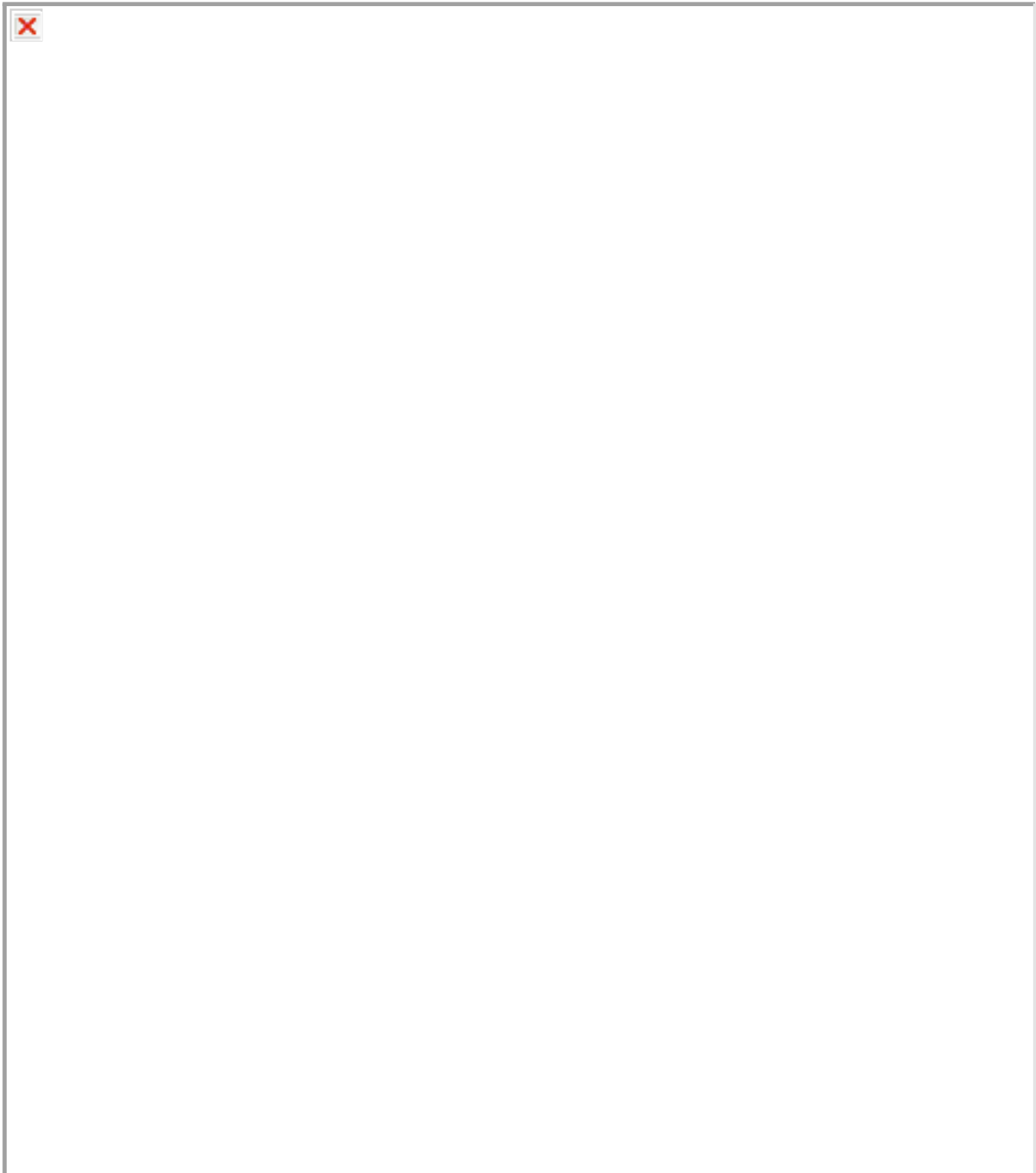
Also appears to be a breach of subdivision rules in respect of the planned 15m esplanade strip (20m required).

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? No

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

Supporting information:



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Monday, November 15, 2021 11:30:04 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13068] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Marc Muchel

Organisation name:

Contact phone number: 021424494

Email address: michels801@xtra.co.nz

Postal address:

801/141 Pakenham st
Auckland cbd
Auckland 1010

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

Access to foreshore for general public

What are the reasons for your submission?

Ridiculously reduced access to foreshore for general public, boat launching, boat trailer parking. This is major access point for north shore, city of sails

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

1. Halve the number of apartments
2. Create large public boat launching ramp
3. Add major boat trailer parking

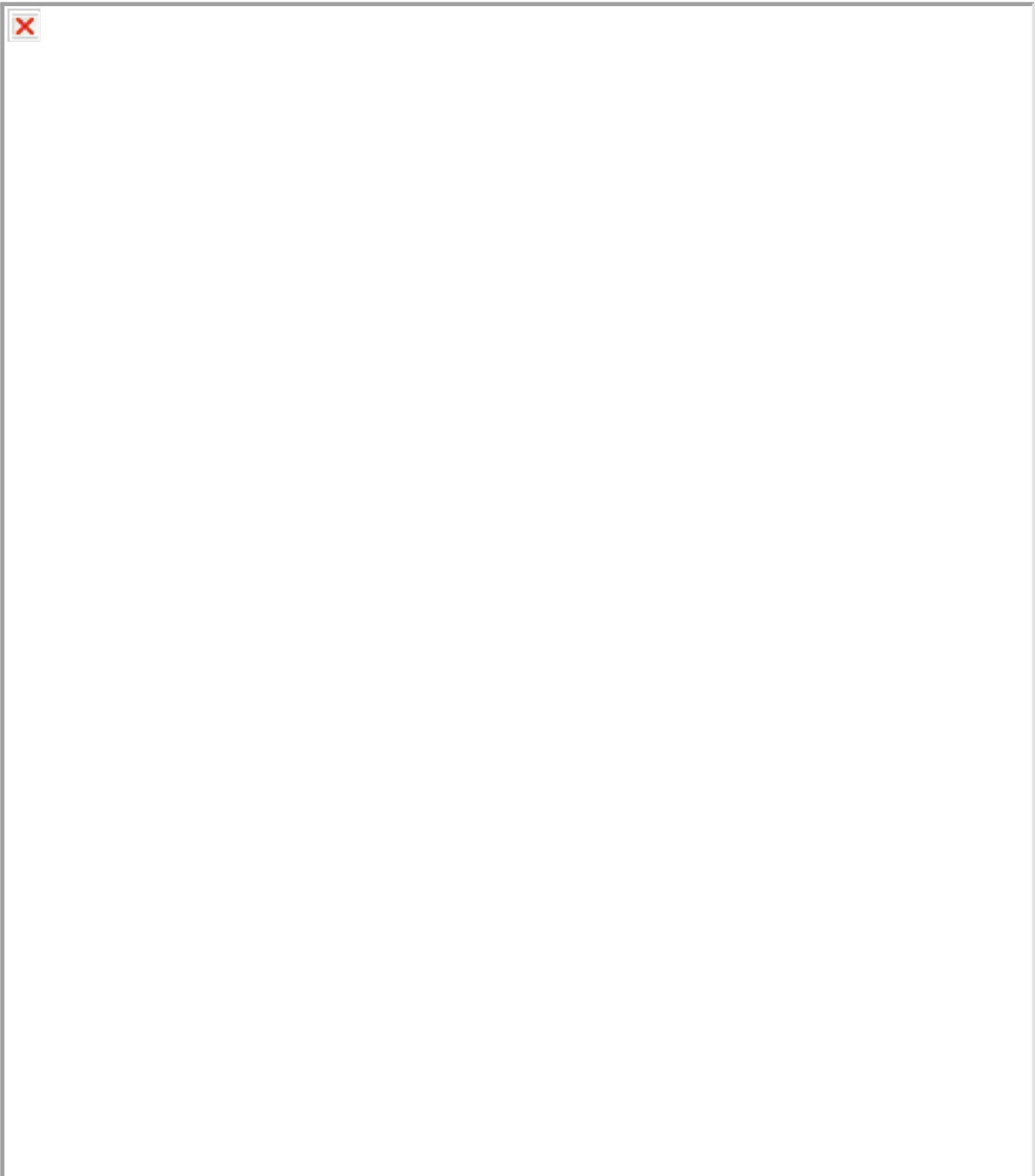
4. Increase general foreshore space for everyone

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:



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Monday, November 15, 2021 11:30:04 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13069] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Christopher J Scott

Organisation name:

Contact phone number: 0272235749

Email address: christopher.scott@slingshot.co.nz

Postal address:

31 Huron Street
Takapuna
Auckland 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

- The Economic Report is nonsense, e.g. where is the comparative analysis against other AKL Marinas, shows no understanding of what a marina is nor how they are used, massively underestimates demand for boat storage, raises questions (.eg. lack of development due to uncertainty of tenure) that it fails to answer, etc.
- Traffic Report shows no understanding of how a marina is used and woefully underestimates parking requirements (As do almost all the 'reports' including the AEE!)
- Makes NO attempt to anticipate future growth of maritime needs in the context of the North Shore's massive housing density changes
- Will be an environmental disaster with boats steaming all over AKI for servicing
- Will drive up the cost of boat ownership
- the current marina functioning of the marina is poor due to under development and turning it into houses will make it so much worse that it will cease to be a marina in th true sense and will become no more than boat parking

What are the reasons for your submission?

The primary reason is placing houses on what SHOULD BE a thriving Marina and shared Maritime location is a total nonsense and is (what Auckland councilor Christine Fletcher said) of a rare and unique Auckland, and especially North Shore, resource.

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

The application must be rejected in it's entirety !!!

Council makes the following changes to the Precinct rules so this massive waste of time and resources DOES NOT HAPPEN AGAIN - EVER!

1. Height Restriction is removed (this preserves space at ground level)
2. Zero residential is allowed at ground level
3. All Residential Car Parking MUST be below ground - and ideally boat owners too - so it is not visible nor does it take up space at ground level.
4. Marine Related business (including for example a supermarket, dentists, doctors, etc.) must be developed as a primary focus of any subsequent RC Application with any Residential activity above ground level once adequate space is provided for future marine related activity
5. Council MUST never again accept such woefully shallow 'economic' reports. A process for vetting such reports is paramount to avoid this massive waste of 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:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Monday, November 15, 2021 11:45:03 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13071] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Debbie Lockart

Organisation name:

Contact phone number: 6421315802

Email address: g.dlockart@gmail.com

Postal address:

55 Velma Road,
Hillcrest
Auckland 0627

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

I oppose the application by Bayswater Marina Holdings Limited to construct 121 dwellings and associated unit title subdivision, roads, infrastructure, coastal structures, and earthworks, in particular:

1. The construction and occupation of 121 dwellings in sub-precinct B, the Marina Zone, and the coastal erosions hazards area.
2. The unit title subdivision in the Marina Zone and coastal storm inundation area.
3. Construction of dwellings, car parks and road in the proposed 15m esplanade strip.
4. Restrictions and safety issues associated with the width, public use and public ownership of the esplanade reserve or strip.
5. Removal of angle parking facilities and preparation area for the public boat ramp and proposed 20 parallel parks for cars and boat trailers for users of the boat ramp.
6. Removal of boating facilities associated with the marina, including boat storage, servicing, and marine repair.

activities.

7. The removal of 70 mature Pohutakawa trees to clear the site for development.

8. Construction traffic and construction effects associated with earthworks, piling and construction of 3 apartment blocks and 94 Terrace Houses.

9. Access to the ferry, and parking at the Marina and park n ride during the construction period.

10. Structures in, and discharges to, the coastal marine area

What are the reasons for your submission?

The proposal for 94 Terrace Houses and 3 Apartment buildings, and the associated infrastructure, does not leave sufficient space for the marina and marine recreation activities that are the primary focus of the Bayswater Marine Precinct. The 20 parallel car and boat trailer spaces shown on the plans are unworkable, and do not provide suitable facilities for the continued use of the boat ramp. The proposal will result in the closure and relocation of the boat storage facility, marine servicing and most of the marine retail businesses currently located at the marina. Bayswater Marina is one of the few all tide access points on the North Shore with adequate car and trailer parking and boat storage. If the development proceeds as proposed this will result in the removal of nearly all facilities for marine related activities, and the community will a significant public facility and the impacts on their social wellbeing will be great. No provision has been made in the proposal to support the planned growth of marine-related users and their needs, e.g. recreational boating, trend toward larger trailer boat sizes, etc

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

Decline the whole application for land use consent for dwellings and the subdivision, coastal, discharge consents.

Decline the application where any development (whole or in part) does not meet the Auckland Unitary Plan Bayswater Maritime Precinct's primary purpose to provide a community and marina-orientated place focused on recreation, public open space, access to and along the coastal marina area, public transport, boating, maritime activities, and 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:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Monday, November 15, 2021 11:45:04 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13072] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Michele Ann Copeland

Organisation name:

Contact phone number: 09 445 8390

Email address: ron.michele.copeland@xtra.co.nz

Postal address:

85 Norwood Road
Bayswater
Auckland 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

The loss of public maritime assets which were created as Conditions of the Marina Development Consents and are now being privatised by B.M.H.Ltd and the Body Corp.

Inadequate parking provisions.

Lack of planning for suitable ferry terminal and bus turning.

Lack of 20m Esplanade Reserve as required under R.M.A.

Loss of open space accessible to public.

Esplanade strip around private housing which will be controlled by body corp.

Loss of rowing facilities and boat storage which was created to off-set loss of Takapuna Boating Club haul-out area.

Removal of mature trees.

Size of development will dominate reclamation.

Two proposed parks are inadequate for number of residents and visitors.

Proposal disregards the Environment Court decision of 2009 upholding that this is a Coastal- Marina Zone plus Open Space- Informal Recreation Zone.

What are the reasons for your submission?

With the intensification of population and housing in Auckland it is vital that our precious marine assets are safeguarded for future generations.

The boat launching ramp will be severely restricted with the lack of parking for trailers and the boat storage will be lost.

The provision of 200 marina carparks is below that required of .5 per berth.

This development will put further strain on Lake Rd traffic flow and on the old infrastructure on the Bayswater Peninsula.

The Bayswater Peninsula has a covenant strip over the bush areas in Norwood Rd to allow a flight path for birds from Rangitoto Island through to Waitakere Hills. The removal of 70 mature trees will affect this.

The discharge of storm water and polluted run-off into Ngataranga Bay is unsatisfactory as this is a very important ecological area.

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

Council should uphold the Environment Court rejection of such large scale housing on this land and reject this application.

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:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Tuesday, November 16, 2021 12:00:04 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13073] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Nick Wild

Organisation name:

Contact phone number: 0212254644

Email address: nickwild10@gmail.com

Postal address:

74 Oaktree Ave
Browns Bay
Auckland 0630

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

Lack of provision for practice car and trailer parking for the public boat ramp.

What are the reasons for your submission?

I use this boat ramp regularly

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

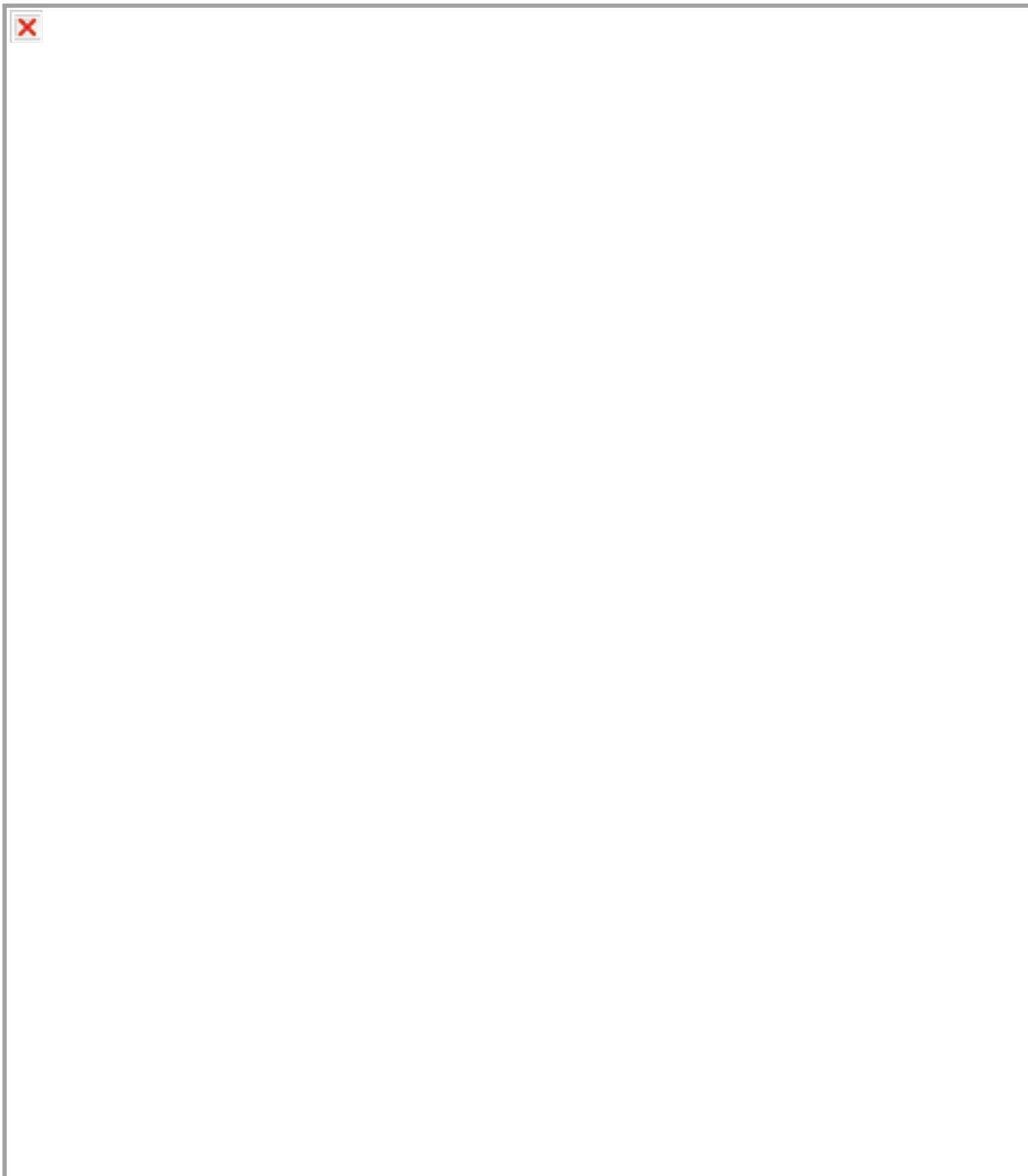
Impose a requirement for more car and trailer parking that is more practice (i.e. not parallel parking) or reject the application

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? No

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

Supporting information:



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Tuesday, November 16, 2021 1:00:20 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13082] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Jonathan Nevada Lane

Organisation name:

Contact phone number: 021 261 9796

Email address: johnnylane99@hotmail.com

Postal address:

1/3 Handley Avenue
Narrow Neck
Auckland 0624

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

1. The construction and occupation of 121 dwellings in sub-precinct B, the Marina Zone, and the coastal erosions hazards area.
2. The unit title subdivision in the Marina Zone and coastal storm inundation area.
3. Construction of dwellings, car parks and road in the proposed 15m esplanade strip.
4. Restrictions and safety issues associated with the width, public use and public ownership of the esplanade reserve or strip.
5. Removal of angle parking facilities and preparation area for the public boat ramp and proposed 20 parallel marks for

cars and boat trailers for users of the boat ramp.

6. Removal of boating facilities associated with the marina, including boat storage, servicing, and marine retail activities.

7. The removal of 70 mature Pohutakawa trees to clear the site for development.

8. Construction traffic and construction effects associated with earthworks, piling and construction of 3 apartment blocks and 94 Terrace Houses.

9. Access to the ferry, and parking at the Marina and park n ride during the construction period.

10. Structures in, and discharges to, the coastal marine area

What are the reasons for your submission?

The proposal for 94 Terrace Houses and 3 Apartment buildings, and the associated infrastructure, does not leave sufficient space for the marina and marine recreation activities that are the primary focus of the Bayswater Marine Precinct. The 20 parallel car and boat trailer spaces shown on the plans are unworkable, and do not provide suitable facilities for the continued use of the boat ramp. The proposal will result in the closure and relocation of the boat storage facility, marine servicing and most of the marine retail businesses currently located at the marina. Bayswater Marina is one of the few all tide access points on the North Shore with adequate car and trailer parking and boat storage. If the development proceeds as proposed this will result in the removal of nearly all facilities for marine related activities, and the community will a significant public facility and the impacts on their social wellbeing will be great. No provision has been made in the proposal to support the planned growth of marine-related users and their needs, e.g. recreational boating, trend toward larger trailer boat sizes, etc. In this last regard, the application is excessively short term in its objectives and manifestly not in the interests of the wider Auckland community who were until recently the owners & who should still be the owners. The governance of Auckland is littered with examples of short term thinking & planning that has been to the detriment of the wider Auckland community that this application bears close resemblance.

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

Decline the whole application for land use consent for dwellings and the subdivision, coastal, discharge consents.

Decline the application where any development (whole or in part) does not meet the Auckland Unitary Plan Bayswater Maritime Precinct's primary purpose to provide a community and marina-orientated place focused on recreation, public open space, access to and along the coastal marina area, public transport, boating, maritime activities, and 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:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Tuesday, November 16, 2021 1:45:03 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13085] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Richard Humphries

Organisation name:

Contact phone number: 021523991

Email address: 2richardh@gmail.com

Postal address:

8 Paragon Avenue
Beach Haven
Auckland 0626

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

Development of marina public space into private residential housing

What are the reasons for your submission?

Loss of public amenity in boat ramp use and trailer parking.

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

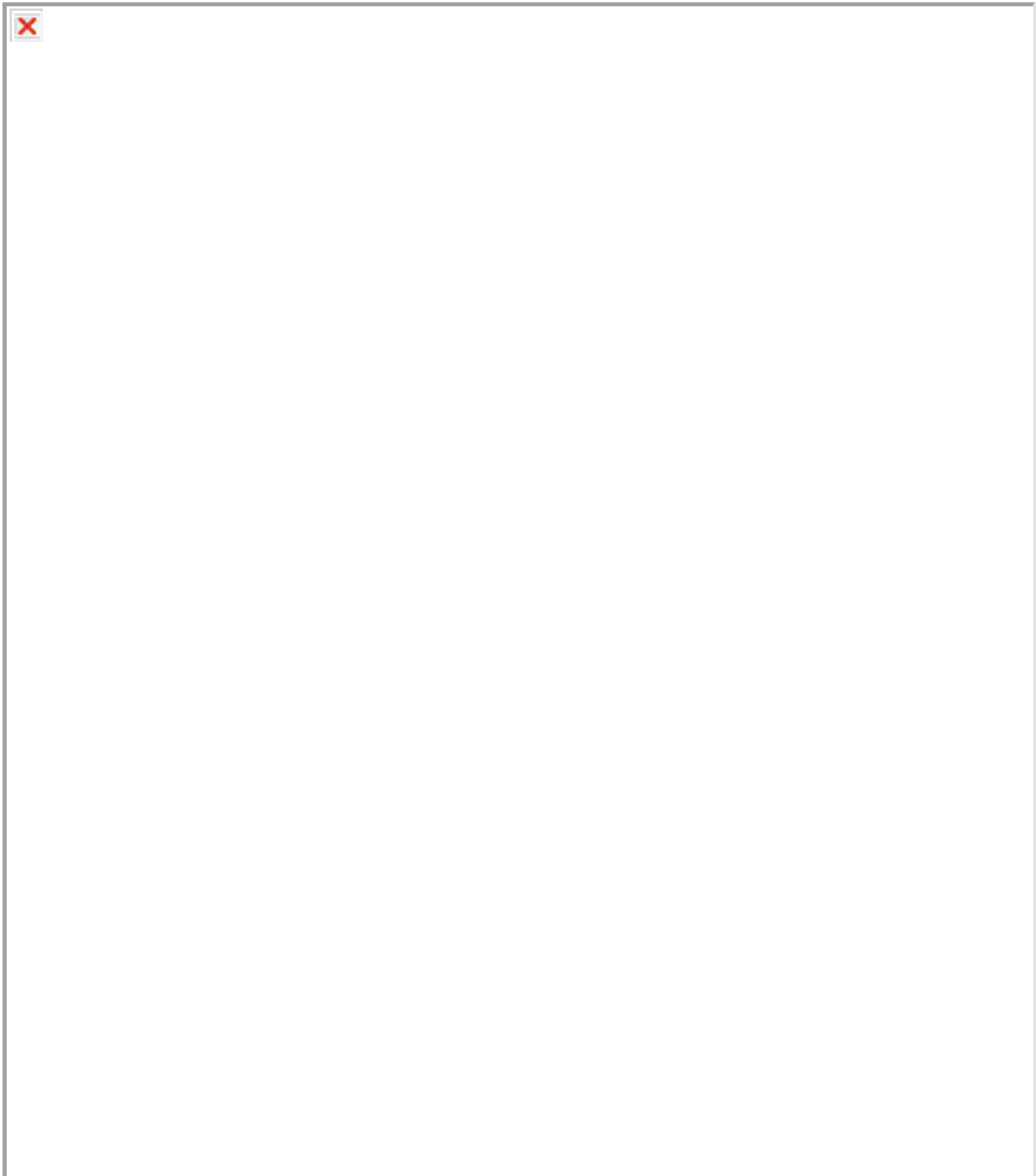
Preserve the current public boat ramp, access ways and parking spaces.

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:



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Tuesday, November 16, 2021 1:45:03 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13086] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Emma Jackson

Organisation name:

Contact phone number: 0274977949

Email address: emma_nz@me.com

Postal address:

4 Ewen Alison Ave
Devonport
Auckland 0624

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

1. The construction and occupation of 121 dwellings in sub-precinct B, the Marina Zone, and the coastal erosions hazards area.
3. Construction of dwellings, car parks and road in the proposed 15 esplanade reserve or strip
4. Restrictions and safety issues associated with the width, public use and public ownership of the esplanade reserve or strip
5. Removal of angle parking facilities and preparation area for public boat ramp and proposed 20 parallel parks for cars and boat trailers for users of the boat ramp
6. Construction traffic and construction effects associated with earthworks, piling and construction of 3 apartment blocks and 94 terrace houses
7. Removal of 70 mature pohutukawa trees
8. Access to the ferry, and parking at the Marina during construction

9. Safety for the Takapuna Rowing children accessing the shed, water and adjacent areas

What are the reasons for your submission?

The proposal for the construction of 3 apartment blocks and 94 terrace houses and associated infrastructure does not leave sufficient space for the marina and marine recreation activities that are the primary focus of the Bayswater Marine Precinct. Furthermore it does not consider the safety of those that use the Marina such as rowers, boaties, commuters and locals during the construction period. It also greatly diminishes the enjoyment of these facilities which are a much loved public asset.

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

Decline the whole application for land use consent for dwellings and the subdivision, coastal, discharge consents. Decline the application where any development (whole or in part) does not meet the Auckland Unitary Plan Bayswater Maritime Precinct's primary purpose to provide a community and marina-oriented place focused on recreation, public open space, access to and along the coastal marina area, public transport, boating, rowing, maritime activities and 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:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Tuesday, November 16, 2021 2:00:03 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13087] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Nathan male

Organisation name:

Contact phone number: 021632634

Email address: nathan@metrocommercial.co.nz

Postal address:

3 russell street,
Stanley Point
Auckland 0624

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

I oppose the application by Bayswater Marina Holdings Limited to construct 121 dwellings and associated unit title subdivision, roads, infrastructure, coastal structures, and earthworks, in particular:

1. The construction and occupation of 121 dwellings in sub-precinct B, the Marina Zone, and the coastal erosions hazards area.
2. The unit title subdivision in the Marina Zone and coastal storm inundation area.
3. Construction of dwellings, car parks and road in the proposed 15m esplanade strip.
4. Restrictions and safety issues associated with the width, public use and public ownership of the esplanade reserve or strip.
5. Removal of angle parking facilities and preparation area for the public boat ramp and proposed 20 parallel parks for cars and boat trailers for users of the boat ramp.
6. Removal of boating facilities associated with the marina, including boat storage, servicing, and marine retail

activities.

7. The removal of 70 mature Pohutakawa trees to clear the site for development.

8. Construction traffic and construction effects associated with earthworks, piling and construction of 3 apartment blocks and 94 Terrace Houses.

9. Access to the ferry, and parking at the Marina and park n ride during the construction period.

10. Structures in, and discharges to, the coastal marine area

What are the reasons for your submission?

The proposal for 94 Terrace Houses and 3 Apartment buildings, and the associated infrastructure, does not leave sufficient space for the marina and marine recreation activities that are the primary focus of the Bayswater Marine Precinct. The 20 parallel car and boat trailer spaces shown on the plans are unworkable, and do not provide suitable facilities for the continued use of the boat ramp. The proposal will result in the closure and relocation of the boat storage facility, marine servicing and most of the marine retail businesses currently located at the marina. Bayswater Marina is one of the few all tide access points on the North Shore with adequate car and trailer parking and boat storage. If the development proceeds as proposed this will result in the removal of nearly all facilities for marine related activities, and the community will a significant public facility and the impacts on their social wellbeing will be great. No provision has been made in the proposal to support the planned growth of marine-related users and their needs, e.g. recreational boating, trend toward larger trailer boat sizes, etc

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

Decline the whole application for land use consent for dwellings and the subdivision, coastal, discharge consents. Decline the application where any development (whole or in part) does not meet the Auckland Unitary Plan Bayswater Maritime Precinct's primary purpose to provide a community and marina-orientated place focussed on recreation, public open space, access to and along the coastal marina area, public transport, boating, maritime activities, and 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? No

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

Supporting information:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Tuesday, November 16, 2021 2:00:04 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13089] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Gryffin Woods

Organisation name:

Contact phone number: 0273401577

Email address: gryffinjwoods@gmail.com

Postal address:

6 Portobello Pl, Torbay
Auckland
Auckland 0630

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

1. The construction and occupation of 121 dwellings in sub-precinct B, the Marina Zone, and the coastal erosions hazards area.
2. The unit title subdivision in the Marina Zone and coastal storm inundation area.
3. Construction of dwellings, car parks and road in the proposed 15m esplanade strip.
4. Restrictions and safety issues associated with the width, public use and public ownership of the esplanade reserve or strip.
5. Removal of angle parking facilities and preparation area for the public boat ramp and proposed 20 parallel parks for cars and boat trailers for users of the boat ramp.
6. Removal of boating facilities associated with the marina, including boat storage, servicing, and marine retail activities.
7. The removal of 70 mature Pohutakawa trees to clear the site for development.

8. Construction traffic and construction effects associated with earthworks, piling and construction of 3 apartment blocks and 94 Terrace Houses.
9. Access to the ferry, and parking at the Marina and park n ride during the construction period.
10. Structures in, and discharges to, the coastal marine area

What are the reasons for your submission?

The proposal for 94 Terrace Houses and 3 Apartment buildings, and the associated infrastructure, does not leave sufficient space for the marina and marine recreation activities that are the primary focus of the Bayswater Marine Precinct. The 20 parallel car and boat trailer spaces shown on the plans are unworkable, and do not provide suitable facilities for the continued use of the boat ramp. The proposal will result in the closure and relocation of the boat storage facility, marine servicing and most of the marine retail businesses currently located at the marina. Bayswater Marina is one of the few all tide access points on the North Shore with adequate car and trailer parking and boat storage. If the development proceeds as proposed this will result in the removal of nearly all facilities for marine related activities, and the community will a significant public facility and the impacts on their social wellbeing will be great. No provision has been made in the proposal to support the planned growth of marine-related users and their needs, e.g. recreational boating, trend toward larger trailer boat sizes

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

Do not let this proposal go ahead. It will have significant consequences on the community and the environment. I want the council to make the decision to decline this application.

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? No

If other people make a similar submission I will consider making a joint case with them at the hearing: No

Supporting information:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Tuesday, November 16, 2021 2:00:06 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13091] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Nicki Fraser

Organisation name:

Contact phone number: 0272211598

Email address: nickimfraser@gmail.com

Postal address:

4 Ascot Ave, Devonport
Narrowneck
Auckland 0624

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

I oppose the application by Bayswater Marina Holdings Limited to construct 121 dwellings and associated unit title subdivision, roads, infrastructure, coastal structures, and earthworks, in particular:

Then select any or all of these from this list and paste them

1. The construction and occupation of 121 dwellings in sub-precinct B, the Marina Zone, and the coastal erosions hazards area.
2. The unit title subdivision in the Marina Zone and coastal storm inundation area.
3. Construction of dwellings, car parks and road in the proposed 15m esplanade strip.
4. Restrictions and safety issues associated with the width, public use and public ownership of the esplanade reserve or strip.
5. Removal of angle parking facilities and preparation area for the public boat ramp and proposed 20 parallel parks for cars and boat trailers for users of the boat ramp.

6. Removal of boating facilities associated with the marina, including boat storage, servicing, and marine retail activities.
7. The removal of 70 mature Pohutakawa trees to clear the site for development.
8. Construction traffic and construction effects associated with earthworks, piling and construction of 3 apartment blocks and 94 Terrace Houses.
9. Access to the ferry, and parking at the Marina and park n ride during the construction period.
10. Structures in, and discharges to, the coastal marine area

What are the reasons for your submission?

The proposal for 94 Terrace Houses and 3 Apartment buildings, and the associated infrastructure, does not leave sufficient space for the marina and marine recreation activities that are the primary focus of the Bayswater Marine Precinct. The 20 parallel car and boat trailer spaces shown on the plans are unworkable, and do not provide suitable facilities for the continued use of the boat ramp. The proposal will result in the closure and relocation of the boat storage facility, marine servicing and most of the marine retail businesses currently located at the marina. Bayswater Marina is one of the few all tide access points on the North Shore with adequate car and trailer parking and boat storage. If the development proceeds as proposed this will result in the removal of nearly all facilities for marine related activities, and the community will a significant public facility and the impacts on their social wellbeing will be great. No provision has been made in the proposal to support the planned growth of marine-related users and their needs, e.g. recreational boating, trend toward larger trailer boat sizes, etc

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

Decline the whole application for land use consent for dwellings and the subdivision, coastal, discharge consents.
Decline the application where any development (whole or in part) does not meet the Auckland Unitary Plan Bayswater Maritime Precinct's primary purpose to provide a community and marina-orientated place focused on recreation, public open space, access to and along the coastal marina area, public transport, boating, maritime activities, and 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:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Tuesday, November 16, 2021 2:15:19 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13093] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Kyle Hopkins

Organisation name:

Contact phone number: 0212255043

Email address: ltlhop@hotmail.co.uk

Postal address:

37 Gibraltar Street
Howick
Auckland 2014

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

I oppose this application as it will take away necessary boating faculties and ruin the area.

What are the reasons for your submission?

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

I would like the council to rethink this development as it is poorly designed.

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? No

If other people make a similar submission I will consider making a joint case with them at the hearing: No

Supporting information:



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Tuesday, November 16, 2021 2:30:04 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13094] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Ronald Ian Copeland

Organisation name: Ponsonby Cruising Club

Contact phone number: 0272792231

Email address: power.steering@xtra.co.nz

Postal address:

85 Norwood Road
Bayswater
Auckland 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

1. The scale of the residential development to provide 94 Terrace Houses and three Apartment buildings, together with the associated roads, paths and car parking in sub-precincts A and B is incompatible with the primary purpose of the Bayswater Marina Precinct as a community and marina orientated space.
2. Plans for an upgraded ferry terminal and bus turning bay have not been accounted for.
3. Stormwater discharge into Ngataringa and Shoal bays.
4. Old and inadequate sewerage systems which are already at capacity.
5. Loss of facilities such as T.G.S. rowing, limited parking for boat ramp and loss of boat

storage.

6. Removal of 70 mature trees.

7. Previous applications for housing in the area have been rejected by the Environment Court and this should not be ignored.

8. The 20m Esplanade Reserve must be maintained.

9. Lake Rd is already overloaded by traffic 7 days per week.

10. Reduction of boat storage and launching facilities will overload Westhaven and Takapuna existing facilities.

What are the reasons for your submission?

1. Contaminates within stormwater discharges can be harmful to the precious ecosystems which are so important.
2. Having lived in Bayswater near one of the pumping stations, for 52 years I am aware how much pressure the sewage system is under with overflows into Ngataringa Bay over many decades.
3. The trailer boat storage facility was created when Takapuna Boating Club relinquished the haul-out facility. I understand this was one of the conditions of consent for the development of the marina. Developers have taken facilities, but have put very little back into improving the area once the marina was completed.
4. The developer freeholded this land at a "fire sale" price because it had zoning limitations on development which could be allowed. Now he is trying to overturn those constraints and if this application is consented he should have to pay market value which would be considerably higher.

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

This application should be rejected in it's entirety. AT and Council need to plan the long term utilization of the facility for public and marine use.

All Council officials making decisions on this application must be available at the Hearing for cross examination whether for or against the application.

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: No

Supporting information:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Tuesday, November 16, 2021 3:30:04 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13096] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Xinyu Shang

Organisation name: Bravo Consulting Limited

Contact phone number: 0211999188

Email address: michael.shangxinyu@gmail.com

Postal address:

37 Regent Street, Devonport
Auckland
Auckland 0624

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

Bayswater Marina is for marine purposes. Apartment construction is destroying all these.

What are the reasons for your submission?

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

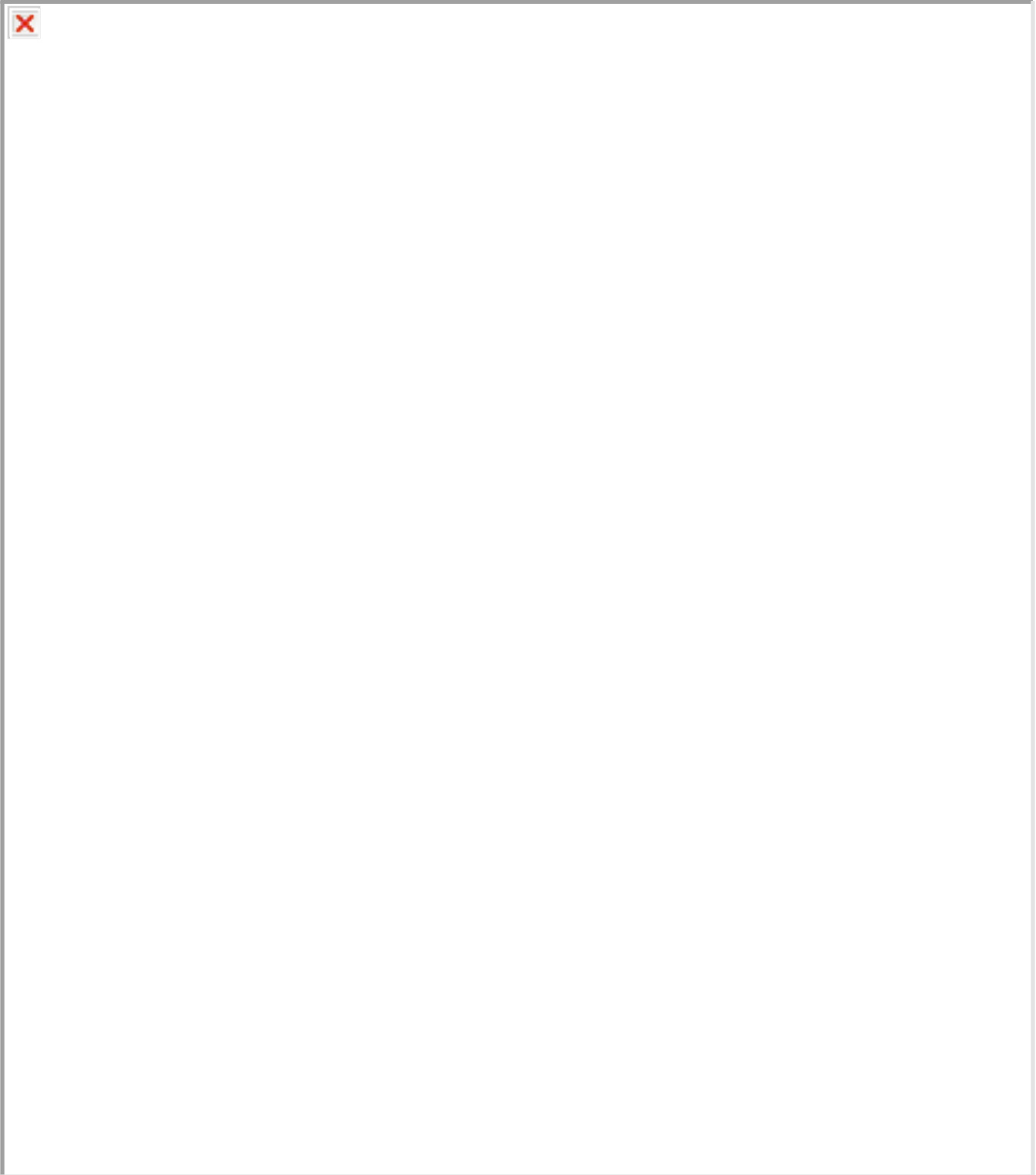
Decline the Resource Consent from the developer.

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? No

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

Supporting information:



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Tuesday, November 16, 2021 3:45:20 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13099] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Darren Turner

Organisation name:

Contact phone number: 02108190803

Email address: darren.turner1@gmail.com

Postal address:

18a Beresford Street, Bayswater North Shore, AUCKLAND, AUCKLAND
Auckland
Auckland 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

Re-zoning, losing free open public access to waterways, greatly increased congestion and potential loss of Bayswater ferry/bus services

What are the reasons for your submission?

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

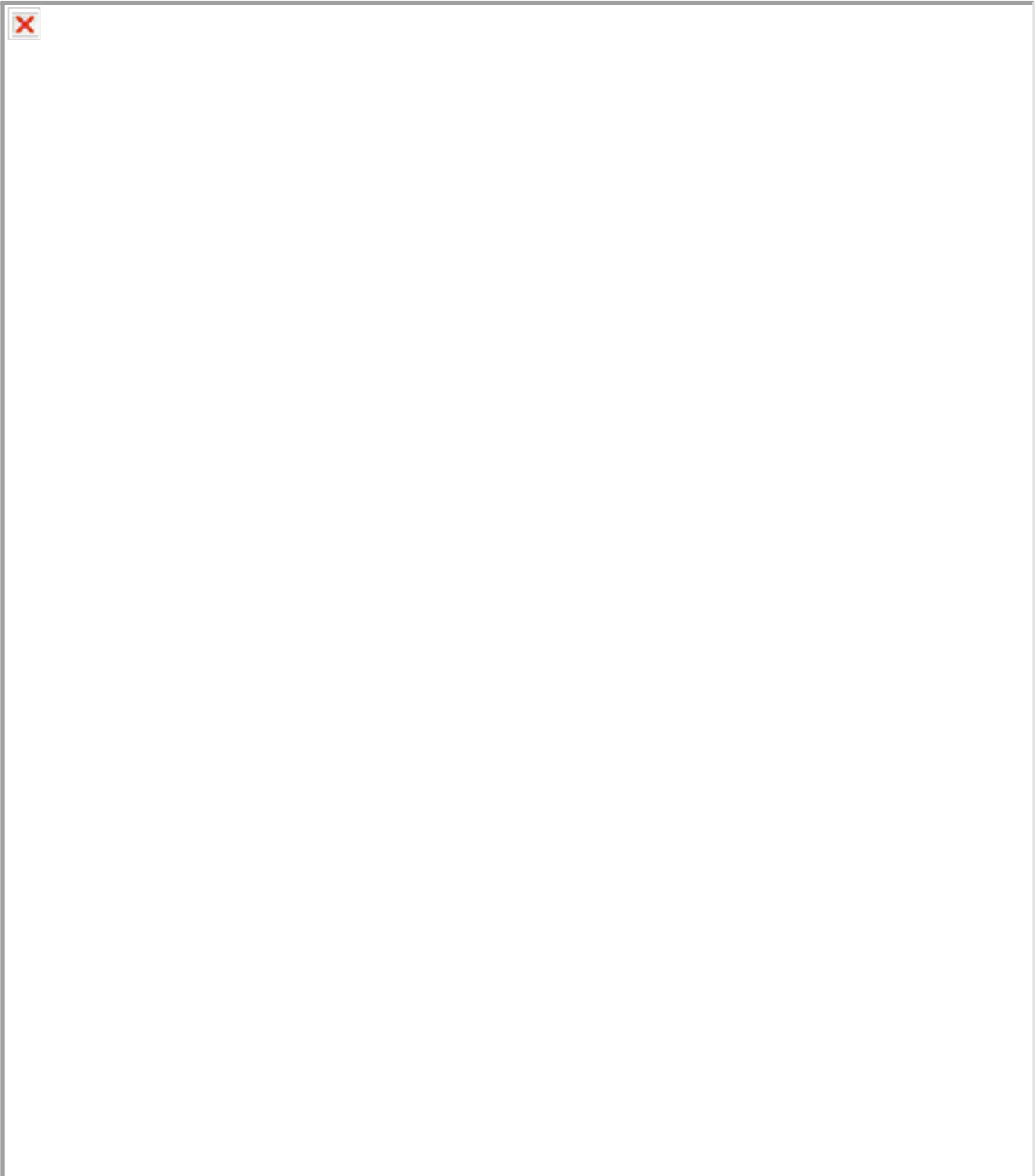
To not approve the Bayswater marina development

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? No

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

Supporting information:



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Tuesday, November 16, 2021 4:00:18 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13100] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Kathleen Jean Farquhar

Organisation name:

Contact phone number: 09 476 8510

Email address: kathyfarquhar@gmail.com

Postal address:

IA A11 7 Ngataranga Road
Devonport
Auckland 0624

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

Environmental aspects of the development

What are the reasons for your submission?

Concerns that the community views are not being taken into account

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

I want to see cycle parking facilities incorporated into the parking areas and cycle lanes on Bayswater Rd to give the public another option for access to the marina area.

I am concerned at the removal of mature pohutukawa trees.

I want to see facilities for disabled and elderly incorporated into the public parks e.g toilets and ramps.

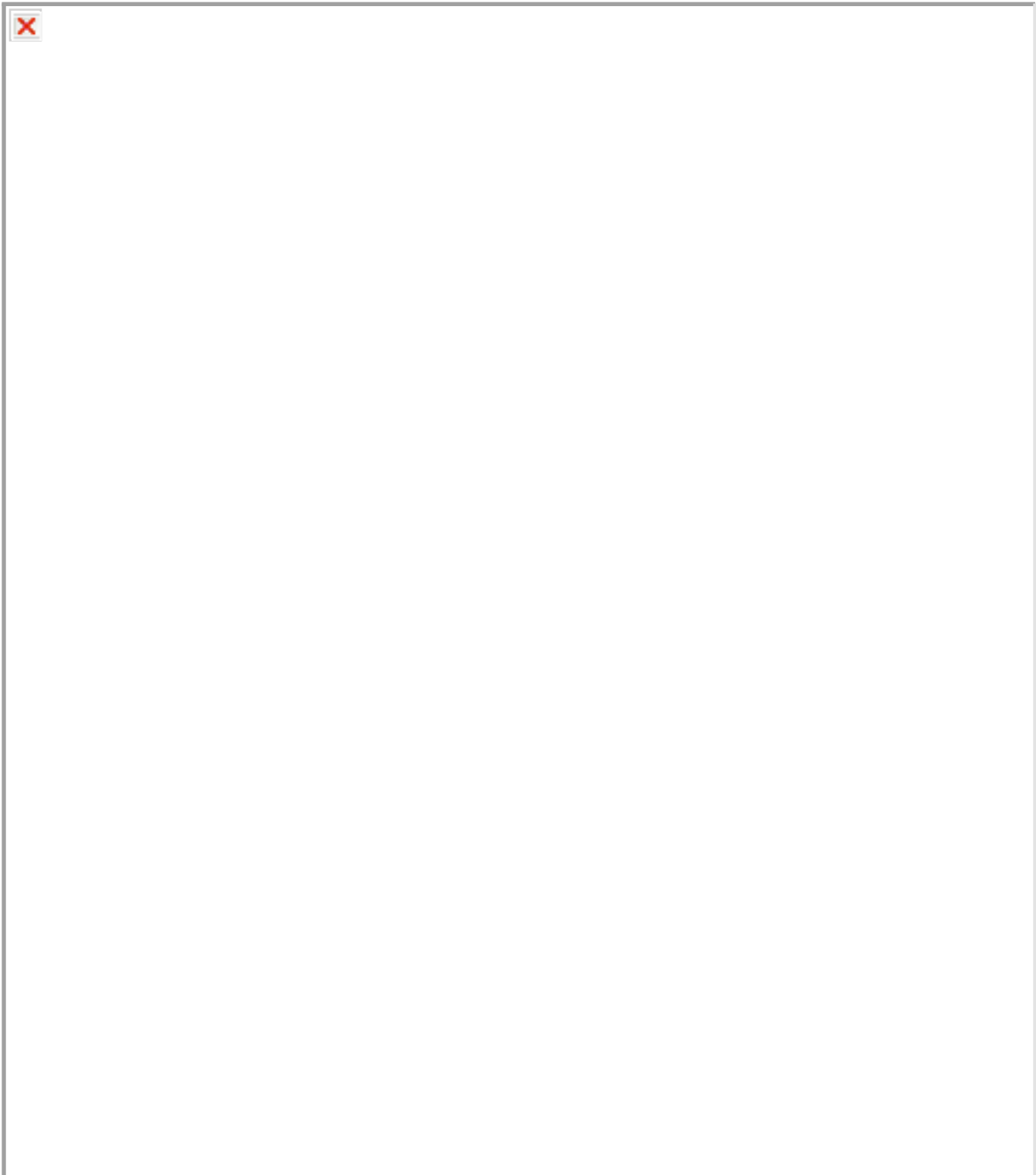
I am concerned that soil runoff during construction will disrupt wildlife in Shoal Bay, an area with world class bird life in the middle of Auckland.

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? No

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

Supporting information:



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Tuesday, November 16, 2021 4:00:19 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13101] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Geoff Woolley

Organisation name:

Contact phone number: 021701922

Email address: geoffwoolley@yachtingnz.org.nz

Postal address:

9 Ajax Street, Narrow Neck
Auckland
Auckland 0624

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

I strongly oppose the Bayswater Marina Holdings Limited application to turn a valuable piece of Auckland's marine recreational area into a residential precinct.

Specifically I oppose the reduction of practical marine facilities including the berth holder car parks, the boat ramp preparation area (grass for rigging windsurfers and flat land for preparing power boats), and usable trailer parks, and boat storage facilities.

I also oppose the reduced access to marine facilities and public transport during the proposed build.

What are the reasons for your submission?

I utilise Bayswater extensively for recreational marine purposes. This is a hugely valuable asset to Auckland City by

offering excellent access to the water. I am concerned the residential development will significantly reduce the current marine facilities and any opportunity for future marine use or expansion. Auckland is known as the City of Sails, however there is already incredibly limited supply of marinas and suitable boat ramp facilities. The proposed scheme is unworkable for parking a boat trailer. The Council must protect this valuable and precious land for future generations to access the water.

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

Revisit the entire proposal and look at a long term plan to keep this land as a community facility. Keep it in line with marine usage and facilities as the unitary plan intends.

This is highly valuable land for marine access and use for future generations to come.

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:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Tuesday, November 16, 2021 4:15:04 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13102] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Justine Clauzel

Organisation name:

Contact phone number: 021 209 0040

Email address: clauzelj@hotmail.com

Postal address:

9 Bayswater Avenue
Bayswater
Auckland 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

I feel there is a lack of consultation with the community. There is not enough support for the boating community with respect to parking and launching facilities. The scale I feel it to big for the area of this development.

What are the reasons for your submission?

The reason is that I feel the whole development should be done in a much smaller scale with more consideration for the current boating community

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

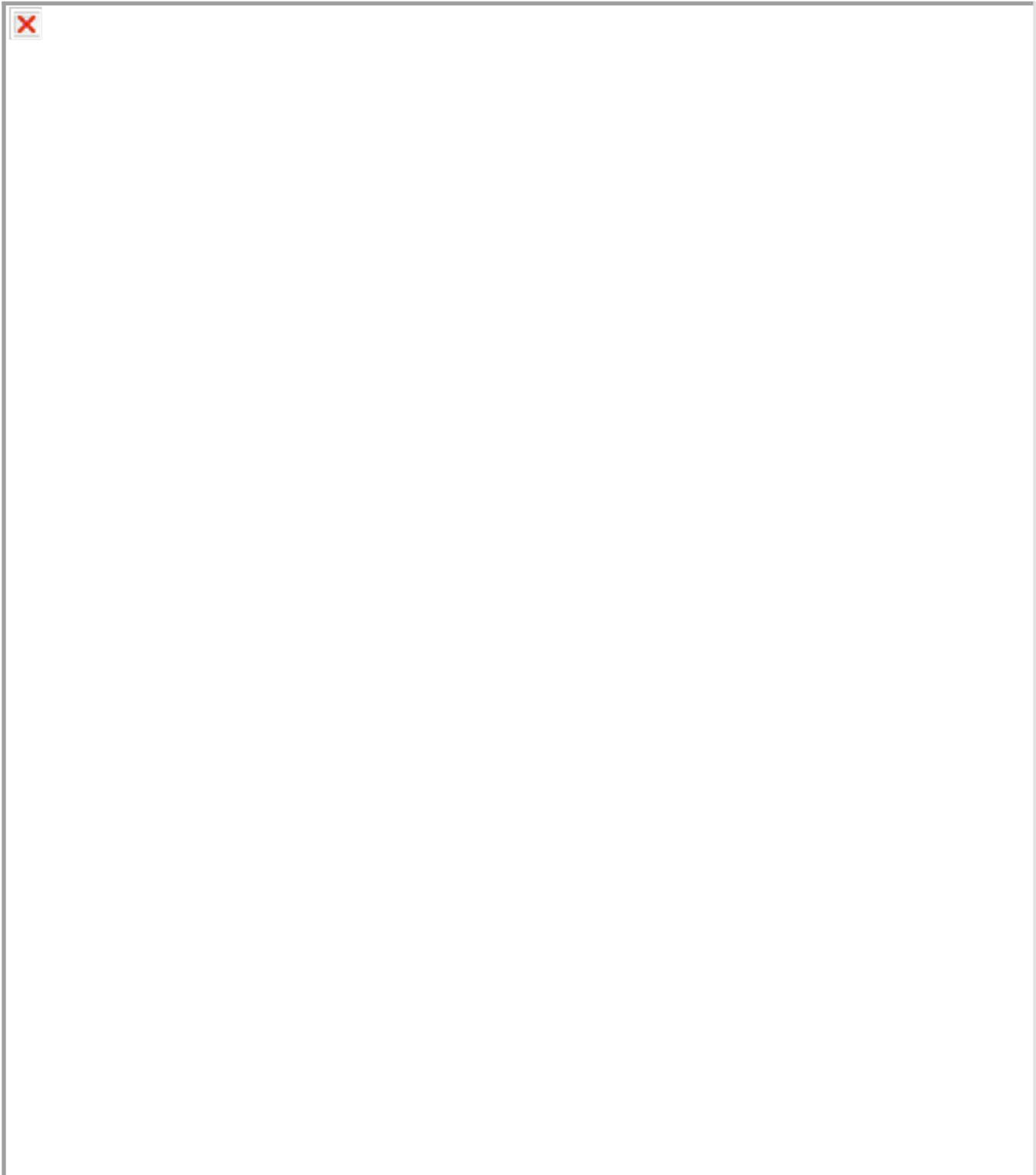
Wider road and not any more residential properties.

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? No

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

Supporting information:



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Tuesday, November 16, 2021 4:15:05 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13103] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Joyce and Mervyn Fairgray

Organisation name:

Contact phone number: 027 519 5893 09 445 03

Email address: joymerv@xtra.co.nz

Postal address:

28 Queens Parade
Devonport
Auckland 0624

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

1. Berthholder car parking
2. Ramp access to pier
3. Development of the area for residential rather than marine recreational purposes.

What are the reasons for your submission?

1. The proposed roading will deprive berth users of the present easily accessed non public road, which allows relatively safe loading and unloading between cars and trolleys, of holiday and fishing gear, and sometimes boat and motor parts. Sharing this activity with public road users would be hazardous.

2. Berthholders away on cruising holidays will lose the present relatively secure car parking, if the road is opened to the public.

We are elderly, and sometimes find the ramp length and steepness can be difficult. Any increase in these could be a problem.

3. The proposed development is a residential suburb, not an enhancement of a marine facility, as the marina was originally conceived. Its position in the inner harbour in a growing city gives it potential value for development as a marine recreational facility - as such it may be considered a finite resource. Covering the area with housing instead, could preclude provision of more marine related provisions for boat users, as there are in other marinas.

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

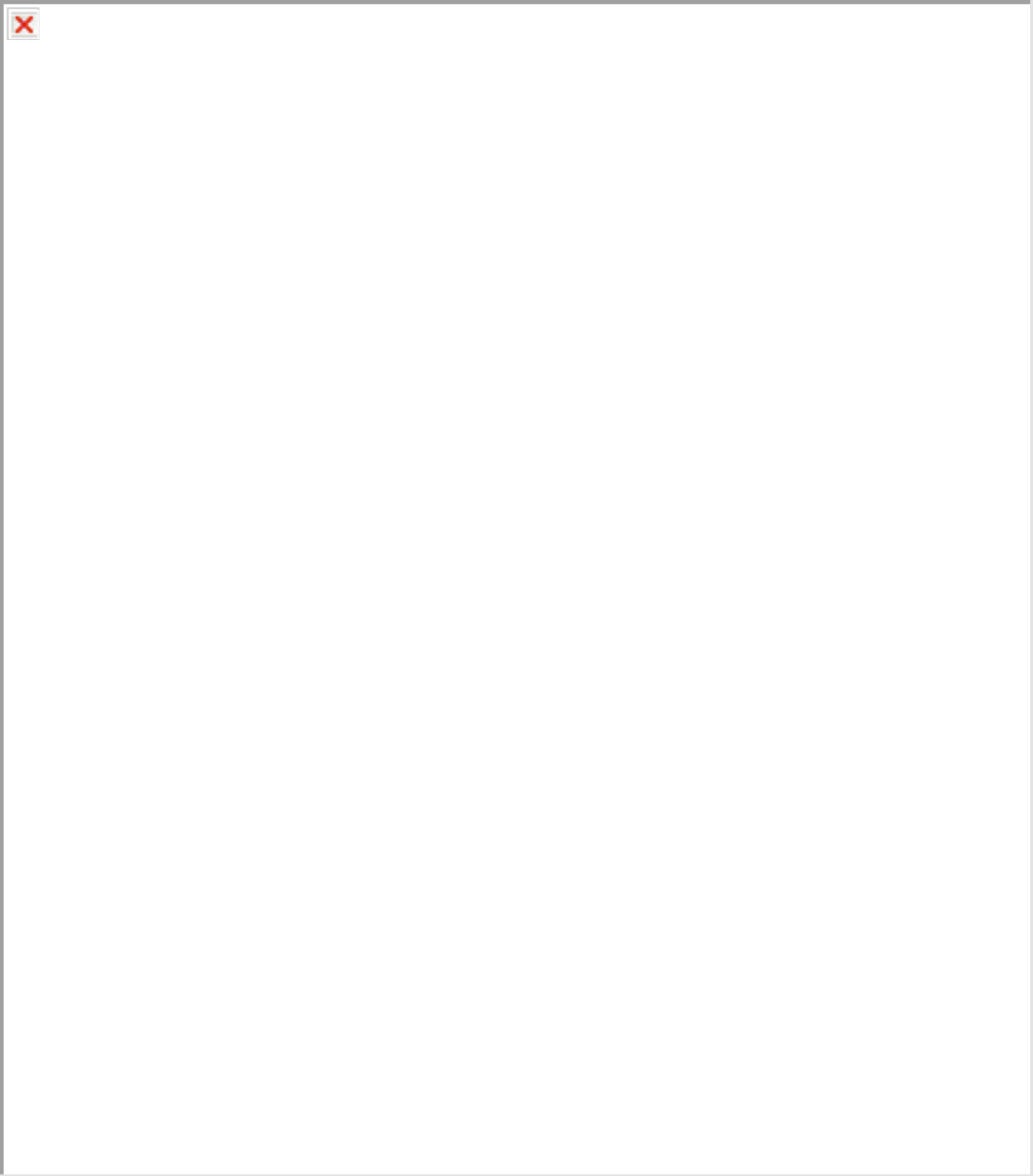
We would like the council to decline the application.

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:



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Tuesday, November 16, 2021 4:15:20 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13104] Submission
Attachments: Submission_for_BBHA.docx (44.56 KB)

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Sam TUck

Organisation name:

Contact phone number: 021996399

Email address: sjtuck@icloud.com

Postal address:

177 Victoria Road
Devonport
Auckland 0624

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

The concept

What are the reasons for your submission?

I oppose the submission as it does not adequately allow for public use or existing users of the marina.

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

seek the following decision from the consent authority:

(a) that the Application be declined.

(b) Notwithstanding the relief sought in (a), if the Application is processed and granted, that:

- i. the Application be redesigned to significantly provide for the core functions of the zone;
- ii. better enable growth of the marina in the future; and
- iii. provide for berth holders, liveaboards and the public to use the marina area as it was intended.

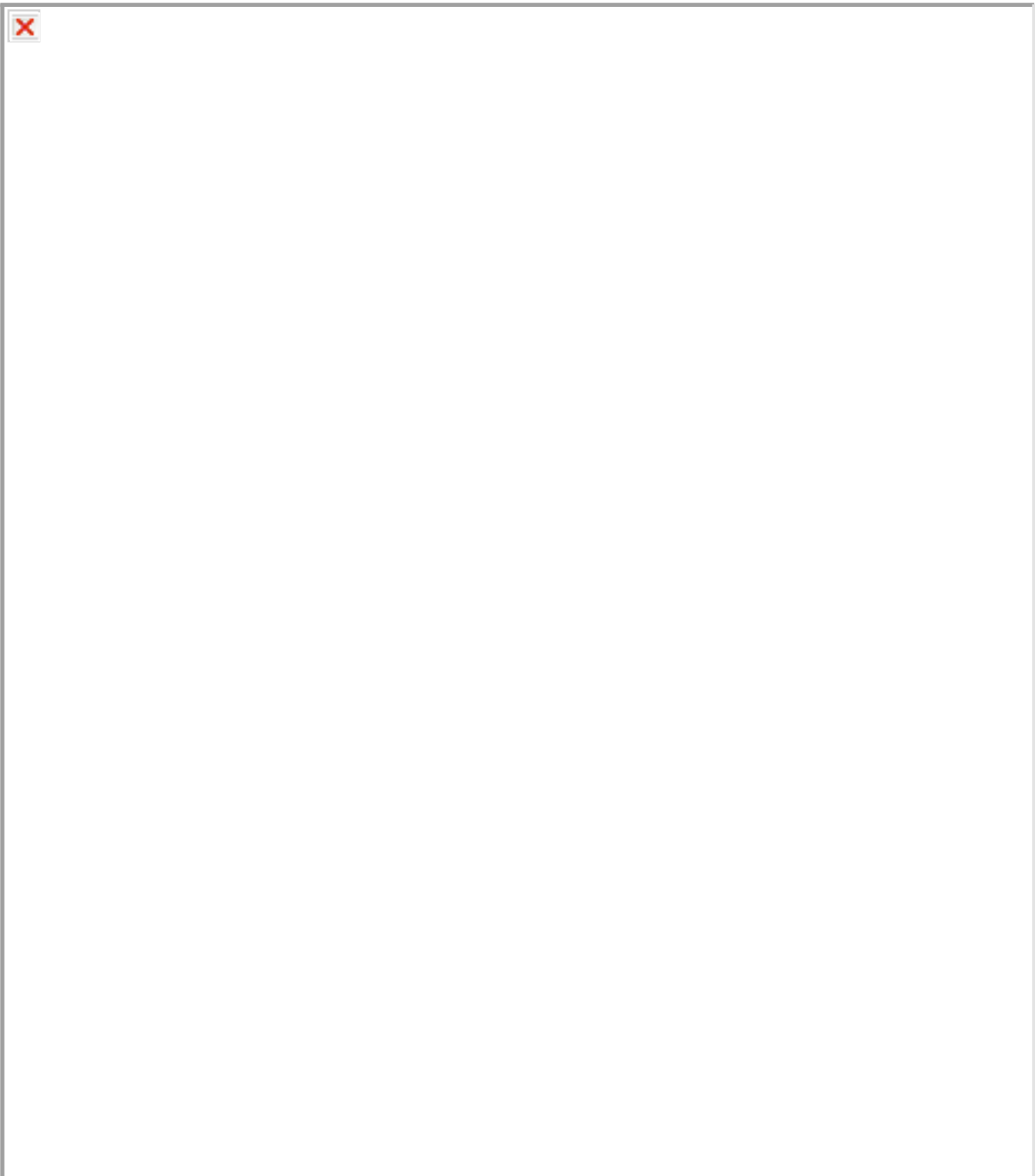
Are you a trade competitor of the applicant? I am not a trade competitor of the applicant.

Do you want to attend a hearing and speak in support of your submission? No

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

Supporting information:

Submission_for_BBHA.docx



SUBMISSION ON APPLICATION CONCERNING RESOURCE CONSENT

Sections 95A, 95C, 96, and 234(4) Resource Management Act 1991

TO: AUCKLAND COUNCIL

SUBMITTER: SAM TUCK

1. This is a submission on an application from Bayswater Marina Holdings Limited (BMHL) for a resource consent (the Application):

Proposal to redevelop the existing marina into the Bayswater Maritime Precinct.

2. I am not a trade competitor for the purposes of section 308B of the Resource Management Act 1991.

Resource Consent details

3. BUN60373319 - Bayswater Marina Holdings Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities.

Opposition to the Application

4. I **OPPOSE** the Application for the following reasons:
 - (a) Overall the proposal impinges on the value of those who already own and use the public land space as is, via the specified reasons below.
 - (b) There has been minimal consultation with berth holders and those affected by the Application. It has also been hard to engage with others who are affected by the Application due to it being notified and open for submissions during the Auckland level 3 and 4 covid-19 restrictions.
 - (c) The Application directly contradicts the purpose and provisions of the marina precinct and zoning as currently provided for within the Auckland Unitary Plan, along with the natural hazards provisions.
 - (d) The Application directly contradicts the New Zealand Coastal Policy Statement 2010.

- (e) The redevelopment, as the design currently sits, will have significant impacts on the usability of the marina for berth holders and the public as the parking and access to the boat ramp and berths will become difficult and pinched. There is also a lack of loading and preparation areas for boats.
- (f) The Application reduces the arrangement of facilities which are available for berth holders and the effect of this on liveboards especially seems to have been entirely overlooked.
- (g) Details for new pier accesses is limited, but pier access for boaters loaded up with gear will become noticeably further, less safe and more difficult to navigate.
- (h) As proposed, the security system of the marina will change from a gate pass system to a security monitored system. However, it is unclear how this system will work and who will pay the ongoing security costs.
- (i) It is unclear how the ownership structure of the marina precinct will work and ongoing costs if the berth holder facilities are included in the common areas of the residential and commercial spaces. It is likely a residential majority will manage the Body Corporate who will manage the common areas, including public access.
- (j) No land-based boat storage, marine recreational activities and marine support services are provided for in the redevelopment. The marina and land-based facilities are irreplaceable as coastal resources are scarce in Auckland with demand increasing. The marina is part of a regional resource and potentially the best location for marina expansion in Auckland.
- (k) There are a number of issues with the construction phase of the development (including the building of individual dwellings) which is expected to last for 10 -15 years. These issues include access to boats, facilities and parking, noise issues within the marina itself which will significantly affect berth holders who choose work on boats or liveaboard, and construction debris and dust causing damage to boats.
- (l) The roading layout of the proposed redevelopment is unsafe and unworkable as it relies on a one-way street system, where all cars/trailers are to be parked perfectly and does not provide enough sensible parking for berth holders or the public, or for other modes of transport.

- (m) The relocated bus terminal for the ferry will need to be located over the marina fuel tanks which is contrary to safety regulations and the tanks will need to be moved.
- (n) The landscape values of the marina will be diminished, including the loss of trees, raising of the land and loss of mast-only vistas.
- (o) The proposal does not satisfactorily take into account the risks of climate change.

5. I seek the following decision from the consent authority:

- (a) that the Application be declined.
- (b) Notwithstanding the relief sought in (a), if the Application is processed and granted, that:
 - i. the Application be redesigned to significantly provide for the core functions of the zone;
 - ii. better enable growth of the marina in the future; and
 - iii. provide for berth holders, liveaboards and the public to use the marina area as it was intended.

Hearing

- 6. I do not wish to be heard in support of my submission.
- 7. If others make a similar submission, I will consider presenting a joint case with them at a hearing.
- 8. Pursuant to section 100A of the Resource Management Act 1991 I request that you delegate your functions, powers, and duties required to hear and decide the application to one or more hearings commissioners who are not members of the local authority.

DATE: 19 November 2021

Sam Tuck

Sam Tuck

Address for service of submitter:
Telephone: 021 996399
Email: SJTuck@icloud.com
Contact person: Sam Tuck

177 Victoria Road Devonport, Auckland

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Tuesday, November 16, 2021 4:30:04 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13105] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Christopher John Glanfield

Organisation name:

Contact phone number: 0274972335

Email address: chris@glanfield.co.nz

Postal address:

1/64 Seacliffe Ave, Belmont, Auckland 0622, New Zealand
Auckland
Auckland 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

- 1 The reclamation should be for marine related uses, not a housing estate.
- 2 The development is too intense, and marine activities are seriously compromised.
- 3 The parking for marina berth users is not adequate.
- 4 The mixed-use access roads are totally unworkable
- 5 Road circulation problems are unacceptable
- 6 The piecemeal apartment construction methodology is unacceptable.

What are the reasons for your submission?

The Details

1 The reclamation should be used for marine related uses

The Marina land was originally reclaimed to support Marine activities, not a housing estate.

The proposed development gives priority to maximizing the number and size of the housing development at the expense of the current and future marine related activities.

This development proposal eliminates some established marine support businesses and makes it almost impossible for other marine activities to establish there.

Ideally no housing should be built on the Marina land, but if some housing is deemed necessary, it should be of a smaller scale so that marine activities can continue to operate, and new marine uses can establish on the site. (for example, boat repairs, electricians, charter boats, Takapuna Grammar School Rowing, Waka Ama, etc)

1 Remedy

Decline the application for this intensive residential development.

2 The development is too intensive.

The proposed development covers too much of the site. It is a visual clutter.

Less housing and more open space would be a much better outcome.

Higher and fewer buildings would be a better outcome, but may require a change to the District Plan.

2 Remedy

Decline the application for this intensive residential development,

3 The parking for marina berth users is not adequate.

The number of carparks for berth holder use is significantly less than the current number.

In addition, some of the new berth holder carparking is tucked away behind the apartment blocks.

All carparking should be located as close as possible to the Marina gangways and the numbers should be maintained at the current levels

The berth holder parking areas will no longer be secure gated areas, so will be subject to deliberate and unintentional parking by others. Which in the busy summer months could result in no parking being available for the berth holders who are already paying for these parks. This will greatly inconvenience the Berth Holders.

This is not acceptable considering the high rent the berth holders pay for their marina and associated parking.

I hear that the parking will be controlled by a Body Corporate that runs the residential area. This would be unacceptable as the berth holders would have no representation on the Body Corporate and the Body Corporate would have no interest in supporting the berth holders' interests.

3 Remedy

The number of berth holder carparks to match the current level number and be located as close to the access gangways as possible.

4 The mixed-use access roads are unworkable.

Currently there are two parallel parking roads with angled parking on both sides. These areas are gated with a card actuated barrier.

Buses and trailer boats and members of the public are not channeled through these quiet and relatively safe parking areas.

Families with young children, can unload their equipment and provisions for a day out on their boat, from the boot of their cars onto the live-lane roadway and vice-versa on their return. This activity will become perilous and dangerous if the single parking bay road also acts as a main road for buses, trailer boats both large and small and residents of the apartments and their guests, and members of the public on site seeing visits.

This is a totally unacceptable situation from a safety perspective and from a traffic efficiency perspective. The preferred solution is to maintain separate gated carparking areas for berth holders. This will effectively separate the two competing activities and not compromise safety of berth holders and their guests.

4 Remedy

Separate the berth holder car-parking from accessway roading to the apartments, bus stop, launching ramp etc, and make the carpark secure with a barrier arm and swipe card system.

5 Road Circulation problems.

The plan to mix the primary road access, with boat launching and retrieval activities, and car and trailer reversing into parallel parking and a public bus route and bus stop is completely unacceptable.

If you have ever watched someone trying to reverse a trailer with a large boat on it, around a corner and down a sloping ramp, you will realise that it is a difficult task and often requires several attempts to get it right. This activity on an access road, will block it and cause unacceptable delays, particularly when several boats are lined up to launch and retrieve at the ramp at the same time.

Add a bus into the mix, that is trying to keep to a schedule, and it is just not going to work.

Boat launching and retrieval and parking activities need to be completely separate from berth holder access and bus routes.

5 Remedy

If the development goes ahead in some form, separate the trailer boat launching and preparation and parking areas from the berth holder carparking and the bus access and residential accessway roads.

6 The piecemeal apartment construction methodology is unacceptable.

It appears that the land for some of the apartments is going to be sold separately and developed by different individuals over an undefined time frame. This will result in multiple disruptions for the berth holders, and it is completely unacceptable.

It is acknowledged that some disruption will inevitably occur if the development goes ahead, but this needs to be managed to minimize the duration and scale of disruption.

Complete blocks of apartments need to be built together to achieve economies of scale and to minimize disruption. "Do it once and Do it right" complete it and then move to the next block.

Strong resource consent conditions are needed to ensure this happens. and to prevent it turning into a debacle.

Construction dust will also be a significant problem to berth holders, as this dust and grit will blow onto the vessels and cause damage and result in extra cleaning costs and repair costs.

This was a significant issue in the viaduct development in Auckland. The developers need to incorporate dust and noise mitigation measures into the project, and there needs to be stiff penalties for non-compliance

6 Remedy

If the development is approved in some form, then specify resource consent conditions that require complete blocks of apartment to be built together at one time by one builder to minimise disruption, as opposed to many individual builders trying to build individual apartments at random times in an un-coordinated way. Have an overarching completion date for the whole project with penalties for time over-runs

Have strong conditions for mitigation of dust damage and unacceptable disruption to Berth Holders.

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

1 Remedy

Decline the application for this intensive residential development.

2 Remedy

Decline the application for this intensive residential development,

3 Remedy

The number of berth holder carparks to match the current level number and be located as close to the access gangways as possible.

4 Remedy

Separate the berth holder car-parking from accessway roading to the apartments, bus stop, launching ramp etc, and make the carpark secure with a barrier arm and swipe card system

5 Remedy

If the development goes ahead in some form, separate the trailer boat launching and preparation and parking areas from the berth holder carparking and the bus access and residential accessway roads.

6 Remedy

If the development is approved in some form, then specify resource consent conditions that require complete blocks of apartment to be built together at one time by one builder to minimise disruption, as opposed to many individual builders trying to build individual apartments at random times in an un-coordinated way. Have an overarching completion date for the whole project with penalties for time over-runs

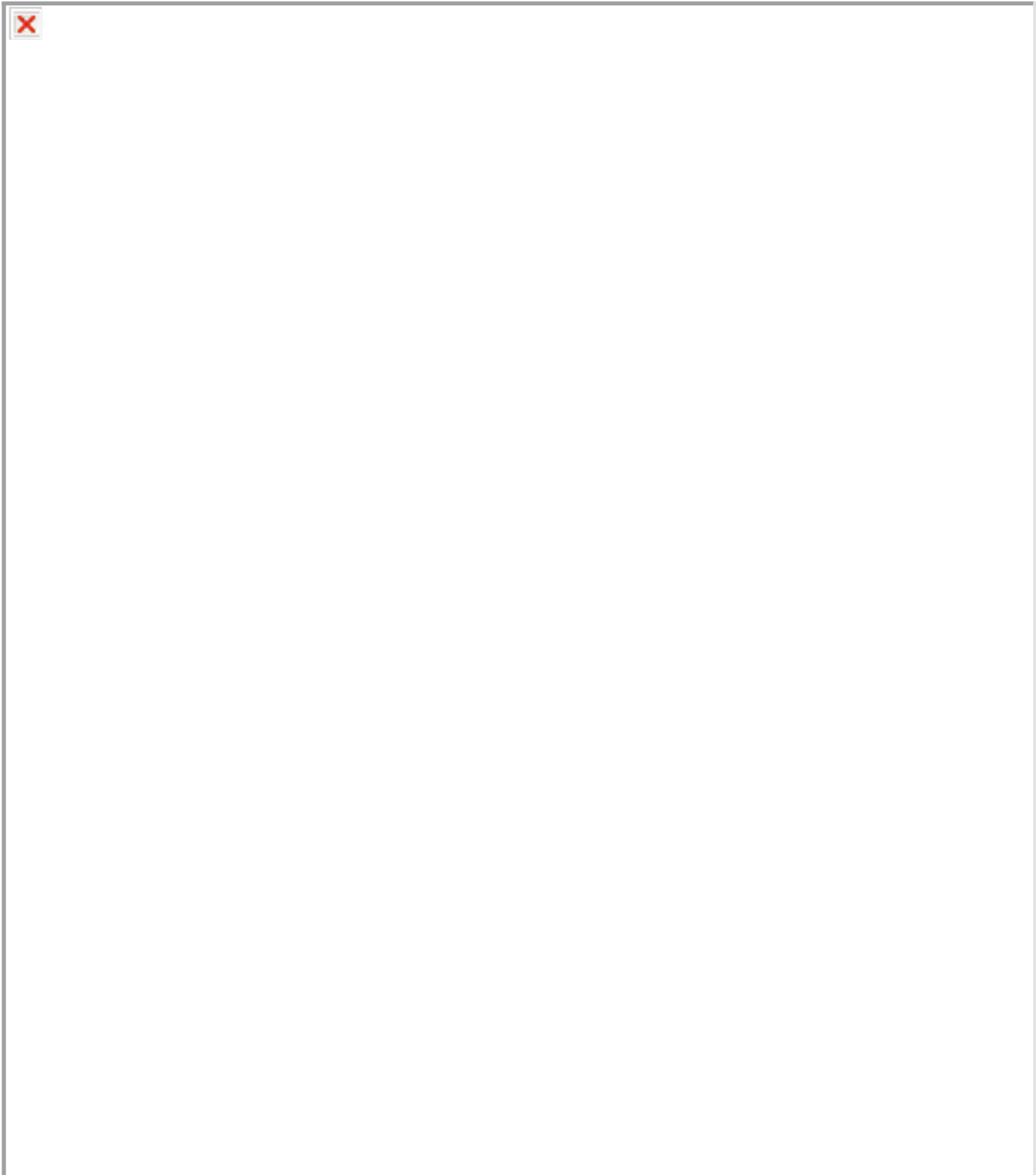
Have strong conditions for mitigation of dust damage and unacceptable disruption to Berth Holders.

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:



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Tuesday, November 16, 2021 5:00:04 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13106] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Georgina Wooldridge

Organisation name:

Contact phone number: 0212939888

Email address: gwool67@gmail.com

Postal address:

37 Sylvan Park Avenue
Milford
Auckland 0620

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

The application is not within the provisions of the Auckland Unitary Plan. As it does not provide for the marina, marine related activities and public access. The scale of the development is such that it is removing the existing facilities such as the boat hard standing and suitable carparks for trailers using the boat ramp. The development should include the full 20m Esplanade strip and adequate public space that does not include narrow boardwalks. The

What are the reasons for your submission?

I do not want the development to go ahead in its proposed form. Any development outside the primary purpose of the Bayswater Marina precinct should be of a much smaller scale and have no impact on the ability of the area to provide for the provisions of the AUP. The provision of parallel parking spaces for trailer parking makes parking not only difficult but dangerous. Some of the parking spaces that are provided are within the complex and are very unlikely to be

available for public use as it is highly likely that residents of the development will have boats and the spaces would be permanently occupied. If they were available the fact that after launching a boat you would have to drive into these areas with very tight turning circles looking for a place to park is unviable. Once parked to retrieve the boat from the water a full circuit of the central and north precincts seems to be the only option to return to the boat ramp. It doesn't appear that there is anywhere for preparation and turning to reverse down the ramp when launching and retrieving. The loss of the facilities at Bayswater will put additional demand on the already overrun ramp at Takapuna. Once this is lost it will not be possible to get back a valuable asset to Auckland. You can build houses anywhere but you can not create new areas for the provision of the marine services that the AUP has sought to protect with the definition of the Bayswater Marina Precinct. Please don't let us lose this facility.

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

I would like to see the council ensure that this facility is not lost to Aucklanders. Any development should be to a much smaller scale that does not impact on the ability to provide a usable and safe boat ramp, trailer parking and hard standing areas. These are all functions that should be provided for by the AUP.

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:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
To: [Central RC Submissions](#)
Cc: [Craig Shearer](#)
Subject: BUN60373319 [ID:13107] Submission
Date: Tuesday, 16 November 2021 6:15:10 PM

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Dean Sykes

Organisation name:

Contact phone number: 0293551341

Email address: dean.sykes@xtra.co.nz

Postal address:

48 Waterview Road
Stanley Point
Auckland 0624

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

1. Construction of dwellings, car parks and road in the proposed 15m esplanade strip. Removal of open spaces.
2. Restrictions and safety issues associated with the width, public use and public ownership of the esplanade reserve or strip.
3. Removal of angle parking facilities and preparation area for the public boat ramp.
4. No dedicated car p[arks for marina berth holders

5. Removal of boating facilities associated with the marina, including boat storage, servicing, and marine retail activities.
6. The removal of mature Pohutakawa trees to clear the site for development.
7. Access to the ferry, and parking at the Marina and park n ride during the construction period.

What are the reasons for your submission?

The proposal for 94 Terrace Houses and 3 Apartment buildings, and the associated infrastructure, does not leave sufficient space for the marina and marine recreation activities that are the primary focus of the Bayswater Marine Precinct. The 20 parallel car and boat trailer spaces shown on the plans are unworkable, and do not provide suitable facilities for the continued use of the boat ramp. The proposal will result in the closure and relocation of the boat storage facility, marine servicing and most of the marine retail businesses currently located at the marina. Bayswater Marina is one of the few all tide access points on the North Shore with adequate car and trailer parking and boat storage. If the development proceeds as proposed this will result in the removal of nearly all facilities for marine related activities, and the community will a significant public facility and the impacts on their social wellbeing will be great. No provision has been made in the proposal to support the planned growth of marine-related users and their needs, e.g. recreational boating, trend toward larger trailer boat sizes, etc

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

Decline the application where any development (whole or in part) does not meet the Auckland Unitary Plan Bayswater Maritime Precinct's primary purpose to provide a community and marina-orientated place focused on recreation, public open space, access to and along the coastal marina area, public transport, boating, maritime activities, and 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:

During lockdown, it's not business as usual.

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Tuesday, November 16, 2021 5:45:03 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13109] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Judith Knight

Organisation name:

Contact phone number: 02108520391

Email address: helenknight2013@gmail.com

Postal address:

Flat 3, 32 Wicklow Road, Narrow Neck, Auckland 0622
Auckland
Auckland 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

The land to be used for building

What are the reasons for your submission?

I oppose the use of this land for the building of housing

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

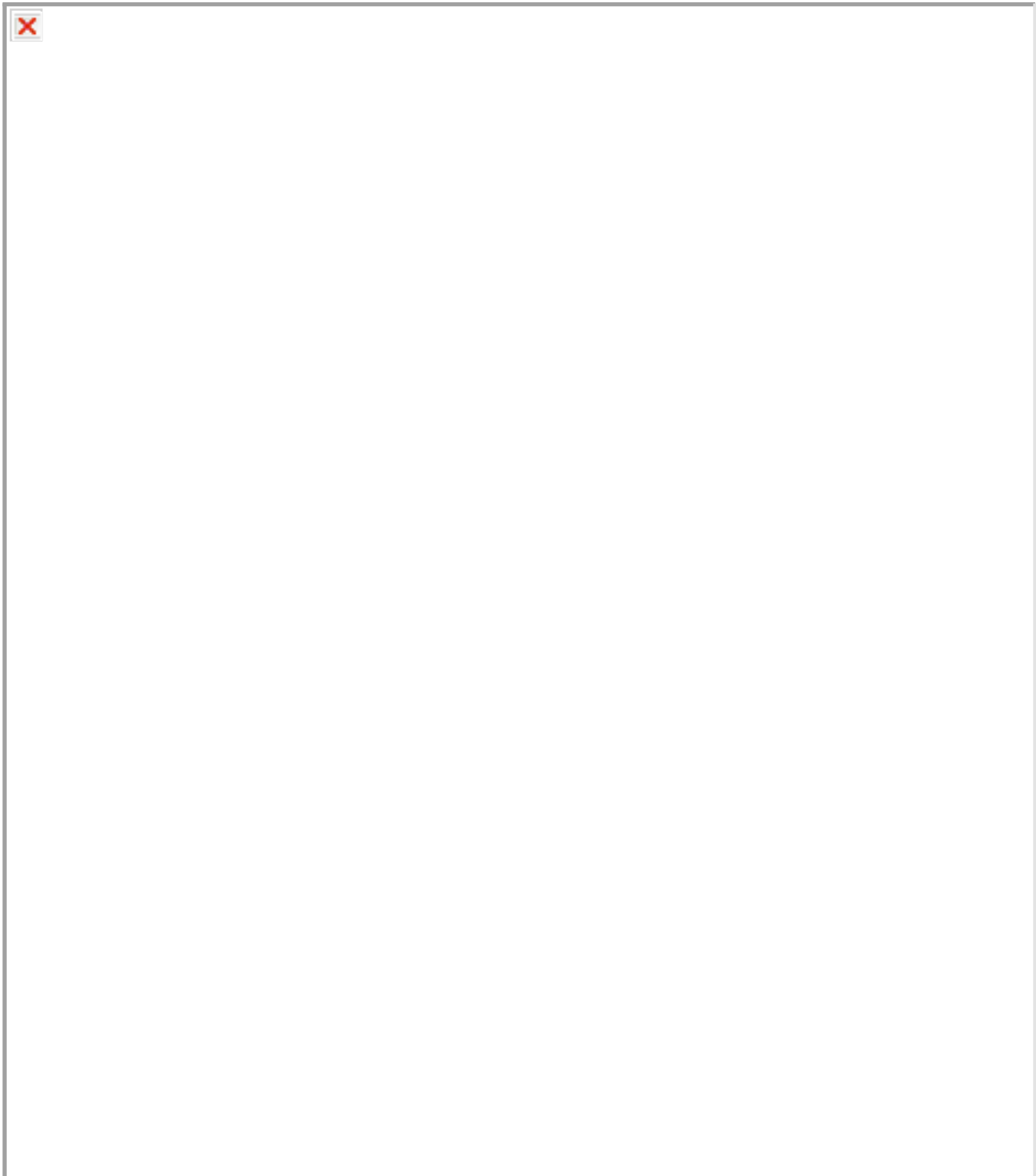
To keep the area as green space

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? No

If other people make a similar submission I will consider making a joint case with them at the hearing: No

Supporting information:



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Tuesday, November 16, 2021 5:45:19 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13111] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Carol Donaldson

Organisation name:

Contact phone number: 0211061800

Email address: caroldonaldson@xtra.co.nz

Postal address:

4 Cambria Road
Devonport
Auckland 0624

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

The lack of Boat Ramp.
The ongoing access to the ferry terminal.

What are the reasons for your submission?

To object to the proposed Residential development and the impacts it will have on lake road.

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

1. To keep the boat ramp. This is the only safe all weather/tide launching ramp on the peninsula, it will. cause traffic boats/trailers car congestion at Bayswater, forcing the majority of users to go to Takapuna Boat Ramp, further congesting traffic on Lake Rd and parking in Takapuna.

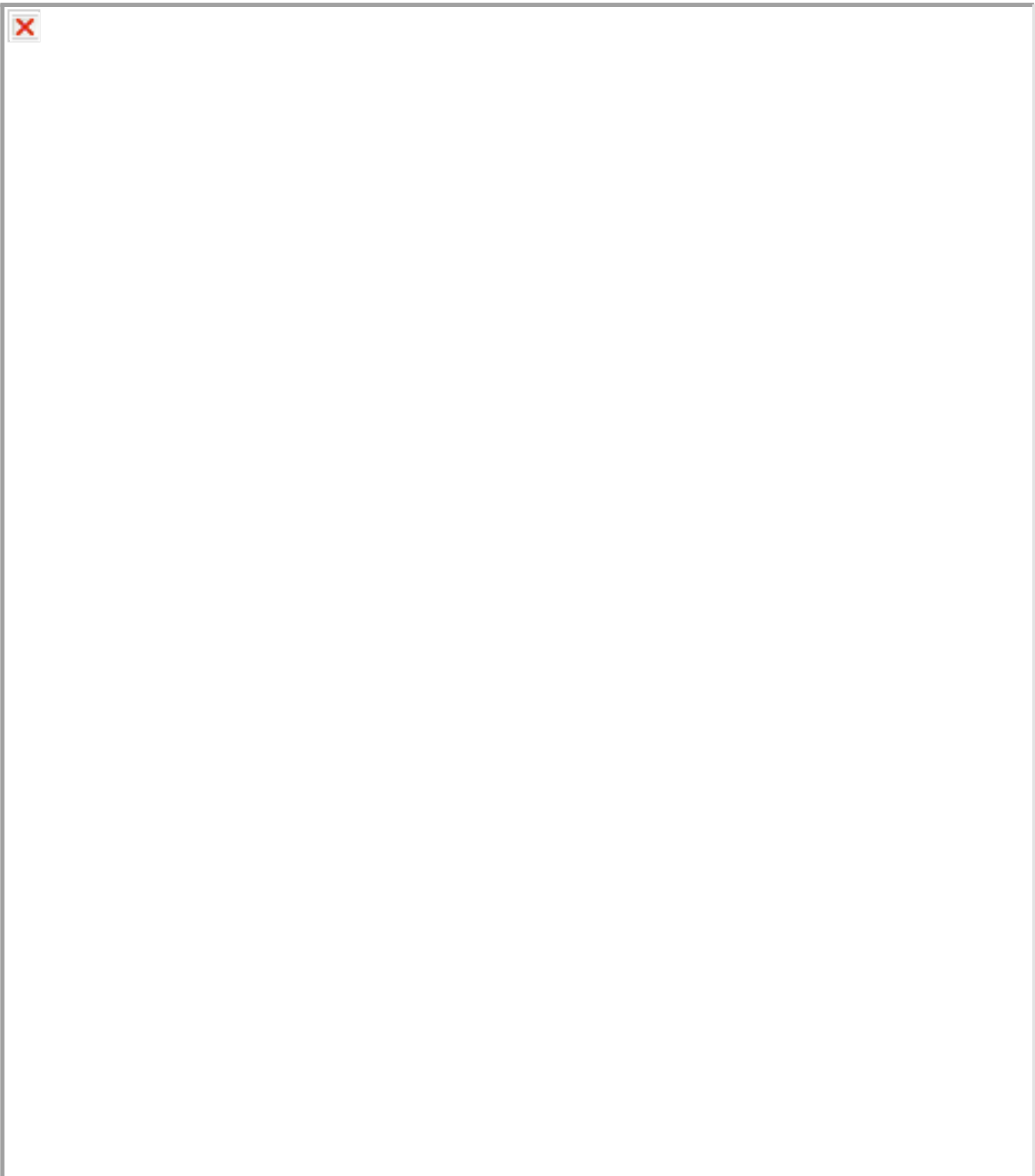
2. Further of Ferry service to city. If the ferry service was forced out of Bayswater or it became too difficult to access, this would force a change of transport for the growing population in the area. They would be force into driving their cars to work further contesting Lake Rd & Harbour Bridge. Not forgetting the 21 appartments with new residents needing transport. As a council you should be looking for ways to ease traffic congestion, or increase it.

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? No

If other people make a similar submission I will consider making a joint case with them at the hearing: No

Supporting information:



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Tuesday, November 16, 2021 6:00:04 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13112] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Kylie Lindsay

Organisation name:

Contact phone number: 021359547

Email address: kylie.lindsay@gmail.com

Postal address:

39B Hart Road
Hauraki
Auckland 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

I oppose the application by Bayswater Marina Holdings Limited to construct 121 dwellings and associated unit title subdivision, roads, infrastructure, coastal structures, and earthworks, in particular:

1. The construction and occupation of 121 dwellings in sub-precinct B, the Marina Zone, and the coastal erosions hazards area.
2. The unit title subdivision in the Marina Zone and coastal storm inundation area.
3. Construction of dwellings, car parks and road in the proposed 15m esplanade strip.
4. Restrictions and safety issues associated with the width, public use and public ownership of the esplanade reserve or strip.
5. Removal of angle parking facilities and preparation area for the public boat ramp and proposed 20 parallel parks for cars and boat trailers for users of the boat ramp.
6. Removal of boating facilities associated with the marina, including boat storage, servicing, and marine repair.

activities.

7. The removal of 70 mature Pohutakawa trees to clear the site for development.

8. Construction traffic and construction effects associated with earthworks, piling and construction of 3 apartment blocks and 94 Terrace Houses.

9. Access to the ferry, and parking at the Marina and park n ride during the construction period.

10. Structures in, and discharges to, the coastal marine area

What are the reasons for your submission?

The proposal for 94 Terrace Houses and 3 Apartment buildings, and the associated infrastructure, does not leave sufficient space for the marina and marine recreation activities that are the primary focus of the Bayswater Marine Precinct. The 20 parallel car and boat trailer spaces shown on the plans are unworkable, and do not provide suitable facilities for the continued use of the boat ramp. The proposal will result in the closure and relocation of the boat storage facility, marine servicing and most of the marine retail businesses currently located at the marina. Bayswater Marina is one of the few all tide access points on the North Shore with adequate car and trailer parking and boat storage. If the development proceeds as proposed this will result in the removal of nearly all facilities for marine related activities, and the community will a significant public facility and the impacts on their social wellbeing will be great. No provision has been made in the proposal to support the planned growth of marine-related users and their needs, e.g. recreational boating, trend toward larger trailer boat sizes, etc

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

Decline the whole application for land use consent for dwellings and the subdivision, coastal, discharge consents.

Decline the application where any development (whole or in part) does not meet the Auckland Unitary Plan Bayswater Maritime Precinct's primary purpose to provide a community and marina-orientated place focused on recreation, public open space, access to and along the coastal marina area, public transport, boating, maritime activities, and 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:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Tuesday, November 16, 2021 6:00:04 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13113] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Jacqueline Kay Fortune

Organisation name:

Contact phone number: 021515532

Email address: jackifortune@yahoo.com

Postal address:

17 Waterview Road
Stanley Point
Auckland 2041

Submission details

This submission: supports the application in whole or in part

Specify the aspects of the application you are submitting on:

The construction and occupation of 121 dwellings in sub-precinct B, the Marina Zone, and the coastal erosions hazards area.

What are the reasons for your submission?

I am in favour of using this largely undeveloped and under-utilised land for additional housing. It makes more sense to me than trying to squeeze houses into other already high density areas. As a pedestrian and cyclist in this area I like the proposed landscaping. I mostly submitted because I am aware of a strongly motivated campaign to prevent the development.

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

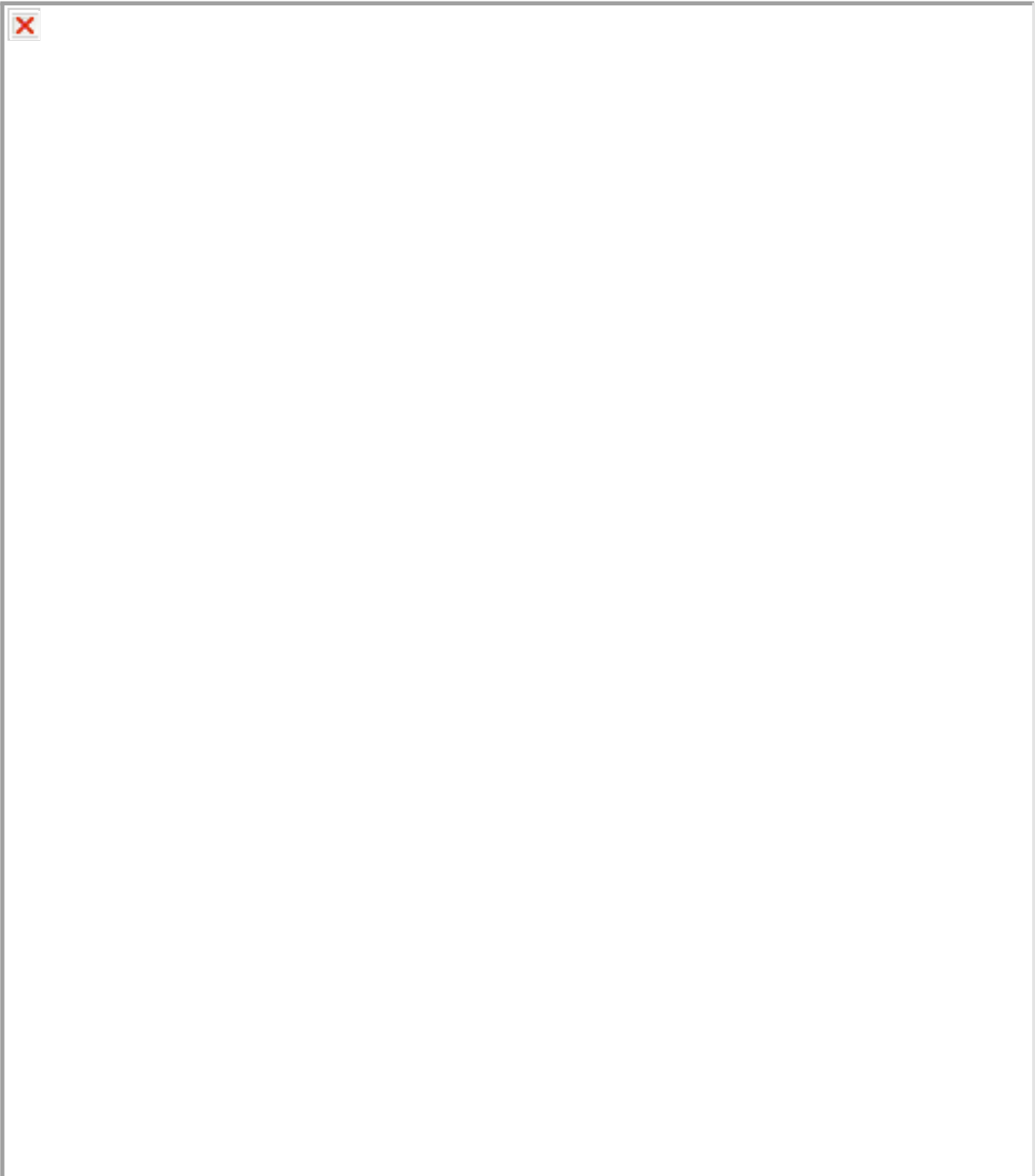
I am happy for the council to approve this development BUT it must be done in tandem with improvements to Lake Road. It is going to create more traffic in the area and we can't just keep adding dwellings when it can already take 40+ minutes to travel 5km at peak times.

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? No

If other people make a similar submission I will consider making a joint case with them at the hearing: No

Supporting information:



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Tuesday, November 16, 2021 6:00:05 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13115] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Kenneth Geoffrey Olsen

Organisation name:

Contact phone number: 021443250

Email address: ken@ikitchen.co.nz

Postal address:

60 Lake Rd
Narrowneck
Auckland 0624

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

I oppose the application by Bayswater Marina Holdings Limited to construct 121 dwellings and associated unit title subdivision, roads, infrastructure, coastal structures, and earthworks, in particular:

What are the reasons for your submission?

1. The construction and occupation of 121 dwellings in sub-precinct B, the Marina Zone, and the coastal erosions hazards area.
2. The unit title subdivision in the Marina Zone and coastal storm inundation area.
3. Construction of dwellings, car parks and road in the proposed 15m esplanade strip.

4. Restrictions and safety issues associated with the width, public use and public ownership of the esplanade reserve or strip.
5. Removal of angle parking facilities and preparation area for the public boat ramp and proposed 20 parallel parks for cars and boat trailers for users of the boat ramp.
6. Removal of boating facilities associated with the marina, including boat storage, servicing, and marine retail activities.
7. The removal of 70 mature Pohutakawa trees to clear the site for development.
8. Construction traffic and construction effects associated with earthworks, piling and construction of 3 apartment blocks and 94 Terrace Houses.
9. Access to the ferry, and parking at the Marina and park n ride during the construction period.
10. Structures in, and discharges to, the coastal marine area

The proposal for 94 Terrace Houses and 3 Apartment buildings, and the associated infrastructure, does not leave sufficient space for the marina and marine recreation activities that are the primary focus of the Bayswater Marine Precinct. The 20 parallel car and boat trailer spaces shown on the plans are unworkable, and do not provide suitable facilities for the continued use of the boat ramp.

The proposal will result in the closure and relocation of the boat storage facility, marine servicing and most of the marine retail businesses currently located at the marina. Bayswater Marina is one of the few all tide access points on the North Shore with adequate car and trailer parking and boat storage.

If the development proceeds as proposed this will result in the removal of nearly all facilities for marine related activities, and the community will a significant public facility and the impacts on their social wellbeing will be great. No provision has been made in the proposal to support the planned growth of marine-related users and their needs, e.g. recreational boating, trend toward larger trailer boat sizes, etc

I personally regularly use the Boat storage, the ramp, boat parking areas. Takapuna Ramp is simply not big enough to launch and park boats.

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

Decline the whole application for land use consent for dwellings and the subdivision, coastal, discharge consents.
Decline the application where any development (whole or in part) does not meet the Auckland Unitary Plan Bayswater Maritime Precinct's primary purpose to provide a community and marina-orientated place focused on recreation, public open space, access to and along the coastal marina area, public transport, boating, maritime activities, and 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:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Tuesday, November 16, 2021 6:00:06 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13117] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Christopher Moors

Organisation name:

Contact phone number: 0212730023

Email address: chris.moors@gmail.com

Postal address:

39B Hart Road
Hauraki
Auckland 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

I oppose the application by Bayswater Marina Holdings Limited to construct 121 dwellings and associated unit title subdivision, roads, infrastructure, coastal structures, and earthworks, in particular:

1. The construction and occupation of 121 dwellings in sub-precinct B, the Marina Zone, and the coastal erosions hazards area.
2. The unit title subdivision in the Marina Zone and coastal storm inundation area.
3. Construction of dwellings, car parks and road in the proposed 15m esplanade strip.
4. Restrictions and safety issues associated with the width, public use and public ownership of the esplanade reserve or strip.
5. Removal of angle parking facilities and preparation area for the public boat ramp and proposed 20 parallel parks for cars and boat trailers for users of the boat ramp.
6. Removal of boating facilities associated with the marina, including boat storage, servicing, and marine retail

activities.

7. The removal of 70 mature Pohutakawa trees to clear the site for development.

8. Construction traffic and construction effects associated with earthworks, piling and construction of 3 apartment blocks and 94 Terrace Houses.

9. Access to the ferry, and parking at the Marina and park n ride during the construction period.

10. Structures in, and discharges to, the coastal marine area

What are the reasons for your submission?

The proposal for 94 Terrace Houses and 3 Apartment buildings, and the associated infrastructure, does not leave sufficient space for the marina and marine recreation activities that are the primary focus of the Bayswater Marine Precinct. The 20 parallel car and boat trailer spaces shown on the plans are unworkable, and do not provide suitable facilities for the continued use of the boat ramp. The proposal will result in the closure and relocation of the boat storage facility, marine servicing and most of the marine retail businesses currently located at the marina. Bayswater Marina is one of the few all tide access points on the North Shore with adequate car and trailer parking and boat storage. If the development proceeds as proposed this will result in the removal of nearly all facilities for marine related activities, and the community will a significant public facility and the impacts on their social wellbeing will be great. No provision has been made in the proposal to support the planned growth of marine-related users and their needs, e.g. recreational boating, trend toward larger trailer boat sizes, etc

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

Decline the whole application for land use consent for dwellings and the subdivision, coastal, discharge consents.

Decline the application where any development (whole or in part) does not meet the Auckland Unitary Plan Bayswater Maritime Precinct's primary purpose to provide a community and marina-orientated place focused on recreation, public open space, access to and along the coastal marina area, public transport, boating, maritime activities, and 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:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Tuesday, November 16, 2021 6:30:21 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13121] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Suzanne Lynch

Organisation name: ..

Contact phone number: 0212240887

Email address: suzannejlynch@gmail.com

Postal address:

1/106 Bayswater Avenue
Bayswater
Auckland 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:
saying NO to the Bayswater Marina Development

What are the reasons for your submission?

The traffic is already bad on Bayswater Ave, and all those apartments and town houses will create much more traffic ! and with not enough parking .. it will ruin our quiet little part of town, which is why many of us live here in private houses... where residents love to walk and enjoy the view and the park .

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

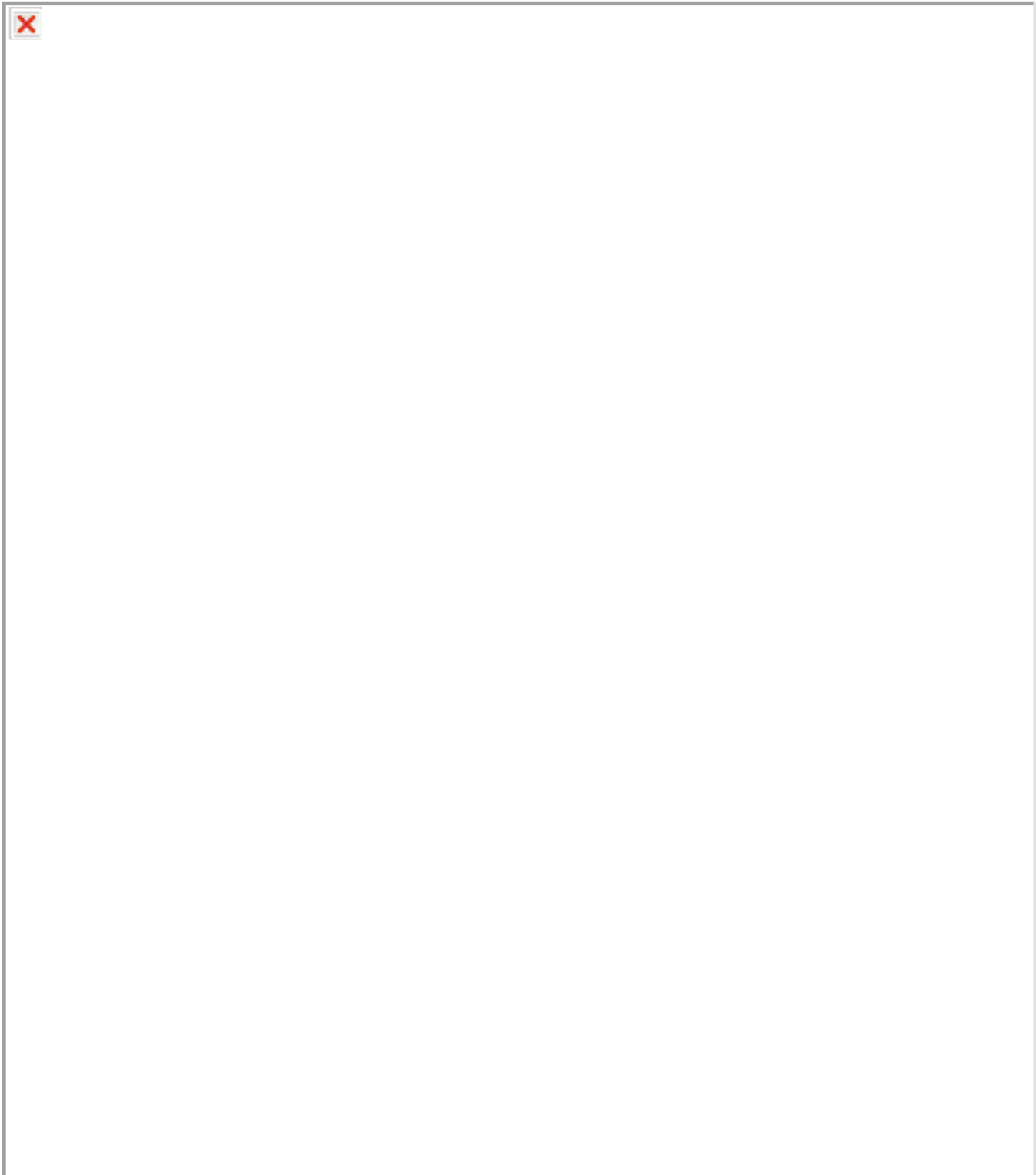
Not allow the submission to go ahead.

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? No

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

Supporting information:



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Tuesday, November 16, 2021 6:45:03 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13122] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Alexandra Cunningham

Organisation name:

Contact phone number: 0224296900

Email address: alex@alexandracunningham.com

Postal address:

1/23 Bayswater Ave
Bayswater
Auckland 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

I oppose the application by Bayswater Marina Holdings Limited to construct 121 dwellings and associated unit title subdivision, roads, infrastructure, coastal structures, and earthworks, in particular:

1. The construction and occupation of 121 dwellings in sub-precinct B, the Marina Zone, and the coastal erosions hazards area.
2. The unit title subdivision in the Marina Zone and coastal storm inundation area.
3. Construction of dwellings, car parks and road in the proposed 15m esplanade strip.
4. Restrictions and safety issues associated with the width, public use and public ownership of the esplanade reserve or strip.

5. The removal of 70 mature Pohutakawa trees to clear the site for development.
6. Construction traffic and construction effects associated with earthworks, piling and construction of 3 apartment blocks and 94 Terrace Houses.
7. Access to the ferry, and parking at the Marina and park n ride.
8. Structures in, and discharges to, the coastal marine area
9. Lack of community park/ green spaces and facilities for everyone to use

What are the reasons for your submission?

The proposal for 94 Terrace Houses and 3 Apartment buildings, and the associated infrastructure, does not leave sufficient space for the marina and marine recreation activities that are the primary focus of the Bayswater Marine Precinct.

I live locally and use the area daily. My young kids walk the dogs around there, climb the trees and use it as an extended "backyard". They are trusted and feel safe to cross the road on their own. Construction and construction traffic will stop us being able to use this space and it will no longer feel safe.

If the development proceeds as proposed this will result in the removal of nearly all facilities for the community with a significant impact on the social wellbeing of all those who currently enjoy this area. No provision has been made in the proposed plans to enrich the neighbourhoods community - sole focus is on building as many apartments as possible for the benefit only of the developer. No retail, cafes, public spaces or park and ride facilities being offered as part of this development proposal equals a loss for our community.

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

Decline the whole application for land use consent for dwellings and the subdivision, coastal, discharge consents.

Decline the application where any development (whole or in part) does not meet the Auckland Unitary Plan Bayswater Maritime Precinct's primary purpose to provide a community and marina-orientated place focused on recreation, public open space, access to and along the coastal marina area, public transport, boating, maritime activities, and 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? No

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

Supporting information:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Tuesday, November 16, 2021 7:00:27 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13123] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Jennifer Wells

Organisation name:

Contact phone number: 0275312377

Email address: schultzjenn@yahoo.com

Postal address:

11 Albert Road
Devonport
Auckland 0624

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

I oppose the application by Bayswater Marina Holdings Limited to construct 121 dwellings and associated unit title subdivision, roads, infrastructure, coastal structures, and earthworks, in particular:

What are the reasons for your submission?

1. The construction and occupation of 121 dwellings in sub-precinct B, the Marina Zone, and the coastal erosions hazards area.
2. The unit title subdivision in the Marina Zone and coastal storm inundation area.
3. Construction of dwellings, car parks and road in the proposed 15m esplanade strip.
4. Restrictions and safety issues associated with the width, public use and public ownership of the esplanade reserve or strip.

5. Removal of angle parking facilities and preparation area for the public boat ramp and proposed 20 parallel parks for cars and boat trailers for users of the boat ramp.
6. Removal of boating facilities associated with the marina, including boat storage, servicing, and marine retail activities.
7. The removal of 70 mature Pohutakawa trees to clear the site for development.
8. Construction traffic and construction effects associated with earthworks, piling and construction of 3 apartment blocks and 94 Terrace Houses.
9. Access to the ferry, and parking at the Marina and park n ride during the construction period.
10. Structures in, and discharges to, the coastal marine area

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

Decline the whole application for land use consent for dwellings and the subdivision, coastal, discharge consents.

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:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Tuesday, November 16, 2021 7:00:28 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13124] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Fiona Lynskey-Norris

Organisation name:

Contact phone number: 021388092

Email address: flynskeynorris@gmail.com

Postal address:

2 old Lake rd
Narrow Neck
Auckland 0624

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

Amount of dwellings far too high for an already gridlocked road system in and out of city.

What are the reasons for your submission?

Opposing plan

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

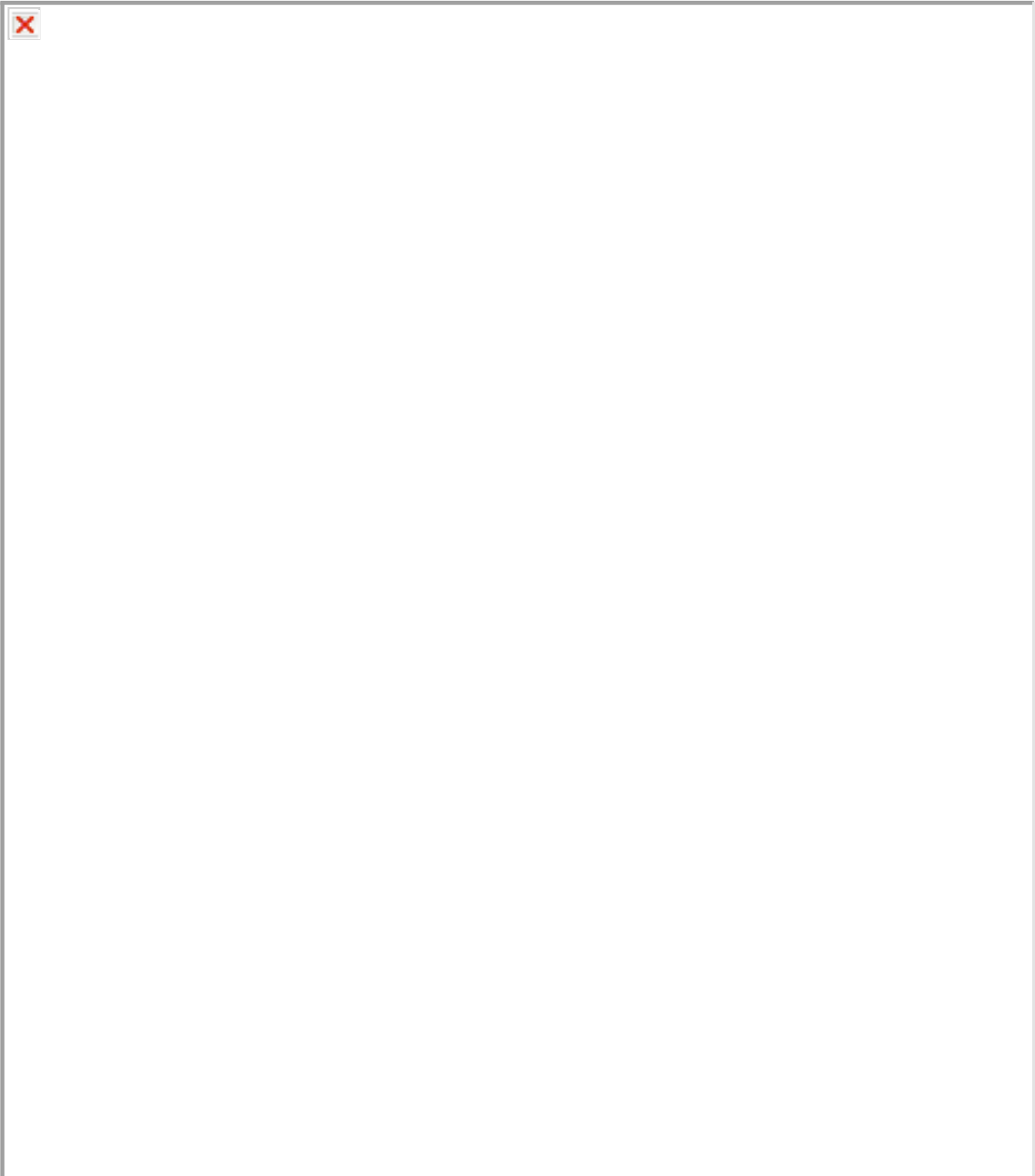
Huge reduction in dwellings.

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? No

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

Supporting information:



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Tuesday, November 16, 2021 7:15:19 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13125] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: James McGruer

Organisation name:

Contact phone number: 0210625495

Email address: james@mcl.nz

Postal address:

17 Bayswater Ave, Bayswater
North Shore
North Shore 0622

Submission details

This submission: supports the application in whole or in part

Specify the aspects of the application you are submitting on:

The development as a whole.

What are the reasons for your submission?

To support the development of the marina area.

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

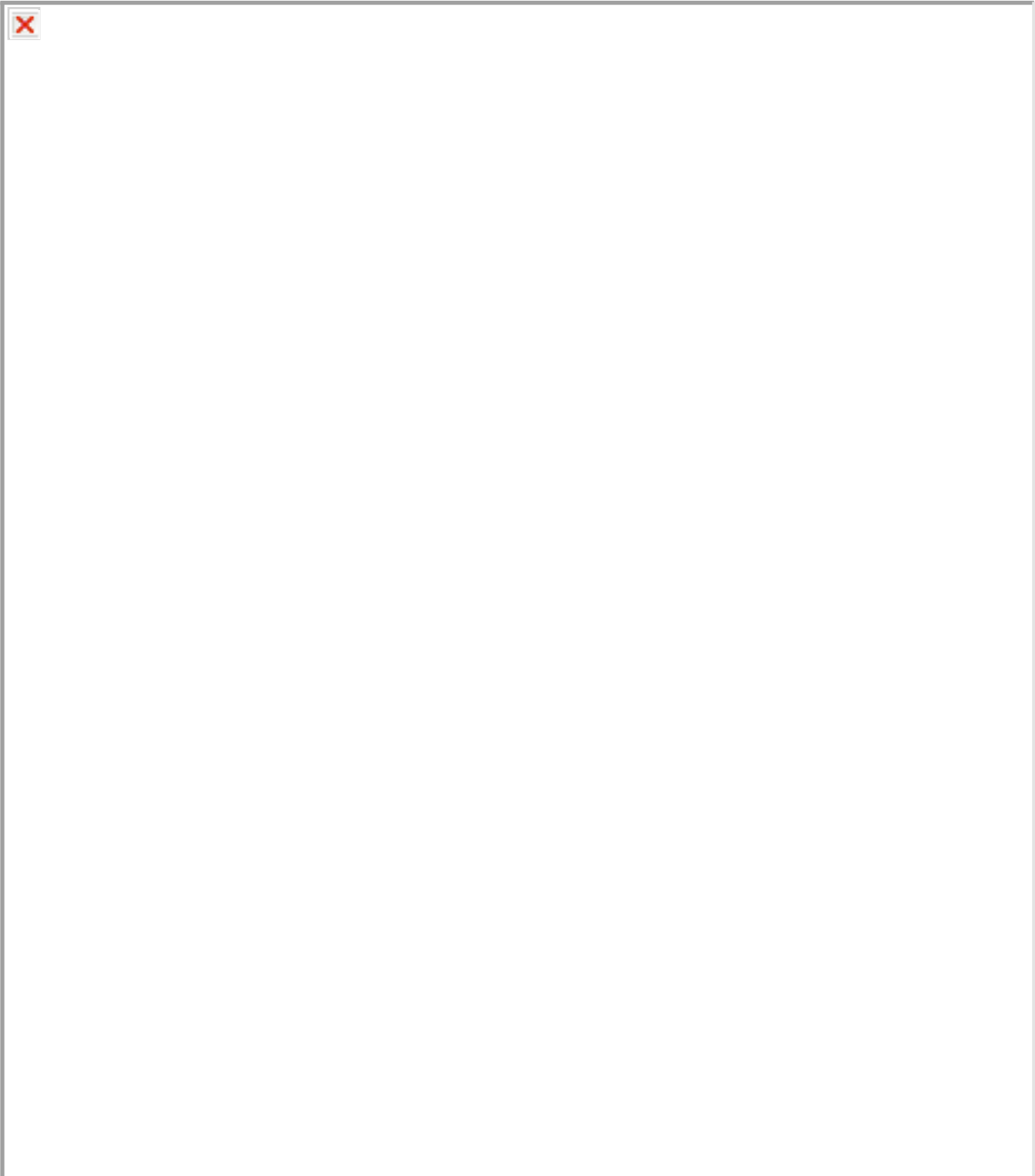
To support the development project.

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? No

If other people make a similar submission I will consider making a joint case with them at the hearing: No

Supporting information:



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Tuesday, November 16, 2021 7:45:03 AM
To: CentralRCSUBmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13126] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Pamela Davies

Organisation name:

Contact phone number: 021457793

Email address: pkdavies.mail@gmail.com

Postal address:

14a Cassino Street
Bayswater
Auckland 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

Construction & occupation of 121 dwellings in Marina Zone and the effects of coastal erosions

- Building within the 15m esplanade strip
- Loss of parking facilities and area for preparation using the public boat ramp. Were will people be able to leave there boats trailers when the launch there boats
- loss of boating facilities associated with the marina, including boat storage, servicing and marine retail activities.
- Limited access to the public to be able to enjoy a public area.
- Loss of open space beside the sea.

What are the reasons for your submission?

- Building proposal has turned this area in to a private complex which will exclude the wider community which currently

use this.

- Limited access to the Marina, Boat ramp and Public Green area.
- The Environment Court has previously ruled against so what has changed
- The proposed development will prevent any current and future marine related activities.
- Loss of community facility which is widely use by families of all ages swimmers, picnic's dog walkers etc.
- Changes to the boat ramp, public roads etc will make this an unsafe area to use for everyone

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

- Retain current access to the water so it can be safely use by all trailer boats
- Suitable area to be able to prepare the boats for launching, power, sail and paddle. The same when retrieving the vessel, securing it to the trailer.
- The hardstand / boat storage is maintained.
- Housing is declined

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? No

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

Supporting information:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Tuesday, November 16, 2021 7:45:04 AM
To: CentralRCSUBmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13127] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Christopher Bradley

Organisation name:

Contact phone number: 0279597604

Email address: chris.c.bradley@me.com

Postal address:

30a Beresford Street
Bayswater
Auckland 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

I oppose the application by Bayswater Marina Holdings Limited to construct 121 dwellings and associated unit title subdivision, roads, infrastructure, coastal structures and earthworks, in particular:

- The construction and occupation of 121 dwellings in sub-precinct B, the Marina Zone and the coastal erosions hazards area.
- The unit title subdivision in the Marina Zone and coastal storm inundation area.
- Construction of gabion retaining walls in the coastal marina area to address coastal inundation risk to the residential activity.
- Construction of dwellings, car parks and road in the proposed 15m esplanade strip.
- Restrictions and safety issues associated with the width, public use and public ownership of the esplanade reserve or

strip.

- Removal of angle parking facilities and preparation area for the public boat ramp, and proposed 20 parallel parks for cars and boat trailers for users of the boat ramp.
- Removal of boating facilities associated with the marina, including boat storage, servicing and marine retail activities.
- Earthworks to form the building platforms and infrastructure, and the removal of mature Pohutakawa trees to clear the site for development.
- Construction traffic and construction effects associated with earthworks, piling and construction of 3 apartment blocks and 94 Terrace Houses.
- Access to the ferry, and parking at the Marina and park n ride during the construction period.
- Structures in, and discharges to, the coastal marine area.

What are the reasons for your submission?

Scale and form of development

The scale of the residential development to provide 94 Terrace Houses and three Apartment buildings, together with the associated roads, paths and car parking in sub-precincts A and B is incompatible with the primary purpose of the Bayswater Marina Precinct as a community and marina orientated space. The proposal results in the Precinct having a primarily residential focus, with all of the primary activities – recreation, public open spaces, access to and along the coastal marine area, public transport, boating, maritime activities and maritime facilities – displaced to the edges of the main reclamation or removed entirely. The proposal is fundamentally not achieving the objectives for the Precinct, and is contrary to the sustainable management purpose of the Act.

The Terrace Housing typology requires a large area of land both for the individual sites and dwellings, and the supporting infrastructure (roads, footpaths). This low intensity typology is an inefficient use of land with a specific Coastal zoning, and primary focus on community and marine activities. Bayswater Marina is an important community asset, enjoyed by a wide range of Aucklanders. It is the only large boat marina on the North Shore, and one of six public boat ramps with trailer parking, and one of two ferry terminals servicing the Devonport-Belmont-Bayswater suburbs. The Marina Precinct, and the facilities it provides, is a scarce resource in a growing region. The proposed development is an inappropriate use of this scarce resource.

Integrated and comprehensive planning

The failure to undertake a comprehensive plan for the Precinct to ensure provision of public transport facilities for the ferry, and bus, including park and ride and cycle parking is integrated with the development of sub-precincts A, B and C for predominately residential purposes. Objective 1 anticipates that the Precinct will be “developed in a comprehensive and integrated way” to ensure the primary focus is achieved. In the absence of a plan for the whole of the Precinct (prepared in consultation with Council and Auckland Transport) the applicant is unable to demonstrate that this objective is achieved.

Inadequate provision for public spaces

The Assessment Environmental Effects (AEE) advises that 7,515m² of public open space, or 22.5% of the main reclamation, is provided. No breakdown of the ‘open space’ areas is given but the Landscape Assessments states that ‘North Park’ is 2,100m² and ‘South Park’ is 1,400m². This means only 10.5% of the area is set aside as green, public space. The balance of the ‘open space’ is made up of the 3m wide boardwalk on the seaward side of the reclamation. The parks and boardwalk are located within the 15m wide esplanade strip (with the boardwalk cantilevered over the new gabion retaining wall). The two pocket parks double count the requirement for a minimum 15m wide esplanade strip and 7,200m² publicly accessible open space. The two pocket parks with a combined area of 3,500m² are insufficient to meet the recreation needs of the community and future residents. The cantilevered boardwalk is not wide enough to safely accommodate the range and number of potential users – families with kids on wheels, people walking dogs, runners, groups of friends and family exercising – particularly in a post-Covid world of social distancing requirements.

Policy 1 is “Ensure quality open space is made available to and around the coastal edge, including a minimum 15m esplanade strip, to maintain and enhance public access and enjoyment and to enable views out over the coastal marine area” and Policy to “Require significant areas of public open space on the main reclamation area (in sub-precincts A, B and C), and on other land within the precinct to be provided, to enable opportunities for recreation associated with the coastal marine area.” The double counting of the esplanade strip and public open spaces does not meet the intent of the Precinct to provide “significant areas” of public space for recreation and to access the coastal marine area. The quality of these spaces is questionable with Terrace Housing and/or roads built up to the boundaries, and consequent privatising and dominance effects.

Removal of boating facilities associated with the marina and changes to the provision of parking for the boat ramp
The proposal for 94 Terrace Houses and 3 Apartment buildings, and the associated infrastructure, does not leave sufficient space for the marina and marine recreation activities that are the primary focus of the Bayswater Marine Precinct. The 20 parallel car and boat trailer spaces shown on the plans are unworkable, and do not provide suitable facilities for the continued use of the boat ramp. The proposal will result in the closure and relocation of the boat storage facility, marine servicing and most of the marine retail businesses currently located at the marina. Bayswater Marina is one of the few all tide access points on the North Shore with adequate car and trailer parking and boat storage. If the development proceeds as proposed this will result in the removal of nearly all facilities for marine related activities, and the community will a significant public facility and the impacts on their social wellbeing will be great. No

provision has been made in the proposal to support the planned growth of marine-related users and their needs, e.g. recreational boating, trend toward larger trailer boat sizes, etc.

Construction of dwellings, car parks and road in the proposed 15m esplanade strip

The proposal for parking and roads in the esplanade strip will severely compromise the amenity of this public space, the safety of people using the space (families with children, people walking dogs etc) and the community's ability access to the coastal marine area. The proposed 3m wide boardwalk is an inadequate substitute for the required 20m esplanade reserve. The compromised esplanade strip does not achieve the purposes of s229 of the Act of enabling public access and public recreation. The applicant has not sought consent to waive the requirement for a 20m esplanade reserve, and there is no assessment of the restrictions on the width, use and ownership of the proposed 15m esplanade strip. The construction of dwellings, car parks and roads in the esplanade reserve will privatise these spaces, and preclude public access to and along the coastal edge. The effects on amenity, community social wellbeing and Part 6 matters will be significant.

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

DECLINE the application where any development (whole or in part) does not met the Auckland Unitary Plan Bayswater Maritime Precinct's primary purpose to provide a community and marina-orientated place focussed on recreation, public open space, access o and along the coastal marina area, public transport, boating, maritime activities and 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:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Tuesday, November 16, 2021 8:15:21 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13129] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Charles Benjamin Western

Organisation name:

Contact phone number: 021443784

Email address: benwestern@gmail.com

Postal address:

120 Bayswater Ave
Bayswater
Auckland 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

Lack of trailer parking and use of the boat ramp for recreational boating,
Over population of the neighbourhood, lack of infrastructure, added pollution to the water ways from run off and construction waste.

What are the reasons for your submission?

Lack of trailer parking and use of the boat ramp for recreational boating,
Over population of the neighbourhood, lack of infrastructure, added pollution to the water ways from run off and construction waste.

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

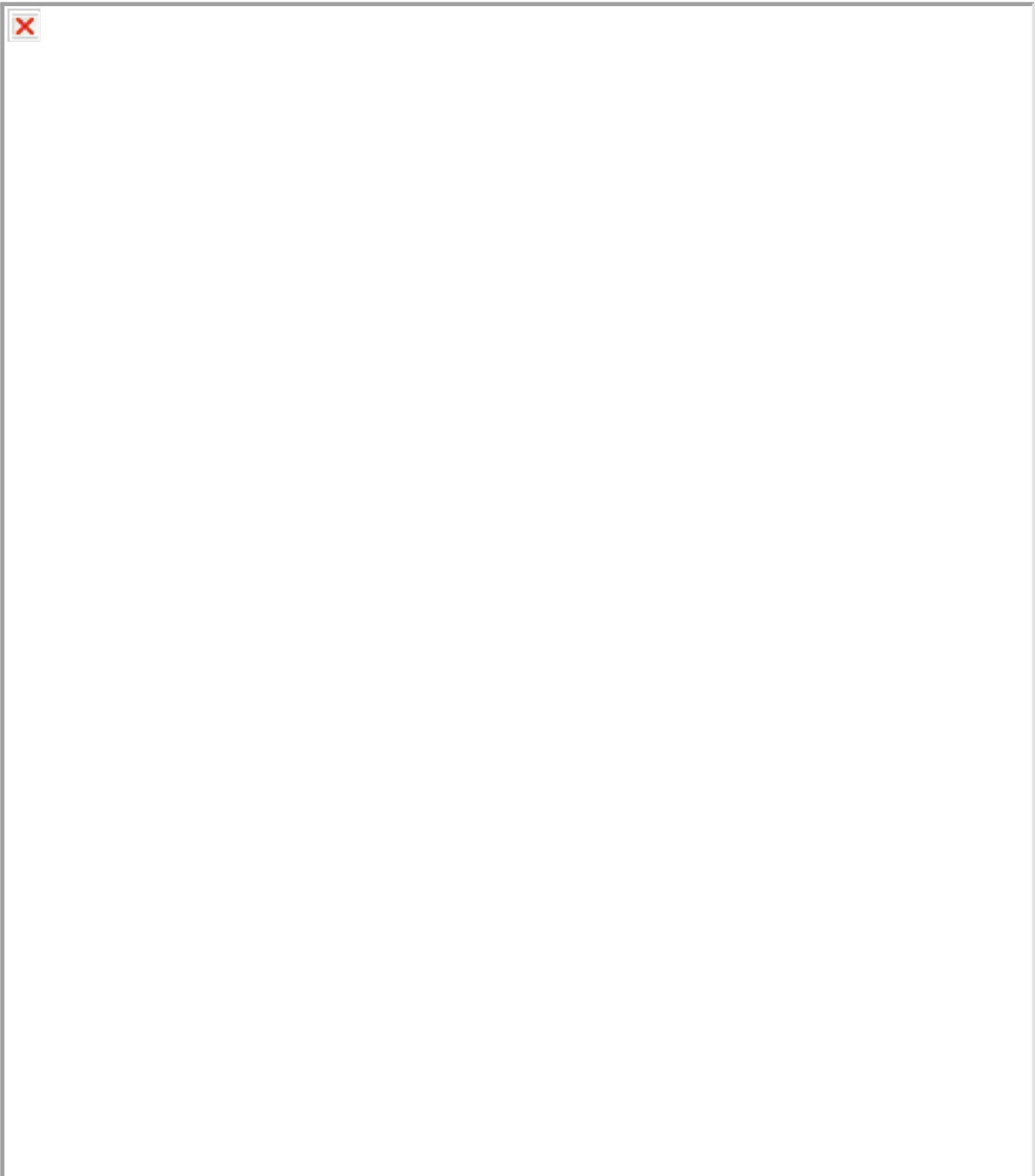
Leave the area as is. May be some marine related business and parks for the community to enjoy

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? No

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

Supporting information:



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Tuesday, November 16, 2021 8:30:04 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13130] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Gavin Donaldson

Organisation name:

Contact phone number: 021834451

Email address: gavdonaldson@yahoo.co.nz

Postal address:

96 Norwood Rd
Bayswater
Auckland 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

I oppose the application by Bayswater Marina Holdings Limited to construct 121 dwellings and associated unit title subdivision, roads, infrastructure, coastal structures, and earthworks, in particular:

1. The construction and occupation of 121 dwellings in sub-precinct B, the Marina Zone, and the coastal erosions hazards area.
2. The unit title subdivision in the Marina Zone and coastal storm inundation area.
3. Construction of dwellings, car parks and road in the proposed 15m esplanade strip.
4. Restrictions and safety issues associated with the width, public use and public ownership of the esplanade reserve or strip.

5. Removal of angle parking facilities and preparation area for the public boat ramp and proposed 20 parallel parks for cars and boat trailers for users of the boat ramp.
6. Removal of boating facilities associated with the marina, including boat storage, servicing, and marine retail activities.
7. The removal of 70 mature Pohutakawa trees to clear the site for development.
8. Access to the ferry, and parking at the Marina and park n ride during the construction period.
9. Structures in, and discharges to, the coastal marine area

What are the reasons for your submission?

The proposal for 94 Terrace Houses and 3 Apartment buildings, and the associated infrastructure, does not leave sufficient space for the marina and marine recreation activities that are the primary focus of the Bayswater Marine Precinct. The 20 parallel car and boat trailer spaces shown on the plans are unworkable, and do not provide suitable facilities for the continued use of the boat ramp. The proposal will result in the closure and relocation of the boat storage facility, marine servicing and most of the marine retail businesses currently located at the marina. Bayswater Marina is one of the few all tide access points on the North Shore with adequate car and trailer parking and boat storage. If the development proceeds as proposed this will result in the removal of nearly all facilities for marine related activities, and the community will a significant public facility and the impacts on their social wellbeing will be great. No provision has been made in the proposal to support the planned growth of marine-related users and their needs, e.g. recreational boating, trend toward larger trailer boat sizes, etc

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

Decline the application where any development (whole or in part) does not meet the Auckland Unitary Plan Bayswater Maritime Precinct's primary purpose to provide a community and marina-orientated place focused on recreation, public open space, access to and along the coastal marina area, public transport, boating, maritime activities, and 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:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Tuesday, November 16, 2021 8:30:04 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13131] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: AlisonDay

Organisation name:

Contact phone number: 0274377045

Email address: porterday@xtra.co.nz

Postal address:

13 Summer Street
Stanley Point
Auckland 0624

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

I oppose the application by Bayswater Marina Holdings Limited to construct 121 dwellings and associated unit title subdivision, roads, infrastructure, coastal structures, and earthworks, in particular:

1. The construction and occupation of 121 dwellings in sub-precinct B, the Marina Zone, and the coastal erosions hazards area.
2. The unit title subdivision in the Marina Zone and coastal storm inundation area.
3. Construction of dwellings, car parks and road in the proposed 15m esplanade strip.
4. Restrictions and safety issues associated with the width, public use and public ownership of the esplanade reserve or strip.
5. Removal of angle parking facilities and preparation area for the public boat ramp and proposed 20 parallel parks for cars and boat trailers for users of the boat ramp.

6. Removal of boating facilities associated with the marina, including boat storage, servicing, and marine retail activities.
7. The removal of 70 mature Pohutakawa trees to clear the site for development.
8. Construction traffic and construction effects associated with earthworks, piling and construction of 3 apartment blocks and 94 Terrace Houses
9. Access to the ferry, and parking at the Marina and park n ride during the construction period.
10. Structures in, and discharges to, the coastal marine area

What are the reasons for your submission?

The proposal for 94 Terrace Houses and 3 Apartment buildings, and the associated infrastructure, does not leave sufficient space for the marina and marine recreation activities that are the primary focus of the Bayswater Marine Precinct. The 20 parallel car and boat trailer spaces shown on the plans are unworkable, and do not provide suitable facilities for the continued use of the boat ramp. The proposal will result in the closure and relocation of the boat storage facility, marine servicing and most of the marine retail businesses currently located at the marina. Bayswater Marina is one of the few all tide access points on the North Shore with adequate car and trailer parking and boat storage. If the development proceeds as proposed this will result in the removal of nearly all facilities for marine related activities, and the community will a significant public facility and the impacts on their social wellbeing will be great. No provision has been made in the proposal to support the planned growth of marine-related users and their needs, e.g. recreational boating, trend toward larger trailer boat sizes, etc

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

Decline the whole application for land use consent for dwellings and the subdivision, coastal, discharge consents.
Decline the application where any development (whole or in part) does not meet the Auckland Unitary Plan Bayswater Maritime Precinct's primary purpose to provide a community and marina-orientated place focussed on recreation, public open space, access to and along the coastal marina area, public transport, boating, maritime activities, and 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:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Tuesday, November 16, 2021 8:30:05 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13132] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Tom featherstone

Organisation name:

Contact phone number: 0212559255

Email address: tommyf77@hotmail.com

Postal address:

68 Eversleigh rd
Belmont
Auckland 0626

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

Removal of open space.

Opposed to the housing intensification that will ruin the easy use of boat ramp and boat parking.

Recreational Boating is only going to get more popular and therefore existing launching/ramp options should be seen as something to protect for future generations to use!

What are the reasons for your submission?

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

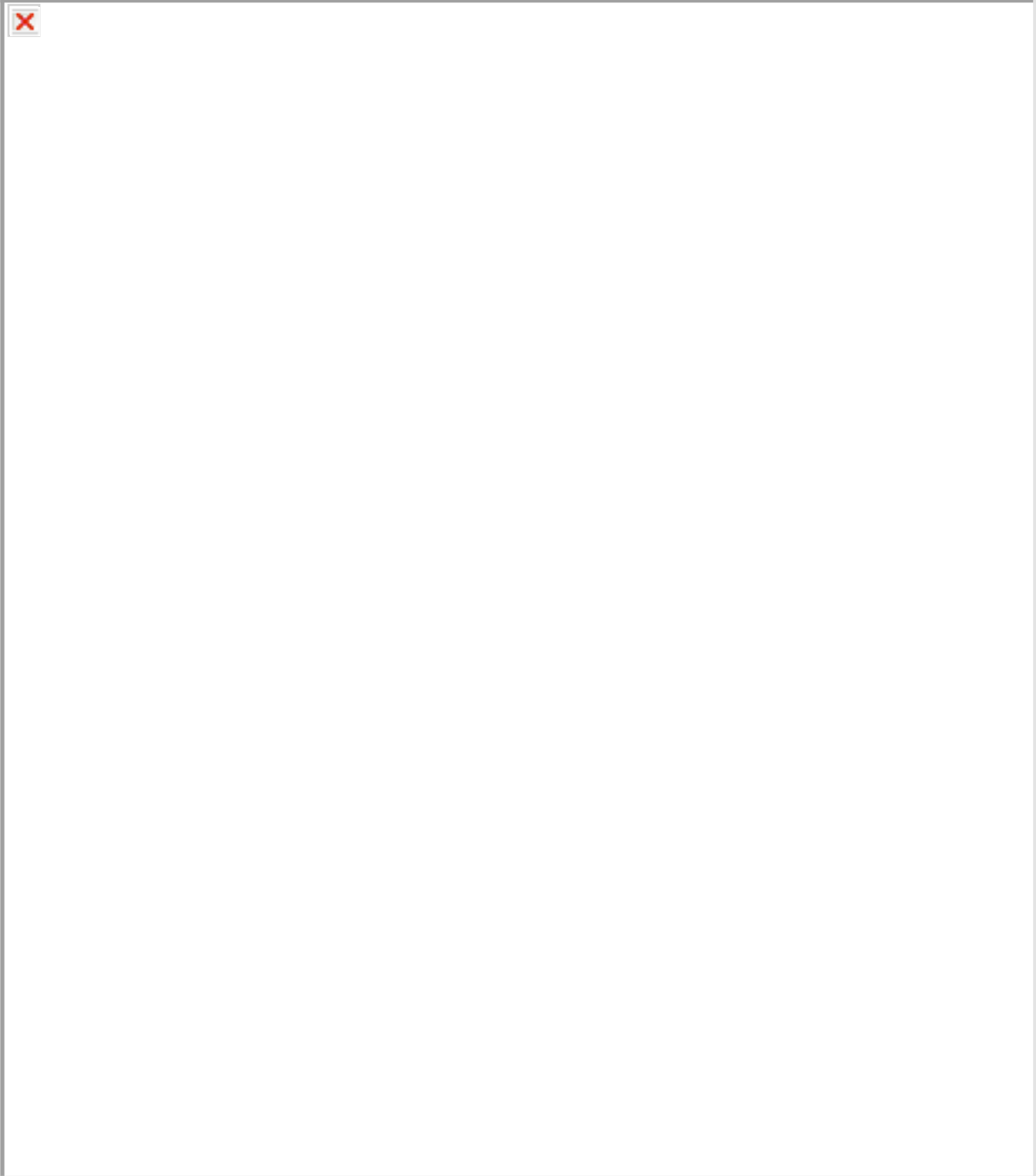
Do not allow the area to be turned into a housing development

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? No

If other people make a similar submission I will consider making a joint case with them at the hearing: No

Supporting information:



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Tuesday, November 16, 2021 8:45:04 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13133] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Martin Chiotarrab

Organisation name:

Contact phone number: 0275286867

Email address: martin.chiotarrab@gmail.com

Postal address:

45 - 47 Norwood Rd
Bayswater, North Shores
Auckland 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

We in principle support development in Bayswater. Our suburb needs further development. Therefore, we support development the area proposed. But we have reservations in how this area is planned to be developed.

The proposal presented by is not in line with the primary purpose of the Auckland Unitary Plan (AUP) for the Bayswater Marina Precinct, which is to provide for marina, ferry terminal and marine-related activities, including associated parking and facilities, and for public access, community uses, and marine sports uses, open space and recreation. Provisions are made for residential activities and food and beverage. Unfortunately, the developer prioritize residential activities over the core of the scope allowed on this Precinct.

We oppose the limited green space dedicated to the community
We oppose to insufficient public open space

We oppose to public restricted access to coastal marine area
We oppose to the removal of the boating facilities, including boat storage & servicing.
We oppose to a compromised boat ramp access
We oppose to unworkable boat trailer parks.
We oppose to the lack of commitment from developer to construct a restaurant and cafeteria open to public.
We oppose the removal of 50 Pohutukawa specimens
We oppose to lack of mitigation efforts to the risks that additional car traffic the new residents will generate on Bayswater Ave, Norwood Rd, and Beresford St. The extra traffic will demand more road safety features such as permanent road, signs, speed bumps, walking paths, etc. As well there is no mitigation plans for the noise pollution caused by the additional traffic on the roads.

What are the reasons for your submission?

We are Bayswater residents; we usually enjoy walks and do exercise on the Precinct. As well, we are planning to store our catamaran on the Dry storage facility. All, this will be compromised if the project goes ahead as planned.

We feel the Development company is trying to pursue economic profit only, without considering the environment and the improvement of the community.

It is discouraging the developer has not taken a proactive approach in terms of aligning their plans to AUP, and not proposing a plan that is a win-win for Bayswater residents.

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

Increase green space dedicated to the community to over 35% of the Precinct B.

Increase public open space to 45% of the Precinct B.

Ensure there is unrestricted public access to coastal marine area

Eliminate the removal of the boating facilities, including boat storage & servicing. decreasing its size to no more than 30%.

Ensure there is uncompromised boat ramp access

Ensure the boat trailer parking spaces are double the size vs plan.

Ensure the construction of a restaurant with capacity for 50 patrons and cafeteria open to public.

Ensure the Planning office requests mitigation efforts (road safety features and noise mitigation) to the risks that additional car traffic the new residents will generate on Bayswater Ave, Norwood Rd, and Beresford St.

Petition to eliminate the name of Sir Pater Blake into anything related with the current score of this development. Sir Peter Blake would have liked to be involve with a project that supports all the objectives of AUP, not just a residential development with no concessions to the environment the Bayswater community.

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:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Tuesday, November 16, 2021 8:45:04 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13134] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Ginny Palmer

Organisation name:

Contact phone number: 021446372

Email address: ginnyframe@hotmail.com

Postal address:

122 Victoria Road
Devonport
Auckland 0624

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

Mass Housing and no space for parking to partake in boating or relax and escape city life.

What are the reasons for your submission?

Having lived in Bayswater for 6 years before moving back to Devonport the marina was a place to walk and escape after a busy working life. It's a wonderful open space where you can be with nature and have some mindfulness which we all need these days without having to drive out of Auckland to a space away from hussle and bustle of car noise and people. It has ease of accessing the water in which people can launch their boat without stress of parking hassles. The facilities are already great for boaties with use of toilets etc. if the old white building could be made into a water sports facility (Peter Blake is from here remember) wouldnt he be proud if it was sailing school and a gorgeous seafood restaurant overlooking the city. This would add to the area not more 3 story town houses with more very wealthy people

in who own boats NO BIG Development please. The recent sealift that have visited Sealion will also be disturbed and other sealife too.

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

To stop the houses and development being built on this site. Keep the parking and marina as it is. Update the white building and transform into a water ports facility I. Honour of Sir Peter Blake and other NZers who have used this marina to get where they are now.... My kids and others deserve to have water access that is accessible now and for the future to encourage them to be able to take part in affordable sports such as sailing windsurfing kayaking boating paddle

Boarding and importantly locals need a place to escape and be with nature.

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? No

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

Supporting information:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Tuesday, November 16, 2021 9:30:18 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13135] Submission
Attachments: Proposed BML Development.docx (14.69 KB)

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: John Fleming and Janice Fleming

Organisation name:

Contact phone number: 021 973793

Email address: flemingjanf@gmail.com

Postal address:

3a Lansdowne Street
Bayswater
Auckland 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

The Proposal to redevelop the existing marina into the Bayswater Maritime Precinct

What are the reasons for your submission?

Please see attached document

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

- a. that the Application be declined.
- b. If the application is processed and granted, the following requirements:
 - i. the Application be redesigned to significantly provide for the core functions of the zone;

- ii. better enable growth of the marina in the future; and
- iii. provide for berth holders, liveaboards and the public to use the marina area as it was intended

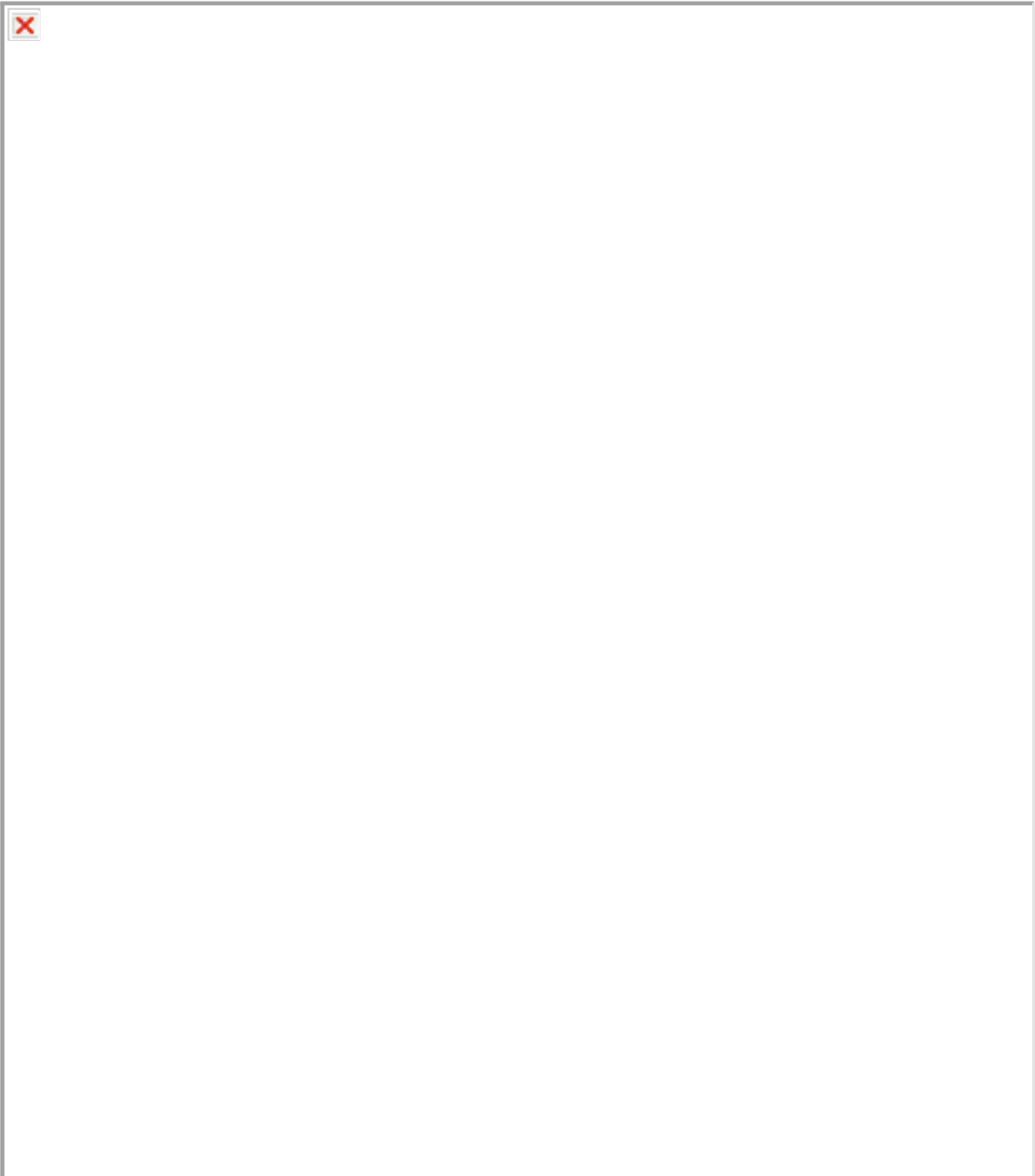
Are you a trade competitor of the applicant? I am not a trade competitor of the applicant.

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:

Proposed BML Development.docx



We are both residents of Bayswater, and berth holders at Bayswater Marina.

1. The primary purpose of Bayswater Marina is a community and marina-oriented precinct, for recreation, public open space, access to the coastal marina area, maritime activities and facilities, and public transport. Residential development can only be considered if the primary purpose has been fully met.
2. The proposal by Bayswater Marina Ltd would require a **change of use of the land**, to enable a private residential development comprising some 94 Terrace houses and 27 Apartments to be constructed. A residential development of this size will take up most of the Marina land, and leave minimal areas for public use and would mean curtailed/restricted use for berth holders, thus not meeting its primary purpose.
3. The boat ramp is a widely used facility, and is arguably the best all weather, all tides boat ramp on the North Shore. At present, trailer parks are plentiful and located close to the ramp which enables safe and quick parking. In the proposed development, cars and trailers must negotiate a narrow road, a pedestrian crossing and launch their boats before finding one of the 20 parallel parks within the complex. If the car and boat parks are full then, presumably they will have to find parking in Sir Peter Blake and somehow fit cars and trailers into small angle parks.
4. Perhaps the most worrying aspect is that the Boat Ramp will no longer be a public amenity but will be under the control of BLM and future usage maybe impacted by residents' wishes.
5. The proposed construction phase of the development is expected to last some 10-15 years! It is ridiculous to expect the local residents, the ferry commuters, the boat owners and others in the community to put up with the long term disruption this would cause.
6. As residents, we walk down to and around the Marina several times a week. It is a lovely, peaceful walk with a wonderful outlook over the water, towards the bridge and the city. We regularly see people walking around the Marina, launching their boats from the ramp, fishing off the old ferry wharf or taking their boats out for a day or a longer trip. People in the community do use the area for recreation, and people need open spaces to walk in and enjoy. With the massive housing intensification currently underway, especially around the Bayswater, Belmont and Hauraki areas, these open and pleasant spaces are increasingly important to retain.
7. The scale of the proposed development is quite simply too large for the available land. The proposed 12 metre high apartment blocks are of Ryman village proportions, and based on the architectural drawings, they are aesthetically unappealing and will totally block out all the existing views of the City, Waitemata Harbour and Maunga.
8. The amount of so called public space is unacceptably small, compared to the amount of usable public areas currently available. It would appear much of the proposed public space is actually made up of walk ways. The two tiny parks which are available to the public are

unlikely to be used by anyone other than the residents because of their size and proximity to the surrounding apartment blocks.

9. Reverse Sensitivity 8.1 -11 – there is a No Objection Covenant for residents. In spite of this covenant, it is hard to believe that at some point there will not be residents' action against regular Marina activities. Conceivably this could be rigging noise, halyard slap, morning and evening boat movements, boat maintenance etc. Complaints made to Auckland Council cannot be dealt with by them and will revert to Marina management, or the Body Corporate run by residents, which may well further disadvantage berth holders.

10. The traffic movements quoted by BML are based on figures from 2018, and for the month of March 2021. For some of March we were in lockdown, so these figures must be questionable. With more than 350 residents, then visitors, cafe customers and construction workers, this is a totally unrealistic number. There are no convenience shops in Bayswater, the nearest supermarkets and petrol stations are in Devonport or Hauraki. Belmont intersection is a choke point at peak times, and even at quieter times is consistently busy. At weekends it is always a nightmare, with traffic queues stretching both ways from Devonport to Hauraki and beyond. The fact is that Lake Road will be increasingly congested as more multi storey developments are constructed, there are already developments planned for Roberts Avenue, Williamson Avenue, Montgomery Avenue and Alamein Crescent. The Bayswater development will add several hundred traffic movements per day, and will only exacerbate an already dreadful situation on Lake Road.

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Tuesday, November 16, 2021 9:45:04 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13136] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Stephen Westwood

Organisation name:

Contact phone number: 0210330074

Email address: stephen_westwood@hotmail.com

Postal address:

28 Egremont St, Belmont
Auckland
Auckland 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

I oppose the application by Bayswater Marina Holdings Limited to construct 121 dwellings and associated unit title subdivision, roads, infrastructure, coastal structures, and earthworks, in particular:

What are the reasons for your submission?

1. The construction and occupation of 121 dwellings in sub-precinct B, the Marina Zone, and the coastal erosions hazards area.
2. The unit title subdivision in the Marina Zone and coastal storm inundation area.
3. Construction of dwellings, car parks and road in the proposed 15m esplanade strip.
4. Restrictions and safety issues associated with the width, public use and public ownership of the esplanade reserve or strip.

5. Removal of angle parking facilities and preparation area for the public boat ramp and proposed 20 parallel parks for cars and boat trailers for users of the boat ramp.
6. Removal of boating facilities associated with the marina, including boat storage, servicing, and marine retail activities.
7. The removal of 70 mature Pohutakawa trees to clear the site for development.
8. Construction traffic and construction effects associated with earthworks, piling and construction of 3 apartment blocks and 94 Terrace Houses.
9. Access to the ferry, and parking at the Marina and park n ride during the construction period.
10. Structures in, and discharges to, the coastal marine area

The proposal for 94 Terrace Houses and 3 Apartment buildings, and the associated infrastructure, does not leave sufficient space for the marina and marine recreation activities that are the primary focus of the Bayswater Marine Precinct. The 20 parallel car and boat trailer spaces shown on the plans are unworkable, and do not provide suitable facilities for the continued use of the boat ramp. The proposal will result in the closure and relocation of the boat storage facility, marine servicing and most of the marine retail businesses currently located at the marina. Bayswater Marina is one of the few all tide access points on the North Shore with adequate car and trailer parking and boat storage. If the development proceeds as proposed this will result in the removal of nearly all facilities for marine related activities, and the community will a significant public facility and the impacts on their social wellbeing will be great. No provision has been made in the proposal to support the planned growth of marine-related users and their needs, e.g. recreational boating, trend toward larger trailer boat sizes, etc

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

Decline the whole application for land use consent for dwellings and the subdivision, coastal, discharge consents.
Decline the application where any development (whole or in part) does not meet the Auckland Unitary Plan Bayswater Maritime Precinct's primary purpose to provide a community and marina-orientated place focused on recreation, public open space, access to and along the coastal marina area, public transport, boating, maritime activities, and 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:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Tuesday, November 16, 2021 1:30:04 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13138] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Lynda Taylor

Organisation name:

Contact phone number: 0274065646

Email address: lynda@rmrentals.co.nz

Postal address:

192 lake rd
Belmont
North shore 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

Destruction of a large number of mature pohutakawa trees.... native trees, climate change, co2 omissions , beauty, homes to birds

What are the reasons for your submission?

See above

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

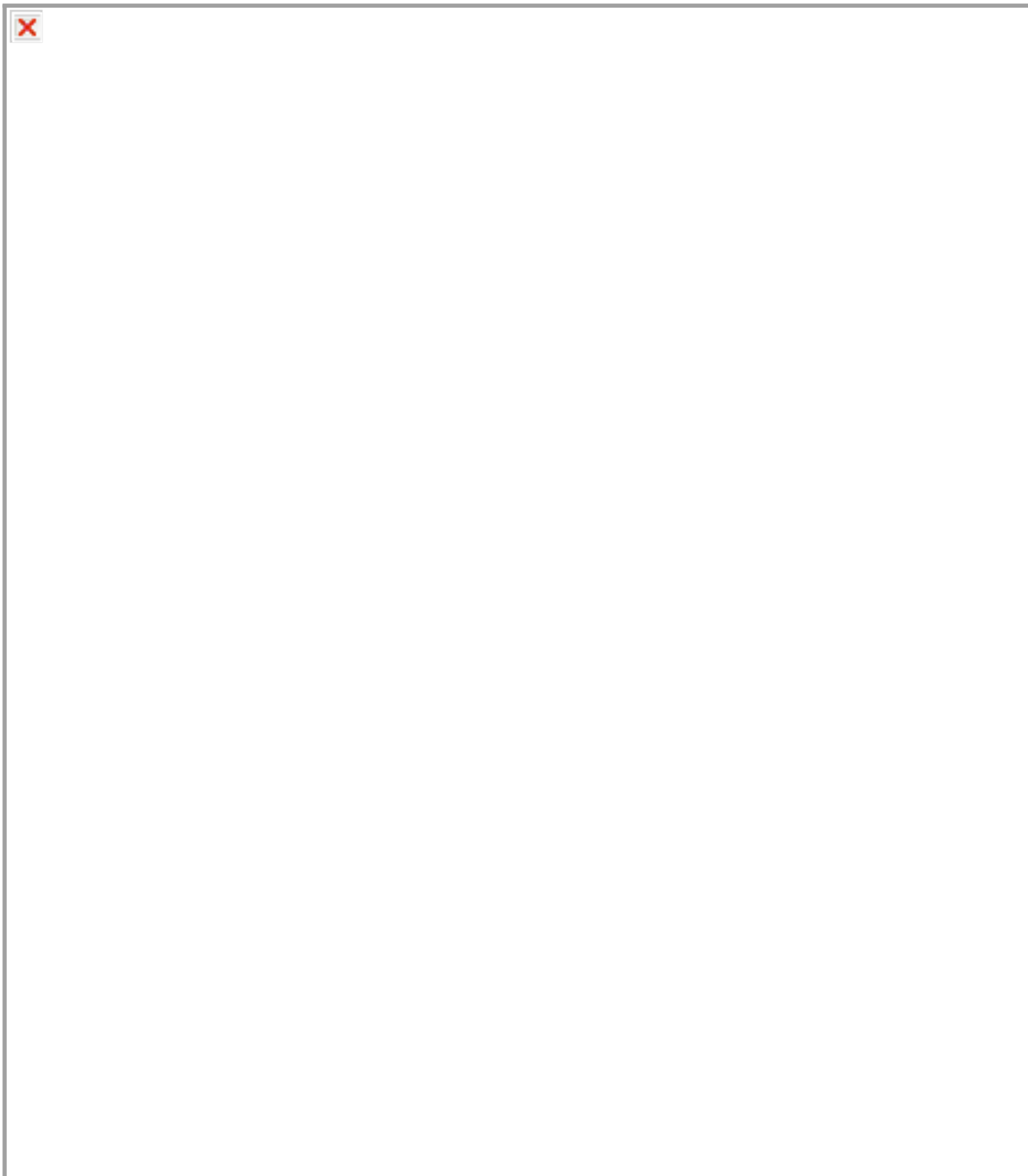
Leave the mature trees alone

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:



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Tuesday, November 16, 2021 1:30:04 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13139] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Lynda Taylor

Organisation name:

Contact phone number: 0274065646

Email address: lynda@rmrentals.co.nz

Postal address:

192 lake rd
Belmont
North shore 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

Lack of infrastructure
Additional traffic on lake rd causing congestion on lake rd
Reduced capacity for the bayswater ferry

What are the reasons for your submission?

Additional traffic on lake rd causing congestion
No infrastruce in place

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

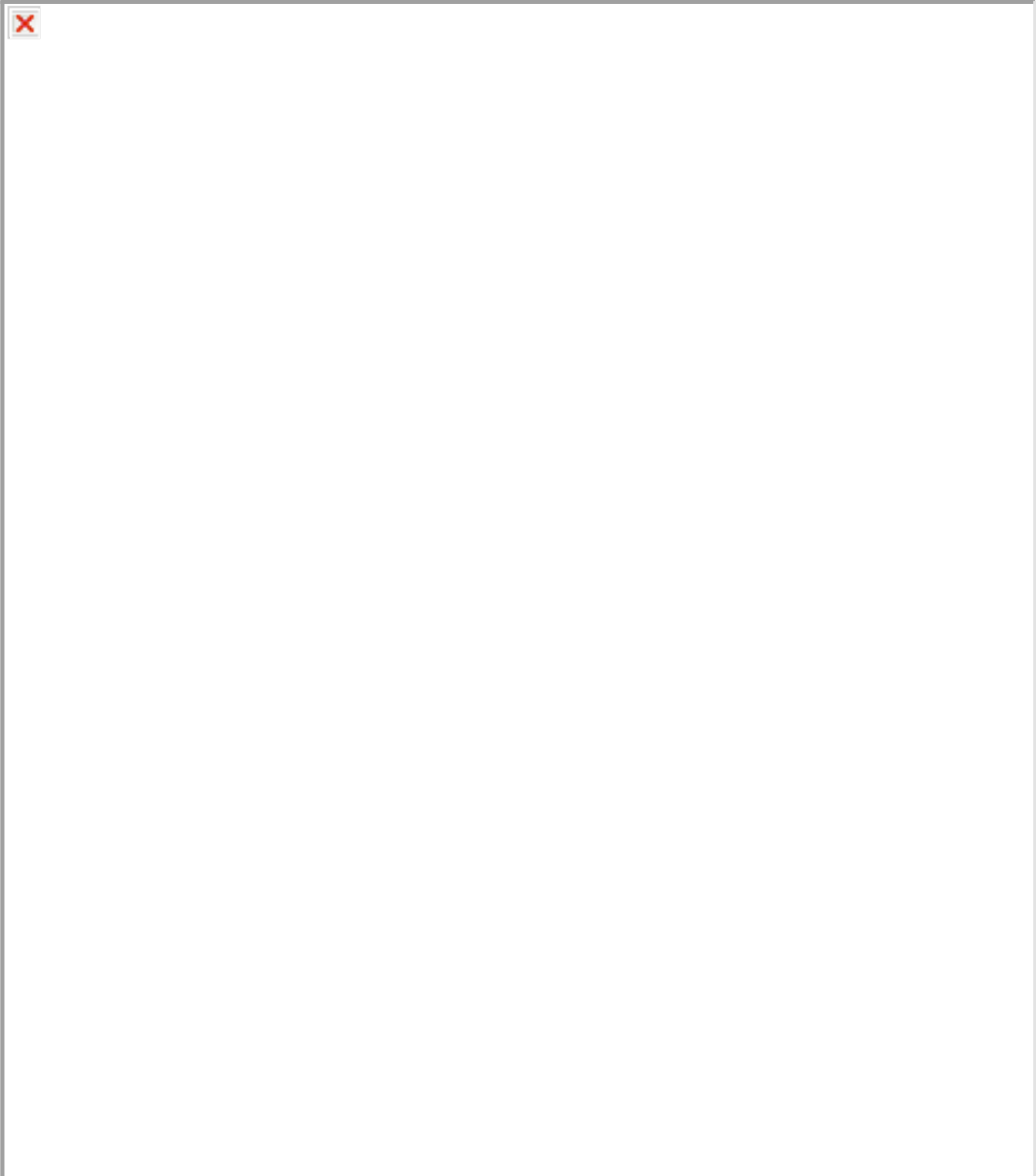
Stop this being built

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:



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Tuesday, November 16, 2021 5:16:06 PM
To: CentralRCSUBmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13140] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Heike Schanzel

Organisation name:

Contact phone number: 0272461553

Email address: heike.schanzel@aut.ac.nz

Postal address:

13 Montgomery Avenue
Belmont
Auckland 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

I oppose the application by Bayswater Marina Holdings LTD to construct 121 dwellings and associated unit title subdivision, roads, infrastructure, coastal structures, and earthworks in particular:

1. The construction and occupation of 121 dwellings in sub-precinct B, the Marina Zone, and the coastal erosions hazard area.
2. The unit subdivision in the marina zone and coastal storm inundation area.
3. Construction of dwellings, car parks and road in the proposed 15m esplanade strip.
4. Removal of boating facilities associated with the marina, including boat storage, servicing and marina retail activities.
5. The removal of 70 mature Pohutakawa trees.
6. Construction traffic and construction effects associated with earthworks
7. Access to the ferry, and parking at the marina during the construction period.
8. Structures in, and discharges to, the coastal marine area

What are the reasons for your submission?

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

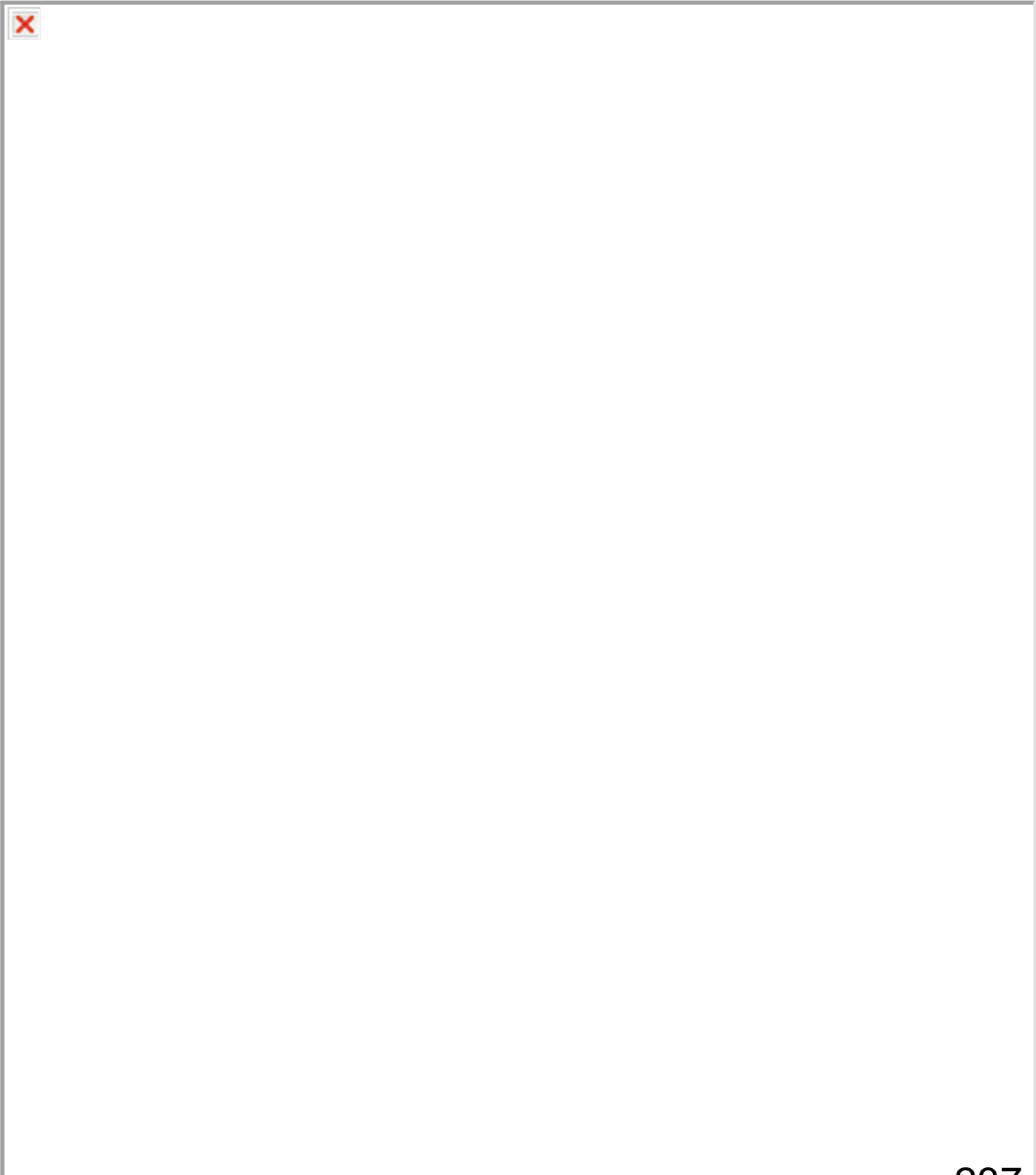
Decline the whole application for land use consent for dwellings and the subdivision, coastal, discharge consents

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:



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Tuesday, November 16, 2021 5:16:06 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13141] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Sarah Thorpe

Organisation name:

Contact phone number: 0299199209

Email address: Sarahmthorpe@gmail.com

Postal address:

99 Hinemoa street
Birkenhead
Birkenhead 0626

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

Oppose the application in whole

What are the reasons for your submission?

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

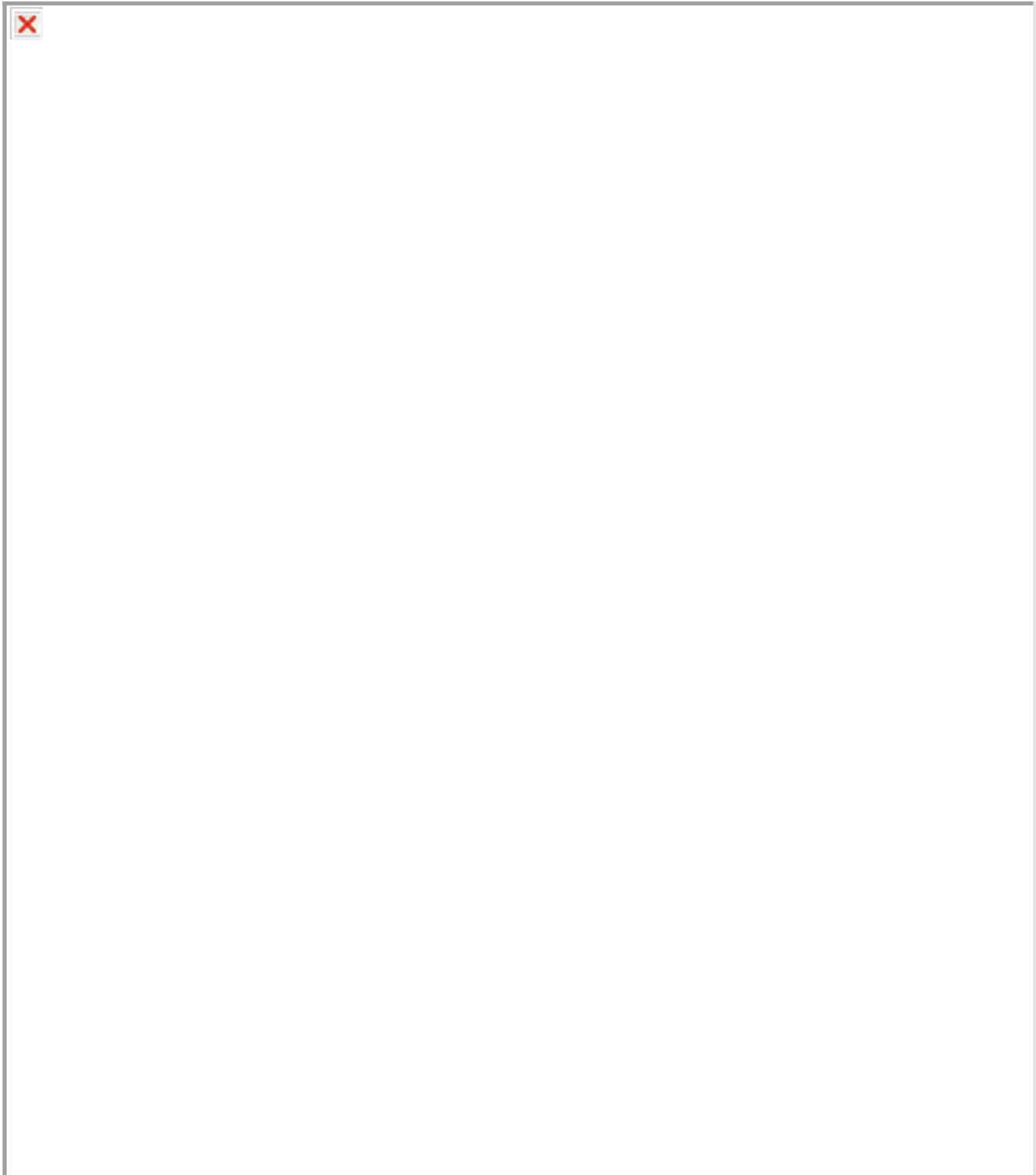
The proposal restricts members of the Auckland community in terms of access
Any development should comply and align to unitary plan Bayswater maritime precinct purpose
Significant disruption to iwi, ferry, boat and public access
Damage to seabed and environment foundations

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? No

If other people make a similar submission I will consider making a joint case with them at the hearing: No

Supporting information:



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Tuesday, November 16, 2021 5:30:55 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13143] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Jane Wardlaw

Organisation name:

Contact phone number: 021449188

Email address: jane.wardlaw@fcb.com

Postal address:

33 Norwood Road
Bayswater
AUCKLAND 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

I oppose the application by Bayswater Marina Holdings Limited to construct 121 dwellings and associated unit title subdivision, roads, infrastructure, coastal structures, and earthworks, in particular:

1. The construction and occupation of 121 dwellings in sub-precinct B, the Marina Zone, and the coastal erosions hazards area.
2. The unit title subdivision in the Marina Zone and coastal storm inundation area.
3. Construction of dwellings, car parks and road in the proposed 15m esplanade strip.
4. Restrictions and safety issues associated with the width, public use and public ownership of the esplanade reserve or strip.
5. Removal of angle parking facilities and preparation area for the public boat ramp and proposed 20 parallel parks for cars and boat trailers for users of the boat ramp.
6. Removal of boating facilities associated with the marina, including boat storage, servicing, and marine

activities.

7. The removal of 70 mature Pohutakawa trees to clear the site for development.

8. Construction traffic and construction effects associated with earthworks, piling and construction of 3 apartment blocks and 94 Terrace Houses.

9. Access to the ferry, and parking at the Marina and park n ride during the construction period.

10. Structures in, and discharges to, the coastal marine area

What are the reasons for your submission?

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

Decline the whole application for land use consent for dwellings and the subdivision, coastal, discharge consents.

Decline the application where any development (whole or in part) does not meet the Auckland Unitary Plan Bayswater Maritime Precinct's primary purpose to provide a community and marina-orientated place focused on recreation, public open space, access to and along the coastal marina area, public transport, boating, maritime activities, and 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:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Tuesday, November 16, 2021 8:00:55 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13149] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Ivan John Michael farmiloe

Organisation name: N/A

Contact phone number: 021751571

Email address: ivanjfarmiloe@hotmail.com

Postal address:

2/38a Norwood road
Bayswater
Auckland 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

Change to the controls of the Auckland Unitary plan, insufficient consideration of existing infrastructure and traffic planning,, removing existing recreation

What are the reasons for your submission?

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

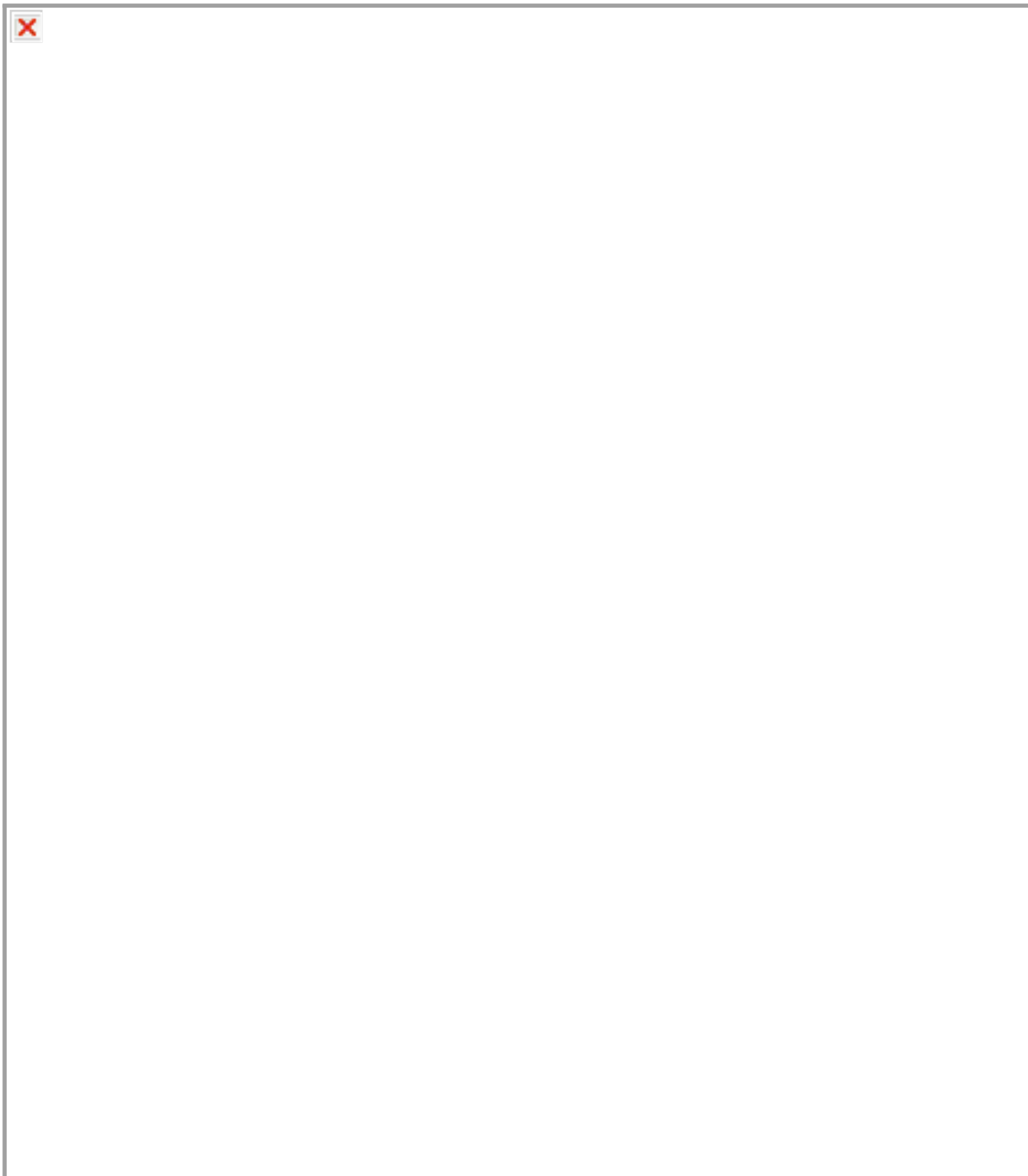
Make a compulsory purchase of part of the area for future ferry terminal and maritime activities as the original purchase was on the understanding no residential building allowed

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? No

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

Supporting information:



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Tuesday, November 16, 2021 8:31:14 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13154] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Lewis Foster

Organisation name:

Contact phone number: 0273564100

Email address: fosterfreetime@googlemail.com

Postal address:

1/45 Vauxhall Road,
Devonport
Devonport 0624

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

1. The construction and occupation of 121 dwellings in sub-precinct B, the Marina Zone, and the coastal erosions hazards area.
2. The unit title subdivision in the Marina Zone and coastal storm inundation area.
3. Construction of dwellings, car parks and road in the proposed 15m esplanade strip.
4. Restrictions and safety issues associated with the width, public use and public ownership of the esplanade reserve or strip.
5. Removal of angle parking facilities and preparation area for the public boat ramp and proposed 20 parallel parks for cars and boat trailers for users of the boat ramp.
6. Removal of boating facilities associated with the marina, including boat storage, servicing, and marine retail activities.
7. The removal of 70 mature Pohutakawa trees to clear the site for development.

8. Construction traffic and construction effects associated with earthworks, piling and construction of 3 apartment blocks and 94 Terrace Houses.
9. Access to the ferry, and parking at the Marina and park n ride during the construction period.
10. Structures in, and discharges to, the coastal marine area

What are the reasons for your submission?

The proposal for 94 Terrace Houses and 3 Apartment buildings, and the associated infrastructure, does not leave sufficient space for the marina and marine recreation activities that are the primary focus of the Bayswater Marine Precinct. The 20 parallel car and boat trailer spaces shown on the plans are unworkable, and do not provide suitable facilities for the continued use of the boat ramp. The proposal will result in the closure and relocation of the boat storage facility, marine servicing and most of the marine retail businesses currently located at the marina. Bayswater Marina is one of the few all tide access points on the North Shore with adequate car and trailer parking and boat storage. If the development proceeds as proposed this will result in the removal of nearly all facilities for marine related activities, and the community will a significant public facility and the impacts on their social wellbeing will be great. No provision has been made in the proposal to support the planned growth of marine-related users and their needs, e.g. recreational boating, trend toward larger trailer boat sizes, etc

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

Decline the whole application for land use consent for dwellings and the subdivision, coastal, discharge consents. Decline the application where any development (whole or in part) does not meet the Auckland Unitary Plan Bayswater Maritime Precinct's primary purpose to provide a community and marina-orientated place focused on recreation, public open space, access to and along the coastal marina area, public transport, boating, maritime activities, and 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:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Tuesday, November 16, 2021 8:31:17 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13156] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Alastair Ness

Organisation name:

Contact phone number: +64220410660

Email address: alastair.ness@xtra.co.nz

Postal address:

3 Ascot Ave, Narrow Neck
Auckland
Auckland 0624

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

I oppose the application by Bayswater Marina Holdings Limited to construct 121 dwellings and associated unit title subdivision, roads, infrastructure, coastal structures, and earthworks, in particular:

1. The construction and occupation of 121 dwellings in sub-precinct B, the Marina Zone, and the coastal erosions hazards area.
2. The unit title subdivision in the Marina Zone and coastal storm inundation area.
3. Construction of dwellings, car parks and road in the proposed 15m esplanade strip.
4. Restrictions and safety issues associated with the width, public use and public ownership of the esplanade reserve or strip.
5. Removal of angle parking facilities and preparation area for the public boat ramp and proposed 20 parallel parks for cars and boat trailers for users of the boat ramp.
6. Removal of boating facilities associated with the marina, including boat storage, servicing, and marine

activities.

7. The removal of 70 mature Pohutakawa trees to clear the site for development.

8. Construction traffic and construction effects associated with earthworks, piling and construction of 3 apartment blocks and 94 Terrace Houses.

9. Access to the ferry, and parking at the Marina and park n ride during the construction period.

10. Structures in, and discharges to, the coastal marine area

What are the reasons for your submission?

The proposal for 94 Terrace Houses and 3 Apartment buildings, and the associated infrastructure, does not leave sufficient space for the marina and marine recreation activities that are the primary focus of the Bayswater Marine Precinct.

The 20 parallel car and boat trailer spaces shown on the plans are unworkable, and do not provide suitable facilities for the continued use of the boat ramp. The proposal will result in the closure and relocation of the boat storage facility, marine servicing and most of the marine retail businesses currently located at the marina.

Bayswater Marina is one of the few all tide access points on the North Shore with adequate car and trailer parking and boat storage. If the development proceeds as proposed this will result in the removal of nearly all facilities for marine related activities, and the community will a significant public facility and the impacts on their social wellbeing will be great.

No provision has been made in the proposal to support the planned growth of marine-related users and their needs, e.g. recreational boating, trend toward larger trailer boat sizes, etc

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

Decline the whole application for land use consent for dwellings and the subdivision, coastal, discharge consents.

Decline the application where any development (whole or in part) does not meet the Auckland Unitary Plan Bayswater Maritime Precinct's primary purpose to provide a community and marina-orientated place focussed on recreation, public open space, access to and along the coastal marina area, public transport, boating, maritime activities, and 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:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Tuesday, November 16, 2021 8:46:07 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13157] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: John Mansell

Organisation name:

Contact phone number: 021440497

Email address: manbartj@yahoo.co.nz

Postal address:

114 Victoria Road
Devonport
Auckland 0624

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

Significant negative impact on public access and amenity
Significant negative impact on public transportation

What are the reasons for your submission?

In its current form, the development will substantially and permanently prevent or significantly reduce public access to key infrastructure that is currently readily accessible to the public. This includes the boat ramp, turning bays adjacent the boat ramp, and the existing ferry terminal. Access to each of these will be dramatically reduced, if not effectively prevented, should the current proposal proceed. Reducing or preventing access to an all-tide ferry terminal is inconsistent with Council's purported imperative to improve uptake of public transport. Safe access to the boat ramp will be essentially impossible under the current proposal. The limited access ways, turning circles, and lack of safe

pathways to carry personal equipment, and small boats (e.g., kayaks and rowing skiffs) will significantly increase the risk to the public. The mitigations suggested by the applicant are impractical, do not accommodate or truly reflect the existing use to which this amenity is put, and are insufficient to prevent a significant increase in risk of serious injury to users.

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

Retain the existing access to the ferry terminal, boat ramp, and sufficient adjacent supporting land to enable the all-tide access to these important elements of public infrastructure.

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:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Tuesday, November 16, 2021 9:15:57 PM
To: CentralRCSUBmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13158] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Cheryl Ann Hill

Organisation name:

Contact phone number: 0212073418

Email address: wyenot.hill@gmail.com

Postal address:

17A Rutland Rd
Stanley Point
Auckland 0624

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

- Construction of dwellings, car parks and road in the proposed 15m esplanade strip.
- Restrictions and safety issues associated with the width, public use and public ownership of the esplanade reserve or strip.
- Removal of angle parking facilities and preparation area for the public boat ramp, and proposed 20 parallel parks for cars and boat trailers for users of the boat ramp.
- Removal of boating facilities associated with the marina, including boat storage, servicing and marine retail activities.
- Structures in, and discharges to, the coastal marine area.

What are the reasons for your submission?

Section 230 Resource Management Act 1991 states 'An esplanade reserve, 20 metres wide, must be created when

land is subdivided into allotments of less than 4 hectares.' The esplanade strip helps protect the coastal environment, it allows public access to the foreshore and it enables recreational use by the public of the esplanade strip and the adjacent coastal area. With increasing density of housing in Auckland this 20 Metre width should be non-negotiable we need recreational areas and parks. Provision for car parks, roads and buildings needs to be provided outside of the 20 metre esplanade strip so that Bayswater Marina can continue to be enjoyed for it's spaces and views of the city . Removal of angle parking facilities and provision for 20 parallel parks for cars and boat trailers for users of the boat ramp is woefully inadequate. Bayswater boat ramp is one of the few available where we can safely launch our boat and trailer. There is no way I would be able to parallel park our boat and trailer. Furthermore I understand our boat will be too large for the parking that is proposed. Furthermore 20 spaces is inadequate. Numbers of residents of the proposed development will no doubt want parking for their own boats and trailers and will take up spaces permanently. Auckland has a large number of boaties and the North Shore even higher. The boating facilities currently associated with the Bayswater Marina including the boat storage, servicing and marine retail activities provide a valued resource. Not everyone wants to travel to Albany, Silverdale or the Viaduct to get their boats serviced.

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

I would like to see the Council decline the application where any development, whole or in part, does not meet the Auckland Unitary Plan which has the following objectives, 'Marina activities are located within the Coastal – Marina Zone which encompasses the coastal marine area and any adjoining land used for marina related activity.' and 'Activities in the Coastal – Marina Zone that have a functional need for a coastal location have priority over those that do not' and also 'Access to the waterfront for berth holders and the public is maintained or enhanced.'

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:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Tuesday, November 16, 2021 10:01:09 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13160] Submission
Attachments: Submission - Bayswater Marina.pdf (37.69 KB)

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Andrew Joughin

Organisation name:

Contact phone number: (09) 445 - 3550

Email address: aandr.joughin@xtra.co.nz

Postal address:

3 Church St
Devonport
Auckland 0624

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

All aspects

What are the reasons for your submission?

See attached email

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

Decline the application

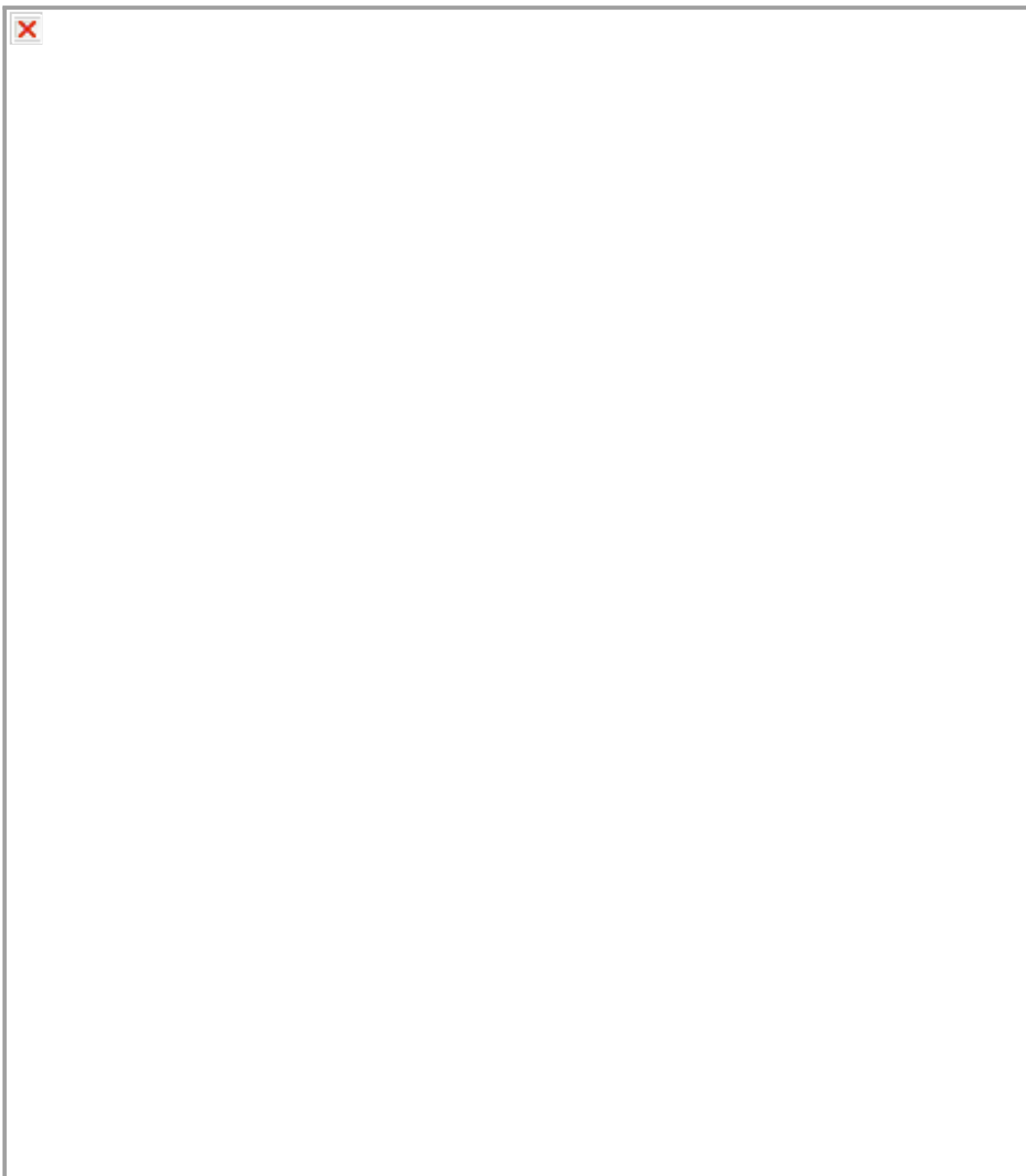
Are you a trade competitor of the applicant? I am not a trade competitor of the applicant.

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:

Submission - Bayswater Marina.pdf



From: Andrew & Richard Joughin <aandr.joughin@xtra.co.nz>
Date: 17 November 2021 at 10:25:44 AM NZDT

I have visited Bayswater Marina from time to time throughout my life, and so have some personal experience of the area.
I have done a little research before making this submission - and include for your interest the sources I have found most enlightening.
I note these at the end.

I oppose the application in it's entirety.

Reasons for Opposing the Application:

1. This [reclaimed] land should never have been privatised.

The applicant states over and over again - and in every possible context - that this is 'private land', as if trying to convince himself it's true.
In fact - this is land that has been wrested from the public domain.
... This is reclaimed foreshore and seabed, for God's sake!
It was never intended to be used for residential development.
Like so many other questionable? land (and other) deals in this country - it might be legal, but it's not right - as everyone, including the applicant, knows.

2. This proposal represents an inappropriate use of land.

(As above).

The land should be a place for the public to use, as it has always been.
The boating club, a recreational reserve, free access to all areas - and a transport hub, so desperately needed in Auckland - as sustainability and greening issues etc. become increasingly important.

This is a modest and quaint little corner of the Shore, and should retain it's low-key, laid-back character for all to enjoy.

3. Even putting aside these considerations (if that were possible) the scale of the proposed development is grossly inappropriate.
... What's this supposed to be? Benidorm or something?!!

Huge ugly boxes dominate the landscape, straddling this iconic and characterful little piece of Kiwiana.

It's outrageous.

121 Units is it?!!

You can't even do that on dry land - let alone in a sensitive harbour-side environment like this.

4. Infrastructure

The proposal would put still more drag on already dangerously overloaded infrastructure.

... Sewage disposal at the harbour edge?

And what about road access?

Traffic flows on Lake Road are already way past anything that's even remotely sustainable.

5. The Public Interest

The public don't want this proposal.

The impression given is that the Council has been blind-sided; the public has been ripped off - or is in the process of being ripped off - and Mr Herbert has got, or has acquired - a licence to print money.

This is a money-making venture, pure and simple - which is why it shows such scant regard for anything else.

It's not good enough.

Really - the only way out of this is for the land to be returned; for Mr Herbert (and his friends?) to be compensated - and for the area to be appropriately upgraded.

... But how this can happen with a Council that doesn't seem to have enough money for anything is beyond me.

It's no good for Mr Herbert either to be pursuing this thing in the face of so much public opposition.

Sources I've found enlightening:

* Letters printed in the Devonport Flagstaff (Nov 5 issue) pp 24 Bruce Tubb, and 25 Jodi Letica.

* An article published by Stuff in 2019 entitled 'Why is Auckland Council so eager to sell prime waterfront real estate to a millionaire developer?'

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Tuesday, November 16, 2021 10:01:13 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13161] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Helen Beale

Organisation name:

Contact phone number: 0210461201

Email address: jonbeale@mac.com

Postal address:

23 Glen Road
Stanley Point
Auckland 0624

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

The lack of parking and storage for trailer boats

What are the reasons for your submission?

Seems there is not enough thought has gone into amenities for smaller boats to be launched and stored.

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

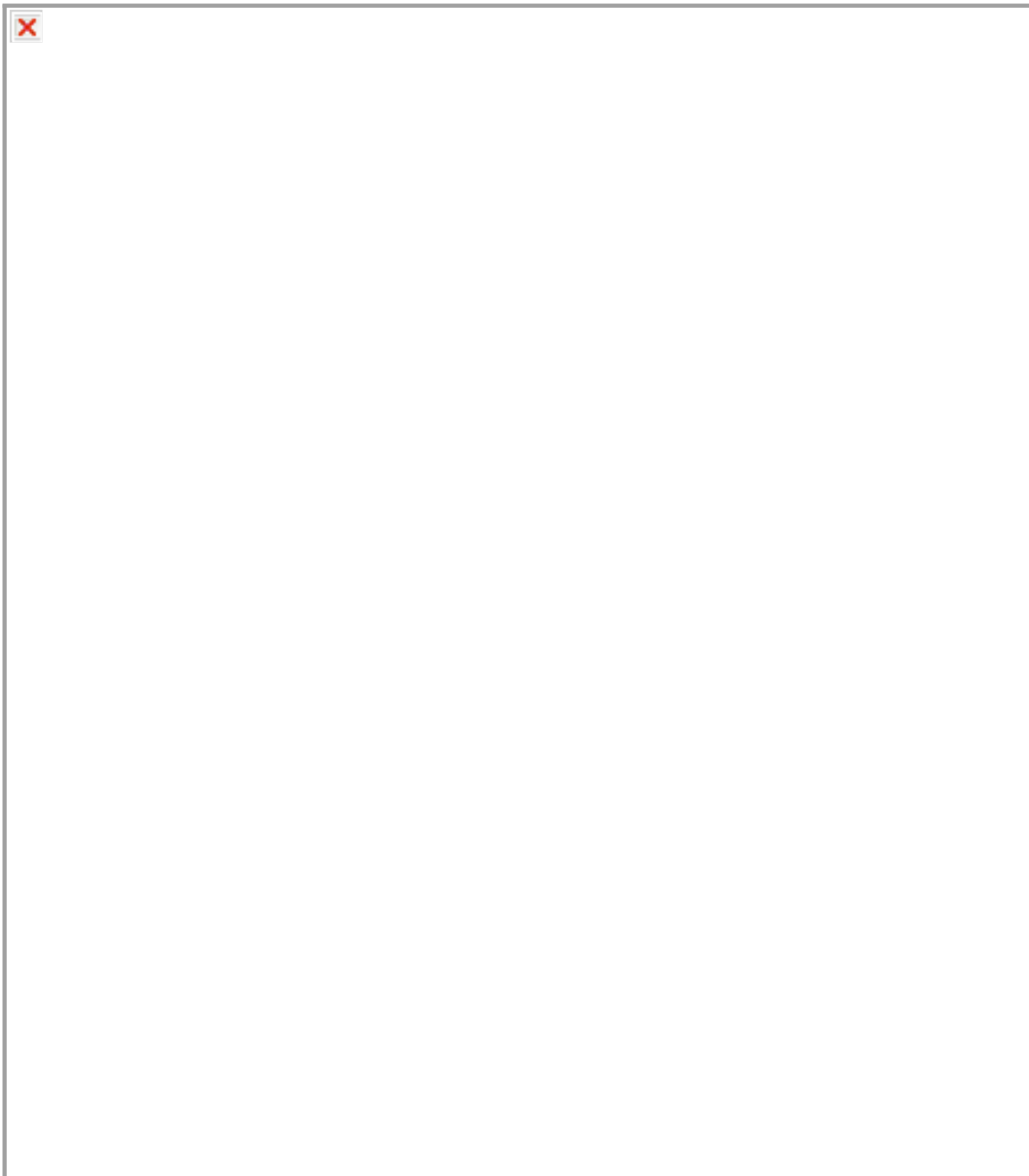
Insure that Bayswater Marina services the North Shore boat owners as before or better. Not a reduction due to this development

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? No

If other people make a similar submission I will consider making a joint case with them at the hearing: No

Supporting information:



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Tuesday, November 16, 2021 10:16:10 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13162] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Shirley Angela

Organisation name:

Contact phone number: 0276941961

Email address: shirleyangela@xtra.co.nz

Postal address:

4/71 Church St
Devonport
Auckland 0624

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

Restriction of green space and removal of mature pohutukawas

What are the reasons for your submission?

Development that has a net negative on public health

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

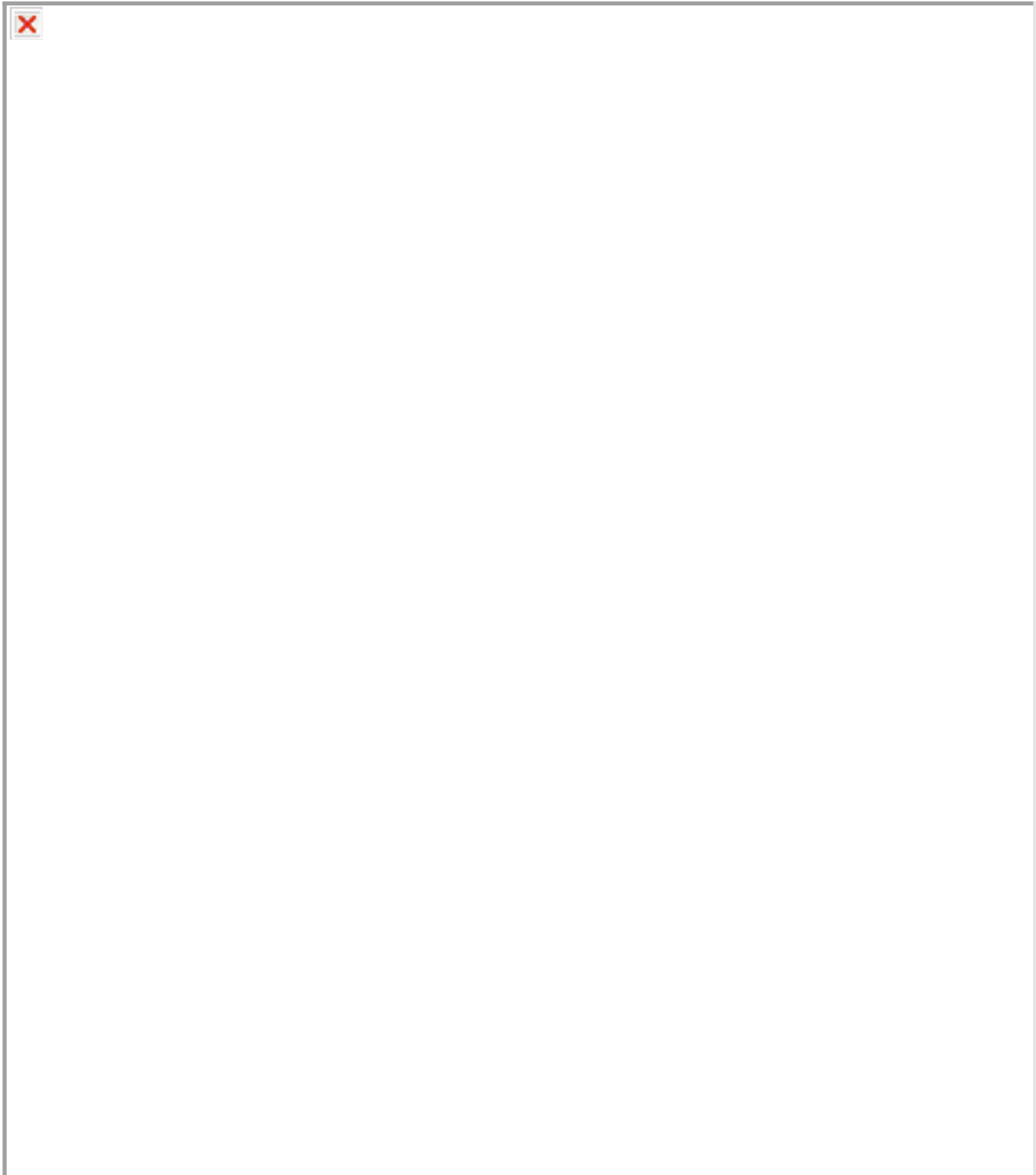
Restrict building to allow substantially greater green space even if this means increasing the height allowance of building to allow the same number of residences. Also put a premium on the loss of mature pohutukawas so that these are lost as a last resort.

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? No

If other people make a similar submission I will consider making a joint case with them at the hearing: No

Supporting information:



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Tuesday, November 16, 2021 10:16:14 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13163] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Michael Ross

Organisation name:

Contact phone number: 0212439521

Email address: michaelross3@gmail.com

Postal address:

602/9 Hopetoun St
Freemans Bay
Auckland 1011

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

I oppose the removal of angle parking facilities and preparation area for the public boat ramp, and proposed 20 parallel parks for cars and boat trailers for users of the boat ramp.

What are the reasons for your submission?

According to Auckland Unitary Plan (1504.1 and 1504.2) the primary purpose of Bayswater Marina Precinct is for marine-related activities, including associated parking.

Under current plans the majority of trailer boat users will NOT be able to use Bayswater as the proposed car/trailer parking will be impossible to parallel park into. The car/trailer parks are not long enough and there are not enough car/trailer parks for a busy weekend.

If we lose the ability to park our car/trailer combination at Bayswater there are no other boat ramp options for us on the peninsular - Takapuna boat ramp is always full and congested, Torpedo Bay is tidal (2 hours either side of high tide) nor can it accommodate larger boats and Narrowneck Beach has soft sand - I have been stuck in the sand at Narrowneck in the past.

I am objecting to the proposed boat ramp car/trailer parking for the following reasons,

- the car/trailer parks require parallel parking - parallel parking with a boat trailer is impossible. Parallel parking will cause massive road congestion whilst drivers have "several attempts" before finally having to resort to unhitching their trailers and manually pushing them into the park. I do not know of any other boat ramp that requires parallel parking.

- the car/trailer parks are not long enough for the majority of boat owners who use Bayswater. The proposal has 17*12m parks, 2*13m parks, 1*8m park.

According to Rogers Boat Shop in Albany and Fish City in Albany the average trailer size sold on the North Shore is between 6.3-7.3m long. If you take the car size (including tow bar) of 5.2m as used in the proposal (Appendix 4 Vehicle Tracking Analysis Sheet 5 of 7) then this brings the car/trailer combination to 11.5-12.5m long.

These car/trailer combinations will NOT fit in a 12 or 13m car park when being asked to parallel park.

In Appendix 4 Vehicle Tracking Analysis Sheet 5 of 7 the length of the boat used in the tracking analysis is only 4.5m and is not representative of the average boat size of 5-6m sold on the North Shore as advised by Rogers Boat Shop and Fish City. As such, I'd suggest the tracking analysis for the car/trailer combination in the proposal is not valid and should be redone with a 5-6m boat size.

20 car/trailer parks is not enough to accommodate busy weekend usage – I went to Bayswater last weekend and counted 56 angled parks – on a busy weekend most of these parks are full.

The proposed car/trailer parks are all over the housing complex - there is a risk to children and pedestrians when trying to parallel park with a trailer as there are many blind spots in the drivers vision – there is also a risk to children/pedestrians when driving around trying to find a park.

Some of the car/trailer parks cannot be seen from the boat ramp - this will cause traffic chaos as drivers will launch their boats not knowing if they can park their trailers or not. The options for a boat owner are to either drive round the housing complex with their boat still on the trailer to determine if there is a park available or alternatively launch their boat and then drive round the housing complex with trailer to try and find a park – if there is no park available then the boat will have to be retrieved from the water causing more boat ramp congestion.

The top of boat ramp is at the intersection of two streets (Sir Peter Blake Drive and Cross Road) which I assume will be busy given the number of houses proposed - there will be traffic chaos at this intersection as boat owners always stop at the top of a boat ramp before launching to set the boat up for the water (bung in, ties off, kids in the boat etc) – on retrieval boat trailers again stop at the top of the boat ramp (bung out, kids out of the boat, boat ties on etc)

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

I would like you to decline this application until a significant number of angular boat trailer car parks, that can be viewed from the boat ramp, can be incorporated in its design.

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? No

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

Supporting information:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Tuesday, November 16, 2021 10:30:54 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13164] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: John

Organisation name: Maidment

Contact phone number: 0274771724

Email address: johnm@cram.co.nz

Postal address:

18 Pine Ridge Tce Takapuna
Hauraki
Auckland 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

I oppose the application by Bayswater Marina Holdings Limited to construct 121 dwellings and associated unit title subdivision, roads, infrastructure, coastal structures, and earthworks.

What are the reasons for your submission?

1. The construction and occupation of 121 dwellings in sub-precinct B, the Marina Zone, and the coastal erosions hazards area.
2. The unit title subdivision in the Marina Zone and coastal storm inundation area.
3. Construction of dwellings, car parks and road in the proposed 15m esplanade strip.
4. Restrictions and safety issues associated with the width, public use and public ownership of the esplanade reserve or strip.

5. Removal of angle parking facilities and preparation area for the public boat ramp and proposed 20 parallel parks for cars and boat trailers for users of the boat ramp.
6. Removal of boating facilities associated with the marina, including boat storage, servicing, and marine retail activities.
7. The removal of 70 mature Pohutakawa trees to clear the site for development.
8. Construction traffic and construction effects associated with earthworks, piling and construction of 3 apartment blocks and 94 Terrace Houses.
9. Access to the ferry, and parking at the Marina and park n ride during the construction period.
10. Structures in, and discharges to, the coastal marine area

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

The proposal for 94 Terrace Houses and 3 Apartment buildings, and the associated infrastructure, does not leave sufficient space for the marina and marine recreation activities that are the primary focus of the Bayswater Marine Precinct. The 20 parallel car and boat trailer spaces shown on the plans are unworkable, and do not provide suitable facilities for the continued use of the boat ramp. The proposal will result in the closure and relocation of the boat storage facility, marine servicing and most of the marine retail businesses currently located at the marina. Bayswater Marina is one of the few all tide access points on the North Shore with adequate car and trailer parking and boat storage. If the development proceeds as proposed this will result in the removal of nearly all facilities for marine related activities, and the community will a significant public facility and the impacts on their social wellbeing will be great. No provision has been made in the proposal to support the planned growth of marine-related users and their needs, e.g. recreational boating, trend toward larger trailer boat sizes, etc

Copy and paste this statement

Decline the whole application for land use consent for dwellings and the subdivision, coastal, discharge consents.

Decline the application where any development (whole or in part) does not meet the Auckland Unitary Plan Bayswater Maritime Precinct's primary purpose to provide a community and marina-orientated place focused on recreation, public open space, access to and along the coastal marina area, public transport, boating, maritime activities, and 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: No

Supporting information:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Tuesday, November 16, 2021 10:45:54 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13165] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Bruce Kendall

Organisation name:

Contact phone number: 021709739

Email address: abkendall@gmail.com

Postal address:

121 a Bucklands Bch Rd
Bucklands Beach
Auckland 2012

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

The zoning should not be changed from marina zone to residential zone.

Boat Storage and facilities to service boats needs to continue here - close to the boats.

This type of facility is important for the public and cannot relocate. It needs to be next to the launching ramp, water, marina, and mooring area.

The Trailer Park area and boat ramp is a very valuable and unique public facility which provides all tide and all weather condition launching. International regattas run in places like Takapuna and Okahu Bay rely on this facility and large numbers of boats need to launch and be stored and serviced here. Long and short term Parking for the berth holders and mooring owners is important as well. Any residential parking will compete with the parking requirements which are already not enough for all user groups. Ferry Users also require parking. The near by residents bought properties at high values under the understanding their views would not be lost due to the current zoning. Any residential buildings would compromise or block views.

What are the reasons for your submission?

Residential developments can occur most places in Auckland. Ferry terminals, Marina zones, boat launching, boat storage and servicing can only occur in a few places and cannot occur else where. The proposal is only for financial gain, not the long term public good. The prices of this housing will be very high and not be part of the housing solution for Auckland.

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

Please do not allow the re zoning from Marina Zone to Residential Zone.

Please do not allow residential buildings to be ever built in this area.

Please do not allow the current unique and valuable marine recreation facilities, marine service businesses, boat storage and car parking to be reduced in any way.

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:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Tuesday, November 16, 2021 11:01:15 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13168] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Brian Mace

Organisation name:

Contact phone number: 02108155825

Email address: b.mace@auckland.ac.nz

Postal address:

17 King Richard Place
Browns Bay
Auckland 0630

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

Boat ramp, rigging area and parking for boats

What are the reasons for your submission?

I am strongly against, in particular, the aspects of the proposal regarding removal of current facilities for boat launching, preparation prior to launch and parking of car plus trailer.

In an era of ever-expanding population and growing number of boat users, there is an overwhelming need to increase launch/prep/park facilities, not decrease them. This is one of the few ramps around, and one that is fine for an old man like me to launch from. Beaches are out for me, Takapuna is crazily busy. Bayswater is a good ramp, nicely located.

I am also against turning this into yet another high-rise suburb in a lovely area on the waterfront.

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

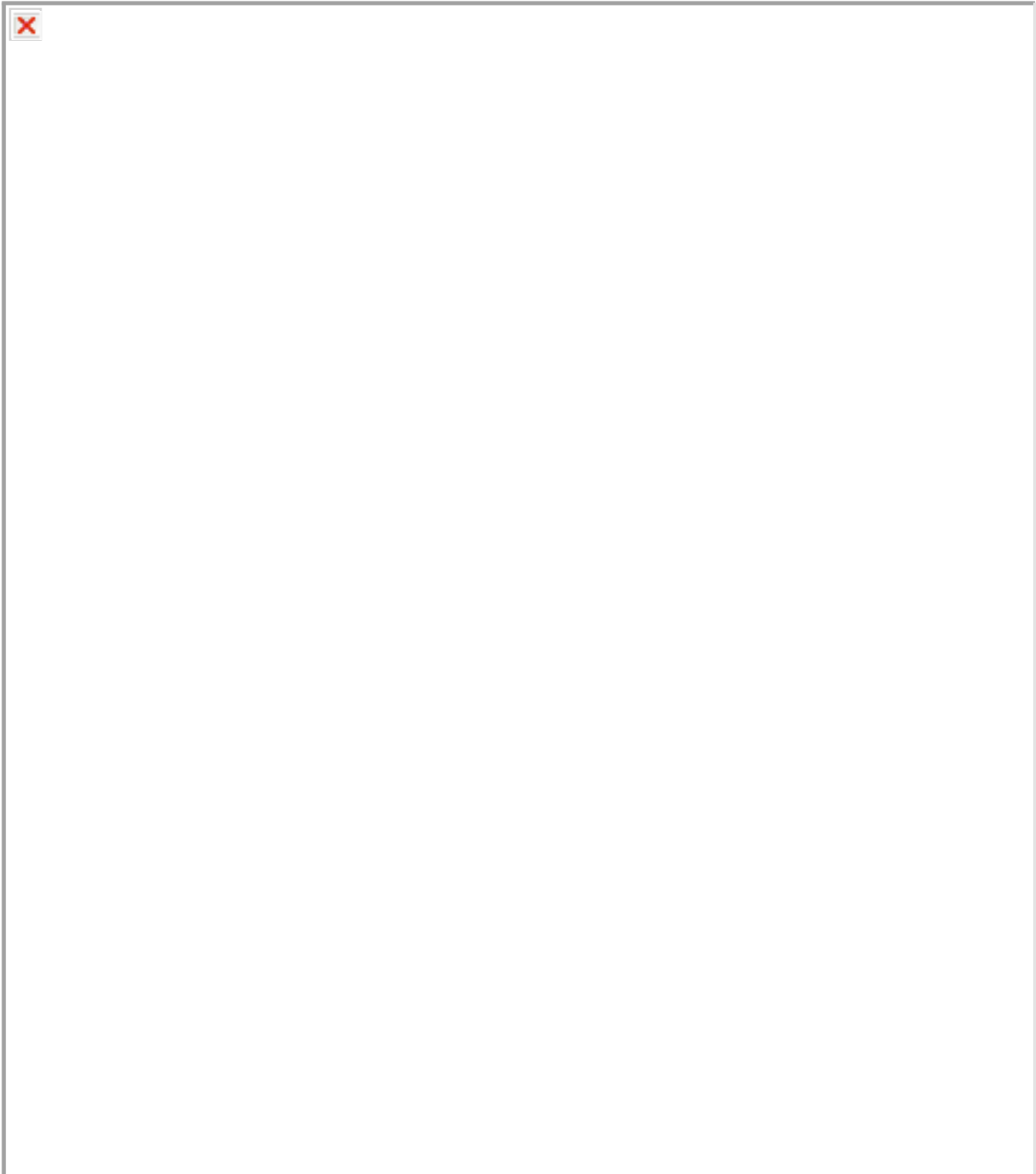
Do not approve this proposal. Reject.

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? No

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

Supporting information:



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Tuesday, November 16, 2021 11:01:22 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13169] Submission
Attachments: Ramp.pdf (447.78 KB), submission.pdf (528.98 KB)

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Nick Young

Organisation name:

Contact phone number: 021908351

Email address: nick@autoland.net.nz

Postal address:

16b Cassino St, Bayswater
Auckland
Auckland 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

- 1/ Loss of wide-open spaces
- 2/ Marina Car park location and long term parking
- 3/ Safety of loading and unloading on a public road
- 4/ Security of our vehicles
- 5/ Lack of visitor parking in general
- 6/ Lack of car parking for ferry terminal
- 7/ Boat Trailer parking sizes for the boat ramp
- 8/ Parallel parking boat trailers
- 9/ Preparing, loading, and unloading trailer boats while blocking the ramp and main

road

10/ Backing a trailer over a pedestrian crossing around a corner to launch.

11/ Loss of Marine services

What are the reasons for your submission?

As a long-term user of the marina and the boat ramp, I am concerned about the lack of thought for the public.

The wide-open spaces for the kids to play, and adults to relax and unwind, would be replaced with huge buildings.

As a Berth holder, I am concerned about car parking. We would be loading and unloading trollies from all around the complex. Our kids and dogs (On Leads) would be running excitedly to the boats on the main road! This is dangerous and would not be acceptable.

Where would the security be for our vehicles when we go away for weeks on end in our boats? This would now be a public space!

Also, the car parks in the middle of the complex would appear to most people to belong to the complex yet they are for the marina. The Marina can't and don't maintain or police anything now, I doubt they would police the parking.

The proposed car parks supplied for the complex aren't enough. Where would the overflow and visitors park?

Where would our guest's park?

Where would the staff of the proposed businesses and their patrons be going to park?

When the marina comes up for re-lease in 10 years or so, what guarantee of car parking would we have, or would we just get what we are given?

Currently, every weekday, the center car park/trailer parking is ½ full from the overflow of the free council parking on the left. Where would they be going to park? I thought we supported public transport.

The Devonport parking has just been restricted and now this one is being proposed.

The estimation of extra traffic on the road is grossly underestimated.

Lake Road is bad enough!

I also have a 6.1-meter trailer boat and have used the boat ramp for many years on an almost weekly basis. It is the only safe all-around ramp on the North Shore. It is the only one you can launch at safely with your kids. You can launch and drive to the fuel jetty, go back and park your car, gather the excited kids from the grass area and leave from the fuel jetty after fueling up.

No other ramp on the North Shore has this option, our 10-year-old kids can't hold a boat in the water at the ramp while Dad parks the car.

The proposed parking is to start with only for 5.5m TRAILERS, approximately 5-meter boats. As per the attached pictures, about 10% of these trailers would fit. This picture is on a Saturday with fine weather.

90% of these boats wouldn't be able to use this ramp anymore because of the limited parking. This means more traffic on the roads to other ramps, including those in the Auckland CBD.

The proposed small trailer parks would need to be parallel parked into. Who can parallel park a trailer? Most people I see struggle to back down the centre of the boat ramp. I can see road rage happening; the road would be blocked as they are on their 10th attempt to parallel parking the trailer. People won't be able to get past or turn around with buses, cars, and more boats, waiting to launch behind them. This will cause major public transport delays.

On a good day there are about 3,4,5,6 boats waiting to launch. We would not be able to park down the proposed straight next to the parallel parks to prepare our boats because you would need that road space to maneuver for the few that can parallel park.

This means we would have to block the road while we were preparing our boats and waiting to launch prior to getting to the ramp. We would then have to BACK around a corner and OVER a pedestrian crossing to get on to the ramp. This is DIFFICULT and UNSAFE.

Overall, it is unrealistic to expect that anyone could even parallel park a trailer in such tight confinements.

This would cause major disruptions to the traffic flow.

The proposed car and trailer parks seem to be spread around the complex which would create hazards as cars with trailers would have to negotiate the complex to find these parks.

There are also small sailing boats using the ramp. They would have nowhere to set up their boats.

The size of the proposed complex makes the ramp almost useless for anything more than the size of a jet ski.

Within the proposal they mention "Further to the north of the Boating Club building is the Marine Parade Reserve, a small, grassed area that runs down to the sea and with access to a narrow high tide boat ramp only." This is only accessible by foot traffic.

We would also lose most of our marine services. We would lose the trailer boat storage. There are over 100 boats stored there. I bet you they don't pay \$200 per month for fun. They wouldn't have anywhere else to store their boats. The next closest facility is in Albany. This would put a lot more traffic on the roads.

Local businesses would close, we would lose our service repairer and boat sales, along with all their staff. This also affects all their suppliers and importers who would lose business.

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

The whole project is far too big for the amount of land space in the area.

The Car parking for the marina should not be scattered around the complex and needs to be secure.

We need boat ramp access to be maintained at the current level or increased. This includes boats of 6-metres-plus in length, the most common.

An area must be maintained that is suitable to prepare all boats for launching (power, sail, and paddle). The same for

when retrieving the vessel, when securing it to the trailer.

The boat storage must be maintained.

This housing project must be declined as space is designated for marine-related activities and have the current Environment Court's ruling upheld.

I'm not against progress, but it must work for everyone, not just the developer. There is plenty of local space elsewhere to build where all the old navy housing has been removed. It is not helping the housing shortage by building high-end waterfront housing on the proposed site.

This land is for marine activities. You can always find more land, but you will never replace what we have.

The Save the boat ramp petition has had over 2500 signatures from locals and boaties. This shows strong opposition to the changes.

We need to protect this coastline for our future and our kid's future.

Once it's gone, it's gone!!!!!!!!!!!!!!!

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:

Ramp.pdf

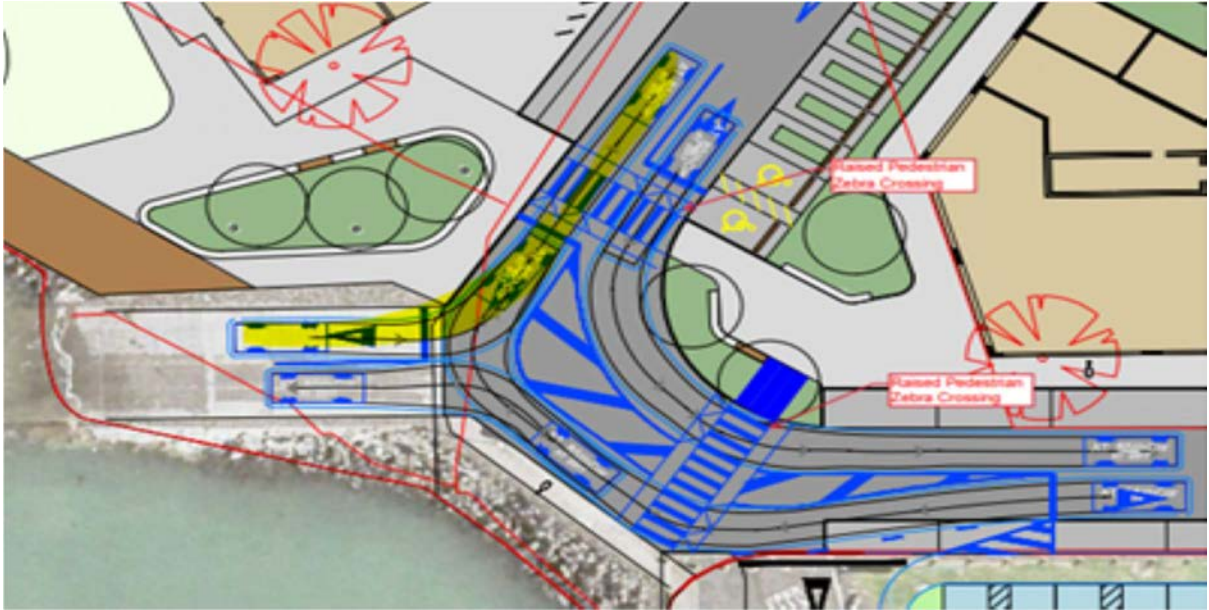
submission.pdf



Stop foreshore Development, save our boat ramps and open space.

2,523 have signed. Let's get to 5,000!





From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Tuesday, November 16, 2021 11:15:54 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13170] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Derek Richard Wye

Organisation name:

Contact phone number: 0284353161

Email address: derek.wye@gmail.com

Postal address:

17A Rutland Rd
Stanley Point
Auckland 0624

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

- Reduction of the esplanade strip from 20 metres to 15 metres.
- Transfer of the ownership of the esplanade strip from public to private ownership.
- Construction of dwellings, car parks and road in the proposed 15m esplanade strip.
- Restrictions and safety issues associated with the width, public use and public ownership of the esplanade reserve or strip.
- Removal of angle parking facilities and preparation area for the public boat ramp, and proposed 20 parallel parks for cars and boat trailers for users of the boat ramp.
- Removal of boating facilities associated with the marina, including boat storage, servicing and marine retail activities.
- Structures in, and discharges to, the coastal marine area.

What are the reasons for your submission?

Section 230 Resource Management Act 1991 states 'An esplanade reserve, 20 metres wide, must be created when land is subdivided into allotments of less than 4 hectares.' The esplanade strip helps protect the coastal environment, it allows public access to the foreshore and it enables recreational use by the public of the esplanade strip and the adjacent coastal area. With increasing density of housing in Auckland this 20 Metre width should be non-negotiable we need more recreational areas and parks. Provision for car parks, roads and buildings needs to be provided outside of the 20 metre esplanade strip so that Bayswater Marina can continue to be enjoyed for it's spaces and views of the city. Transfer of ownership of the esplanade reserve from public to private ownership is likely to see further erosion of it's viability in years to come.

Removal of angle parking facilities and provision for 20 parallel parks for cars and boat trailers for users of the boat ramp is woefully inadequate. Bayswater boat ramp is one of the few available where we can safely launch our boat and trailer. Parallel parking of boats and trailers is not an easy matter nor would it be safe in an area which will be also used for recreation. For those parks that are situated within the residential neighbourhood there will be additional hazards. Also I understand our boat will be too large for the parking that is proposed. Furthermore 20 spaces is inadequate. Some residents of the proposed development will no doubt want parking for their own boats and trailers and will take up spaces permanently.

Auckland has a large number of boaties and the North Shore an even higher number. Boaties are poorly served with ramps on the North Shore. The Takapuna boat ramp has become unusable with cars parked in boat and trailer parks and windsurfers, jet skis and SUPs often taking over the ramp. The ramp at Torpedo Bay is only usable for a few hours either side of hightide and the parking there, which used to be reserved for boats and trailers, is now open to all. The boating facilities currently associated with the Bayswater Marina including the boat storage, servicing and marine retail activities provide a valued resource. Not everyone wants to travel to Albany, Silverdale or the Viaduct to get their boats serviced.

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

I would like to see the Council decline the application where any development, whole or in part, does not meet the Auckland Unitary Plan which has the following objectives, 'Marina activities are located within the Coastal – Marina Zone which encompasses the coastal marine area and any adjoining land used for marina related activity.' and 'Activities in the Coastal – Marina Zone that have a functional need for a coastal location have priority over those that do not' and also 'Access to the waterfront for berth holders and the public is maintained or enhanced.'

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:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Tuesday, November 16, 2021 11:15:55 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13171] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Laurence Bates

Organisation name:

Contact phone number: 0212840665

Email address: nzspearo@gmail.com

Postal address:

18 Wairoa Road
Narrow Neck
Auckland 0624

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

Changing the primary purpose of the Bayswater Marina from one of Marine, Coastal Access and Public Open Space to one of Private Residential Suburb

What are the reasons for your submission?

Proposed development denies public access and usage of the marine area and coastal access. As a local and user of the coastal access, I will be excluded from future use due to the boat launching and parking limitations proposed.

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

Do not turn marina zoned land into residential zone. Do not remove boating facilities. Do not implement parking and launching facilities that are not suitable for the vast majority of trailer boats (ie. size limited by small and inaccessible

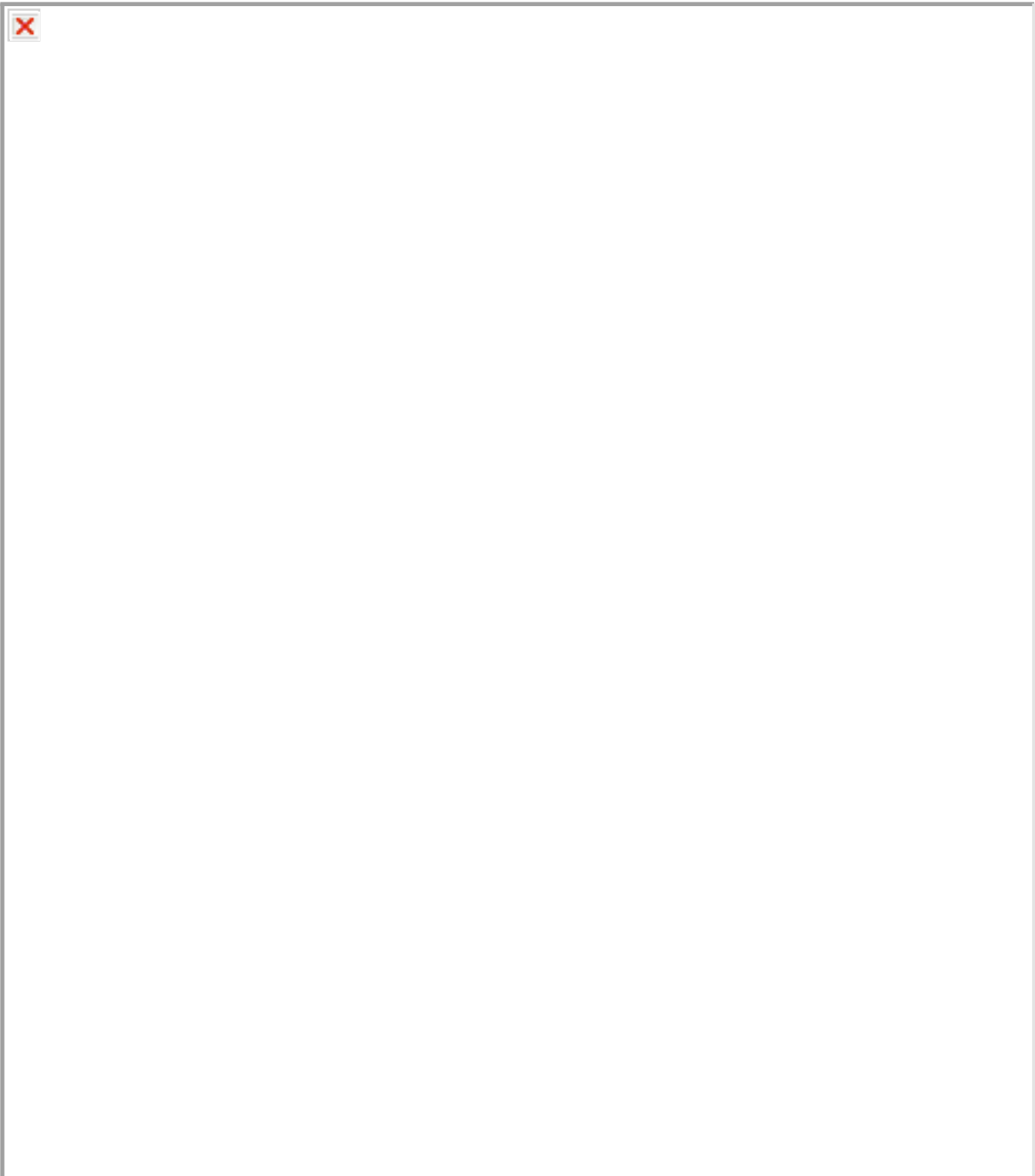
parking spaces). Do not reduce space for public access to the coastal environment.

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:



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Tuesday, November 16, 2021 11:15:56 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13172] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Janet M Watkins

Organisation name: AUCKLAND YACHT AND BOATING ASSOCIATION INC.

Contact phone number: 09 4839848

Email address: janet.mw@xtra.co.nz

Postal address:

45 Tramway Road
Beach Haven
AK 0626

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

The AYBA represents the Clubs and boating public of Auckland and see our foreshore and coastal environment as a vital asset for the health and wellbeing of the general public in a rapidly growing population.

The AYBA objects to the LOSS OF THE MAJOR PART of another ESSENTIAL MARITIME HUB, nautical venue, and public recreation area in the Coastal environment. The land was reclaimed and developed for the establishment of a Marina hub for the public & marine related use.

The loss of the facility to launch and retrieve large trailer craft in ALL TIDES & WEATHER – THIS IS A MARITIME SAFETY ISSUE

THE LOSS OF TRAILER PARKING FOR VEHICLES & LARGER BOATS

The major reduction of parking and rigging areas for preparation and launching of small yachts and sail craft.

The Hazards and risks presented to the rowing club when launching and retrieving their skiffs via the traffic to a much restricted ramp access.

THE LOSS OF A MAJOR BOAT SERVICE AND STORAGE FACILITY – a major consideration for alleviating traffic flows and roadside boat storage and a growing necessity in an area of major apartment development & infill housing making storage facilities a vital part of recreation facilities.

What are the reasons for your submission?

THE NEED FOR PRESERVATION OF ALL THE CITY'S COASTAL ENVIRONMENT AREAS AND MARINE ACCESS POINTS AS MAJOR RECREATIONAL RESOURCES FOR the city of AUCKLAND IN PERPETUITY IS VITAL!

The protection of this major aquatic environment for the purpose for which it was created.

With the growth of the population and the intensification of residential occupation the Bayswater Marina area is an essential asset for the access of the general public to Auckland's largest sport and recreation area – the Harbour and gulf - for ALL aquatic sports – A MAJOR HEALTH AND RECREATION CONSIDERATION.

This great increase in apartment and infill housing further restricts the space for home storage of boats and trailers.

The increase of the population on not only the peninsular but in the City environment makes the need for the preservation such recreational areas in its entirety essential.

The development of a MAJOR TRANSPORT & FERRY HUB should be a priority for the growing population on the shore and Auckland's Transport Network

There is needs to be a guarantee for the ongoing access for the general public to the marine environment and its aquatic sports field.

The major development of the infrastructure on the reclaimed land and the ongoing individual development of any unit titles will guarantee no completion date and public access will be severely restricted during this time.

THE ESTABLISHMENT OF A RESIDENTIAL HUB IN A SIGNIFICANT MARITIME AND RECREATIONAL AREA IS MOST INAPPROPRIATE!

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

THE UPHOLDING OF THE ENVIRONMENT COURT DECISION and THE HIGH COURT DECISION ON THE APPEAL VITAL!!!

The existing public access and use of the area must be maintained for ALL aquatic activities .

The full facilities including parking, required to service a major public launching ramp in all conditions must be preserved for the safety of our maritime users.

The upgrading of the ferry terminal as approved prior to the formation of the Super City must continue.

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:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Tuesday, November 16, 2021 11:45:55 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13173] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Robert Corfield Jenner

Organisation name:

Contact phone number: 0211530747

Email address: bobjenner508@gmail.com

Postal address:
88 NORWOOD ROAD
BAYSWATER
AUCKLAND 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

The proposal for the boat ramp will not allow launching of boats in safety or in volume

What are the reasons for your submission?

When trailer boats are being launched, they have to be prepared for launch. This means that the car and trailer must stop, the number plate boards and tie-downs have to be removed etc. At present, this is able to be done in the car park area at the top of the ramp. There is space here at present for several boats to be doing this at once.

On the proposed plan, there is no area suitable, and it seems that vehicles are expected to drive past the ramp and reverse onto the ramp and launch. There will be no space on the road to prepare the boat without blocking the road for any traffic or indeed the bus service.

The only alternative would be for the trailer boats to park on the ramp itself. This blocks the ramp for other boats and

the ramp itself is far too small to allow this. If the sloping part of the ramp is being used like this, a]only a very small number of vessels will be able to be launched as it takes at least 10-15 minutes for vessels to be safely prepared. b] it means that people, including children will be moving around vessels in close proximity to other trailers and cars. It should also be noted that boats using this ramp may not just be small runabouts on small trailers. These days, the size of trailer boats is often in excess of 5-6m. Also, if the ramp is being used to launch sailing craft, such as trailer yachts, considerably more time is need in setup and rigging - hoisting the mast etc.

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

There needs to be a dedicated area near the top of the ramp where boats can rig. This needs to be off the roadway and not part of the traffic flow.

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:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Tuesday, November 16, 2021 11:46:39 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13174] Submission
Attachments: S Branca Marina Submission.pdf (48.3 KB)

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Steven T Branca

Organisation name:

Contact phone number: 0211864934

Email address: sbranca@mac.com

Postal address:
73a Beresford Street
Bayswater
Auckland 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:
Land use.

What are the reasons for your submission?

Basic planning principles have been violated in this proposal. The land use is inappropriate for the location. Current as-of-right uses related to marine services are the proper use of the land.

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

Deny the application in its entirety.

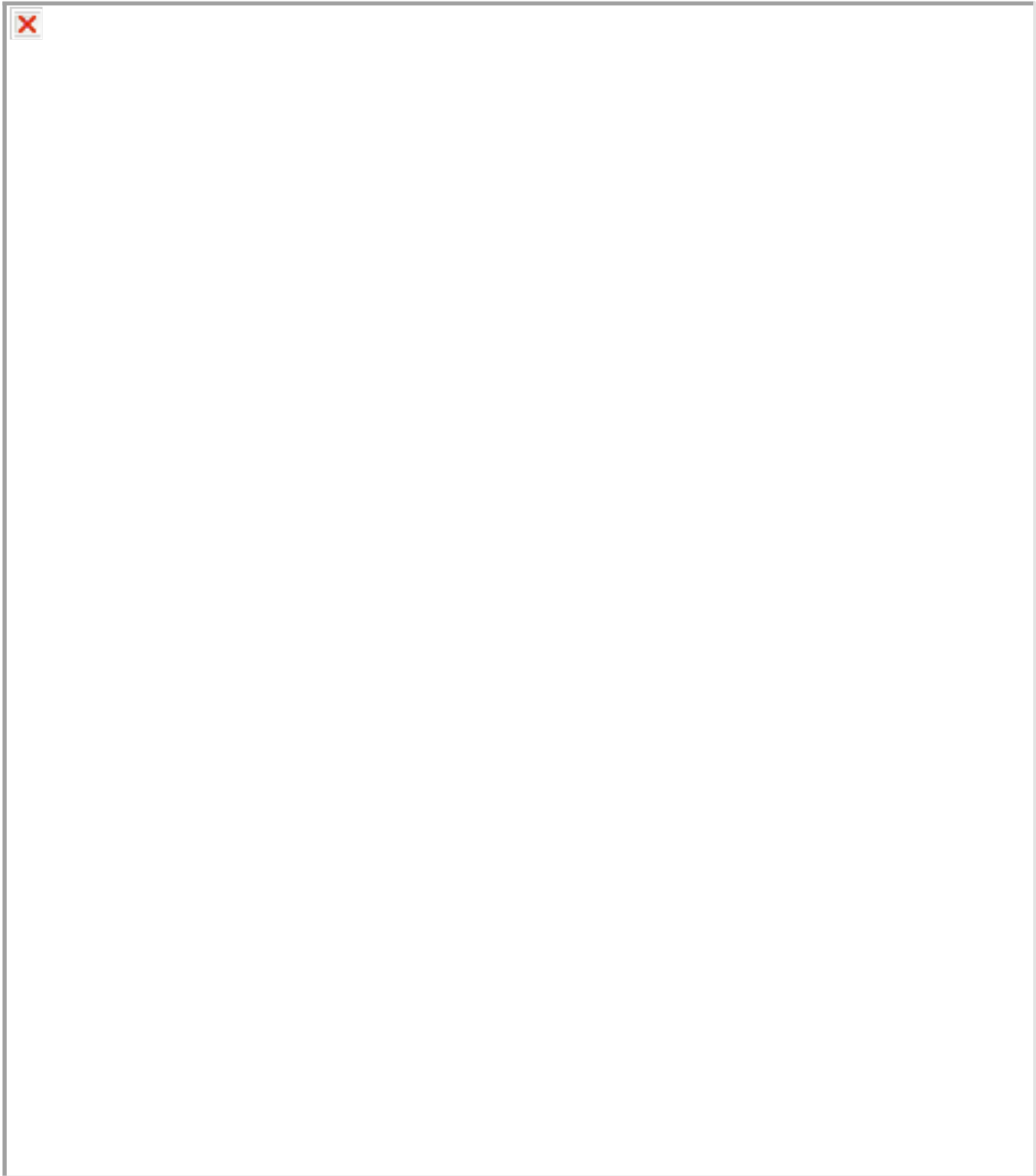
Are you a trade competitor of the applicant? I am not a trade competitor of the applicant.

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:

S Branca Marina Submission.pdf



Submission on the Bayswater Marina Development
By Steven Thomas Branca, MUP, AICP, CNU-A
November 2021

The Bayswater Marina Holdings Ltd proposal violates basic planning principles, has extreme impacts on an important public resource, and constrains one of the few places in the region suitable for marine uses. It should not be permitted for this site. As a professional with a 40 year career in planning, including membership in the American Institute of Certified Planners and Accreditation by the Congress for the New Urbanism, I come to this question with considerable experience in land use, waterfront development, and transport. I have worked in New Zealand since 2007 and lived in Bayswater for eight years.

A. Planning Principles

I oppose to this project, first, on the basis of first principles - that it is simply bad planning. Not bad design, not bad aesthetics, not a few problems in the details or process, but an inappropriate use of land at a unique location.

1. Auckland Council and the development community believe that because of the “housing crisis”, building housing anywhere is justified, even as a *moral* imperative. But that isn’t planning. At the very least, bad planning is not a solution to the historic bad planning we all want to fix. That the Unitary Plan allows this proposed development by discretionary use just means the Unitary Plan is flawed.
2. The Primary Use called for in the AUP - marine activities and support - is perfectly appropriate, even necessary, to maintain public access to the water, which is a significant part of the attraction of Auckland as a place to invest, live and work.
3. Remarkably, the proposal states, “The proposal is in accordance with this policy and cannot be considered to have an adverse effect because it is providing increased and varied (from the existing local community) housing densities and types.” That statement makes no rational sense.

A project that replaces open space with intense development has a major adverse effect by definition.

4. Furthermore, there is no particular principle that established and stable neighbourhoods have “increased and varied housing densities and types” to be viable and attractive. All cities have all kinds of neighbourhoods, not just one type. That’s a good thing.
5. It is a fundamental law of planning that you don’t pack development into a peninsula. One-way-in/one-way-out places a natural capacity constraint on land and infrastructure. While I understand the regional goal of intensification, it is axiomatic that you don’t intensify at the end of a peninsula. This is not a NIMBY argument, it’s common sense.
6. In this case the problem is two-fold: the Bayswater peninsula and the Devonport-Takapuna peninsula that it feeds. If good planning were respected it would be appropriate to fill in vacant residential sites to the historic density of the peninsula, and no more.
7. Another basic planning principle is that every parcel of land is unique. There are naturally appropriate and inappropriate uses depending on the characteristics of each parcel. The existence of a “vacant” site - public open space - is most certainly not justification to develop it. This is a parcel with many unique qualities which the proposed development does not respect.
8. New Zealand National Policy Statements have been misused in the proposal. By virtue of their *national scale* they are written to provide general guidance to local authorities, not to be used to justify any individual project or design element. Citing compliance of details with high-level Statements is deceptive and virtually an admission of non-compliance with the goals and spirit of the Statements.
9. The defects of the proposal have nothing to do with elevations, materials, overlaid grids, “nods” to anything, or any other flowery architect-speak. It’s the land use. And the land use is wholly inappropriate for this site.

B. Open Space

The marina and its surroundings are a waterfront amenity that benefits the entire Bayswater community and, by extension, all Aucklanders. Indeed, it is essential to the quality and high economic value of the neighbourhood. Turning it over to residential or commercial development will privatise the amenity, restricting its use only to those who can afford to buy into it.

10. Despite what the proposal asserts, open space is not “under-utilised land”. That is a development-at-any-price perspective, and contrary to over a century of urban planning and social science. Open space is a land use, critical to the well-being and long-term health and liveability of every city and neighbourhood. Bayswater will be much diminished for the loss of this space. (Following your argument, all open space would be used for development.)
11. Easily accessible waterside resources are rare in Auckland and few - or no - new ones are being created, certainly not to serve the central city. That it “protrudes prominently” into Waitemata Harbour is exactly what makes it a prime, irreplaceable public - and marine - amenity.
12. There is more to public access than land. The proposal openly calls for the privatisation of the views and ambiance that have heretofore benefited everyone in Bayswater. It provides much of the economic and liveability value of Bayswater. People from the wider community also make regular use of the area. Research consistently shows that public open space has positive effects on residential property values. This will be lost if this proposal is approved.
13. The proposal states, “Open spaces have been designed to provide connectivity to other parts of the site”. This in fact means that the spaces as designed are more about pedestrian and automobile circulation than aesthetics and casual recreation. It is easily imagined that the residents will object to members of the public wandering around “their” public space. If this is the case, as is likely, then the reality is this space will be *de facto* private space, overseen by the body corporate.
14. The proposal calls for “upgrading” public open space. A narrow access strip, privately controlled, around the edge of the development will be a serious erosion of the public access in place now. Hardened, engineered surfaces are not necessarily an “upgrade.”

15. Sharing this access with cars and other vehicles destroys its function as public access because cars always preempt safe and pleasurable pedestrian and recreational use. Always.
16. The so-called “parks” in the proposal are nothing but leftover spaces which will not replace the aesthetics or function of the existing site. They simply will serve as the front yards of adjacent dwelling units.
17. The proposed 15 meter strip must conform to coastal inundation hazard standards and public access requirements in a marine reserve. These matters have not been transparently addressed in the proposal, preventing the public from making any kind of informed evaluation of the project as a whole.
18. The best use of this land is as-of-right marine-related, a rare amenity, as there are only about eight marinas to serve a city of people who love the sea. There may be no more opportunities to establish viable marinas to serve a large and growing boating community given the pressure from private waterfront development. Compromising the Bayswater marina in any way diminishes the use of a valuable resource, forever.

C. Transport

There is plenty of congestion on Lake Road now, and no mitigation plans are in the offing in the near future, as there is no budget for any. The Bayswater-Lake Road intersection is over capacity now. It can take several light cycles to make right turns to or from Bayswater Avenue, and the left from Bayswater to Lake can take even longer. It takes very little additional traffic to make these problems worse, despite the claims of your transport consultant. It will also affect traffic up and down Lake Road. Such are the difficulties imposed on residents by developing peninsulas.

19. The proposal states, “With its good accessibility to the public transport network (through ferry and bus services) and a short travel time to the CBD, this will generate less daily and peak hour trips than as estimated above.” There is one 30 to 60 minute bus route, one peak time route, and the ferry. The proposal states that you virtually eliminate public ferry parking. That will significantly discourage ridership. In such case, how long can the ferry remain viable? Hardly a win for sustainability.

20. The proposal states, “With additional development Bayswater will be increasingly seen as a destination and therefore encourage transit-oriented travel to and from the Downtown Terminal” That’s a peculiar justification for this project. No, thank you. Why on earth should Bayswater be a “destination?” Who wants their residential neighbourhood to be a *destination*? Residents want quiet, safe environments. This should be self-evident.
21. The proposal is predicated on the assumption that a high percentage of residents will not own cars. This always *sounds* plausible but it is rarely borne out in reality. Public transport replaces only certain trips. The location of Bayswater, at an edge, makes public transport even less viable (thus only one regular bus route) so it can’t be considered “transit-oriented” in the usual urban sense.
22. With virtually no ferry car parking the development will significantly reduce the attractiveness of the ferry for the rest of the community, and threaten its long-term viability. It cannot survive being fed by only one bus route and walkers and bikers.
23. In reality people like their cars and, as this will not be affordable housing, buyers will have the means to own one or two cars. In the absence of unimaginably large-scale improvements to public transport, people will always need private cars and residents of this project will pressure current and (distant) future infrastructure.

D. A Note On the Process

This process should be halted immediately. Under Level 4 and Level 3 lockdown, it has been illegal for the community to gather to share information and concerns regarding this proposal, as would otherwise be their right. Continuing this process at this time could be construed as bad faith on the part of the developer and Council - taking advantage of unusual circumstances to avoid proper scrutiny. Such perceptions could negatively affect the relationship between the community and the developer/Council team, and compromise the community’s standing in the process.

If the Auckland Unitary Plan allows this kind of development, even as a discretionary use, then the plan is faulty. The massive economic return to the developers is obvious. But they achieve that return by appropriating

Submission of Steven T Branca on Bayswater Marina Holdings Ltd Proposal

for their own use a unique, irreplaceable, public amenity of which there are already too few in this high-growth city.

I recognise the developer's wish to capitalise on his investment. But a wish is not a basis for planning. The developer has as-of-right development options, and use of this site is most appropriate within those rights. Any other use destroys a special and rare land use, and replaces it with something that could - and should - be just about anywhere else.

Auckland Council has a practice of focusing development reviews on legal fine points and tinkering with details. This proposal is irretrievably flawed in its essence and it should be denied in its entirety - if fundamental planning principles, designed in the public interest, still have meaning.

Thank you for your consideration and opportunity to provide comment.

Steven T Branca
Bayswater
Auckland

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Wednesday, November 17, 2021 12:00:58 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13175] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Bernie Hill

Organisation name:

Contact phone number: 021924155

Email address: bernardolynda@gmail.com

Postal address:

11 Lansdowne Street, Bayswater, Bayswater
Auckland
Auckland 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

Trailer boat parking, Loss of maritime facilities, Mass bulky buildings

What are the reasons for your submission?

The proposed parking for trailer boats with parallel parking is unworkable and the current parking space should be retained

The marina was supposed to be a community facility and as a regular user of the boat parking, boat servicing and boat sales these operations should be retained

The huge number of buildings proposed for residential purposes will dominate the landscape and be totally out of character in the neighbourhood. This will put undue strain on the roading infrastructure on Bayswater Ave and Lake Road which already cannot cope

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

Dramatically reduce the number of residential properties by at least 60%

Retain existing trailer boat parking

Retain existing maritime facilities

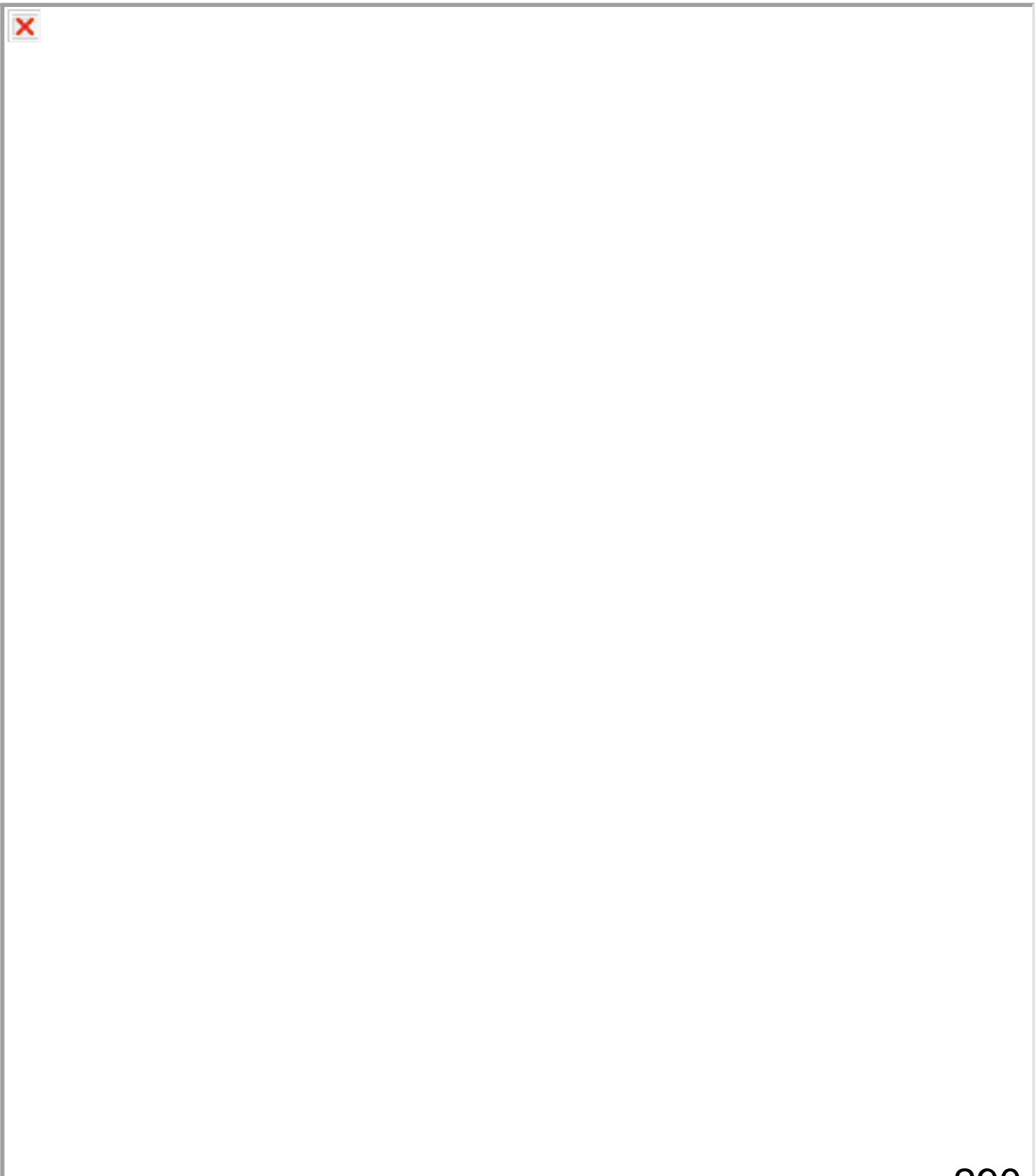
Improve community facilities by adding cafes and restaurants

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? No

If other people make a similar submission I will consider making a joint case with them at the hearing: No

Supporting information:



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Wednesday, November 17, 2021 12:01:01 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13176] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Janet M Watkins

Organisation name: AUCKLAND YACHT AND BOATING ASSOCIATION INC.

Contact phone number: 09 4839848

Email address: janet.mw@xtra.co.nz

Postal address:

45 Tramway Road
Beach Haven
Auckland 0626

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

The AYBA represents the Clubs and boating public of Auckland and see our foreshore and coastal environment as a vital asset for the health and wellbeing of the general public in a rapidly growing population.

The AYBA objects to the LOSS OF THE MAJOR PART of another ESSENTIAL MARITIME HUB, nautical venue, and public recreation area in the Coastal environment. The land was reclaimed and developed for the establishment of a Marina hub for the public & marine related use.

The loss of the facility to launch and retrieve large trailer craft in ALL TIDES & WEATHER – THIS IS A MARITIME SAFETY ISSUE

THE LOSS OF TRAILER PARKING FOR VEHICLES & LARGER BOATS

The major reduction of parking and rigging areas for preparation and launching of small yachts and sail craft.

The Hazards and risks presented to the rowing club when launching and retrieving their skiffs via the traffic to a much restricted ramp access.

THE LOSS OF A MAJOR BOAT SERVICE AND STORAGE FACILITY – a major consideration for alleviating traffic flows and roadside boat storage and a growing necessity in an area of major apartment development & infill housing making storage facilities a vital part of recreation facilities.

What are the reasons for your submission?

THE NEED FOR PRESERVATION OF ALL THE CITY'S COASTAL ENVIRONMENT AREAS AND MARINE ACCESS POINTS AS MAJOR RECREATIONAL RESOURCES FOR the city of AUCKLAND IN PERPETUITY IS VITAL!

The protection of this major aquatic environment for the purpose for which it was created.

With the growth of the population and the intensification of residential occupation the Bayswater Marina area is an essential asset for the access of the general public to Auckland's largest sport and recreation area – the Harbour and gulf - for ALL aquatic sports – A MAJOR HEALTH AND RECREATION CONSIDERATION.

This great increase in apartment and infill housing further restricts the space for home storage of boats and trailers.

The increase of the population on not only the peninsular but in the City environment makes the need for the preservation such recreational areas in its entirety essential.

The development of a MAJOR TRANSPORT & FERRY HUB should be a priority for the growing population on the shore and Auckland's Transport Network

There is needs to be a guarantee for the ongoing access for the general public to the marine environment and its aquatic sports field.

The major development of the infrastructure on the reclaimed land and the ongoing individual development of any unit titles will guarantee no completion date and public access will be severely restricted during this time.

THE ESTABLISHMENT OF A RESIDENTIAL HUB IN A SIGNIFICANT MARITIME AND RECREATIONAL AREA IS MOST INAPPROPRIATE!

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

THE UPHOLDING OF THE ENVIRONMENT COURT DECISION and THE HIGH COURT DECISION ON THE APPEAL VITAL!!!

The existing public access and use of the area must be maintained for ALL aquatic activities .

The full facilities including parking, required to service a major public launching ramp in all conditions must be preserved for the safety of our maritime users.

The upgrading of the ferry terminal as approved prior to the formation of the Super City must continue.

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:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Wednesday, November 17, 2021 12:01:38 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13179] Submission
Attachments: AYBA A.pdf (130.42 KB), AYBA B.pdf (342.38 KB)

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Janet M Watkins

Organisation name: AUCKLAND YACHT AND BOATING ASSOCIATION INC.

Contact phone number: 09 4839848

Email address: janet.mw@xtra.co.nz

Postal address:
45 Tramway Road
Beach Haven
AUckland 0626

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

The AYBA represents the Clubs and boating public of Auckland and see our foreshore and coastal environment as a vital asset for the health and wellbeing of the general public in a rapidly growing population.

The AYBA objects to the LOSS OF THE MAJOR PART of another ESSENTIAL MARITIME HUB, nautical venue, and public recreation area in the Coastal environment. The land was reclaimed and developed for the establishment of a Marina hub for the public & marine related use.

The loss of the facility to launch and retrieve large trailer craft in ALL TIDES & WEATHER – THIS IS A MARITIME SAFETY ISSUE

THE LOSS OF TRAILER PARKING FOR VEHICLES & LARGER BOATS

The major reduction of parking and rigging areas for preparation and launching of small yachts and sail craft.

The Hazards and risks presented to the rowing club when launching and retrieving their skiffs via the traffic to a much restricted ramp access.

THE LOSS OF A MAJOR BOAT SERVICE AND STORAGE FACILITY – a major consideration for alleviating traffic flows and roadside boat storage and a growing necessity in an area of major apartment development & infill housing making storage facilities a vital part of recreation facilities.

What are the reasons for your submission?

THE NEED FOR PRESERVATION OF ALL THE CITY'S COASTAL ENVIRONMENT AREAS AND MARINE ACCESS POINTS AS MAJOR RECREATIONAL RESOURCES FOR the city of AUCKLAND IN PERPETUITY IS VITAL!

The protection of this major aquatic environment for the purpose for which it was created.

With the growth of the population and the intensification of residential occupation the Bayswater Marina area is an essential asset for the access of the general public to Auckland's largest sport and recreation area – the Harbour and gulf - for ALL aquatic sports – A MAJOR HEALTH AND RECREATION CONSIDERATION.

This great increase in apartment and infill housing further restricts the space for home storage of boats and trailers.

The increase of the population on not only the peninsular but in the City environment makes the need for the preservation such recreational areas in its entirety essential.

The development of a MAJOR TRANSPORT & FERRY HUB should be a priority for the growing population on the shore and Auckland's Transport Network

There is needs to be a guarantee for the ongoing access for the general public to the marine environment and its aquatic sports field.

The major development of the infrastructure on the reclaimed land and the ongoing individual development of any unit titles will guarantee no completion date and public access will be severely restricted during this time.

THE ESTABLISHMENT OF A RESIDENTIAL HUB IN A SIGNIFICANT MARITIME AND RECREATIONAL AREA IS MOST INAPPROPRIATE!

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

THE UPHOLDING OF THE ENVIRONMENT COURT DECISION and THE HIGH COURT DECISION ON THE APPEAL VITAL!!!

The existing public access and use of the area must be maintained for ALL aquatic activities .

The full facilities including parking, required to service a major public launching ramp in all conditions must be preserved for the safety of our maritime users.

The upgrading of the ferry terminal as approved prior to the formation of the Super City must continue.

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:

AYBA A.pdf

AYBA B.pdf

AUCKLAND YACHTING & BOATING ASSOCIATION
Re Submission Opposing BML development:

Attachment A:

**A Brief History & Summary of the Decisions of the
Environment Court & the Appeal to the High Court:**

In **1989 Planning Consents** were given for a development involving the reclamation of land and the creation of a marina. In June 1989 an Order in Council was promulgated to authorise one of the developers to reclaim land as well as the development and implementation of landscaping and public open space on the new reclamation.

In **November 1989**, plans were approved for the marina but construction deferred until all approvals and licences had been obtained.

In **1990 the Minister of Conservation** issued a conditional certificate of approval for the construction of the Marina.

Clause 14 of the conditions stated that:

Upon completion of all the construction work the public shall have full rights of access to the main reclamation area and the northern reclamation and shall have the rights of access at all reasonable times to the marina piers and the floating breakwater.

The approvals of the Minister of Transport & Conservation were given & the combined effect was to allow Bayswater Marina Ltd to construct a marina in accordance with the plans.

1993 The Auckland Regional Council (ARC) had responsibility for the coastal area while the **North Shore City Council (NSCC)** had jurisdiction over the land. The **ARC** granted a **Coastal Permit** for the occupation and operation of the Marina.

1996 the NSCC District Plan was endorsed. Also in **1996** the **ARC** gave permission for a passenger access facility to be constructed in the marina area for the operation of a passenger ferry and allowed one marina near the entrance to be used for the purpose

In 2001 the City Council notified Variation 65 of its proposed operative district scheme which had become operative in **1994. Variation 65 comprised part of Special Purpose 7 Zone.**

Variation 65 comprised part of Special Purpose 7 Zone.

Permitted activities were:

- Maintenance of pleasure craft,
- Storage of pleasure craft,
- Car and car/trailer parking,
- Open recreational spaces and reserves,
- Alteration to existing buildings not involving additional floor..

Controlled activities were:

Ships chandlery,
Retailing of pleasure craft and pleasure craft hire & brokerage,
Public toilets and changing rooms,
Facilities associated with ferry and bus services,
Offices associated with the marina with floor space limitations.
Staff & Care taker accommodation.

Discretionary activities included:

New buildings,
Club houses for marine related organisations,
Activities directly related to the adjoining coastal marine area
Restaurants & cafes,
Water transport facilities for the public.

All parties who appeared before the City Council agreed that a Special Purpose Zone was appropriate. **However, BML contended for a “Significantly higher level of development”.**

The Consent authorities had approved the survey plan for the reclaimed areas.

BML then challenged the NSCC decision in the Environment Court and the hearings took place in November & January 2008.

Overall, the Court found no support for the BML proposal for extensive residential development or site coverage. The Court stated it was inappropriate to have residential as a permitted activity on the land. Variation 65 represented a better outcome and achieved the purpose of sustainable management and the Council approach was correct.

- The site was envisaged from inception as an area for use both by marina users which had a public aspect as it replaced swing moorings and by the general public.
- The coastal Plan was cited – The protection of inappropriate subdivision, use and development ...in the coastal environment.
- The abandonment of any **structural plan** left the court unclear as to how controls would achieve the other matters of regional & district importance
- BML confirmed at the end of the hearing that their **structural plan** was not formally part of their proposal!
- While the **structural plan** was no longer included in the proposed provisions the indication was that **public open space was relevant as a public amenity it competed for space with intensive residential development.**
- Various plans emphasised the desire to provide intensification within the city of transport nodes. **NSCC had obtained consent for a significant update of ferry facilities.**
- Traffic was then a problem! Any traffic was at the end of a tenuous roading network.
- The Court was concerned about any impact on ferry services.
- The Court was concerned about the loss of the “natural” although reclaimed, character in the coastal environment and the visual impact on the natural headland.

- It was concerned that development would convert what was perceived as part of the coastline of the North Shore into an intensive urban area on the edge of the harbour.
- The court also expressed concern that improvements would not necessarily eventuate in the public areas.
- **The court recognised the popularity and increasing diversity of marine sports particularly those requiring a launching ramp. It also recognised the popularity of sailing, the pressure current coastal recreational facilities were under on the North Shore especially boat ramps and car parking and the value to the marine industry.**
- BML raised the point that it was not the leaseholder's task to provide for recreation use and was concerned about restraints on income generation which was their aim. They saw no need to provide for Rowing Club facilities or for trailer parking.
- BML's own figures demonstrated income from the site at that time was well in excess of the ground rental paid!
- Var. 65 stated "Residential Accommodation should not be established given the focus of the Zone is on recreation, public transport and boating amenities."
- The Court could find no support for the BML proposal for extensive residential development
- It accepted that parked cars are an urban element but were necessary and an essential adjunct to the marina activities.

Signed by the Environment Court, March 2009.

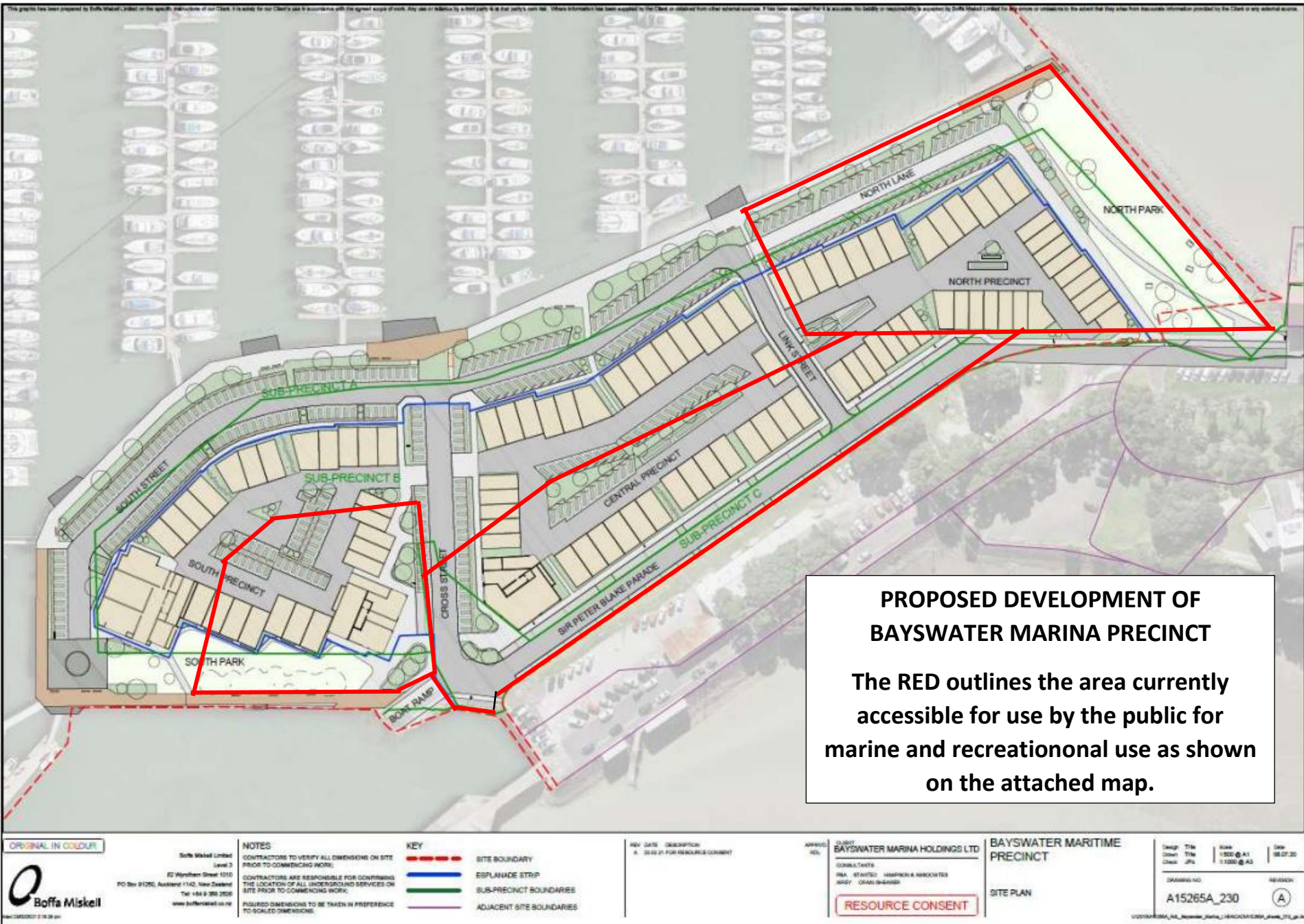
In August 2009 at a hearing in the High Court, Auckland BML appealed to the Environment Court against the Decision of the NSCC and Auckland Regional Council that determined the most appropriate planning conditions for the reclaimed land on which the BML complex is situated. The Appeal was dismissed and the Decision of the Environment Court was upheld.

In a press release On Friday, September 11 2009 the Ngataringa Bay Society Chairman, Chris Darby, stated that the decision confirmed the Community & Environment Court were right to **protect the land for recreation and public access.**

On reading the submissions lodged against the latest application by BML to develop a Residential precinct at Bayswater the same arguments against the development are repeated!!

THE DECISIONS OF THE ENVIRONMENT COURT AND THE HIGH COURT MUST BE UPHELD!

Janet Watkins, for the AYBA.



**PROPOSED DEVELOPMENT OF
BAYSWATER MARINA PRECINCT**

**The RED outlines the area currently
accessible for use by the public for
marine and recreational use as shown
on the attached map.**

ORIGINAL IN COLOUR



Boffa Miskell Limited
Level 3
10 Wynton Street 1210
PO Box 9126, Auckland 1142, New Zealand
Tel: +64 9 280 2000
www.boffa.com/nz

NOTES
CONTRACTORS TO VERIFY ALL DIMENSIONS ON SITE PRIOR TO COMMENCING WORK.
CONTRACTORS ARE RESPONSIBLE FOR CONFIRMING THE LOCATION OF ALL UNDERGROUND SERVICES ON SITE PRIOR TO COMMENCING WORK.
FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED DIMENSIONS.

KEY

- SITE BOUNDARY
- ESPALANDE STRIP
- SUB-PRECINCT BOUNDARIES
- ADJACENT SITE BOUNDARIES

REV DATE DESCRIPTION
A 28.02.21 FOR RESOURCE COMMENT

APPROVED BY: BAYSWATER MARINA HOLDINGS LTD
DESIGNED BY: HARRISON & ASSOCIATES
CHECKED BY: CHAS SWANSON
RESOURCE CONSENT

**BAYSWATER MARITIME
PRECINCT**
SITE PLAN

Drawn Title: A1
Scale: 1:500 @ A1, 1:1000 @ A3
Date: 08.07.20
DRAWING NO: A15265A_230
REVISION: A



Yellow outlines indicate areas of Bayswater Marina Precinct currently accessible for use by the public for marine and recreation activities – Including parking and trailer parking for other than berth holders, boat storage & servicing and a green area for public use – totalling approximately 60% of the total Reclamation!

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Wednesday, November 17, 2021 12:15:54 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13180] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: John W Northam

Organisation name:

Contact phone number: 021323617

Email address: northam@xtra.co.nz

Postal address:

13 Tennyson Ave
Takapuna
Takapuna 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

Parking capacity for Cars and trailers, Public space, ferry facilities , over height buildings.

What are the reasons for your submission?

I believe this development is too intensive for the area and does not consider the needs of the public users.

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

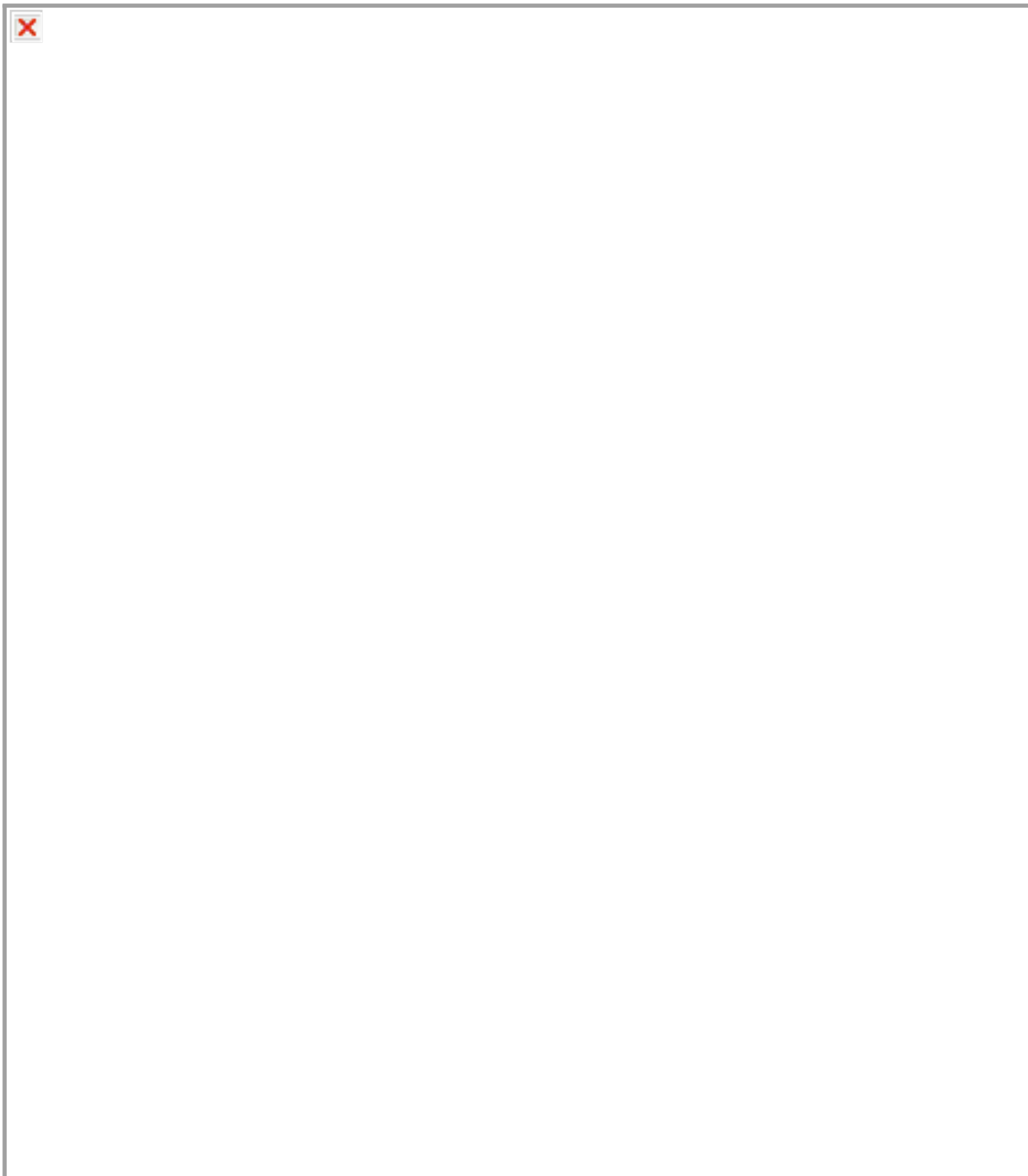
Less ground area used for buildings and more facilities/space for the public. The hieght restrictions are there for a reason, do not allow for over height structures.

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? No

If other people make a similar submission I will consider making a joint case with them at the hearing: No

Supporting information:



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Wednesday, November 17, 2021 12:16:10 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13181] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Grant Alexander

Organisation name: Studio Alexander

Contact phone number: 021988304

Email address: grant@studioalexander.co.nz

Postal address:

58 Ngataranga Road, 0624,
Auckland
Auckland 0624

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

Design quality. Council has proven incapable of ensuring international best practice urban design. eg They disbanded their inhouse world class urban design team. It is wrong to inflict inferior design on all users, especially private design that cant be professionally coordinated with non existent Council big picture urban design standards.

Public/ & local Community existing rights use

What are the reasons for your submission?

Local resident and user of the surrounds. Launching ramp, Marina, Ferry and cycle ways.

No proven co ordination of supporting infrastructure that will be required to meet the changes proposed by the developers.

Inability to maintain existing infrastructure. eg poor public transport, poor water quality, run off from surrounding building sites, poor maintenance of the marina breakwater, poor maintenance of the mature pohutakawa trees, poor lighting in all public areas. All this points to future poor co-ordination between Council and any private body corporate.

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

Prioritise the existing user rights and future proof the utilities currently in place. Ferry. Marina. Launching ramp. Motorhome park. Cycle ways.

All mature pohutakawa trees maintained and kept.

Good Public access to ferry services.

Compulsory provision of ferry services. If Council fail to deliver these services then it should legally fall to the developers to provide the public ferry service. eg Stanley Bay service cancelled. All users are now stranded. Because Council aren't able to guarantee a ferry service at Bayswater there should be NO residential development.

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:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Wednesday, November 17, 2021 12:16:13 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13182] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Redmond Coulter

Organisation name:

Contact phone number: 0224039894

Email address: redmondmculter@gmail.com

Postal address:

2/41 Rangatira Road
Beach Haven
Auckland 0626

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

The removal of native pohutakawa trees, the reduction of public space in the coastal area, reduction of reserve areas, removal or compromising of existing boating facilities such as the existing boat ramp and marine servicing facilities.

What are the reasons for your submission?

I feel very strongly this shows a total disregard for the public in favour of private enterprise. This is not in the interest of the bayswater community or the wider North shore community and represents a gross abdication of the councils responsibilities to the public good. There are many other places to build apartments in the area without effectively ruining the entire marina area. The primary purpose of the marina area is for marine activities not for a few luxury homes at the expense of the community.

It is a cynical and absolute violation of the Auckland Unitary Plan.

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

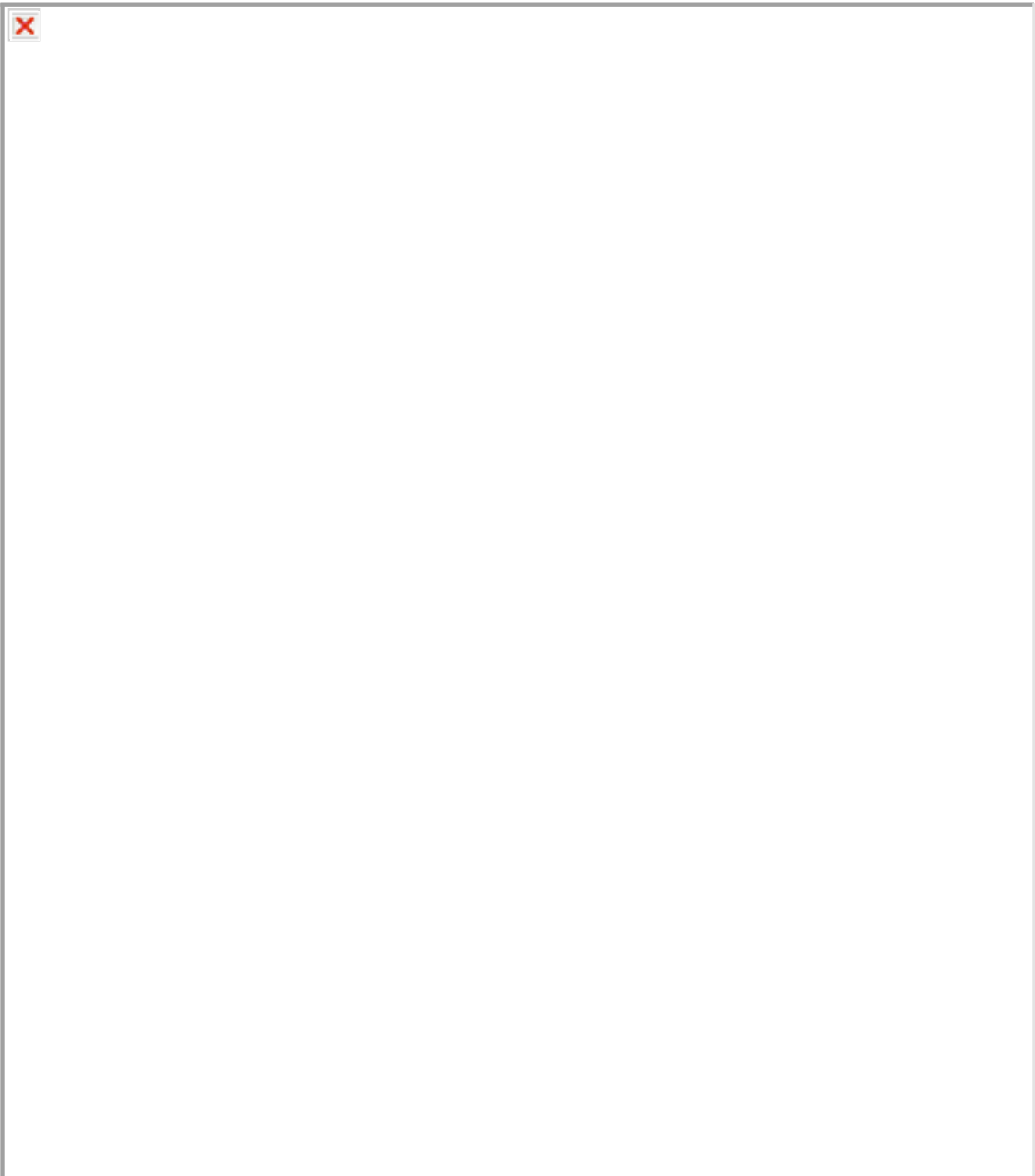
Complete rejection of the proposed project, reject subdivision proposal, construction proposal, resource consent.

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:



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Wednesday, November 17, 2021 12:46:11 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13183] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Tymon Gudsell

Organisation name:

Contact phone number: 021676021

Email address: tymongudsell@gmail.com

Postal address:

102 Beresford Street
Bayswater
Auckland 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

I oppose the application by Bayswater Marina Holdings Limited to construct 121 dwellings and associated unit title subdivision, roads, infrastructure, coastal structures, and earthworks, in particular:

1. The construction and occupation of 121 dwellings in sub-precinct B, the Marina Zone, and the coastal erosions hazards area.
2. The unit title subdivision in the Marina Zone and coastal storm inundation area.
3. Construction of dwellings, car parks and road in the proposed 15m esplanade strip.
4. Restrictions and safety issues associated with the width, public use and public ownership of the esplanade reserve

or strip.

5. Removal of angle parking facilities and preparation area for the public boat ramp and proposed 20 parallel parks for cars and boat trailers for users of the boat ramp.
6. Removal of boating facilities associated with the marina, including boat storage, servicing, and marine retail activities.
7. The removal of 70 mature Pohutakawa trees to clear the site for development.
8. Construction traffic and construction effects associated with earthworks, piling and construction of 3 apartment blocks and 94 Terrace Houses.
9. Access to the ferry, and parking at the Marina and park n ride during the construction period.
10. Structures in, and discharges to, the coastal marine area

What are the reasons for your submission?

The proposal for 94 Terrace Houses and 3 Apartment buildings, and the associated infrastructure, does not leave sufficient space for the marina and marine recreation activities that are the primary focus of the Bayswater Marine Precinct. The 20 parallel car and boat trailer spaces shown on the plans are unworkable, and do not provide suitable facilities for the continued use of the boat ramp. The proposal will result in the closure and relocation of the boat storage facility, marine servicing and most of the marine retail businesses currently located at the marina. Bayswater Marina is one of the few all tide access points on the North Shore with adequate car and trailer parking and boat storage. If the development proceeds as proposed this will result in the removal of nearly all facilities for marine related activities, and the community will a significant public facility and the impacts on their social wellbeing will be great. No provision has been made in the proposal to support the planned growth of marine-related users and their needs, e.g. recreational boating, trend toward larger trailer boat sizes, etc

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

Decline the whole application for land use consent for dwellings and the subdivision, coastal, discharge consents.

Decline the application where any development (whole or in part) does not meet the Auckland Unitary Plan Bayswater Maritime Precinct's primary purpose to provide a community and marina-orientated place focused on recreation, public open space, access to and along the coastal marina area, public transport, boating, maritime activities, and 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:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Wednesday, November 17, 2021 1:46:17 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13184] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Amelia Watkins

Organisation name:

Contact phone number: 02102334418

Email address: amelia_kate.w@hotmail.com

Postal address:

33 Cassino Street
Bayswater
Auckland 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

- The construction and occupation of dwellings within the marina zone.
- Restrictions and safety issues associated with the width, public use and public ownership of the esplanade reserve or strip
- Removal of parking facilities for most boat and trailers and the lack of a preparation area for the public boat ramp.
- Removal of boating facilities associated with the marina, including boat storage, servicing and marine retail activities

What are the reasons for your submission?

Terraced housing and Apartment buildings

- This removes most if not all public space.
- The proposed size of the development will totally prevent any marine related activities.

- This is simply an apartment complex on land used recreationally by many of the public.

The Boat Ramp.

- This is the only safe boat ramp on the North Shore and the peninsula.
- There is no where to stop and prepare you boat for launching and the same when retrieving.
- The carparks are to small for most.
- It is stated "boat ramp improved" yet there is nothing to support this statement.
- The majority of the public which currently use this ramp would now be prevented due to access.
- The ramp is used for many other water based sports such as rowing and yachting. These would now be prohibited under this proposal.

I grew up having outings with my father using this ramp and now he is taking his grandchildren out (my children), this development will prevent him doing so along with many others.

Boat Storage, trailer park servicing.

- These need to be maintained where needed, beside the water.

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

- Access to the water be maintained at the current level or increased.
- An area must be maintained that is suitable to prepare the boats for launching and retrieving.
- The hardstand / boat storage is kept.
- Housing within this area is declined as space is limited for those wanting access to the water.

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? No

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

Supporting information:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Wednesday, November 17, 2021 1:46:20 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13187] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Kirsty Lynch-blosse

Organisation name:

Contact phone number: 0212214374

Email address: kirsty.wynn@gmail.com

Postal address:

31A Francis Street, Hauraki, Auckland, New Zealand
Auckland
Auckland 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

1. The construction and occupation of 121 dwellings in sub-precinct B, the Marina Zone, and the coastal erosions hazards area.
2. The unit title subdivision in the Marina Zone and coastal storm inundation area.
3. Construction of dwellings, car parks and road in the proposed 15m esplanade strip.
4. Restrictions and safety issues associated with the width, public use and public ownership of the esplanade reserve or strip.
5. Removal of angle parking facilities and preparation area for the public boat ramp and proposed 20 parallel parks for cars and boat trailers for users of the boat ramp.
6. Removal of boating facilities associated with the marina, including boat storage, servicing, and marine retail activities.
7. The removal of 70 mature Pohutakawa trees to clear the site for development.

8. Construction traffic and construction effects associated with earthworks, piling and construction of 3 apartment blocks and 94 Terrace Houses.
9. Access to the ferry, and parking at the Marina and park n ride during the construction period.
10. Structures in, and discharges to, the coastal marine area

What are the reasons for your submission?

The proposal for 94 Terrace Houses and 3 Apartment buildings, and the associated infrastructure, does not leave sufficient space for the marina and marine recreation activities that are the primary focus of the Bayswater Marine Precinct. The 20 parallel car and boat trailer spaces shown on the plans are unworkable, and do not provide suitable facilities for the continued use of the boat ramp. The proposal will result in the closure and relocation of the boat storage facility, marine servicing and most of the marine retail businesses currently located at the marina. Bayswater Marina is one of the few all tide access points on the North Shore with adequate car and trailer parking and boat storage. If the development proceeds as proposed this will result in the removal of nearly all facilities for marine related activities, and the community will a significant public facility and the impacts on their social wellbeing will be great. No provision has been made in the proposal to support the planned growth of marine-related users and their needs, e.g. recreational boating, trend toward larger trailer boat sizes,

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

Decline the whole application for land use consent for dwellings and the subdivision, coastal, discharge consents. Decline the application where any development (whole or in part) does not meet the Auckland Unitary Plan Bayswater Maritime Precinct's primary purpose to provide a community and marina-orientated place focused on recreation, public open space, access to and along the coastal marina area, public transport, boating, maritime activities, and 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:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Wednesday, November 17, 2021 2:01:09 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13190] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Sydney M Kingi

Organisation name:

Contact phone number: 021667684

Email address: sydney.kingi@xtra.co.nz

Postal address:

16 Learmonth Avenue
Birkenhead
Auckland 0626

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

I oppose the application by Bayswater Marina Holdings Limited to construct 121 dwellings and associated unit title subdivision, roads, infrastructure, coastal structures, and earthworks, in particular:

1. the removal of 70 mature Pohutakawa trees to clear the site for development
2. structures in, and discharges to, the coastal marine area

What are the reasons for your submission?

1. Mature native trees are one of the best methods of sequestering carbon dioxide. National and Local governments should do more to prohibit the removal of any tree unless for example, an equivalent (2 times) alternative is provided by anybody wishing to remove mature native trees.
2. The harbour and gulf are already under stress. National and Local governments should do more to prohibit any

detrimental incursion into these areas.

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

Ban the removal of the 70 mature Pohutakawa trees unless an alternative, such as above, is provided.

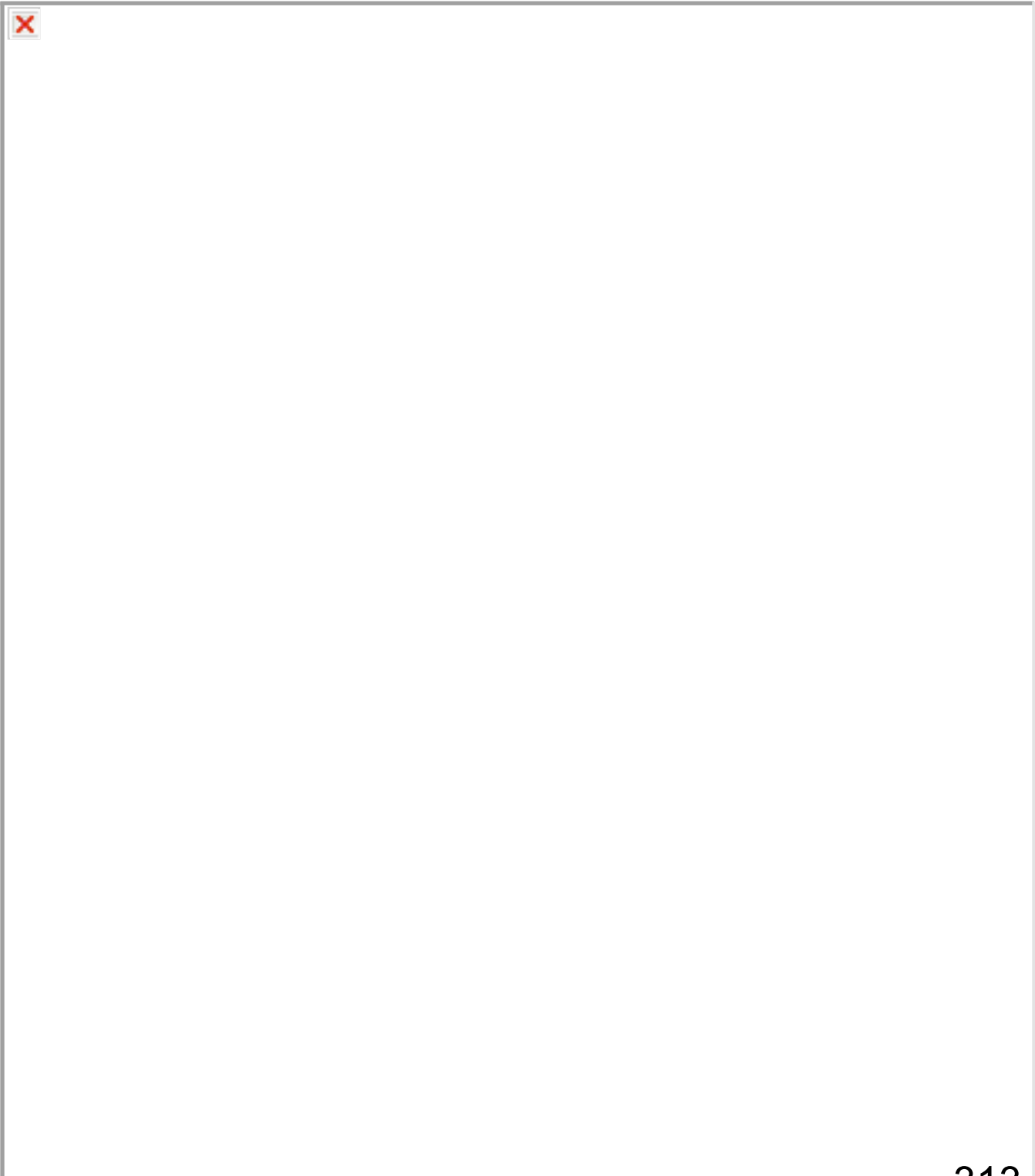
Do not allow any structure(s) below the MHWL. DO not allow incursion into the ocean.

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? No

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

Supporting information:



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Wednesday, November 17, 2021 2:16:10 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13191] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Carol Elizabeth Weaver

Organisation name:

Contact phone number: 09 446 3382

Email address: carolweaver@xtra.co.nz

Postal address:

132 Calliope Rd,
stanley point
auckland 0624

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

All.

What are the reasons for your submission?

Reduces a publicly available amenity in an unacceptable way.

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

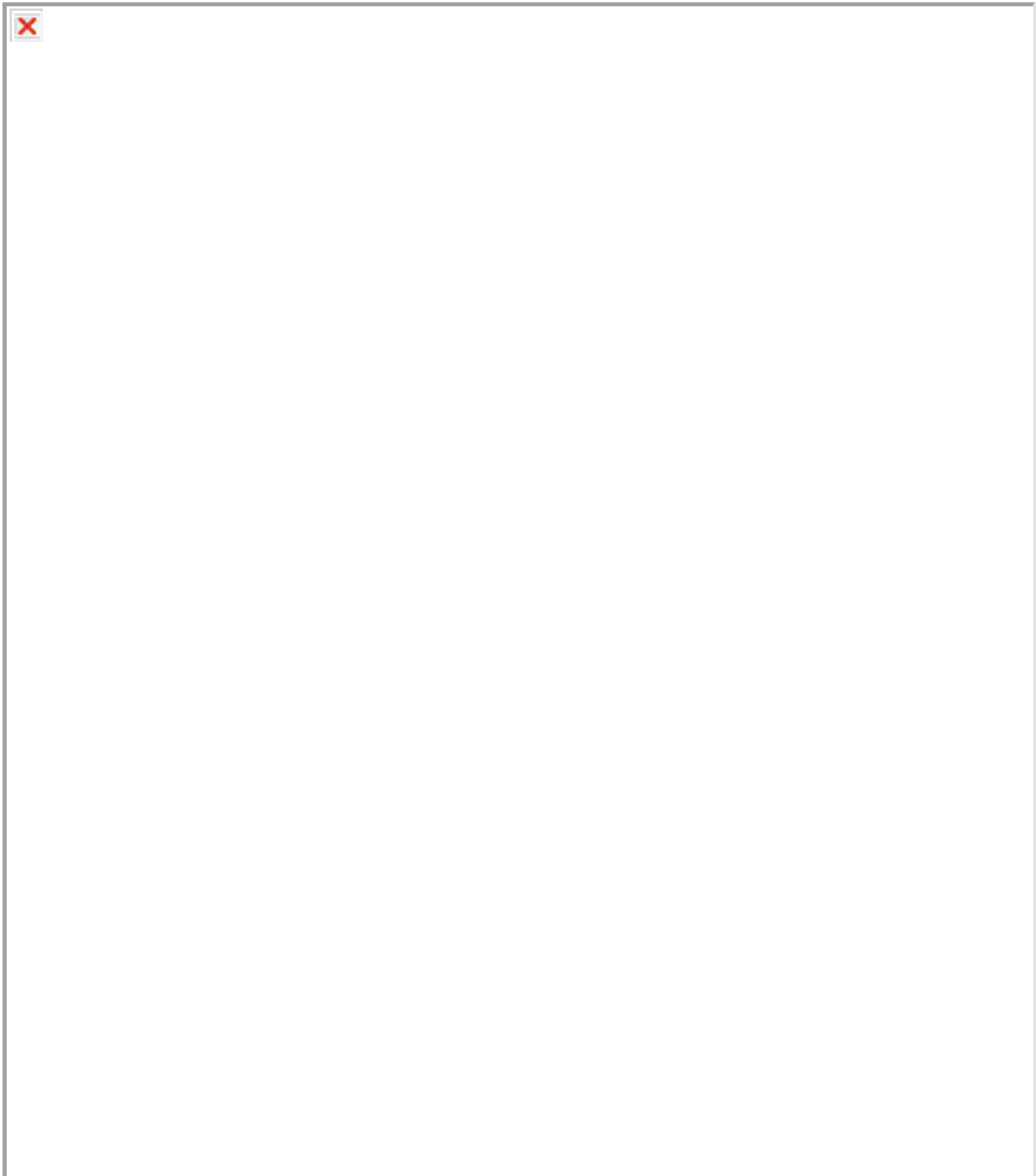
application to be declined outright.

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? No

If other people make a similar submission I will consider making a joint case with them at the hearing: No

Supporting information:



Amy Cao

From: Simon Sheen <Simon_Sheen@bnz.co.nz>
Sent: Thursday, 18 November 2021 9:27 am
To: RCBayswaterMarina
Subject: RE: [EXTERNAL EMAIL] RE: BUN60373319

Categories: Red Category

PRIVATE

Yes please

Can you change my email address to:

volunteermotuihe@gmail.com

want to make it clear it's just me....personally

Thank you

Simon Sheen

PRIVATE

From: Amy Cao <amy.cao@aucklandcouncil.govt.nz> **On Behalf Of** RCBayswaterMarina
Sent: Thursday, 18 November 2021 8:57 AM
To: Simon Sheen <Simon_Sheen@bnz.co.nz>
Subject: [EXTERNAL EMAIL] RE: BUN60373319

Get Scam Savvy: This email originated from outside the organisation. If it looks suspicious, click on the sender address and hover over any link before acting. If in doubt, forward to phishing@bnz.co.nz

Hi Simon

Do you want change the contact email to your person email address or would like to continue use this email address?

We can update the contact if you need to,

Thanks,

Kind Regards,

Amy Cao | Regulatory Support officer
Regulatory Support Team Central (2) | Resource Consents
Auckland House | Level 6, 135 Albert Street
Private Bag 92300 , Auckland 1142
Visit our website: www.aucklandcouncil.govt.nz

✓office/ WFH Work from home

| Mon | Tue | Wed | Thu | Fri |
|-----|-----|-----|-----|-----|
| WFH | ✓ | ✓ | ✓ | WFH |

From: Simon Sheen <Simon_Sheen@bnz.co.nz>
Sent: Wednesday, 17 November 2021 9:29 pm
To: Central RC Submissions <CentralRCSubmissions@aucklandcouncil.govt.nz>
Subject: BUN60373319

PRIVATE

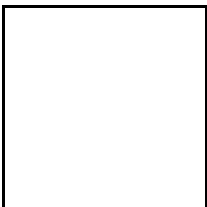
Hello
Please note that I have made this application purely in my own name.
It has nothing whatsoever to do with my employer.
I am acting as a private individual.
Please make this clear on all records and correspondence.
Thank you
Regards,

Simon Sheen

PRIVATE

CAUTION - This message may contain privileged and confidential information intended only for the use of the addressee named above. If you are not the intended recipient of this message you are hereby notified that any use, dissemination, distribution or reproduction of this message is prohibited.

This email was sent by the Bank of New Zealand. You can contact us on 0800 ASK BNZ (0800 275 269). Any views expressed in this message are those of the individual sender and may not necessarily reflect the views of Bank of New Zealand.



CAUTION: This email message and any attachments contain information that may be confidential and may be LEGALLY PRIVILEGED. If you are not the intended recipient, any use, disclosure or copying of this message or attachments is strictly prohibited. If you have received this email message in error please notify us immediately and erase all copies of the message and attachments. We do not accept responsibility for any viruses or similar carried with our email, or any effects our email may have on the recipient computer system or network. Any views expressed in this email may be those of the individual sender and may not necessarily reflect the views of Council.

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Wednesday, November 17, 2021 3:31:10 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13195] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Simon Sheen

Organisation name: BNZ

Contact phone number: +64292007671

Email address: simon_sheen@bnz.co.nz

Postal address:

11a Wicklow Road, Devonport 0622
Devonport
Auckland 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

Hello,
The plan requires details on cycle paths to and within the Marina. If 'access' is part of the primary purpose of the Development then the absence of dedicated cycle access renders the primary purpose invalid. As a user of Bayswater ferry, protected cycle access and provision of cycle parking is a necessity. This is a one off opportunity to 'build it right', eschew vehicle mayhem and create a 'people first' environment.

Thank you
Simon Sheen

What are the reasons for your submission?

The lack of dedicated bike access runs contrary to the project's primary purpose.

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

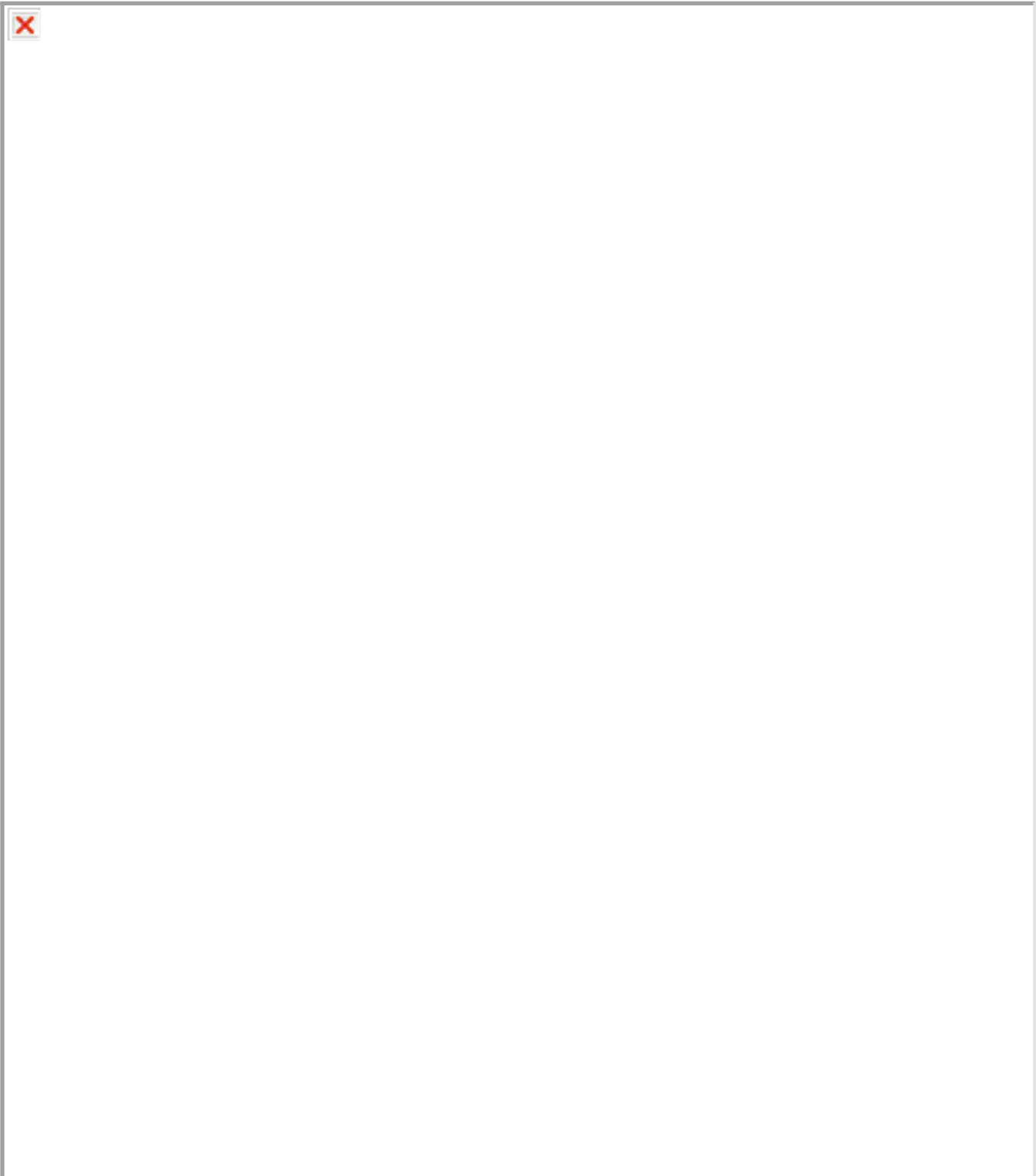
Dedicated bike lanes to the Marina, dedicated bike paths around the area and adequate bike parking facilities.

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:



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Wednesday, November 17, 2021 3:45:55 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13196] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Anthony Paul Hafoka

Organisation name:

Contact phone number: 021638331

Email address: anthony.hafoka@gmail.com

Postal address:

91 Elan Place, Stanmore Bay, Stanmore Bay
Whangaparaoa
Whangaparaoa 0932

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

The loss of boat trailer parking and overall trailer boat amenities. Auckland needs MORE facilities for boat launching and trailer parking not less and this application effectively removes a key ramp for many boats.

What are the reasons for your submission?

The loss of boat trailer parking and overall trailer boat amenities. Auckland needs MORE facilities for boat launching and trailer parking not less and this application effectively removes a key ramp for many boats.

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

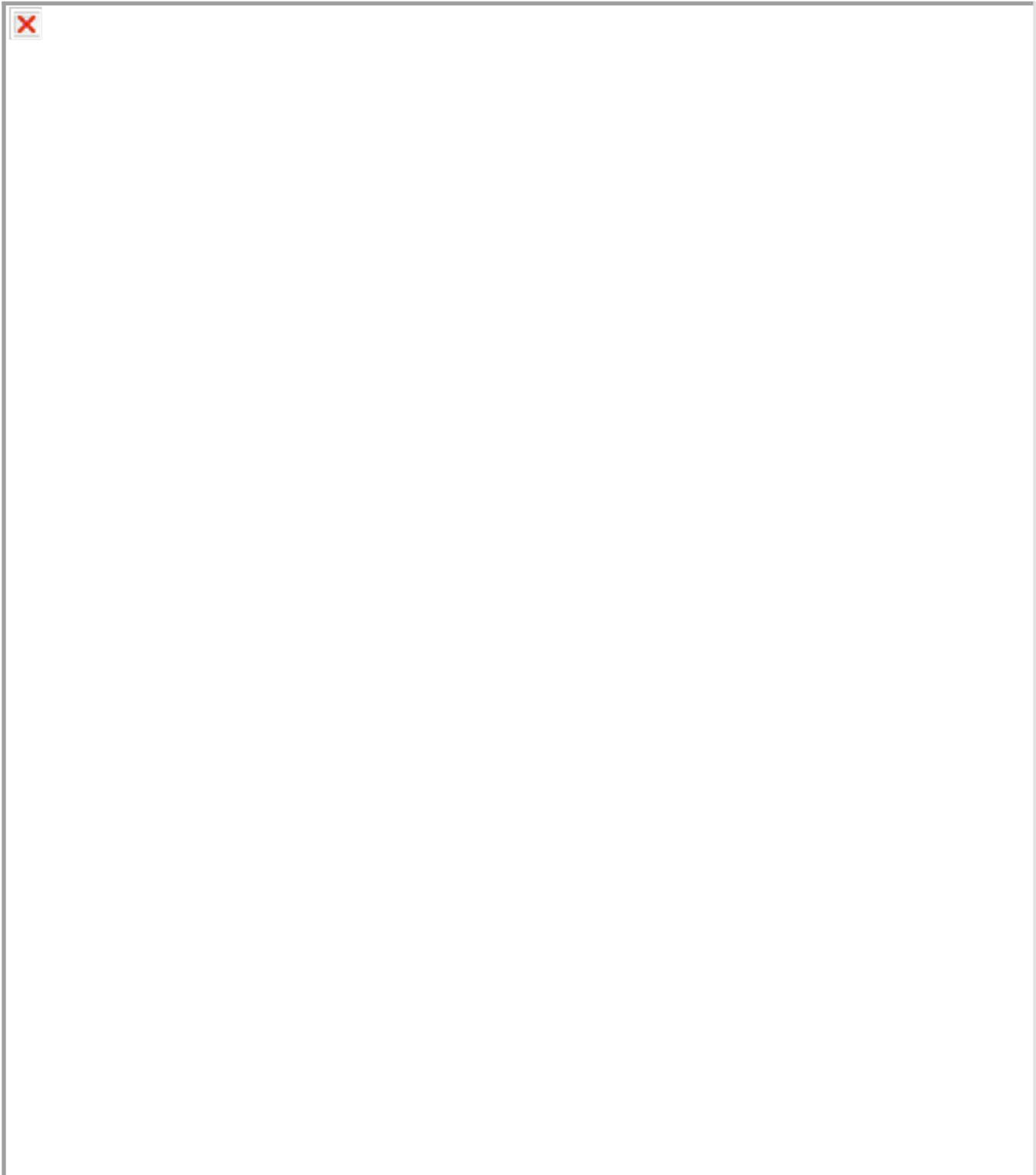
Increase the trailer boat facilities from both what is proposed in the application and what is currently available.

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? No

If other people make a similar submission I will consider making a joint case with them at the hearing: No

Supporting information:



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Wednesday, November 17, 2021 4:01:11 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13197] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Mark whatmough

Organisation name:

Contact phone number: 0272546325

Email address: Mark.whatmough@gmail.com

Postal address:

26 Empire Road, Devonport
Auckland
Auckland 0624

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

Restriction in parking space and private control over boat ramp

What are the reasons for your submission?

Severe restriction in size and available parking for the Bayswater boat ramp

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

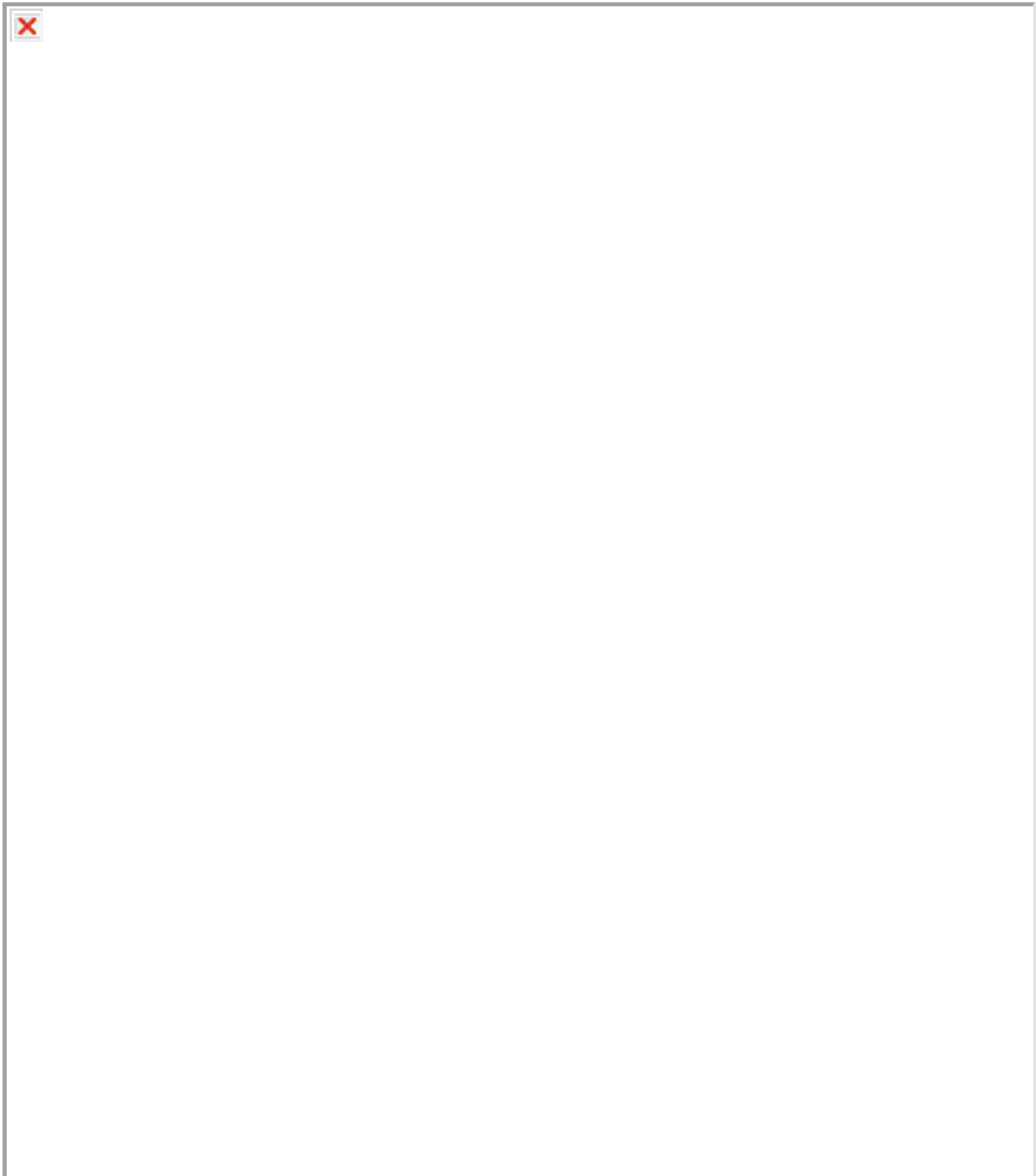
To retain public control and full size of boat trailer parking and boat ramp access

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? No

If other people make a similar submission I will consider making a joint case with them at the hearing: No

Supporting information:



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Wednesday, November 17, 2021 4:45:54 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13201] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Kenyon Stirling

Organisation name:

Contact phone number: 0212028949

Email address: kenyoncarol@xtra.co.nz

Postal address:

1/33 Hanlon Crescent
Devonport
Auckland 0624

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

The change of the primary purpose of Bayswater Marina in the Unitary Plan

What are the reasons for your submission?

The marine area is public and should remain public and any developer will have been aware that any purchase was made on this basis. The development will have the effect of removing land from the public and once gone it will never be out of public land for ever

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

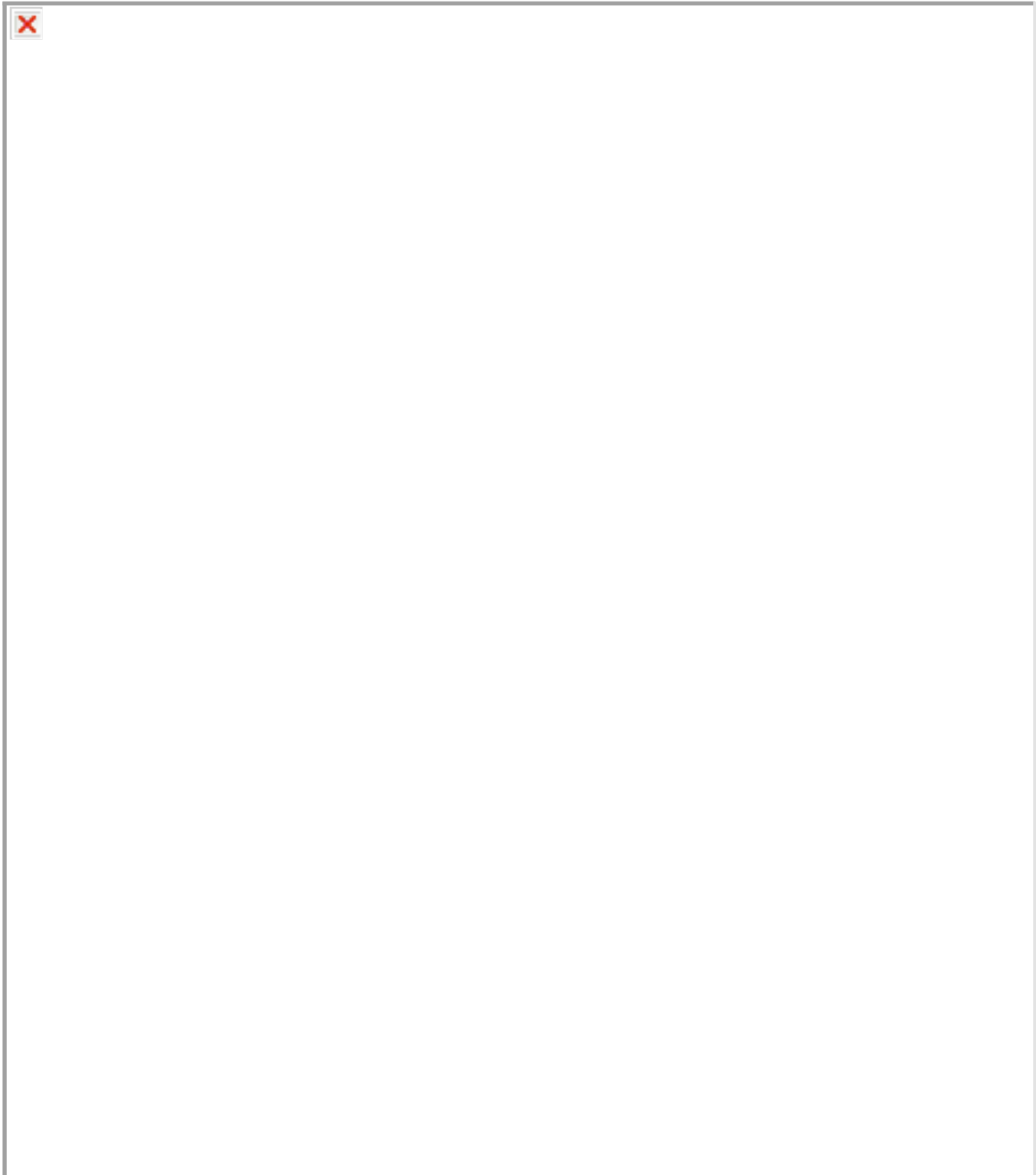
The development should not be allowed to proceed

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:



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Wednesday, November 17, 2021 6:01:09 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13202] Submission
Attachments: Figure 1 Takapuna Grammar School Rowing Club Submission .pdf (189.63 KB)

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Paula Halliday

Organisation name: Takapuna Grammar School Rowing Club

Contact phone number: 021 726489

Email address: President1@tgsrowing.org.nz

Postal address:

41 Lake Road
Devonport
Auckland 0624

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

- Consultation.
- Continued water access via the Bayswater Marina Boat Ramp.
- Safe access to the Bayswater Marina Boat Ramp.

What are the reasons for your submission?

1. Background

1.1. Takapuna Grammar School Rowing Club (TGSRC), as an incorporated society, is a voluntary organisation offering the rowing experience to all interested year 8 – year 12 students from local schools.

1.2. TGSRC has occupied the building known as the Blue Shed (noted as Auckland Council Reclamation) for the last

19 years and operate its daily rowing programme from Bayswater.

1.3. TGSRC currently comprises a membership of over 250 athletes, coaches and parents, and has been an integral part of Takapuna Grammar School sport for over 90 years.

1.4. TGSRC prides itself on making the sport of rowing available to any TGS student and stands by its policy of 'all those who want to row, can row.'

1.5. The club is run by a voluntary committee and has enjoyed considerable success at school and club level and has produced world champions and medal-winning Olympic athletes and coaches.

1.6. In the 2020/21 season, the club's results included two national titles, the retention of the position as the highest performing co-ed rowing programme in the North Island, six athletes selected to join the regional rowing programme, and two athletes selected to start their journey on the New Zealand high performance pathway.

2. Consultation

2.1. The application for resource consent and assessment of environmental effects states; 'Over the period since 2017, efforts have been made to consult with the local community on future development plans for the Marina land.'

2.2. As part of the local community and a daily user of the Bayswater Boat Ramp, it is of great concern and key to note, that TGSRC has not been included in this consultation and have not been engaged to have the opportunity to understand and provide input to the overall vision for the site.

2.3. It is also disappointing that the timelines for reviewing the application documentation and compiling a response have been restricted to when the impacted community have been in lockdown due to the impacts of the COVID-19 pandemic. This has significantly impacted TGSRC's ability to undertake a robust consultation approach with club members and to compile a thorough response.

3. Continued Access To The Bayswater Marina Boat Ramp

3.1. Currently, the underlying zone of land within the precinct is Marina zone and Public Open space zone. The primary purpose of the zone is to provide access to the harbour by way of the boat ramp, to provide for the boats moored at the marina and marine related activities as well as the Bayswater ferry service.

3.2. TGSRC notes from historical consents that the land at the top of the ramp is privately owned by Bayswater Marina, with the requirement that it remains open to the public to use.

3.3. Currently, the water access via the boat ramp is one of few public access points onto the Waitemata harbour that can be accessed at any tide point. It is crucial to water-based activities including rowing, fishing, recreational boating, windsurfing, sailing. The proposal specifies that rowing activities 'elsewhere' at the sight will not be impacted. But a key part of rowing, and marine activities is access to the boat ramp at all times.

3.4. Without unlimited access to the Bayswater Marina Boat Ramp, TGSRC would have to close as it would no longer be able to provide opportunities for current and future club members to experience and train in the sport of rowing.

3.5. With 80 registered student-athletes TGSRC has been a significant user of the Bayswater Marina Boat Ramp since 2002, utilising the Bayswater Marina Boat Ramp daily from 4.45am for rowing skiff and safety boat launches all year round.

3.6. Rowing skiffs are currently carried by athletes from the Blue Shed to the Bayswater Marina Boat Ramp. They do this by carrying the rowing skiffs across the car park (currently out of scope for the development) up a small ramp that connects the carpark in Sub Precinct C, through the corner of the proposed Sir Peter Blake Parade and Cross Street and then onto the ramp.

3.7. Safety boats are towed from the back of a vehicle and follow the same route as our athletes with rowing skiffs. However, to pass over the small ramp TGSRC has an agreement with the current Marina Management team who allow us to remove a large metal bollard (highlighted in figure 1) each day to get our vehicles (usually 4x4's) though and our safety boats to the boat ramp.

3.8. The processes outlined in both 3.4 and 3.5 of this response both require more space than a footpaths access to the boat ramp as figure 10 in the assessment of effects document shows.

3.9. It is not clear if the footpath on the boundary of Sir Peter Blake Parade in Sub Precinct C continues around to Cross Street.

3.10. It is also not clear if the pathway or work undertaken in the development will replace the bollard that is currently on the small ramp that connects the carpark to the proposed corner of Sir Peter Blake Parade and Cross street (highlighted in figure 1) and if there will still be accessible via the small ramp for vehicles towing safety boats to use the Bayswater Marina Boat Ramp.

3.11. The land directly around the boat ramp is owned by the marina, the site boundary extends along the footpath in front of the old wharf. "A direct physical connection to the water" but the use of these public areas and boardwalk will be 'easement' access rights, i.e., no guarantee of water access in the early morning.

3.12. It is noted that within the proposal, the pavement around the boat ramp will be 'reconstructed to suit the development' however there is no information provided with regards to limiting access to the Bayswater Marina Boat Ramp or the impact that this reconstruction will have, both during and after the reconstruction.

3.13. Within the Demolition Methodology, section IV the proposal has highlighted that security and construction fencing will be placed 'near the existing boat ramp'. It is not clear if this fencing will generate any limitations for rowing skiffs (that are between 8 - 18 meters long) and vehicles towing safety boats to access the Bayswater Marina Boat Ramp.

3.14. The proposal states that it complies with the Hauraki Gulf Marine Park Act section 7 and 8 which includes providing easy access to the Hauraki Gulf. The application for resource consent states that "improved access to the seaward edge of the Bayswater precinct" is part of the plan. However, no stipulations or plan is conveyed as to how this access will be maintained through the construction and development of the land. The staging plan shows no guarantee

of access to the boat ramp during the building of the apartment and terrace housing and landscaping.

3.15. This water access and coastal strip includes the legally required marina berth holder's car parking which the submission says have a "low level of use." By taking away all the ferry parking for housing these 210 carparks will certainly be at capacity from 6:40 am - 7:30 pm when peak commuter traffic for the ferry will use them as only 32 car spaces have been set aside for visitors including to a cafe. Therefore, the 15m legally required water proximity will not be the case for most of the day.

3.16. TGSRC recommend that prior to the approval of the Bayswater Marina Development, the ownership of the Bayswater Marina Boat Ramp is transferred from Bayswater Marina to Auckland Council as a community asset, ensuring the longevity of public access to the water.

4. Safe Access To The Bayswater Marina Boat Ramp

4.1. The current documentation does not detail how during the three stages of construction safe and direct access to the boat ramp will be provided for our student-athletes who carry rowing skiffs ranging from 60kg - 100kg on their shoulders from the Blue Shed and down the ramp to access the water.

4.2. Without unlimited and safe access to the Bayswater Marina Boat Ramp TGSRC will no longer be able to provide opportunities to experience and train in the sport of rowing to current and future club members and would have to close.

4.3. The current proposal does not outline how construction work will impact public access rights to the Bayswater Marina Boat Ramp and does not contain any content regarding the risk analysis and planned mitigation activities to ensure the continued safety of all users of the ramp.

4.4. It is noted that within the proposal the pavement around the boat ramp will be 'reconstructed to suit the development' however there is no information provided regarding the impact that this reconstruction will have on our athlete's ability to transport our rowing skiffs to the Bayswater Marina Boat Ramp safely both during and after the reconstruction.

4.5. Within attachment 3.2 Engineering Drawings Part 2 the development of a retaining wall on the boundary of the proposed Sir Peter Blake Parade is documented, however, the details of the boundary wall will not be provided until the building consent stage. As the current occupiers of the Blue Shed which is next to the boundary line for the proposed retaining wall TGSRC would like some more information on the impact that the development of this wall will have on the Blue Shed.

4.6. TGSRC have some significant concerns regarding vehicles towing safety boats navigating the tight bend from the proposed Sir Peter Blake Parade to Cross Street and safely manoeuvring into the Bayswater Marina Boat Ramp, given its location on a tight bend in the road with restricted visibility. This concern is heightened when considering that these vehicles will need to reverse onto the Bayswater Marina Boat Ramp safely.

4.7. The proposed bus turning area has a potential for conflict and increased queuing for student-athletes carrying boats down the Bayswater Marina Boat Ramp, buses turning, vehicles with boat trailers accessing the Bayswater Marina Boat Ramp, pedestrians and cyclists, and it would be good to understand what approaches can be put in place to minimise conflict and ensure safety.

4.8. The forecasted increase of 570 vehicle movements and 90 truck movements on the proposed Sir Peter Blake Parade and Cross Street presents significant concern regarding the safety of TGSRC athletes who will need to need to cross these roads and potentially walk on them whilst carrying their rowing skiffs to access the Bayswater Marina Boat Ramp. It is not clear in the documentation what safety precautions will be put in place to ensure the safety of all road and footpath users.

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

5. Decisions

5.1. TGSRC recommend that prior to approval of the Application, the ownership of the boat ramp is transferred from the Marina to Auckland Council as a community asset, ensuring the longevity of public access to the water.

5.2. TGSRC recommend that prior to approval of the Application that the vehicle access to the proposed corner of Sir Peter Blake Parade and Cross Street is agreed to retained via the existing small ramp (noted in Figure 1) from the out of zone carpark.

5.3. TGSRC recommend that if the Application is processed and granted, that the Application is redesigned to:

5.3.1. Significantly provide for the core functions of the zone

5.3.2. Better enable growth of the marina and the provision of opportunities for the local community to partake in water sports in the future

5.3.3. Provide uninterrupted access for TGSRC and the public to use the marina access the Bayswater Marina Boat Ramp as it is intended.

6. Amendments

6.1. TGSRC request that the Application ensures that the footpath on the boundary of Sir Peter Blake Parade in Sub Precinct C continues round to Cross Street, allowing for the safe transportation of 8m – 18m rowing skiffs by student athletes.

6.2. TGSRC request that a safety, risk and usability study is undertaken prior to the reconstruction of the the pavement around the Bayswater Marina Boat Ramp, with required actions implemented (that align to leading practice and Auckland Council / Auckland Transport guidelines) to ensure unrestricted safe access to the Bayswater Marina Boat Ramp before, during and after construction.

6.3. TGSRC request that within the Demolition Methodology, section IV, an assessment is completed to understand and remove any limitations that may impact rowing skiffs and vehicles towing safety boats to have unrestricted access the Bayswater Marina Boat Ramp each day, and all year round.

- 6.4. TGSRC request that the Application includes how it will comply with the Hauraki Gulf Marine Park Act section 7 and 8 which includes providing easy access to the Hauraki Gulf – particularly on how rowing skiffs and safety boats will have unrestricted access the Bayswater Marina Boat Ramp each day, and all year round.
- 6.5. TGSRC request that the Application details how the 15m legally required water proximity will be maintained.
- 6.6. TGSRC request that the Application details how during the three stages safe, direct and unrestricted access to the Bayswater Marina Boat Ramp will be provided to TGSRC and the public.
- 6.7. TGSRC request that the Application details the risk analysis and planned mitigation activities to ensure the unrestricted access and continued safety for all users of the Bayswater Marina Boat Ramp during all construction work.
- 6.8. TGSRC request that the Application details the impact that the development of the retaining wall detailed in attachment 3.2 Engineering Drawings Part 2 will have on the Blue Shed and also details the risk mitigations that will be in place regarding the retaining wall limiting TGSRC's unrestricted and safe access to the Bayswater Marina Boat Ramp.
- 6.9. TGSRC request that the Application redesigns the tight bend from the proposed Sir Peter Blake Parade to Cross Street in alignment to leading practice and Auckland Council / Auckland Transport guidelines to increase visibility and allow for vehicles towing boats and boat trailers to reverse on to the boat ramp safely.
- 6.10. TGSRC request that the Application details the safety and traffic calming precautions (that align to leading practice and Auckland Council / Auckland Transport guidelines) that will be put in place to ensure the safety of TGSRC athletes who will need to cross these roads and potentially walk on them whilst carrying their rowing skiffs to access the Bayswater Marina Boat Ramp.
- 6.11. TGSRC request that the Application details the safety and traffic calming precautions (that align to leading practice and Auckland Council / Auckland Transport guidelines) that will be put in place to ensure the safety of TGSRC athletes and all other pedestrians, cyclists, and road users against the forecasted increase of 570 vehicle movements and 90 truck movements on the proposed Sir Peter Blake Parade and Cross Street.

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

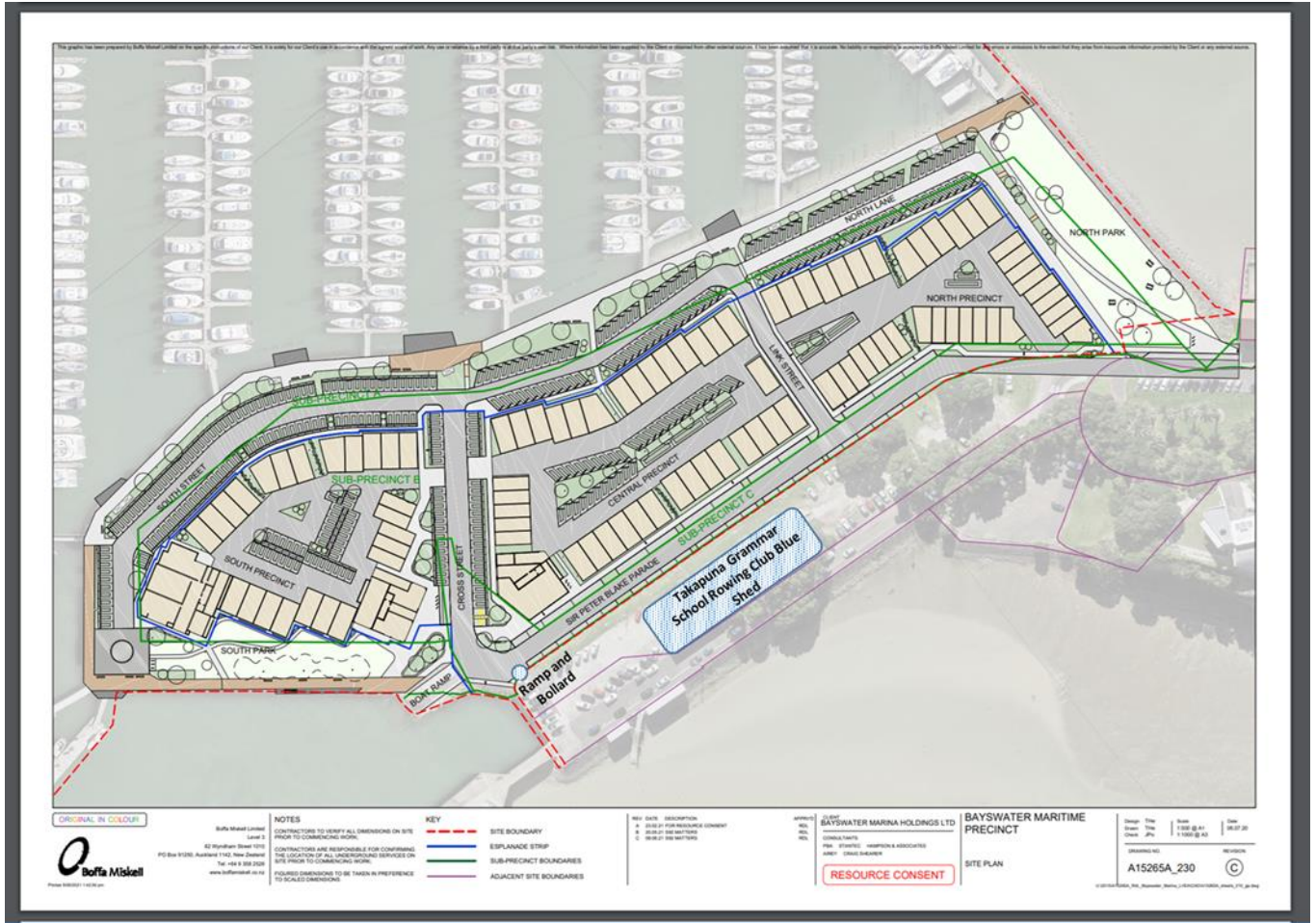
Do you want to attend a hearing and speak in support of your submission? Yes

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

Supporting information:

Figure 1 Takapuna Grammar School Rowing Club Submission .pdf

Figure 1. Takapuna Grammar School Rowing Club Submission



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Wednesday, November 17, 2021 6:15:54 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13203] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Rachael Neil

Organisation name:

Contact phone number: 0210380072

Email address: rachael.neil@gmail.com

Postal address:

2a Egremont St
Belmont
Auckland 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

I oppose the application by Bayswater Marina Holdings Limited to construct 121 dwellings and associated unit title subdivision, roads, infrastructure, coastal structures, and earthworks in particular:

1. The construction and occupation of 121 dwellings in sub-precinct B, the Marina Zone, and the coastal erosions hazards area.
2. The unit title subdivision in the Marina Zone and coastal storm inundation area.
3. Construction of dwellings, car parks and road in the proposed 15m esplanade strip.
4. Restrictions and safety issues associated with the width, public use and public ownership of the esplanade reserve

or strip.

5. Removal of angle parking facilities and preparation area for the public boat ramp and proposed 20 parallel parks for cars and boat trailers for users of the boat ramp.
6. Removal of boating facilities associated with the marina, including boat storage, servicing, and marine retail activities.
7. The removal of 70 mature Pohutakawa trees to clear the site for development.
8. Construction traffic and construction effects associated with earthworks, piling and construction of 3 apartment blocks and 94 Terrace Houses.
9. Access to the ferry, and parking at the Marina and park n ride during the construction period.

What are the reasons for your submission?

The proposal for 94 Terrace Houses and 3 Apartment buildings, and the associated infrastructure, does not leave sufficient space for the marina and marine recreation activities that are the primary focus of the Bayswater Marine Precinct. The 20 parallel car and boat trailer spaces shown on the plans are unworkable, and do not provide suitable facilities for the continued use of the boat ramp. The proposal will result in the closure and relocation of the boat storage facility, marine servicing and most of the marine retail businesses currently located at the marina. Bayswater Marina is one of the few all tide access points on the North Shore with adequate car and trailer parking and boat storage. If the development proceeds as proposed this will result in the removal of nearly all facilities for marine related activities, and the community will a significant public facility and the impacts on their social wellbeing will be great. No provision has been made in the proposal to support the planned growth of marine-related users and their needs, e.g. recreational boating, trend toward larger trailer boat sizes, etc

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

Decline the whole application for land use consent for dwellings and the subdivision, coastal, discharge consents.

Decline the application where any development (whole or in part) does not meet the Auckland Unitary Plan Bayswater Maritime Precinct's primary purpose to provide a community and marina-orientated place focused on recreation, public open space, access to and along the coastal marina area, public transport, boating, maritime activities, and 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:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Wednesday, November 17, 2021 6:46:11 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13204] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: John Reid Fitzgerald

Organisation name: xplane

Contact phone number: +6421388772

Email address: john@xplane.aero

Postal address:

41 BERESFORD STREET BAYSWATER
Auckland
Auckland 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

- The development of too many dwellings in sub-precinct B, (121 dwellings) the Marina Zone and the coastal erosions hazards area.
- Construction of dwellings, car parks and road in the proposed 15m esplanade strip.
- Restrictions and safety issues associated with the width, public use and public ownership of the esplanade reserve or strip.
- Removal of angle parking facilities and preparation area for the public boat ramp, and proposed 20 parallel parks for cars and boat trailers for users of the boat ramp.

- Removal of boating facilities associated with the marina, including boat storage, servicing and marine retail activities.
- the removal of 70 mature Pohutakawa trees to clear the site for development.
- Construction traffic and construction effects associated with earthworks, piling and construction of 3 apartment blocks and 94 Terrace Houses.
- Access to the ferry, and parking at the Marina and park n ride during the construction period.
- Structures in, and discharges to, the coastal marine area.

What are the reasons for your submission?

- our family regularly walk around and across the marina grounds for exercise, and dont want to see a massive reduction of free space
- we enjoy spending time sitting and watching the coming and going of the boats in and out of the marina
- we use the ferry often and dont want to see a reduction of bus and ferry access. We are big uses of public transport
- Public open spaces reduced
- Boat launch ramp access questionable
- Public transport outcomes uncertain
- Mass bulky building are dominant
- Maritime facilities are gone
- Recreational parks are tiny
- Boat trailer parking un workable
- Road access and safety questionable
- Body corp structure privatisation
- Body corp control over boat ramp is bad
- Harbour views gone

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

i want the council to be firm on the objective 1 which is for the Bayswater Marina Precinct

“A community and marina-orientated place developed in a comprehensive and integrated way with a primary focus on recreation, public open space and access to and along the coastal marine area, public transport, boating, maritime activities and maritime facilities.”

We do want residential apartments, commercial activities, including a bar, restaurant and cafes, but not at the detriment of minimising community and public spaces and the environment.

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:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Wednesday, November 17, 2021 6:46:11 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13205] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: ruth caldwell

Organisation name:

Contact phone number: 021560455

Email address: ruthacaldwell@gmail.com

Postal address:

41 Beresford st, bayswater
auckland
auckland 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

The development of too many dwellings in sub-precinct B, (121 dwellings) the Marina Zone and the coastal erosions hazards area.

- Construction of dwellings, car parks and road in the proposed 15m esplanade strip.
- Restrictions and safety issues associated with the width, public use and public ownership of the esplanade reserve or strip.
- Removal of angle parking facilities and preparation area for the public boat ramp, and proposed 20 parallel parks for cars and boat trailers for users of the boat ramp.

- Removal of boating facilities associated with the marina, including boat storage, servicing and marine retail activities.
- the removal of 70 mature Pohutakawa trees to clear the site for development.
- Construction traffic and construction effects associated with earthworks, piling and construction of 3 apartment blocks and 94 Terrace Houses.
- Access to the ferry, and parking at the Marina and park n ride during the construction period.
- Structures in, and discharges to, the coastal marine area.

What are the reasons for your submission?

- our family regularly walk around and across the marina grounds for exercise, and dont want to see a massive reduction of free space
- we enjoy spending time sitting and watching the coming and going of the boats in and out of the marina
- we use the ferry often and dont want to see a reduction of bus and ferry access. We are big uses of public transport
- * we would like to retain larger public open spaces than what is proposed and public access to boat ramp must be maintained.
- * It is important to retain a public transport connection between ferry and Bus from the current Bayswater ferry terminal
- * Public open spaces reduced
- * Boat launch ramp access questionable
- * Public transport outcomes uncertain
- * Mass bulky building are dominant
- * Maritime facilities are gone
- * Recreational parks are tiny
- * Boat trailer parking un workable
- * Road access and safety questionable
- * Body corp structure privatisation
- * Body corp control over boat ramp is bad
- * Harbour views gone
- *

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

I want the council to be firm on the objective 1 which is for the Bayswater Marina Precinct
 "A community and marina-orientated place developed in a comprehensive and integrated way with a primary focus on recreation, public open space and access to and along the coastal marine area, public transport, boating, maritime activities and maritime facilities."

We do want residential apartments, commercial activities, including a bar, restaurant and cafes, but not at the detriment of minimising community and public spaces and the environment.

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:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Wednesday, November 17, 2021 7:16:09 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13209] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Anna Foster

Organisation name:

Contact phone number: 021630083

Email address: annafosterot@gmail.com

Postal address:

22 Norwood Road
Bayswater
Auckland 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

- Consultation.
- Continued water access via the Bayswater Marina Boat Ramp.
- Safe access to the Bayswater Marina Boat Ramp.

What are the reasons for your submission?

1. Background

1.1. Takapuna Grammar School Rowing Club (TGSRC), as an incorporated society, is a voluntary organisation offering the rowing experience to all interested year 8 – year 12 students from local schools.

1.2. TGSRC has occupied the building known as the Blue Shed (noted in the Application as Auckland Council Reclamation) for the last 19 years and operate its daily rowing programme from Bayswater.

1.3. TGSRC currently comprises a membership of over 250 athletes, coaches and parents, and has been an integral part of Takapuna Grammar School sport for over 90 years.

1.4. TGSRC prides itself on making the sport of rowing available to any TGS student and stands by its policy of 'all those who want to row, can row.'

1.5. The club is run by a voluntary committee and has enjoyed considerable success at school and club level and has produced world champions and medal-winning Olympic athletes and coaches.

1.6. In the 2020/21 season, the club's results included two national titles, the retention of the position as the highest performing co-ed rowing programme in the North Island, six athletes selected to join the regional rowing programme, and two athletes selected to start their journey on the New Zealand high performance pathway.

2. Consultation

2.1. The application for resource consent and assessment of environmental effects states; 'Over the period since 2017, efforts have been made to consult with the local community on future development plans for the Marina land.'

2.2. As part of the local community and a daily user of the Bayswater Boat Ramp, it is of great concern and key to note, that TGSRC has not been included in this consultation and have not been engaged to have the opportunity to understand and provide input to the overall vision for the site.

2.3. It is disappointing that the timelines for reviewing the application documentation and compiling a response have been restricted to when the impacted community have been in lockdown due to the impacts of the COVID-19 pandemic. This has significantly impacted TGSRC's ability to undertake a robust consultation approach with club members and to compile a thorough response.

3. Continued Access To The Bayswater Marina Boat Ramp

3.1. Currently, the underlying zone of land within the precinct is Marina zone and Public Open space zone. The primary purpose of the zone is to provide access to the harbour by way of the boat ramp, to provide for the boats moored at the marina and marine related activities as well as the Bayswater ferry service.

3.2. TGSRC notes from historical consents that the land at the top of the ramp is privately owned by Bayswater Marina, with the requirement that it remains open to the public to use.

3.3. Currently, the water access via the boat ramp is one of few public access points onto the Waitemata harbour that can be accessed at any tide point. It is crucial to water-based activities including rowing, fishing, recreational boating, windsurfing, sailing. The Application specifies that rowing activities 'elsewhere' at the sight will not be impacted. But a key part of rowing, and marine activities is access to the boat ramp at all times.

3.4. Without unlimited access to the Bayswater Marina Boat Ramp, TGSRC would have to close as it would no longer be able to provide opportunities for current and future club members to experience and train in the sport of rowing.

3.5. With 80 registered student-athletes TGSRC has been a significant user of the Bayswater Marina Boat Ramp since 2002, utilising the Bayswater Marina Boat Ramp daily from 4.45am for rowing skiff and safety boat launches all year round.

3.6. Rowing skiffs are carried by athletes from the Blue Shed to the Bayswater Marina Boat Ramp. They do this by carrying the rowing skiffs across the car park (currently out of scope for the development) up a small ramp that connects the carpark in Sub Precinct C, through the corner of the proposed Sir Peter Blake Parade and Cross Street and then onto the ramp.

3.7. Safety boats are towed from the back of a vehicle and follow the same route as our athletes with rowing skiffs. However, to pass over the small ramp TGSRC has an agreement with the current Marina Management team who allow us to remove a large metal bollard (highlighted in figure 1) each day to get our vehicles (usually 4x4's) though and our safety boats to the boat ramp.

3.8. The processes outlined in both 3.6 and 3.7 of this response both require more space than a footpaths access to the boat ramp as figure 10 in the assessment of effects document shows.

3.9. It is not clear if the footpath on the boundary of Sir Peter Blake Parade in Sub Precinct C continues around to Cross Street.

3.10. It is also not clear if the pathway or work undertaken in the development will replace the bollard that is currently on the small ramp that connects the carpark to the proposed corner of Sir Peter Blake Parade and Cross street (highlighted in figure 1) and if there will still be accessible via the small ramp for vehicles towing safety boats to use the Bayswater Marina Boat Ramp.

3.11. It is noted that the land directly around the Bayswater Marina Boat Ramp is owned by the marina, the site boundary extends along the footpath in front of the old wharf. The application proposes "A direct physical connection to the water" but the use of these public areas and boardwalk will be 'easement' access rights, i.e., no guarantee of water access in the early morning.

3.12. It is noted that within the Application, the pavement around the boat ramp will be 'reconstructed to suit the development' however there is no information provided with regards to limiting access to the Bayswater Marina Boat Ramp or the impact that this reconstruction will have, both during and after the reconstruction.

3.13. Within the Demolition Methodology, section IV the Application has highlighted that security and construction fencing will be placed 'near the existing boat ramp'. It is not clear if this fencing will generate any limitations for rowing skiffs (that are between 8 - 18 meters long) and vehicles towing safety boats to access the Bayswater Marina Boat Ramp.

3.14. The Application states that it complies with the Hauraki Gulf Marine Park Act section 7 and 8 which includes providing easy access to the Hauraki Gulf. The application for resource consent states that "improved access to the seaward edge of the Bayswater precinct" is part of the plan. However, no stipulations or plan is conveyed as to how this access will be maintained through the construction and development of the land. The staging plan shows no guarantee of access to the boat ramp during the building of the apartment and terrace housing and landscaping.

3.15. This water access and coastal strip includes the legally required marina berth holder's car parking which the submission says have a "low level of use." By taking away all the ferry parking for housing these 210 carparks will certainly be at capacity from 6:40 am - 7:30 pm when peak commuter traffic for the ferry will use them as only 32 car spaces have been set aside for visitors including to a cafe. Therefore, the 15m legally required water proximity will not be the case for most of the day.

3.16. TGSRC recommend that prior to the approval of the Application the ownership of the Bayswater Marina Boat Ramp is transferred from Bayswater Marina to Auckland Council as a community asset, ensuring the longevity of public access to the water.

4. Safe Access To The Bayswater Marina Boat Ramp

4.1. The current documentation does not detail how during the three stages of construction safe and direct access to the boat ramp will be provided for our student-athletes who carry rowing skiffs ranging from 60kg - 100kg on their shoulders from the Blue Shed and down the ramp to access the water.

4.2. Without unlimited and safe access to the Bayswater Marina Boat Ramp TGSRC will no longer be able to provide opportunities to experience and train in the sport of rowing to current and future club members and would have to close.

4.3. The Application does not outline how construction work will impact public access rights to the Bayswater Marina Boat Ramp and does not contain any content regarding the risk analysis and planned mitigation activities to ensure the continued safety of all users of the ramp.

4.4. It is noted that within the Application the pavement around the boat ramp will be 'reconstructed to suit the development' however there is no information provided regarding the impact that this reconstruction will have on our athlete's ability to transport our rowing skiffs to the Bayswater Marina Boat Ramp safely both during and after the reconstruction.

4.5. Within attachment 3.2 Engineering Drawings Part 2 the development of a retaining wall on the boundary of the proposed Sir Peter Blake Parade is documented, however, the details of the boundary wall will not be provided until the building consent stage. As the current occupiers of the Blue Shed which is next to the boundary line for the proposed retaining wall TGSRC would like some more information on the impact that the development of this wall will have on the Blue Shed.

4.6. TGSRC have some significant concerns regarding vehicles towing safety boats navigating the tight bend from the proposed Sir Peter Blake Parade to Cross Street and safely manoeuvring into the Bayswater Marina Boat Ramp, given its location on a tight bend in the road with restricted visibility. This concern is heightened when considering that these vehicles will need to reverse onto the Bayswater Marina Boat Ramp safely.

4.7. The proposed bus turning area has a potential for conflict and increased queuing for student-athletes carrying boats down the Bayswater Marina Boat Ramp, buses turning, vehicles with boat trailers accessing the Bayswater Marina Boat Ramp, pedestrians and cyclists, and it would be good to understand what approaches can be put in place to minimise conflict and ensure safety.

4.8. The forecasted increase of 570 vehicle movements and 90 truck movements on the proposed Sir Peter Blake Parade and Cross Street presents significant concern regarding the safety of TGSRC athletes who will need to need to cross these roads and potentially walk on them whilst carrying their rowing skiffs to access the Bayswater Marina Boat Ramp. It is not clear in the documentation what safety precautions will be put in place to ensure the safety of all road and footpath users.

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

5. Decisions

5.1. TGSRC recommend that prior to approval of the Application, the ownership of the boat ramp is transferred from the Marina to Auckland Council as a community asset, ensuring the longevity of public access to the water.

5.2. TGSRC recommend that prior to approval of the Application that the vehicle access to the proposed corner of Sir Peter Blake Parade and Cross Street is agreed to retained via the existing small ramp (noted in Figure 1) from the out of zone carpark.

5.3. TGSRC recommend that if the Application is processed and granted, that the Application is redesigned to:

5.3.1. Significantly provide for the core functions of the zone.

5.3.2. Better enable growth of the marina and the provision of opportunities for the local community to partake in water sports in the future.

5.3.3. Provide uninterrupted access for TGSRC and the public to use the marina access the Bayswater Marina Boat Ramp as it is intended.

6. Amendments

6.1. TGSRC request that the Application ensures that the footpath on the boundary of Sir Peter Blake Parade in Sub Precinct C continues round to Cross Street, allowing for the safe transportation of 8m – 18m rowing skiffs by student athletes.

6.2. TGSRC request that a safety, risk and usability study is undertaken prior to the reconstruction of the pavement around the Bayswater Marina Boat Ramp, with required actions implemented (that align to leading practice and Auckland Council / Auckland Transport guidelines) to ensure unrestricted safe access to the Bayswater Marina Boat Ramp before, during and after construction.

6.3. TGSRC request that within the Demolition Methodology, section IV, an assessment is completed to understand and remove any limitations that may impact rowing skiffs and vehicles towing safety boats to have unrestricted access the Bayswater Marina Boat Ramp each day, and all year round.

6.4. TGSRC request that the Application includes how it will comply with the Hauraki Gulf Marine Park Act section 7 and 8 which includes providing easy access to the Hauraki Gulf – particularly on how rowing skiffs and safety boats will

have unrestricted access the Bayswater Marina Boat Ramp each day, and all year round.

6.5. TGSRC request that the Application details how the 15m legally required water proximity will be maintained.

6.6. TGSRC request that the Application details how during the three stages safe, direct and unrestricted access to the Bayswater Marina Boat Ramp will be provided to TGSRC and the public.

6.7. TGSRC request that the Application details the risk analysis and planned mitigation activities to ensure the unrestricted access and continued safety for all users of the Bayswater Marina Boat Ramp during all construction work.

6.8. TGSRC request that the Application details the impact that the development of the retaining wall detailed in attachment 3.2 Engineering Drawings Part 2 will have on the Blue Shed and details the risk mitigations that will be in place regarding the retaining wall limiting TGSRC's unrestricted and safe access to the Bayswater Marina Boat Ramp.

6.9. TGSRC request that the Application redesigns the tight bend from the proposed Sir Peter Blake Parade to Cross Street in alignment to leading practice and Auckland Council / Auckland Transport guidelines to increase visibility and allow for vehicles towing boats and boat trailers to reverse on to the boat ramp safely.

6.10. TGSRC request that the Application details the safety and traffic calming precautions (that align to leading practice and Auckland Council / Auckland Transport guidelines) that will be put in place to ensure the safety of TGSRC athletes who will need to cross these roads and potentially walk on them whilst carrying their rowing skiffs to access the Bayswater Marina Boat Ramp.

6.11. TGSRC request that the Application details the safety and traffic calming precautions (that align to leading practice and Auckland Council / Auckland Transport guidelines) that will be put in place to ensure the safety of TGSRC athletes and all other pedestrians, cyclists, and road users against the forecasted increase of 570 vehicle movements and 90 truck movements on the proposed Sir Peter Blake Parade and Cross Street.

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? No

If other people make a similar submission I will consider making a joint case with them at the hearing: No

Supporting information:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Wednesday, November 17, 2021 7:16:10 AM
To: CentralRCSUBmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13210] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Anne McMillan

Organisation name:

Contact phone number: 0212859399

Email address: mctocker@gmail.com

Postal address:

13 Hanlon Crescent
Auckland
Auckland 0624

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

Destruction of mature Pohutukawa trees and less access to the foreshore areas, increased storm water into the Hauraki Gulf.

What are the reasons for your submission?

Mature Pohutukawa trees store more carbon and buffer us from climate change as well as providing habitat for birds, bees, geckos and insects. The urban Ngāhere on the Devonport peninsula does not meet the councils target of 30%, instead it is 18% and this will further reduce that cover. Every tree matters, we must keep them all.

The bigger the buffer around the foreshore the less the impact is on our Waitemata harbour, the less silt and the less impact sea level rises will have on the people living in the proposed development. Sea Level rise is a fact within the next few years - it is crazy not to factor this into the development and add a buffer for residents to retain the amenity

and mental health values of walking around the seashore.

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

No trees destroyed in the development. The highest level of silt and runoff management to prevent silting into the estuary and destruction of habitat of fragile seabirds. 50 metres buffer around the seashore for local residents. Retention of public transport facilities for ferry and buses.

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? No

If other people make a similar submission I will consider making a joint case with them at the hearing: No

Supporting information:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Wednesday, November 17, 2021 7:31:10 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13212] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Bill An

Organisation name:

Contact phone number: 02241868025

Email address: billankeyu@gmail.com

Postal address:

3 Seacliffe Avenue, Belmont
AUCKLAND
AUCKLAND 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

- Consultation.
- Continued water access via the Bayswater Marina Boat Ramp.
- Safe access to the Bayswater Marina Boat Ramp.

What are the reasons for your submission?

1. Background

1.1. Takapuna Grammar School Rowing Club (TGSRC), as an incorporated society, is a voluntary organisation offering the rowing experience to all interested year 8 – year 12 students from local schools.

1.2. TGSRC has occupied the building known as the Blue Shed (noted in the Application as

Auckland Council Reclamation) for the last 19 years and operate its daily rowing programme from Bayswater.

1.3. TGSRC currently comprises a membership of over 250 athletes, coaches and parents, and has been an integral part of Takapuna Grammar School sport for over 90 years.

1.4. TGSRC prides itself on making the sport of rowing available to any TGS student and stands by its policy of 'all those who want to row, can row.'

1.5. The club is run by a voluntary committee and has enjoyed considerable success at school and club level and has produced world champions and medal-winning Olympic athletes and coaches.

1.6. In the 2020/21 season, the club's results included two national titles, the retention of the position as the highest performing co-ed rowing programme in the North Island, six athletes selected to join the regional rowing programme, and two athletes selected to start their journey on the New Zealand high performance pathway.

2. Consultation

2.1. The application for resource consent and assessment of environmental effects states; 'Over the period since 2017, efforts have been made to consult with the local community on future development plans for the Marina land.'

2.2. As part of the local community and a daily user of the Bayswater Boat Ramp, it is of great concern and key to note, that TGSRC has not been included in this consultation and have not been engaged to have the opportunity to understand and provide input to the overall vision for the site.

Takapuna Grammar School Rowing Club

2

Takapuna Grammar School Rowing Club . Notified Resource Consent Submission Template For 21 Sir Peter Blake Parade.

2.3. It is disappointing that the timelines for reviewing the application documentation and compiling a response have been restricted to when the impacted community have been in lockdown due to the impacts of the COVID-19 pandemic. This has significantly impacted TGSRC's ability to undertake a robust consultation approach with club members and to compile a thorough response.

3. Continued Access To The Bayswater Marina Boat Ramp

3.1. Currently, the underlying zone of land within the precinct is Marina zone and Public Open space zone. The primary purpose of the zone is to provide access to the harbour by way of the boat ramp, to provide for the boats moored at the marina and marine related activities as well as the Bayswater ferry service.

3.2. TGSRC notes from historical consents that the land at the top of the ramp is privately owned by Bayswater Marina, with the requirement that it remains open to the public to use.

3.3. Currently, the water access via the boat ramp is one of few public access points onto the Waitemata harbour that can be accessed at any tide point. It is crucial to water-based activities including rowing, fishing, recreational boating, windsurfing, sailing. The Application specifies that rowing activities 'elsewhere' at the sight will not be impacted. But a key part of rowing, and marine activities is access to the boat ramp at all times.

3.4. Without unlimited access to the Bayswater Marina Boat Ramp, TGSRC would have to close as it would no longer be able to provide opportunities for current and future club members to experience and train in the sport of rowing.

3.5. With 80 registered student-athletes TGSRC has been a significant user of the Bayswater Marina Boat Ramp since 2002, utilising the Bayswater Marina Boat Ramp daily from 4.45am for rowing skiff and safety boat launches all year round.

3.6. Rowing skiffs are carried by athletes from the Blue Shed to the Bayswater Marina Boat Ramp. They do this by carrying the rowing skiffs across the car park (currently out of scope for the development) up a small ramp that connects the carpark in Sub Precinct C, through the corner of the proposed Sir Peter Blake Parade and Cross Street and then onto the ramp.

3.7. Safety boats are towed from the back of a vehicle and follow the same route as our athletes with rowing skiffs. However, to pass over the small ramp TGSRC has an agreement with the current Marina Management team who allow us to remove a large metal bollard (highlighted in figure 1) each day to get our vehicles (usually 4x4's) though and our safety boats to the boat ramp.

3.8. The processes outlined in both 3.6 and 3.7 of this response both require more space than a footpaths access to the boat ramp as figure 10 in the assessment of effects document shows.

3.9. It is not clear if the footpath on the boundary of Sir Peter Blake Parade in Sub Precinct C continues around to Cross Street.

3.10. It is also not clear if the pathway or work undertaken in the development will replace the bollard that is currently on the small ramp that connects the carpark to the proposed corner of Sir Peter Blake Parade and Cross street (highlighted in figure 1) and if there will still be accessible via the small ramp for vehicles towing safety boats to use the Bayswater Marina Boat Ramp.

Takapuna Grammar School Rowing Club

3

Takapuna Grammar School Rowing Club . Notified Resource Consent Submission Template For 21 Sir Peter Blake Parade.

3.11. It is noted that the land directly around the Bayswater Marina Boat Ramp is owned by the marina, the site boundary extends along the footpath in front of the old wharf. The application proposes "A direct physical connection to the water" but the use of these public areas and boardwalk will be 'easement' access rights, i.e., no guarantee of water access in the early morning.

3.12. It is noted that within the Application, the pavement around the boat ramp will be 'reconstructed to suit the development' however there is no information provided with regards to limiting access to the Bayswater Marina Boat Ramp or the impact that this reconstruction will have, both during and after the reconstruction.

3.13. Within the Demolition Methodology, section IV the Application has highlighted that security and construction fencing will be placed 'near the existing boat ramp'. It is not clear if this fencing will generate any limitations for rowing skiffs (that are between 8 - 18 meters long) and vehicles towing safety boats to access the Bayswater Marina Boat Ramp.

3.14. The Application states that it complies with the Hauraki Gulf Marine Park Act section 7 and 8 which includes providing easy access to the Hauraki Gulf. The application for resource consent states that "improved access to the seaward edge of the Bayswater precinct" is part of the plan. However, no stipulations or plan is conveyed as to how this access will be maintained through the construction and development of the land. The staging plan shows no guarantee of access to the boat ramp during the building of the apartment and terrace housing and landscaping.

3.15. This water access and coastal strip includes the legally required marina berth holder's car parking which the submission says have a "low level of use." By taking away all the ferry parking for housing these 210 carparks will certainly be at capacity from 6:40 am - 7:30 pm when peak commuter traffic for the ferry will use them as only 32 car spaces have been set aside for visitors including to a cafe. Therefore, the 15m legally required water proximity will not be the case for most of the day.

3.16. TGSRC recommend that prior to the approval of the Application the ownership of the Bayswater Marina Boat Ramp is transferred from Bayswater Marina to Auckland Council as a community asset, ensuring the longevity of public access to the water.

4. Safe Access To The Bayswater Marina Boat Ramp

4.1. The current documentation does not detail how during the three stages of construction safe and direct access to the boat ramp will be provided for our student-athletes who carry rowing skiffs ranging from 60kg - 100kg on their shoulders from the Blue Shed and down the ramp to access the water.

4.2. Without unlimited and safe access to the Bayswater Marina Boat Ramp TGSRC will no longer be able to provide opportunities to experience and train in the sport of rowing to current and future club members and would have to close.

4.3. The Application does not outline how construction work will impact public access rights to the Bayswater Marina Boat Ramp and does not contain any content regarding the risk analysis and planned mitigation activities to ensure the continued safety of all users of the ramp.

4.4. It is noted that within the Application the pavement around the boat ramp will be 'reconstructed to suit the development' however there is no information provided regarding the impact that this reconstruction will have on our athlete's ability to

Takapuna Grammar School Rowing Club

4

Takapuna Grammar School Rowing Club . Notified Resource Consent Submission Template For 21 Sir Peter Blake Parade.

transport our rowing skiffs to the Bayswater Marina Boat Ramp safely both during and after the reconstruction.

4.5. Within attachment 3.2 Engineering Drawings Part 2 the development of a retaining wall on the boundary of the proposed Sir Peter Blake Parade is documented, however, the details of the boundary wall will not be provided until the building consent stage. As the current occupiers of the Blue Shed which is next to the boundary line for the proposed retaining wall TGSRC would like some more information on the impact that the development of this wall will have on the Blue Shed.

4.6. TGSRC have some significant concerns regarding vehicles towing safety boats navigating the tight bend from the proposed Sir Peter Blake Parade to Cross Street and safely manoeuvring into the Bayswater Marina Boat Ramp, given its location on a tight bend in the road with restricted visibility. This concern is heightened when considering that these vehicles will need to reverse onto the Bayswater Marina Boat Ramp safely.

4.7. The proposed bus turning area has a potential for conflict and increased queuing for student-athletes carrying boats down the Bayswater Marina Boat Ramp, buses turning, vehicles with boat trailers accessing the Bayswater Marina Boat Ramp, pedestrians and cyclists, and it would be good to understand what approaches can be put in place to minimise conflict and ensure safety.

4.8. The forecasted increase of 570 vehicle movements and 90 truck movements on the proposed Sir Peter Blake Parade and Cross Street presents significant concern regarding the safety of TGSRC athletes who will need to need to cross these roads and potentially walk on them whilst carrying their rowing skiffs to access the Bayswater Marina Boat Ramp. It is not clear in the documentation what safety precautions will be put in place to ensure the safety of all road and footpath users.

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

5. Decisions

5.1. TGSRC recommend that prior to approval of the Application, the ownership of the boat ramp is transferred from the Marina to Auckland Council as a community asset, ensuring the longevity of public access to the water.

5.2. TGSRC recommend that prior to approval of the Application that the vehicle access to the proposed corner of Sir Peter Blake Parade and Cross Street is agreed to retained via the existing small ramp (noted in Figure 1) from the out of zone carpark.

5.3. TGSRC recommend that if the Application is processed and granted, that the Application is redesigned to:

5.3.1. Significantly provide for the core functions of the zone.

5.3.2. Better enable growth of the marina and the provision of opportunities for the local community to partake in water sports in the future.

5.3.3. Provide uninterrupted access for TGSRC and the public to use the marina access the Bayswater Marina Boat Ramp as it is intended.

6. Amendments

Takapuna Grammar School Rowing Club

5

Takapuna Grammar School Rowing Club . Notified Resource Consent Submission Template For 21 Sir Peter Blake Parade.

6.1. TGSRC request that the Application ensures that the footpath on the boundary of Sir Peter Blake Parade in Sub Precinct C continues round to Cross Street, allowing for the safe transportation of 8m – 18m rowing skiffs by student athletes.

6.2. TGSRC request that a safety, risk and usability study is undertaken prior to the reconstruction of the pavement around the Bayswater Marina Boat Ramp, with required actions implemented (that align to leading practice and Auckland Council / Auckland Transport guidelines) to ensure unrestricted safe access to the Bayswater Marina Boat Ramp before, during and after construction.

6.3. TGSRC request that within the Demolition Methodology, section IV, an assessment is completed to understand and remove any limitations that may impact rowing skiffs and vehicles towing safety boats to have unrestricted access the Bayswater Marina Boat Ramp each day, and all year round.

6.4. TGSRC request that the Application includes how it will comply with the Hauraki Gulf Marine Park Act section 7 and 8 which includes providing easy access to the Hauraki Gulf – particularly on how rowing skiffs and safety boats will have unrestricted access the Bayswater Marina Boat Ramp each day, and all year round.

6.5. TGSRC request that the Application details how the 15m legally required water

proximity will be maintained.

6.6. TGSRC request that the Application details how during the three stages safe, direct and unrestricted access to the Bayswater Marina Boat Ramp will be provided to TGSRC and the public.

6.7. TGSRC request that the Application details the risk analysis and planned mitigation activities to ensure the unrestricted access and continued safety for all users of the Bayswater Marina Boat Ramp during all construction work.

6.8. TGSRC request that the Application details the impact that the development of the retaining wall detailed in attachment 3.2 Engineering Drawings Part 2 will have on the Blue Shed and details the risk mitigations that will be in place regarding the retaining wall limiting TGSRC's unrestricted and safe access to the Bayswater Marina Boat Ramp.

6.9. TGSRC request that the Application redesigns the tight bend from the proposed Sir Peter Blake Parade to Cross Street in alignment to leading practice and Auckland Council / Auckland Transport guidelines to increase visibility and allow for vehicles towing boats and boat trailers to reverse on to the boat ramp safely.

6.10. TGSRC request that the Application details the safety and traffic calming precautions (that align to leading practice and Auckland Council / Auckland Transport guidelines) that will be put in place to ensure the safety of TGSRC athletes who will need to cross these roads and potentially walk on them whilst carrying their rowing skiffs to access the Bayswater Marina Boat Ramp.

6.11. TGSRC request that the Application details the safety and traffic calming precautions (that align to leading practice and Auckland Council / Auckland Transport guidelines) that will be put in place to ensure the safety of TGSRC athletes and all other pedestrians, cyclists, and road users against the forecasted increase of 570 vehicle movements and 90 truck movements on the proposed Sir Peter Blake Parade and Cross Street.

6.12.

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? No

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

Supporting information:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Wednesday, November 17, 2021 7:31:11 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13214] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Adam David Moy

Organisation name:

Contact phone number: 0212585199

Email address: adamdmoy@gmail.com

Postal address:

8 Cassino Street
Bayswater
Auckland 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

- Consultation.
- Continued water access via the Bayswater Marina Boat Ramp.
- Safe access to the Bayswater Marina Boat Ramp.

What are the reasons for your submission?

Background

Takapuna Grammar School Rowing Club (TGSRC), as an incorporated society, is a voluntary organisation offering the rowing experience to all interested year 8 – year 12 students from local schools.

TGSRC has occupied the building known as the Blue Shed (noted in the Application as Auckland Council Reclamation) for the last 19 years and operate its daily rowing programme from Bayswater.

TGSRC currently comprises a membership of over 250 athletes, coaches and parents, and has been an integral part of Takapuna Grammar School sport for over 90 years.

TGSRC prides itself on making the sport of rowing available to any TGS student and stands by its policy of 'all those who want to row, can row.'

The club is run by a voluntary committee and has enjoyed considerable success at school and club level and has produced world champions and medal-winning Olympic athletes and coaches.

In the 2020/21 season, the club's results included two national titles, the retention of the position as the highest performing co-ed rowing programme in the North Island, six athletes selected to join the regional rowing programme, and two athletes selected to start their journey on the New Zealand high performance pathway.

Consultation

The application for resource consent and assessment of environmental effects states; 'Over the period since 2017, efforts have been made to consult with the local community on future development plans for the Marina land.'

As part of the local community and a daily user of the Bayswater Boat Ramp, it is of great concern and key to note, that TGSRC has not been included in this consultation and have not been engaged to have the opportunity to understand and provide input to the overall vision for the site.

It is disappointing that the timelines for reviewing the application documentation and compiling a response have been restricted to when the impacted community have been in lockdown due to the impacts of the COVID-19 pandemic. This has significantly impacted TGSRC's ability to undertake a robust consultation approach with club members and to compile a thorough response.

Continued Access To The Bayswater Marina Boat Ramp

Currently, the underlying zone of land within the precinct is Marina zone and Public Open space zone. The primary purpose of the zone is to provide access to the harbour by way of the boat ramp, to provide for the boats moored at the marina and marine related activities as well as the Bayswater ferry service.

TGSRC notes from historical consents that the land at the top of the ramp is privately owned by Bayswater Marina, with the requirement that it remains open to the public to use.

Currently, the water access via the boat ramp is one of few public access points onto the Waitemata harbour that can be accessed at any tide point. It is crucial to water-based activities including rowing, fishing, recreational boating, windsurfing, sailing. The Application specifies that rowing activities 'elsewhere' at the sight will not be impacted. But a key part of rowing, and marine activities is access to the boat ramp at all times.

Without unlimited access to the Bayswater Marina Boat Ramp, TGSRC would have to close as it would no longer be able to provide opportunities for current and future club members to experience and train in the sport of rowing.

With 80 registered student-athletes TGSRC has been a significant user of the Bayswater Marina Boat Ramp since 2002, utilising the Bayswater Marina Boat Ramp daily from 4.45am for rowing skiff and safety boat launches all year round.

Rowing skiffs are carried by athletes from the Blue Shed to the Bayswater Marina Boat Ramp. They do this by carrying the rowing skiffs across the car park (currently out of scope for the development) up a small ramp that connects the carpark in Sub Precinct C, through the corner of the proposed Sir Peter Blake Parade and Cross Street and then onto the ramp.

Safety boats are towed from the back of a vehicle and follow the same route as our athletes with rowing skiffs.

However, to pass over the small ramp TGSRC has an agreement with the current Marina Management team who allow us to remove a large metal bollard (highlighted in figure 1) each day to get our vehicles (usually 4x4's) though and our safety boats to the boat ramp.

The processes outlined in both 3.6 and 3.7 of this response both require more space than a footpaths access to the boat ramp as figure 10 in the assessment of effects document shows.

It is not clear if the footpath on the boundary of Sir Peter Blake Parade in Sub Precinct C continues around to Cross Street.

It is also not clear if the pathway or work undertaken in the development will replace the bollard that is currently on the small ramp that connects the carpark to the proposed corner of Sir Peter Blake Parade and Cross street (highlighted in figure 1) and if there will still be accessible via the small ramp for vehicles towing safety boats to use the Bayswater Marina Boat Ramp.

It is noted that the land directly around the Bayswater Marina Boat Ramp is owned by the marina, the site boundary extends along the footpath in front of the old wharf. The application proposes "A direct physical connection to the water" but the use of these public areas and boardwalk will be 'easement' access rights, i.e., no guarantee of water access in the early morning.

It is noted that within the Application, the pavement around the boat ramp will be 'reconstructed to suit the development' however there is no information provided with regards to limiting access to the Bayswater Marina Boat Ramp or the impact that this reconstruction will have, both during and after the reconstruction.

Within the Demolition Methodology, section IV the Application has highlighted that security and construction fencing will be placed 'near the existing boat ramp'. It is not clear if this fencing will generate any limitations for rowing skiffs (that are between 8 - 18 meters long) and vehicles towing safety boats to access the Bayswater Marina Boat Ramp.

The Application states that it complies with the Hauraki Gulf Marine Park Act section 7 and 8 which includes providing easy access to the Hauraki Gulf. The application for resource consent states that "improved access to the seaward edge of the Bayswater precinct" is part of the plan. However, no stipulations or plan is conveyed as to how this access will be maintained through the construction and development of the land. The staging plan shows no guarantee of access to the boat ramp during the building of the apartment and terrace housing and landscaping.

This water access and coastal strip includes the legally required marina berth holder's car parking which the

submission says have a “low level of use.” By taking away all the ferry parking for housing these 210 carparks will certainly be at capacity from 6:40 am - 7:30 pm when peak commuter traffic for the ferry will use them as only 32 car spaces have been set aside for visitors including to a cafe. Therefore, the 15m legally required water proximity will not be the case for most of the day.

TGSRC recommend that prior to the approval of the Application the ownership of the Bayswater Marina Boat Ramp is transferred from Bayswater Marina to Auckland Council as a community asset, ensuring the longevity of public access to the water.

Safe Access To The Bayswater Marina Boat Ramp

The current documentation does not detail how during the three stages of construction safe and direct access to the boat ramp will be provided for our student-athletes who carry rowing skiffs ranging from 60kg - 100kg on their shoulders from the Blue Shed and down the ramp to access the water.

Without unlimited and safe access to the Bayswater Marina Boat Ramp TGSRC will no longer be able to provide opportunities to experience and train in the sport of rowing to current and future club members and would have to close. The Application does not outline how construction work will impact public access rights to the Bayswater Marina Boat Ramp and does not contain any content regarding the risk analysis and planned mitigation activities to ensure the continued safety of all users of the ramp.

It is noted that within the Application the pavement around the boat ramp will be ‘reconstructed to suit the development’ however there is no information provided regarding the impact that this reconstruction will have on our athlete’s ability to transport our rowing skiffs to the Bayswater Marina Boat Ramp safely both during and after the reconstruction.

Within attachment 3.2 Engineering Drawings Part 2 the development of a retaining wall on the boundary of the proposed Sir Peter Blake Parade is documented, however, the details of the boundary wall will not be provided until the building consent stage. As the current occupiers of the Blue Shed which is next to the boundary line for the proposed retaining wall TGSRC would like some more information on the impact that the development of this wall will have on the Blue Shed.

TGSRC have some significant concerns regarding vehicles towing safety boats navigating the tight bend from the proposed Sir Peter Blake Parade to Cross Street and safely manoeuvring into the Bayswater Marina Boat Ramp, given its location on a tight bend in the road with restricted visibility. This concern is heightened when considering that these vehicles will need to reverse onto the Bayswater Marina Boat Ramp safely.

The proposed bus turning area has a potential for conflict and increased queuing for student-athletes carrying boats down the Bayswater Marina Boat Ramp, buses turning, vehicles with boat trailers accessing the Bayswater Marina Boat Ramp, pedestrians and cyclists, and it would be good to understand what approaches can be put in place to minimise conflict and ensure safety.

The forecasted increase of 570 vehicle movements and 90 truck movements on the proposed Sir Peter Blake Parade and Cross Street presents significant concern regarding the safety of TGSRC athletes who will need to need to cross these roads and potentially walk on them whilst carrying their rowing skiffs to access the Bayswater Marina Boat Ramp. It is not clear in the documentation what safety precautions will be put in place to ensure the safety of all road and footpath users.

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

Decisions

TGSRC recommend that prior to approval of the Application, the ownership of the boat ramp is transferred from the Marina to Auckland Council as a community asset, ensuring the longevity of public access to the water.

TGSRC recommend that prior to approval of the Application that the vehicle access to the proposed corner of Sir Peter Blake Parade and Cross Street is agreed to retained via the existing small ramp (noted in Figure 1) from the out of zone carpark.

TGSRC recommend that if the Application is processed and granted, that the Application is redesigned to:

Significantly provide for the core functions of the zone.

Better enable growth of the marina and the provision of opportunities for the local community to partake in water sports in the future.

Provide uninterrupted access for TGSRC and the public to use the marina access the Bayswater Marina Boat Ramp as it is intended.

Amendments

TGSRC request that the Application ensures that the footpath on the boundary of Sir Peter Blake Parade in Sub Precinct C continues round to Cross Street, allowing for the safe transportation of 8m – 18m rowing skiffs by student athletes.

TGSRC request that a safety, risk and usability study is undertaken prior to the reconstruction of the pavement around the Bayswater Marina Boat Ramp, with required actions implemented (that align to leading practice and Auckland Council / Auckland Transport guidelines) to ensure unrestricted safe access to the Bayswater Marina Boat Ramp before, during and after construction.

TGSRC request that within the Demolition Methodology, section IV, an assessment is completed to understand and remove any limitations that may impact rowing skiffs and vehicles towing safety boats to have unrestricted access the Bayswater Marina Boat Ramp each day, and all year round.

TGSRC request that the Application includes how it will comply with the Hauraki Gulf Marine Park Act section 7 and 8 which includes providing easy access to the Hauraki Gulf – particularly on how rowing skiffs and safety boats will have unrestricted access the Bayswater Marina Boat Ramp each day, and all year round.

TGSRC request that the Application details how the 15m legally required water proximity will be maintained

TGSRC request that the Application details how during the three stages safe, direct and unrestricted access to the Bayswater Marina Boat Ramp will be provided to TGSRC and the public.

TGSRC request that the Application details the risk analysis and planned mitigation activities to ensure the unrestricted access and continued safety for all users of the Bayswater Marina Boat Ramp during all construction work.

TGSRC request that the Application details the impact that the development of the retaining wall detailed in attachment 3.2 Engineering Drawings Part 2 will have on the Blue Shed and details the risk mitigations that will be in place regarding the retaining wall limiting TGSRC's unrestricted and safe access to the Bayswater Marina Boat Ramp.

TGSRC request that the Application redesigns the tight bend from the proposed Sir Peter Blake Parade to Cross Street in alignment to leading practice and Auckland Council / Auckland Transport guidelines to increase visibility and allow for vehicles towing boats and boat trailers to reverse on to the boat ramp safely.

TGSRC request that the Application details the safety and traffic calming precautions (that align to leading practice and Auckland Council / Auckland Transport guidelines) that will be put in place to ensure the safety of TGSRC athletes who will need to cross these roads and potentially walk on them whilst carrying their rowing skiffs to access the Bayswater Marina Boat Ramp.

TGSRC request that the Application details the safety and traffic calming precautions (that align to leading practice and Auckland Council / Auckland Transport guidelines) that will be put in place to ensure the safety of TGSRC athletes and all other pedestrians, cyclists, and road users against the forecasted increase of 570 vehicle movements and 90 truck movements on the proposed Sir Peter Blake Parade and Cross Street.

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? No

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

Supporting information:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Wednesday, November 17, 2021 7:46:09 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13215] Submission
Attachments: Takapuna Grammar School Rowing ClubNOTIFIED RESOURCE CONSENT SUBMISSION TEMPLATE.pdf (1.1 MB)

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Denise McConnachie

Organisation name:

Contact phone number: 0224336473

Email address: 48northboro@gmail.com

Postal address:

48 Northboro Rd
Hauraki
Auckland 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

- consultation
- continued water access via the Bayswater Marina Boat Ramp
- safe access to the Bayswater Marina Boat Ramp

What are the reasons for your submission?

Background

Takapuna Grammar School Rowing Club (TGSRC), as an incorporated society, is a voluntary organisation offering the rowing experience to all interested year 8 – year 12 students from local schools.

TGSRC has occupied the building known as the Blue Shed (noted in the Application as Auckland Council Reclamation) for the last 19 years and operate its daily rowing programme from Bayswater.

TGSRC currently comprises a membership of over 250 athletes, coaches and parents, and has been an integral part of Takapuna Grammar School sport for over 90 years.

TGSRC prides itself on making the sport of rowing available to any TGS student and stands by its policy of 'all those who want to row, can row.'

The club is run by a voluntary committee and has enjoyed considerable success at school and club level and has produced world champions and medal-winning Olympic athletes and coaches.

In the 2020/21 season, the club's results included two national titles, the retention of the position as the highest performing co-ed rowing programme in the North Island, six athletes selected to join the regional rowing programme, and two athletes selected to start their journey on the New Zealand high performance pathway.

Consultation

The application for resource consent and assessment of environmental effects states; 'Over the period since 2017, efforts have been made to consult with the local community on future development plans for the Marina land.'

As part of the local community and a daily user of the Bayswater Boat Ramp, it is of great concern and key to note, that TGSRC has not been included in this consultation and have not been engaged to have the opportunity to understand and provide input to the overall vision for the site.

It is disappointing that the timelines for reviewing the application documentation and compiling a response have been restricted to when the impacted community have been in lockdown due to the impacts of the COVID-19 pandemic. This has significantly impacted TGSRC's ability to undertake a robust consultation approach with club members and to compile a thorough response.

Continued Access To The Bayswater Marina Boat Ramp

Currently, the underlying zone of land within the precinct is Marina zone and Public Open space zone. The primary purpose of the zone is to provide access to the harbour by way of the boat ramp, to provide for the boats moored at the marina and marine related activities as well as the Bayswater ferry service.

TGSRC notes from historical consents that the land at the top of the ramp is privately owned by Bayswater Marina, with the requirement that it remains open to the public to use.

Currently, the water access via the boat ramp is one of few public access points onto the Waitemata harbour that can be accessed at any tide point. It is crucial to water-based activities including rowing, fishing, recreational boating, windsurfing, sailing. The Application specifies that rowing activities 'elsewhere' at the site will not be impacted. But a key part of rowing, and marine activities is access to the boat ramp at all times.

Without unlimited access to the Bayswater Marina Boat Ramp, TGSRC would have to close as it would no longer be able to provide opportunities for current and future club members to experience and train in the sport of rowing.

With 80 registered student-athletes TGSRC has been a significant user of the Bayswater Marina Boat Ramp since 2002, utilising the Bayswater Marina Boat Ramp daily from 4.45am for rowing skiff and safety boat launches all year round.

Rowing skiffs are carried by athletes from the Blue Shed to the Bayswater Marina Boat Ramp. They do this by carrying the rowing skiffs across the car park (currently out of scope for the development) up a small ramp that connects the carpark in Sub Precinct C, through the corner of the proposed Sir Peter Blake Parade and Cross Street and then onto the ramp.

Safety boats are towed from the back of a vehicle and follow the same route as our athletes with rowing skiffs.

However, to pass over the small ramp TGSRC has an agreement with the current Marina Management team who allow us to remove a large metal bollard (highlighted in figure 1) each day to get our vehicles (usually 4x4's) though and our safety boats to the boat ramp.

The processes outlined in both 3.6 and 3.7 of this response both require more space than a footpaths access to the boat ramp as figure 10 in the assessment of effects document shows.

It is not clear if the footpath on the boundary of Sir Peter Blake Parade in Sub Precinct C continues around to Cross Street.

It is also not clear if the pathway or work undertaken in the development will replace the bollard that is currently on the small ramp that connects the carpark to the proposed corner of Sir Peter Blake Parade and Cross street (highlighted in figure 1) and if there will still be accessible via the small ramp for vehicles towing safety boats to use the Bayswater Marina Boat Ramp.

It is noted that the land directly around the Bayswater Marina Boat Ramp is owned by the marina, the site boundary extends along the footpath in front of the old wharf. The application proposes "A direct physical connection to the water" but the use of these public areas and boardwalk will be 'easement' access rights, i.e., no guarantee of water access in the early morning.

It is noted that within the Application, the pavement around the boat ramp will be 'reconstructed to suit the development' however there is no information provided with regards to limiting access to the Bayswater Marina Boat Ramp or the impact that this reconstruction will have, both during and after the reconstruction.

Within the Demolition Methodology, section IV the Application has highlighted that security and construction fencing will be placed 'near the existing boat ramp'. It is not clear if this fencing will generate any limitations for rowing skiffs (that are between 8 - 18 meters long) and vehicles towing safety boats to access the Bayswater Marina Boat Ramp.

The Application states that it complies with the Hauraki Gulf Marine Park Act section 7 and 8 which includes providing easy access to the Hauraki Gulf. The application for resource consent states that "improved access to the seaward

edge of the Bayswater precinct" is part of the plan. However, no stipulations or plan is conveyed as to how this access will be maintained through the construction and development of the land. The staging plan shows no guarantee of access to the boat ramp during the building of the apartment and terrace housing and landscaping.

This water access and coastal strip includes the legally required marina berth holder's car parking which the submission says have a "low level of use." By taking away all the ferry parking for housing these 210 carparks will certainly be at capacity from 6:40 am - 7:30 pm when peak commuter traffic for the ferry will use them as only 32 car spaces have been set aside for visitors including to a cafe. Therefore, the 15m legally required water proximity will not be the case for most of the day.

TGSRC recommend that prior to the approval of the Application the ownership of the Bayswater Marina Boat Ramp is transferred from Bayswater Marina to Auckland Council as a community asset, ensuring the longevity of public access to the water.

Safe Access To The Bayswater Marina Boat Ramp

The current documentation does not detail how during the three stages of construction safe and direct access to the boat ramp will be provided for our student-athletes who carry rowing skiffs ranging from 60kg - 100kg on their shoulders from the Blue Shed and down the ramp to access the water.

Without unlimited and safe access to the Bayswater Marina Boat Ramp TGSRC will no longer be able to provide opportunities to experience and train in the sport of rowing to current and future club members and would have to close. The Application does not outline how construction work will impact public access rights to the Bayswater Marina Boat Ramp and does not contain any content regarding the risk analysis and planned mitigation activities to ensure the continued safety of all users of the ramp.

It is noted that within the Application the pavement around the boat ramp will be 'reconstructed to suit the development' however there is no information provided regarding the impact that this reconstruction will have on our athlete's ability to transport our rowing skiffs to the Bayswater Marina Boat Ramp safely both during and after the reconstruction.

Within attachment 3.2 Engineering Drawings Part 2 the development of a retaining wall on the boundary of the proposed Sir Peter Blake Parade is documented, however, the details of the boundary wall will not be provided until the building consent stage. As the current occupiers of the Blue Shed which is next to the boundary line for the proposed retaining wall TGSRC would like some more information on the impact that the development of this wall will have on the Blue Shed.

TGSRC have some significant concerns regarding vehicles towing safety boats navigating the tight bend from the proposed Sir Peter Blake Parade to Cross Street and safely manoeuvring into the Bayswater Marina Boat Ramp, given its location on a tight bend in the road with restricted visibility. This concern is heightened when considering that these vehicles will need to reverse onto the Bayswater Marina Boat Ramp safely.

The proposed bus turning area has a potential for conflict and increased queuing for student-athletes carrying boats down the Bayswater Marina Boat Ramp, buses turning, vehicles with boat trailers accessing the Bayswater Marina Boat Ramp, pedestrians and cyclists, and it would be good to understand what approaches can be put in place to minimise conflict and ensure safety.

The forecasted increase of 570 vehicle movements and 90 truck movements on the proposed Sir Peter Blake Parade and Cross Street presents significant concern regarding the safety of TGSRC athletes who will need to need to cross these roads and potentially walk on them whilst carrying their rowing skiffs to access the Bayswater Marina Boat Ramp. It is not clear in the documentation what safety precautions will be put in place to ensure the safety of all road and footpath users.

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

Decisions

TGSRC recommend that prior to approval of the Application, the ownership of the boat ramp is transferred from the Marina to Auckland Council as a community asset, ensuring the longevity of public access to the water.

TGSRC recommend that prior to approval of the Application that the vehicle access to the proposed corner of Sir Peter Blake Parade and Cross Street is agreed to retained via the existing small ramp (noted in Figure 1) from the out of zone carpark.

TGSRC recommend that if the Application is processed and granted, that the Application is redesigned to:

Significantly provide for the core functions of the zone.

Better enable growth of the marina and the provision of opportunities for the local community to partake in water sports in the future.

Provide uninterrupted access for TGSRC and the public to use the marina access the Bayswater Marina Boat Ramp as it is intended.

Amendments

TGSRC request that the Application ensures that the footpath on the boundary of Sir Peter Blake Parade in Sub Precinct C continues round to Cross Street, allowing for the safe transportation of 8m – 18m rowing skiffs by student athletes.

TGSRC request that a safety, risk and usability study is undertaken prior to the reconstruction of the pavement around the Bayswater Marina Boat Ramp, with required actions implemented (that align to leading practice and Auckland Council / Auckland Transport guidelines) to ensure unrestricted safe access to the Bayswater Marina Boat Ramp before, during and after construction.

TGSRC request that within the Demolition Methodology, section IV, an assessment is completed to understand and

remove any limitations that may impact rowing skiffs and vehicles towing safety boats to have unrestricted access the Bayswater Marina Boat Ramp each day, and all year round.

TGSRC request that the Application includes how it will comply with the Hauraki Gulf Marine Park Act section 7 and 8 which includes providing easy access to the Hauraki Gulf – particularly on how rowing skiffs and safety boats will have unrestricted access the Bayswater Marina Boat Ramp each day, and all year round.

TGSRC request that the Application details how the 15m legally required water proximity will be maintained.

TGSRC request that the Application details how during the three stages safe, direct and unrestricted access to the Bayswater Marina Boat Ramp will be provided to TGSRC and the public.

TGSRC request that the Application details the risk analysis and planned mitigation activities to ensure the unrestricted access and continued safety for all users of the Bayswater Marina Boat Ramp during all construction work.

TGSRC request that the Application details the impact that the development of the retaining wall detailed in attachment 3.2 Engineering Drawings Part 2 will have on the Blue Shed and details the risk mitigations that will be in place regarding the retaining wall limiting TGSRC's unrestricted and safe access to the Bayswater Marina Boat Ramp.

TGSRC request that the Application redesigns the tight bend from the proposed Sir Peter Blake Parade to Cross Street in alignment to leading practice and Auckland Council / Auckland Transport guidelines to increase visibility and allow for vehicles towing boats and boat trailers to reverse on to the boat ramp safely.

TGSRC request that the Application details the safety and traffic calming precautions (that align to leading practice and Auckland Council / Auckland Transport guidelines) that will be put in place to ensure the safety of TGSRC athletes who will need to cross these roads and potentially walk on them whilst carrying their rowing skiffs to access the Bayswater Marina Boat Ramp.

TGSRC request that the Application details the safety and traffic calming precautions (that align to leading practice and Auckland Council / Auckland Transport guidelines) that will be put in place to ensure the safety of TGSRC athletes and all other pedestrians, cyclists, and road users against the forecasted increase of 570 vehicle movements and 90 truck movements on the proposed Sir Peter Blake Parade and Cross Street.

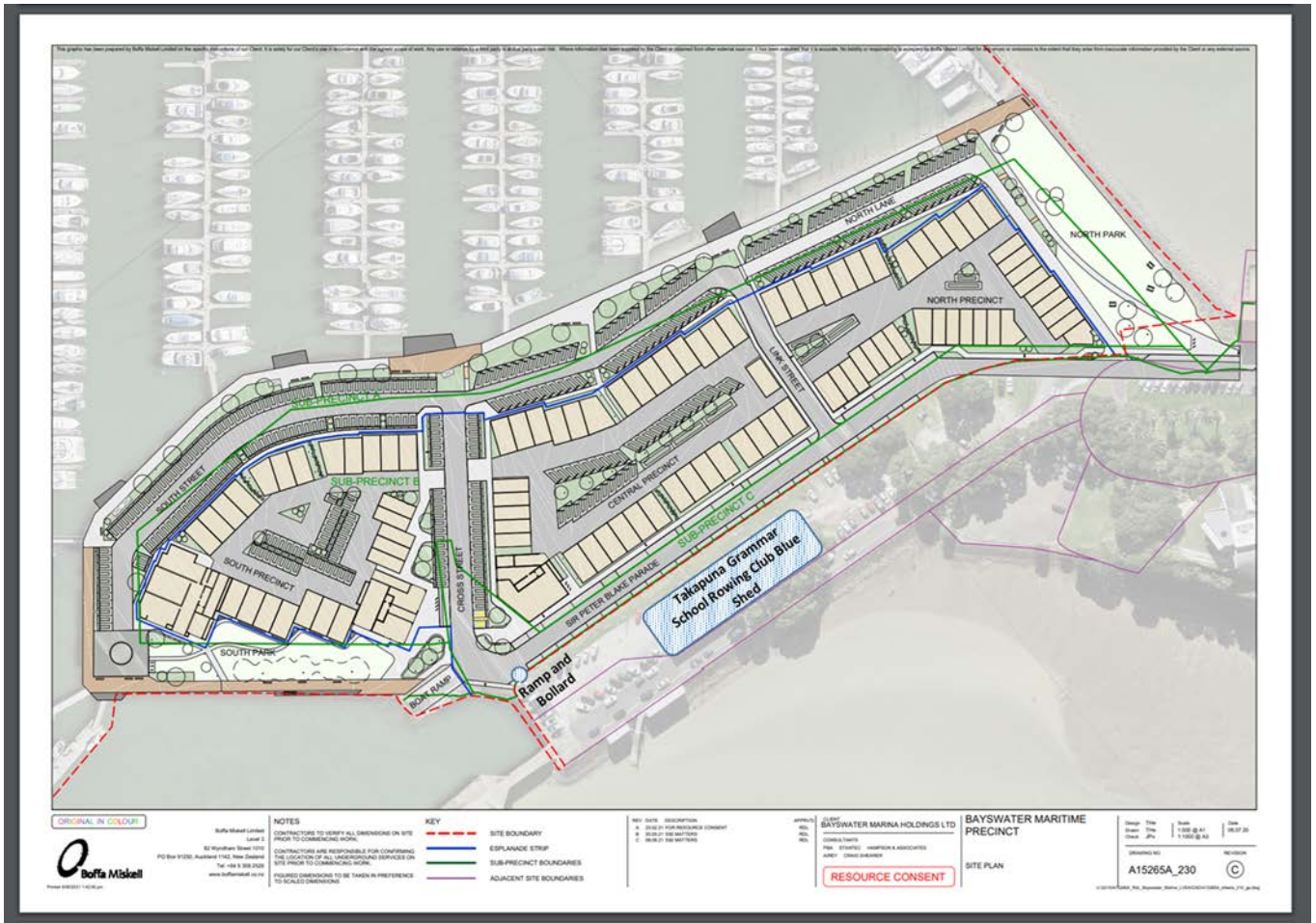
Are you a trade competitor of the applicant? I am not a trade competitor of the applicant.

Do you want to attend a hearing and speak in support of your submission? No

If other people make a similar submission I will consider making a joint case with them at the hearing: No

Supporting information:

Takapuna Grammar School Rowing Club NOTIFIED RESOURCE CONSENT SUBMISSION TEMPLATE.pdf



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Wednesday, November 17, 2021 8:01:08 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13216] Submission
Attachments: figure 1.docx (1.23 MB)

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Carol Day

Organisation name:

Contact phone number: 0210468691

Email address: carolmarknz@gmail.com

Postal address:

30 pine ridge terrace
hauraki
auckland 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

- Consultation.
- Continued water access via the Bayswater Marina Boat Ramp.
- Safe access to the Bayswater Marina Boat Ramp.

What are the reasons for your submission?

As a parent of a child who is part of the Takapuna Grammar School Rowing Club, I am concerned about the impact that the proposed development will have on the ability for him to continue safely in a sport that he has chosen to participate in. Having seen first hand the incredible positive outcomes of keeping adolescents involved in sport I am concerned at the prospect that a large number of children could have the opportunity to be involved in rowing taken away from them.

Therefore I am submitting the following:

1. Background

1.1. Takapuna Grammar School Rowing Club (TGSRC), as an incorporated society, is a voluntary organisation offering the rowing experience to all interested year 8 – year 12 students from local schools.

1.2. TGSRC has occupied the building known as the Blue Shed (noted in the Application as Auckland Council Reclamation) for the last 19 years and operate its daily rowing programme from Bayswater.

1.3. TGSRC currently comprises a membership of over 250 athletes, coaches and parents, and has been an integral part of Takapuna Grammar School sport for over 90 years.

1.4. TGSRC prides itself on making the sport of rowing available to any TGS student and stands by its policy of 'all those who want to row, can row.'

1.5. The club is run by a voluntary committee and has enjoyed considerable success at school and club level and has produced world champions and medal-winning Olympic athletes and coaches.

1.6. In the 2020/21 season, the club's results included two national titles, the retention of the position as the highest performing co-ed rowing programme in the North Island, six athletes selected to join the regional rowing programme, and two athletes selected to start their journey on the New Zealand high performance pathway.

2. Consultation

2.1. The application for resource consent and assessment of environmental effects states; 'Over the period since 2017, efforts have been made to consult with the local community on future development plans for the Marina land.'

2.2. As part of the local community and a daily user of the Bayswater Boat Ramp, it is of great concern and key to note, that TGSRC has not been included in this consultation and have not been engaged to have the opportunity to understand and provide input to the overall vision for the site.

2.3. It is disappointing that the timelines for reviewing the application documentation and compiling a response have been restricted to when the impacted community have been in lockdown due to the impacts of the COVID-19 pandemic. This has significantly impacted TGSRC's ability to undertake a robust consultation approach with club members and to compile a thorough response.

3. Continued Access To The Bayswater Marina Boat Ramp

3.1. Currently, the underlying zone of land within the precinct is Marina zone and Public Open space zone. The primary purpose of the zone is to provide access to the harbour by way of the boat ramp, to provide for the boats moored at the marina and marine related activities as well as the Bayswater ferry service.

3.2. TGSRC notes from historical consents that the land at the top of the ramp is privately owned by Bayswater Marina, with the requirement that it remains open to the public to use.

3.3. Currently, the water access via the boat ramp is one of few public access points onto the Waitemata harbour that can be accessed at any tide point. It is crucial to water-based activities including rowing, fishing, recreational boating, windsurfing, sailing. The Application specifies that rowing activities 'elsewhere' at the sight will not be impacted. But a key part of rowing, and marine activities is access to the boat ramp at all times.

3.4. Without unlimited access to the Bayswater Marina Boat Ramp, TGSRC would have to close as it would no longer be able to provide opportunities for current and future club members to experience and train in the sport of rowing.

3.5. With 80 registered student-athletes TGSRC has been a significant user of the Bayswater Marina Boat Ramp since 2002, utilising the Bayswater Marina Boat Ramp daily from 4.45am for rowing skiff and safety boat launches all year round.

3.6. Rowing skiffs are carried by athletes from the Blue Shed to the Bayswater Marina Boat Ramp. They do this by carrying the rowing skiffs across the car park (currently out of scope for the development) up a small ramp that connects the carpark in Sub Precinct C, through the corner of the proposed Sir Peter Blake Parade and Cross Street and then onto the ramp.

3.7. Safety boats are towed from the back of a vehicle and follow the same route as our athletes with rowing skiffs. However, to pass over the small ramp TGSRC has an agreement with the current Marina Management team who allow us to remove a large metal bollard (highlighted in figure 1) each day to get our vehicles (usually 4x4's) though and our safety boats to the boat ramp.

3.8. The processes outlined in both 3.6 and 3.7 of this response both require more space than a footpaths access to the boat ramp as figure 10 in the assessment of effects document shows.

3.9. It is not clear if the footpath on the boundary of Sir Peter Blake Parade in Sub Precinct C continues around to Cross Street.

3.10. It is also not clear if the pathway or work undertaken in the development will replace the bollard that is currently on the small ramp that connects the carpark to the proposed corner of Sir Peter Blake Parade and Cross street (highlighted in figure 1) and if there will still be accessible via the small ramp for vehicles towing safety boats to use the Bayswater Marina Boat Ramp.

3.11. It is noted that the land directly around the Bayswater Marina Boat Ramp is owned by the marina, the site boundary extends along the footpath in front of the old wharf. The application proposes "A direct physical connection to the water" but the use of these public areas and boardwalk will be 'easement' access rights, i.e., no guarantee of water access in the early morning.

3.12. It is noted that within the Application, the pavement around the boat ramp will be 'reconstructed to suit the development' however there is no information provided with regards to limiting access to the Bayswater Marina Boat Ramp or the impact that this reconstruction will have, both during and after the reconstruction.

3.13. Within the Demolition Methodology, section IV the Application has highlighted that security and construction fencing will be placed 'near the existing boat ramp'. It is not clear if this fencing will generate any limitations for rowing

skiffs (that are between 8 - 18 meters long) and vehicles towing safety boats to access the Bayswater Marina Boat Ramp.

3.14. The Application states that it complies with the Hauraki Gulf Marine Park Act section 7 and 8 which includes providing easy access to the Hauraki Gulf. The application for resource consent states that "improved access to the seaward edge of the Bayswater precinct" is part of the plan. However, no stipulations or plan is conveyed as to how this access will be maintained through the construction and development of the land. The staging plan shows no guarantee of access to the boat ramp during the building of the apartment and terrace housing and landscaping.

3.15. This water access and coastal strip includes the legally required marina berth holder's car parking which the submission says have a "low level of use." By taking away all the ferry parking for housing these 210 carparks will certainly be at capacity from 6:40 am - 7:30 pm when peak commuter traffic for the ferry will use them as only 32 car spaces have been set aside for visitors including to a cafe. Therefore, the 15m legally required water proximity will not be the case for most of the day.

3.16. TGSRC recommend that prior to the approval of the Application the ownership of the Bayswater Marina Boat Ramp is transferred from Bayswater Marina to Auckland Council as a community asset, ensuring the longevity of public access to the water.

4. Safe Access To The Bayswater Marina Boat Ramp

4.1. The current documentation does not detail how during the three stages of construction safe and direct access to the boat ramp will be provided for our student-athletes who carry rowing skiffs ranging from 60kg - 100kg on their shoulders from the Blue Shed and down the ramp to access the water.

4.2. Without unlimited and safe access to the Bayswater Marina Boat Ramp TGSRC will no longer be able to provide opportunities to experience and train in the sport of rowing to current and future club members and would have to close.

4.3. The Application does not outline how construction work will impact public access rights to the Bayswater Marina Boat Ramp and does not contain any content regarding the risk analysis and planned mitigation activities to ensure the continued safety of all users of the ramp.

4.4. It is noted that within the Application the pavement around the boat ramp will be 'reconstructed to suit the development' however there is no information provided regarding the impact that this reconstruction will have on our athlete's ability to transport our rowing skiffs to the Bayswater Marina Boat Ramp safely both during and after the reconstruction.

4.5. Within attachment 3.2 Engineering Drawings Part 2 the development of a retaining wall on the boundary of the proposed Sir Peter Blake Parade is documented, however, the details of the boundary wall will not be provided until the building consent stage. As the current occupiers of the Blue Shed which is next to the boundary line for the proposed retaining wall TGSRC would like some more information on the impact that the development of this wall will have on the Blue Shed.

4.6. TGSRC have some significant concerns regarding vehicles towing safety boats navigating the tight bend from the proposed Sir Peter Blake Parade to Cross Street and safely manoeuvring into the Bayswater Marina Boat Ramp, given its location on a tight bend in the road with restricted visibility. This concern is heightened when considering that these vehicles will need to reverse onto the Bayswater Marina Boat Ramp safely.

4.7. The proposed bus turning area has a potential for conflict and increased queuing for student-athletes carrying boats down the Bayswater Marina Boat Ramp, buses turning, vehicles with boat trailers accessing the Bayswater Marina Boat Ramp, pedestrians and cyclists, and it would be good to understand what approaches can be put in place to minimise conflict and ensure safety.

4.8. The forecasted increase of 570 vehicle movements and 90 truck movements on the proposed Sir Peter Blake Parade and Cross Street presents significant concern regarding the safety of TGSRC athletes who will need to need to cross these roads and potentially walk on them whilst carrying their rowing skiffs to access the Bayswater Marina Boat Ramp. It is not clear in the documentation what safety precautions will be put in place to ensure the safety of all road and footpath users.

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

5. Decisions

5.1. TGSRC recommend that prior to approval of the Application, the ownership of the boat ramp is transferred from the Marina to Auckland Council as a community asset, ensuring the longevity of public access to the water.

5.2. TGSRC recommend that prior to approval of the Application that the vehicle access to the proposed corner of Sir Peter Blake Parade and Cross Street is agreed to retained via the existing small ramp (noted in Figure 1) from the out of zone carpark.

5.3. TGSRC recommend that if the Application is processed and granted, that the Application is redesigned to:

5.3.1. Significantly provide for the core functions of the zone.

5.3.2. Better enable growth of the marina and the provision of opportunities for the local community to partake in water sports in the future.

5.3.3. Provide uninterrupted access for TGSRC and the public to use the marina access the Bayswater Marina Boat Ramp as it is intended.

6. Amendments

6.1. TGSRC request that the Application ensures that the footpath on the boundary of Sir Peter Blake Parade in Sub Precinct C continues round to Cross Street, allowing for the safe transportation of 8m – 18m rowing skiffs by student athletes.

6.2. TGSRC request that a safety, risk and usability study is undertaken prior to the reconstruction of the pavement around the Bayswater Marina Boat Ramp, with required actions implemented (that align to leading practice and

Auckland Council / Auckland Transport guidelines) to ensure unrestricted safe access to the Bayswater Marina Boat Ramp before, during and after construction.

6.3. TGSRC request that within the Demolition Methodology, section IV, an assessment is completed to understand and remove any limitations that may impact rowing skiffs and vehicles towing safety boats to have unrestricted access the Bayswater Marina Boat Ramp each day, and all year round.

6.4. TGSRC request that the Application includes how it will comply with the Hauraki Gulf Marine Park Act section 7 and 8 which includes providing easy access to the Hauraki Gulf – particularly on how rowing skiffs and safety boats will have unrestricted access the Bayswater Marina Boat Ramp each day, and all year round.

6.5. TGSRC request that the Application details how the 15m legally required water proximity will be maintained.

6.6. TGSRC request that the Application details how during the three stages safe, direct and unrestricted access to the Bayswater Marina Boat Ramp will be provided to TGSRC and the public.

6.7. TGSRC request that the Application details the risk analysis and planned mitigation activities to ensure the unrestricted access and continued safety for all users of the Bayswater Marina Boat Ramp during all construction work.

6.8. TGSRC request that the Application details the impact that the development of the retaining wall detailed in attachment 3.2 Engineering Drawings Part 2 will have on the Blue Shed and details the risk mitigations that will be in place regarding the retaining wall limiting TGSRC's unrestricted and safe access to the Bayswater Marina Boat Ramp.

6.9. TGSRC request that the Application redesigns the tight bend from the proposed Sir Peter Blake Parade to Cross Street in alignment to leading practice and Auckland Council / Auckland Transport guidelines to increase visibility and allow for vehicles towing boats and boat trailers to reverse on to the boat ramp safely.

6.10. TGSRC request that the Application details the safety and traffic calming precautions (that align to leading practice and Auckland Council / Auckland Transport guidelines) that will be put in place to ensure the safety of TGSRC athletes who will need to cross these roads and potentially walk on them whilst carrying their rowing skiffs to access the Bayswater Marina Boat Ramp.

6.11. TGSRC request that the Application details the safety and traffic calming precautions (that align to leading practice and Auckland Council / Auckland Transport guidelines) that will be put in place to ensure the safety of TGSRC athletes and all other pedestrians, cyclists, and road users against the forecasted increase of 570 vehicle movements and 90 truck movements on the proposed Sir Peter Blake Parade and Cross Street.

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

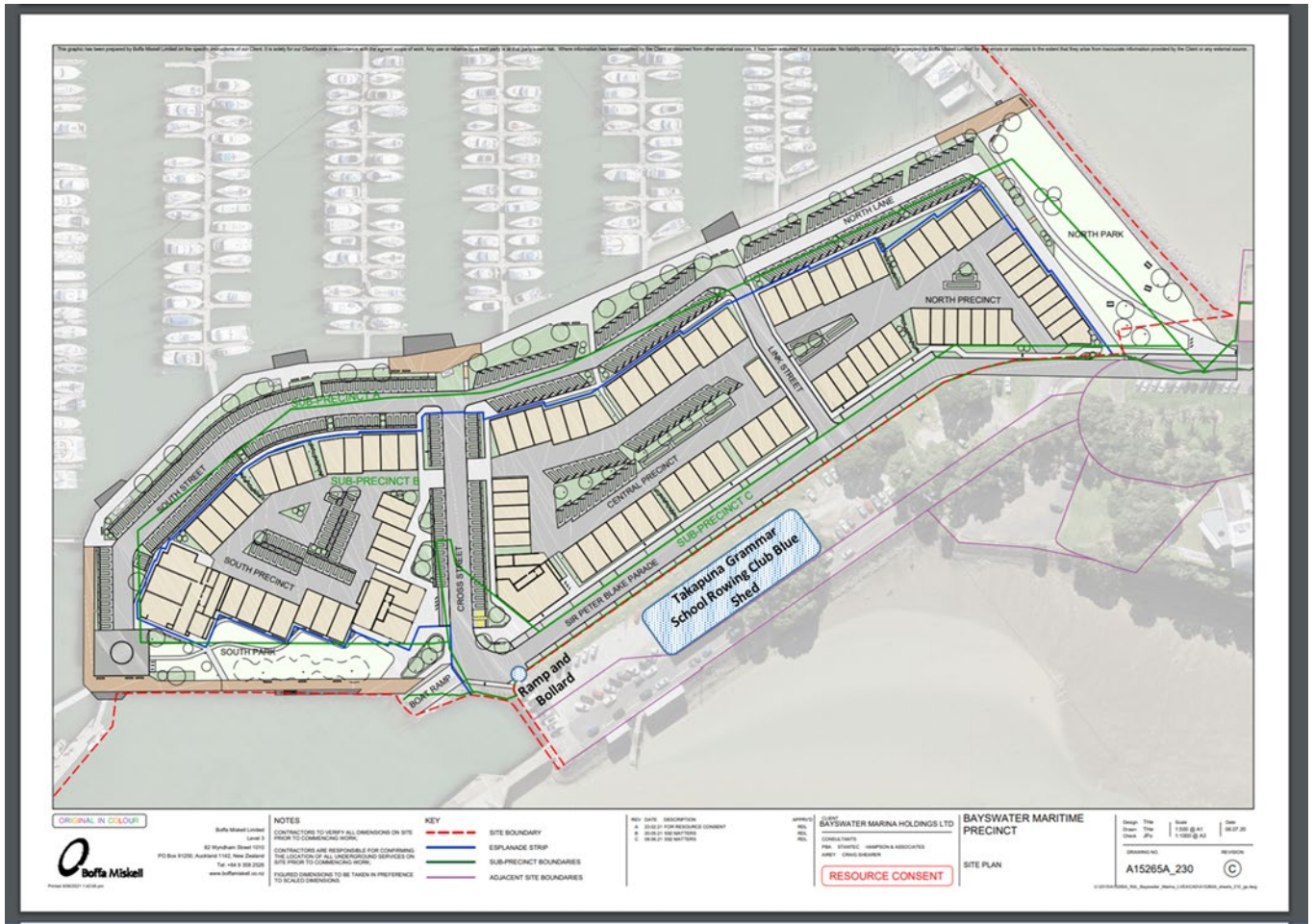
Do you want to attend a hearing and speak in support of your submission? Yes

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

Supporting information:

figure 1.docx

1. Figure 1



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Wednesday, November 17, 2021 8:01:09 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13217] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Nikolai Shipkov

Organisation name:

Contact phone number: 021577538

Email address: nik.shipkov@drugs.com

Postal address:

4 Ewen Alison Ave
Devonport
Auckland 0624

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

- Consultation.
- Continued water access via the Bayswater Marina Boat Ramp.
- Safe access to the Bayswater Marina Boat Ramp.

What are the reasons for your submission?

Background

Takapuna Grammar School Rowing Club (TGSRC), as an incorporated society, is a voluntary organisation offering the rowing experience to all interested year 8 – year 12 students from local schools.

TGSRC has occupied the building known as the Blue Shed (noted in the Application as Auckland Council Reclamation) for the last 19 years and operate its daily rowing programme from Bayswater.

TGSRC currently comprises a membership of over 250 athletes, coaches and parents, and has been an integral part of Takapuna Grammar School sport for over 90 years.

TGSRC prides itself on making the sport of rowing available to any TGS student and stands by its policy of 'all those who want to row, can row.'

The club is run by a voluntary committee and has enjoyed considerable success at school and club level and has produced world champions and medal-winning Olympic athletes and coaches.

In the 2020/21 season, the club's results included two national titles, the retention of the position as the highest performing co-ed rowing programme in the North Island, six athletes selected to join the regional rowing programme, and two athletes selected to start their journey on the New Zealand high performance pathway.

Consultation

The application for resource consent and assessment of environmental effects states; 'Over the period since 2017, efforts have been made to consult with the local community on future development plans for the Marina land.'

As part of the local community and a daily user of the Bayswater Boat Ramp, it is of great concern and key to note, that TGSRC has not been included in this consultation and have not been engaged to have the opportunity to understand and provide input to the overall vision for the site.

It is disappointing that the timelines for reviewing the application documentation and compiling a response have been restricted to when the impacted community have been in lockdown due to the impacts of the COVID-19 pandemic. This has significantly impacted TGSRC's ability to undertake a robust consultation approach with club members and to compile a thorough response.

Continued Access To The Bayswater Marina Boat Ramp

Currently, the underlying zone of land within the precinct is Marina zone and Public Open space zone. The primary purpose of the zone is to provide access to the harbour by way of the boat ramp, to provide for the boats moored at the marina and marine related activities as well as the Bayswater ferry service.

TGSRC notes from historical consents that the land at the top of the ramp is privately owned by Bayswater Marina, with the requirement that it remains open to the public to use.

Currently, the water access via the boat ramp is one of few public access points onto the Waitemata harbour that can be accessed at any tide point. It is crucial to water-based activities including rowing, fishing, recreational boating, windsurfing, sailing. The Application specifies that rowing activities 'elsewhere' at the sight will not be impacted. But a key part of rowing, and marine activities is access to the boat ramp at all times.

Without unlimited access to the Bayswater Marina Boat Ramp, TGSRC would have to close as it would no longer be able to provide opportunities for current and future club members to experience and train in the sport of rowing.

With 80 registered student-athletes TGSRC has been a significant user of the Bayswater Marina Boat Ramp since 2002, utilising the Bayswater Marina Boat Ramp daily from 4.45am for rowing skiff and safety boat launches all year round.

Rowing skiffs are carried by athletes from the Blue Shed to the Bayswater Marina Boat Ramp. They do this by carrying the rowing skiffs across the car park (currently out of scope for the development) up a small ramp that connects the carpark in Sub Precinct C, through the corner of the proposed Sir Peter Blake Parade and Cross Street and then onto the ramp.

Safety boats are towed from the back of a vehicle and follow the same route as our athletes with rowing skiffs.

However, to pass over the small ramp TGSRC has an agreement with the current Marina Management team who allow us to remove a large metal bollard (highlighted in figure 1) each day to get our vehicles (usually 4x4's) though and our safety boats to the boat ramp.

The processes outlined in both 3.6 and 3.7 of this response both require more space than a footpaths access to the boat ramp as figure 10 in the assessment of effects document shows.

It is not clear if the footpath on the boundary of Sir Peter Blake Parade in Sub Precinct C continues around to Cross Street.

It is also not clear if the pathway or work undertaken in the development will replace the bollard that is currently on the small ramp that connects the carpark to the proposed corner of Sir Peter Blake Parade and Cross street (highlighted in figure 1) and if there will still be accessible via the small ramp for vehicles towing safety boats to use the Bayswater Marina Boat Ramp.

It is noted that the land directly around the Bayswater Marina Boat Ramp is owned by the marina, the site boundary extends along the footpath in front of the old wharf. The application proposes "A direct physical connection to the water" but the use of these public areas and boardwalk will be 'easement' access rights, i.e., no guarantee of water access in the early morning.

It is noted that within the Application, the pavement around the boat ramp will be 'reconstructed to suit the development' however there is no information provided with regards to limiting access to the Bayswater Marina Boat Ramp or the impact that this reconstruction will have, both during and after the reconstruction.

Within the Demolition Methodology, section IV the Application has highlighted that security and construction fencing will be placed 'near the existing boat ramp'. It is not clear if this fencing will generate any limitations for rowing skiffs (that are between 8 - 18 meters long) and vehicles towing safety boats to access the Bayswater Marina Boat Ramp.

The Application states that it complies with the Hauraki Gulf Marine Park Act section 7 and 8 which includes providing easy access to the Hauraki Gulf. The application for resource consent states that "improved access to the seaward edge of the Bayswater precinct" is part of the plan. However, no stipulations or plan is conveyed as to how this access will be maintained through the construction and development of the land. The staging plan shows no guarantee of access to the boat ramp during the building of the apartment and terrace housing and landscaping.

This water access and coastal strip includes the legally required marina berth holder's car parking which the

submission says have a “low level of use.” By taking away all the ferry parking for housing these 210 carparks will certainly be at capacity from 6:40 am - 7:30 pm when peak commuter traffic for the ferry will use them as only 32 car spaces have been set aside for visitors including to a cafe. Therefore, the 15m legally required water proximity will not be the case for most of the day.

TGSRC recommend that prior to the approval of the Application the ownership of the Bayswater Marina Boat Ramp is transferred from Bayswater Marina to Auckland Council as a community asset, ensuring the longevity of public access to the water.

Safe Access To The Bayswater Marina Boat Ramp

The current documentation does not detail how during the three stages of construction safe and direct access to the boat ramp will be provided for our student-athletes who carry rowing skiffs ranging from 60kg - 100kg on their shoulders from the Blue Shed and down the ramp to access the water.

Without unlimited and safe access to the Bayswater Marina Boat Ramp TGSRC will no longer be able to provide opportunities to experience and train in the sport of rowing to current and future club members and would have to close. The Application does not outline how construction work will impact public access rights to the Bayswater Marina Boat Ramp and does not contain any content regarding the risk analysis and planned mitigation activities to ensure the continued safety of all users of the ramp.

It is noted that within the Application the pavement around the boat ramp will be ‘reconstructed to suit the development’ however there is no information provided regarding the impact that this reconstruction will have on our athlete’s ability to transport our rowing skiffs to the Bayswater Marina Boat Ramp safely both during and after the reconstruction.

Within attachment 3.2 Engineering Drawings Part 2 the development of a retaining wall on the boundary of the proposed Sir Peter Blake Parade is documented, however, the details of the boundary wall will not be provided until the building consent stage. As the current occupiers of the Blue Shed which is next to the boundary line for the proposed retaining wall TGSRC would like some more information on the impact that the development of this wall will have on the Blue Shed.

TGSRC have some significant concerns regarding vehicles towing safety boats navigating the tight bend from the proposed Sir Peter Blake Parade to Cross Street and safely manoeuvring into the Bayswater Marina Boat Ramp, given its location on a tight bend in the road with restricted visibility. This concern is heightened when considering that these vehicles will need to reverse onto the Bayswater Marina Boat Ramp safely.

The proposed bus turning area has a potential for conflict and increased queuing for student-athletes carrying boats down the Bayswater Marina Boat Ramp, buses turning, vehicles with boat trailers accessing the Bayswater Marina Boat Ramp, pedestrians and cyclists, and it would be good to understand what approaches can be put in place to minimise conflict and ensure safety.

The forecasted increase of 570 vehicle movements and 90 truck movements on the proposed Sir Peter Blake Parade and Cross Street presents significant concern regarding the safety of TGSRC athletes who will need to need to cross these roads and potentially walk on them whilst carrying their rowing skiffs to access the Bayswater Marina Boat Ramp. It is not clear in the documentation what safety precautions will be put in place to ensure the safety of all road and footpath users.

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

TGSRC recommend that prior to approval of the Application, the ownership of the boat ramp is transferred from the Marina to Auckland Council as a community asset, ensuring the longevity of public access to the water.

TGSRC recommend that prior to approval of the Application that the vehicle access to the proposed corner of Sir Peter Blake Parade and Cross Street is agreed to retained via the existing small ramp (noted in Figure 1) from the out of zone carpark.

TGSRC recommend that if the Application is processed and granted, that the Application is redesigned to:

Significantly provide for the core functions of the zone.

Better enable growth of the marina and the provision of opportunities for the local community to partake in water sports in the future.

Provide uninterrupted access for TGSRC and the public to use the marina access the Bayswater Marina Boat Ramp as it is intended.

Amendments

TGSRC request that the Application ensures that the footpath on the boundary of Sir Peter Blake Parade in Sub Precinct C continues round to Cross Street, allowing for the safe transportation of 8m – 18m rowing skiffs by student athletes.

TGSRC request that a safety, risk and usability study is undertaken prior to the reconstruction of the pavement around the Bayswater Marina Boat Ramp, with required actions implemented (that align to leading practice and Auckland Council / Auckland Transport guidelines) to ensure unrestricted safe access to the Bayswater Marina Boat Ramp before, during and after construction.

TGSRC request that within the Demolition Methodology, section IV, an assessment is completed to understand and remove any limitations that may impact rowing skiffs and vehicles towing safety boats to have unrestricted access the Bayswater Marina Boat Ramp each day, and all year round.

TGSRC request that the Application includes how it will comply with the Hauraki Gulf Marine Park Act section 7 and 8 which includes providing easy access to the Hauraki Gulf – particularly on how rowing skiffs and safety boats will have unrestricted access the Bayswater Marina Boat Ramp each day, and all year round.

TGSRC request that the Application details how the 15m legally required water proximity will be maintained.

TGSRC request that the Application details how during the three stages safe, direct and unrestricted access to the

Bayswater Marina Boat Ramp will be provided to TGSRC and the public.

TGSRC request that the Application details the risk analysis and planned mitigation activities to ensure the unrestricted access and continued safety for all users of the Bayswater Marina Boat Ramp during all construction work.

TGSRC request that the Application details the impact that the development of the retaining wall detailed in attachment 3.2 Engineering Drawings Part 2 will have on the Blue Shed and details the risk mitigations that will be in place regarding the retaining wall limiting TGSRC's unrestricted and safe access to the Bayswater Marina Boat Ramp.

TGSRC request that the Application redesigns the tight bend from the proposed Sir Peter Blake Parade to Cross Street in alignment to leading practice and Auckland Council / Auckland Transport guidelines to increase visibility and allow for vehicles towing boats and boat trailers to reverse on to the boat ramp safely.

TGSRC request that the Application details the safety and traffic calming precautions (that align to leading practice and Auckland Council / Auckland Transport guidelines) that will be put in place to ensure the safety of TGSRC athletes who will need to cross these roads and potentially walk on them whilst carrying their rowing skiffs to access the Bayswater Marina Boat Ramp.

TGSRC request that the Application details the safety and traffic calming precautions (that align to leading practice and Auckland Council / Auckland Transport guidelines) that will be put in place to ensure the safety of TGSRC athletes and all other pedestrians, cyclists, and road users against the forecasted increase of 570 vehicle movements and 90 truck movements on the proposed Sir Peter Blake Parade and Cross Street.

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? No

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

Supporting information:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Wednesday, November 17, 2021 8:01:11 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13218] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Bronwyn Hill

Organisation name:

Contact phone number: 0212994779

Email address: bronwynhill2002@yahoo.com

Postal address:

27a Cowper Street
Devonport
Auckland 0624

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

Reduction of the esplanade strip from 20 metres to 15 metres.

Transfer of the ownership of the esplanade strip from public to private ownership.

Construction of dwellings, car parks and road in the proposed 15m esplanade strip.

Safety issues associated with the width, public use and public ownership of the esplanade reserve or strip.

Removal of angle parking facilities and preparation area for the public boat ramp, and proposed 20 parallel parks for cars and boat trailers for user of the boat ramp.

Removal of boating facilities associated with the marina, including boat storage, servicing and marine retail activities.

Structure in, and discharges to the coastal marine area.

What are the reasons for your submission?

Section 230 Resource Management Act 1991 states 'An esplanade reserve, 20 metres wide, must be created when land is subdivided into allotments of less than 4 hectares.' The esplanade strip helps protect the coastal environment, it allows public access to the foreshore and it enables recreational use by the public of the esplanade strip and the adjacent coastal area. With increasing density of housing in Auckland this 20 Metre width should be non-negotiable we need more recreational areas and parks. Provision for car parks, roads and buildings needs to be provided outside of the 20 metre esplanade strip so that Bayswater Marina can continue to be enjoyed for it's spaces and views of the city. Transfer of ownership of the esplanade reserve from public to private ownership is likely to see further erosion of it's viability in years to come.

Removal of angle parking facilities and provision for 20 parallel parks for cars and boat trailers for users of the boat ramp is totally inadequate. Bayswater boat ramp is one of the few available locally where we can safely launch our boat and trailer. Parallel parking of boats and trailers is not an easy matter nor would it be safe in an area which will be also used for recreation. For those parks that are situated within the residential neighbourhood there will be additional hazards. Furthermore 20 spaces is inadequate. Some residents of the proposed development will no doubt want parking for their own boats and trailers and will take up spaces permanently.

Auckland has a large number of boaties and the North Shore an even higher number. Boaties are poorly served with ramps on the North Shore. The Takapuna boat ramp has become unusable with cars parked in boat and trailer parks and windsurfers, jet skis and SUPs often taking over the ramp. The ramp at Torpedo Bay is only usable for a few hours either side of hightide and the parking there, which used to be reserved for boats and trailers, is now open to all. The boating facilities currently associated with the Bayswater Marina including the boat storage, servicing and marine retail activities provide a valued resource. Not everyone wants to travel to Albany, Silverdale or the Viaduct to get their boats serviced.

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

I would like to see the Council decline the application where any development, whole or in part, does not meet the Auckland Unitary Plan which has the following objectives, 'Marina activities are located within the Coastal – Marina Zone which encompasses the coastal marine area and any adjoining land used for marina related activity.' and 'Activities in the Coastal – Marina Zone that have a functional need for a coastal location have priority over those that do not' and also 'Access to the waterfront for berth holders and the public is maintained or enhanced.'

The removal of 70 mature pohutukawa trees to clear the site for the development

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

I would like to see the Council decline the application where any development, whole or in part, does not meet the Auckland Unitary Plan which has the following objectives, 'Marina activities are located within the Coastal – Marina Zone which encompasses the coastal marine area and any adjoining land used for marina related activity.' and 'Activities in the Coastal – Marina Zone that have a functional need for a coastal location have priority over those that do not' and also 'Access to the waterfront for berth holders and the public is maintained or enhanced.'

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? No

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

Supporting information:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Wednesday, November 17, 2021 8:01:14 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13219] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Lara Figgins

Organisation name: Takapuna Rowing Club

Contact phone number: 021446326

Email address: larafiggins@yahoo.co.nz

Postal address:

27 Oxford Terrace
Devonport
Auckland 0624

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

Consultation.
Continued water access via the Bayswater Marina Boat Ramp.
Safe access to the Bayswater Marina Boat Ramp.

What are the reasons for your submission?

1. Background
 - 1.1. Takapuna Grammar School Rowing Club (TGSRC), as an incorporated society, is a voluntary organisation offering the rowing experience to all interested year 8 – year 12 students from local schools.
 - 1.2. TGSRC has occupied the building known as the Blue Shed (noted in the Application as Auckland Council Reclamation) for the last 19 years and operates its daily rowing programme from Bayswater.

1.3. TGSRC currently comprises a membership of over 250 athletes, coaches and parents, and has been an integral part of Takapuna Grammar School sport for over 90 years.

1.4. TGSRC prides itself on making the sport of rowing available to any TGS student and stands by its policy of 'all those who want to row, can row.'

1.5. The club is run by a voluntary committee and has enjoyed considerable success at school and club level and has produced world champions and medal-winning Olympic athletes and coaches.

1.6. In the 2020/21 season, the club's results included two national titles, the retention of the position as the highest performing co-ed rowing programme in the North Island, six athletes selected to join the regional rowing programme, and two athletes selected to start their journey on the New Zealand high performance pathway.

2. Consultation

2.1. The application for resource consent and assessment of environmental effects states; 'Over the period since 2017, efforts have been made to consult with the local community on future development plans for the Marina land.'

2.2. As part of the local community and a daily user of the Bayswater Boat Ramp, it is of great concern and key to note, that TGSRC has not been included in this consultation and have not been engaged to have the opportunity to understand and provide input to the overall vision for the site.

2.3. It is disappointing that the timelines for reviewing the application documentation and compiling a response have been restricted to when the impacted community have been in lockdown due to the impacts of the COVID-19 pandemic. This has significantly impacted TGSRC's ability to undertake a robust consultation approach with club members and to compile a thorough response.

3. Continued Access To The Bayswater Marina Boat Ramp

3.1. Currently, the underlying zone of land within the precinct is Marina zone and Public Open space zone. The primary purpose of the zone is to provide access to the harbour by way of the boat ramp, to provide for the boats moored at the marina and marine related activities as well as the Bayswater ferry service.

3.2. TGSRC notes from historical consents that the land at the top of the ramp is privately owned by Bayswater Marina, with the requirement that it remains open to the public to use.

3.3. Currently, the water access via the boat ramp is one of few public access points onto the Waitemata harbour that can be accessed at any tide point. It is crucial to water-based activities including rowing, fishing, recreational boating, windsurfing, sailing. The Application specifies that rowing activities 'elsewhere' at the sight will not be impacted. But a key part of rowing, and marine activities is access to the boat ramp at all times.

3.4. Without unlimited access to the Bayswater Marina Boat Ramp, TGSRC would have to close as it would no longer be able to provide opportunities for current and future club members to experience and train in the sport of rowing.

3.5. With 80 registered student-athletes TGSRC has been a significant user of the Bayswater Marina Boat Ramp since 2002, utilising the Bayswater Marina Boat Ramp daily from 4.45am for rowing skiff and safety boat launches all year round.

3.6. Rowing skiffs are carried by athletes from the Blue Shed to the Bayswater Marina Boat Ramp. They do this by carrying the rowing skiffs across the car park (currently out of scope for the development) up a small ramp that connects the carpark in Sub Precinct C, through the corner of the proposed Sir Peter Blake Parade and Cross Street and then onto the ramp.

3.7. Safety boats are towed from the back of a vehicle and follow the same route as our athletes with rowing skiffs. However, to pass over the small ramp TGSRC has an agreement with the current Marina Management team who allow us to remove a large metal bollard (highlighted in figure 1) each day to get our vehicles (usually 4x4's) though and our safety boats to the boat ramp.

3.8. The processes outlined in both 3.6 and 3.7 of this response both require more space than a footpaths access to the boat ramp as figure 10 in the assessment of effects document shows.

3.9. It is not clear if the footpath on the boundary of Sir Peter Blake Parade in Sub Precinct C continues around to Cross Street.

3.10. It is also not clear if the pathway or work undertaken in the development will replace the bollard that is currently on the small ramp that connects the carpark to the proposed corner of Sir Peter Blake Parade and Cross street (highlighted in figure 1) and if there will still be accessible via the small ramp for vehicles towing safety boats to use the Bayswater Marina Boat Ramp.

3.11. It is noted that the land directly around the Bayswater Marina Boat Ramp is owned by the marina, the site boundary extends along the footpath in front of the old wharf. The application proposes "A direct physical connection to the water" but the use of these public areas and boardwalk will be 'easement' access rights, i.e., no guarantee of water access in the early morning.

3.12. It is noted that within the Application, the pavement around the boat ramp will be 'reconstructed to suit the development' however there is no information provided with regards to limiting access to the Bayswater Marina Boat Ramp or the impact that this reconstruction will have, both during and after the reconstruction.

3.13. Within the Demolition Methodology, section IV the Application has highlighted that security and construction fencing will be placed 'near the existing boat ramp'. It is not clear if this fencing will generate any limitations for rowing skiffs (that are between 8 - 18 meters long) and vehicles towing safety boats to access the Bayswater Marina Boat Ramp.

3.14. The Application states that it complies with the Hauraki Gulf Marine Park Act section 7 and 8 which includes providing easy access to the Hauraki Gulf. The application for resource consent states that "improved access to the seaward edge of the Bayswater precinct" is part of the plan. However, no stipulations or plan is conveyed as to how this

access will be maintained through the construction and development of the land. The staging plan shows no guarantee of access to the boat ramp during the building of the apartment and terrace housing and landscaping.

3.15. This water access and coastal strip includes the legally required marina berth holder's car parking which the submission says have a "low level of use." By taking away all the ferry parking for housing these 210 carparks will certainly be at capacity from 6:40 am - 7:30 pm when peak commuter traffic for the ferry will use them as only 32 car spaces have been set aside for visitors including to a cafe. Therefore, the 15m legally required water proximity will not be the case for most of the day.

3.16. TGSRC recommend that prior to the approval of the Application the ownership of the Bayswater Marina Boat Ramp is transferred from Bayswater Marina to Auckland Council as a community asset, ensuring the longevity of public access to the water.

4. Safe Access To The Bayswater Marina Boat Ramp

4.1. The current documentation does not detail how during the three stages of construction safe and direct access to the boat ramp will be provided for our student-athletes who carry rowing skiffs ranging from 60kg - 100kg on their shoulders from the Blue Shed and down the ramp to access the water.

4.2. Without unlimited and safe access to the Bayswater Marina Boat Ramp TGSRC will no longer be able to provide opportunities to experience and train in the sport of rowing to current and future club members and would have to close.

4.3. The Application does not outline how construction work will impact public access rights to the Bayswater Marina Boat Ramp and does not contain any content regarding the risk analysis and planned mitigation activities to ensure the continued safety of all users of the ramp.

4.4. It is noted that within the Application the pavement around the boat ramp will be 'reconstructed to suit the development' however there is no information provided regarding the impact that this reconstruction will have on our athlete's ability to transport our rowing skiffs to the Bayswater Marina Boat Ramp safely both during and after the reconstruction.

4.5. Within attachment 3.2 Engineering Drawings Part 2 the development of a retaining wall on the boundary of the proposed Sir Peter Blake Parade is documented, however, the details of the boundary wall will not be provided until the building consent stage. As the current occupiers of the Blue Shed which is next to the boundary line for the proposed retaining wall TGSRC would like some more information on the impact that the development of this wall will have on the Blue Shed.

4.6. TGSRC have some significant concerns regarding vehicles towing safety boats navigating the tight bend from the proposed Sir Peter Blake Parade to Cross Street and safely manoeuvring into the Bayswater Marina Boat Ramp, given its location on a tight bend in the road with restricted visibility. This concern is heightened when considering that these vehicles will need to reverse onto the Bayswater Marina Boat Ramp safely.

4.7. The proposed bus turning area has a potential for conflict and increased queuing for student-athletes carrying boats down the Bayswater Marina Boat Ramp, buses turning, vehicles with boat trailers accessing the Bayswater Marina Boat Ramp, pedestrians and cyclists, and it would be good to understand what approaches can be put in place to minimise conflict and ensure safety.

4.8. The forecasted increase of 570 vehicle movements and 90 truck movements on the proposed Sir Peter Blake Parade and Cross Street presents significant concern regarding the safety of TGSRC athletes who will need to need to cross these roads and potentially walk on them whilst carrying their rowing skiffs to access the Bayswater Marina Boat Ramp. It is not clear in the documentation what safety precautions will be put in place to ensure the safety of all road and footpath users.

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

5. Decisions

5.1. TGSRC recommend that prior to approval of the Application, the ownership of the boat ramp is transferred from the Marina to Auckland Council as a community asset, ensuring the longevity of public access to the water.

5.2. TGSRC recommend that prior to the approval of the Application that the vehicle access to the proposed corner of Sir Peter Blake Parade and Cross Street is agreed to retained via the existing small ramp (noted in Figure 1) from the out of zone carpark.

5.3. TGSRC recommend that if the Application is processed and granted, that the Application is redesigned to:

5.3.1. Significantly provide for the core functions of the zone.

5.3.2. Better enable growth of the marina and the provision of opportunities for the local community to partake in water sports in the future.

5.3.3. Provide uninterrupted access for TGSRC and the public to use the marina access the Bayswater Marina Boat Ramp as it is intended.

6. Amendments

6.1. TGSRC request that the Application ensures that the footpath on the boundary of Sir Peter Blake Parade in Sub Precinct C continues round to Cross Street, allowing for the safe transportation of 8m – 18m rowing skiffs by student athletes.

6.2. TGSRC request that a safety, risk and usability study is undertaken prior to the reconstruction of the pavement around the Bayswater Marina Boat Ramp, with required actions implemented (that align to leading practice and Auckland Council / Auckland Transport guidelines) to ensure unrestricted safe access to the Bayswater Marina Boat Ramp before, during and after construction.

6.3. TGSRC request that within the Demolition Methodology, section IV, an assessment is completed to understand and remove any limitations that may impact rowing skiffs and vehicles towing safety boats to have unrestricted access the Bayswater Marina Boat Ramp each day, and all year round.

- 6.4. TGSRC request that the Application includes how it will comply with the Hauraki Gulf Marine Park Act section 7 and 8 which includes providing easy access to the Hauraki Gulf – particularly on how rowing skiffs and safety boats will have unrestricted access the Bayswater Marina Boat Ramp each day, and all year round.
- 6.5. TGSRC request that the Application details how the 15m legally required water proximity will be maintained.
- 6.6. TGSRC request that the Application details how during the three stages safe, direct and unrestricted access to the Bayswater Marina Boat Ramp will be provided to TGSRC and the public.
- 6.7. TGSRC request that the Application details the risk analysis and planned mitigation activities to ensure the unrestricted access and continued safety for all users of the Bayswater Marina Boat Ramp during all construction work.
- 6.8. TGSRC request that the Application details the impact that the development of the retaining wall detailed in attachment 3.2 Engineering Drawings Part 2 will have on the Blue Shed and details the risk mitigations that will be in place regarding the retaining wall limiting TGSRC's unrestricted and safe access to the Bayswater Marina Boat Ramp.
- 6.9. TGSRC request that the Application redesigns the tight bend from the proposed Sir Peter Blake Parade to Cross Street in alignment to leading practice and Auckland Council / Auckland Transport guidelines to increase visibility and allow for vehicles towing boats and boat trailers to reverse on to the boat ramp safely.
- 6.10. TGSRC request that the Application details the safety and traffic calming precautions (that align to leading practice and Auckland Council / Auckland Transport guidelines) that will be put in place to ensure the safety of TGSRC athletes who will need to cross these roads and potentially walk on them whilst carrying their rowing skiffs to access the Bayswater Marina Boat Ramp.
- 6.11. TGSRC request that the Application details the safety and traffic calming precautions (that align to leading practice and Auckland Council / Auckland Transport guidelines) that will be put in place to ensure the safety of TGSRC athletes and all other pedestrians, cyclists, and road users against the forecasted increase of 570 vehicle movements and 90 truck movements on the proposed Sir Peter Blake Parade and Cross Street.

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:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Wednesday, November 17, 2021 8:01:15 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13220] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Russell Foster

Organisation name:

Contact phone number: +44021504437

Email address: fosterruss90@gmail.com

Postal address:

22 Norwood Road
Bayswater
Auckland 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

- Consultation.
- Continued water access via the Bayswater Marina Boat Ramp.
- Safe access to the Bayswater Marina Boat Ramp.

What are the reasons for your submission?

1. Background

1.1. Takapuna Grammar School Rowing Club (TGSRC), as an incorporated society, is a voluntary organisation offering the rowing experience to all interested year 8 – year 12 students from local schools.

1.2. TGSRC has occupied the building known as the Blue Shed (noted in the Application as Auckland Council Reclamation) for the last 19 years and operate its daily rowing programme from Bayswater.

1.3. TGSRC currently comprises a membership of over 250 athletes, coaches and parents, and has been an integral part of Takapuna Grammar School sport for over 90 years.

1.4. TGSRC prides itself on making the sport of rowing available to any TGS student and stands by its policy of 'all those who want to row, can row.'

1.5. The club is run by a voluntary committee and has enjoyed considerable success at school and club level and has produced world champions and medal-winning Olympic athletes and coaches.

1.6. In the 2020/21 season, the club's results included two national titles, the retention of the position as the highest performing co-ed rowing programme in the North Island, six athletes selected to join the regional rowing programme, and two athletes selected to start their journey on the New Zealand high performance pathway.

2. Consultation

2.1. The application for resource consent and assessment of environmental effects states; 'Over the period since 2017, efforts have been made to consult with the local community on future development plans for the Marina land.'

2.2. As part of the local community and a daily user of the Bayswater Boat Ramp, it is of great concern and key to note, that TGSRC has not been included in this consultation and have not been engaged to have the opportunity to understand and provide input to the overall vision for the site.

2.3. It is disappointing that the timelines for reviewing the application documentation and compiling a response have been restricted to when the impacted community have been in lockdown due to the impacts of the COVID-19 pandemic. This has significantly impacted TGSRC's ability to undertake a robust consultation approach with club members and to compile a thorough response.

3. Continued Access To The Bayswater Marina Boat Ramp

3.1. Currently, the underlying zone of land within the precinct is Marina zone and Public Open space zone. The primary purpose of the zone is to provide access to the harbour by way of the boat ramp, to provide for the boats moored at the marina and marine related activities as well as the Bayswater ferry service.

3.2. TGSRC notes from historical consents that the land at the top of the ramp is privately owned by Bayswater Marina, with the requirement that it remains open to the public to use.

3.3. Currently, the water access via the boat ramp is one of few public access points onto the Waitemata harbour that can be accessed at any tide point. It is crucial to water-based activities including rowing, fishing, recreational boating, windsurfing, sailing. The Application specifies that rowing activities 'elsewhere' at the sight will not be impacted. But a key part of rowing, and marine activities is access to the boat ramp at all times.

3.4. Without unlimited access to the Bayswater Marina Boat Ramp, TGSRC would have to close as it would no longer be able to provide opportunities for current and future club members to experience and train in the sport of rowing.

3.5. With 80 registered student-athletes TGSRC has been a significant user of the Bayswater Marina Boat Ramp since 2002, utilising the Bayswater Marina Boat Ramp daily from 4.45am for rowing skiff and safety boat launches all year round.

3.6. Rowing skiffs are carried by athletes from the Blue Shed to the Bayswater Marina Boat Ramp. They do this by carrying the rowing skiffs across the car park (currently out of scope for the development) up a small ramp that connects the carpark in Sub Precinct C, through the corner of the proposed Sir Peter Blake Parade and Cross Street and then onto the ramp.

3.7. Safety boats are towed from the back of a vehicle and follow the same route as our athletes with rowing skiffs. However, to pass over the small ramp TGSRC has an agreement with the current Marina Management team who allow us to remove a large metal bollard (highlighted in figure 1) each day to get our vehicles (usually 4x4's) though and our safety boats to the boat ramp.

3.8. The processes outlined in both 3.6 and 3.7 of this response both require more space than a footpaths access to the boat ramp as figure 10 in the assessment of effects document shows.

3.9. It is not clear if the footpath on the boundary of Sir Peter Blake Parade in Sub Precinct C continues around to Cross Street.

3.10. It is also not clear if the pathway or work undertaken in the development will replace the bollard that is currently on the small ramp that connects the carpark to the proposed corner of Sir Peter Blake Parade and Cross street (highlighted in figure 1) and if there will still be accessible via the small ramp for vehicles towing safety boats to use the Bayswater Marina Boat Ramp.

3.11. It is noted that the land directly around the Bayswater Marina Boat Ramp is owned by the marina, the site boundary extends along the footpath in front of the old wharf. The application proposes "A direct physical connection to the water" but the use of these public areas and boardwalk will be 'easement' access rights, i.e., no guarantee of water access in the early morning.

3.12. It is noted that within the Application, the pavement around the boat ramp will be 'reconstructed to suit the development' however there is no information provided with regards to limiting access to the Bayswater Marina Boat Ramp or the impact that this reconstruction will have, both during and after the reconstruction.

3.13. Within the Demolition Methodology, section IV the Application has highlighted that security and construction fencing will be placed 'near the existing boat ramp'. It is not clear if this fencing will generate any limitations for rowing skiffs (that are between 8 - 18 meters long) and vehicles towing safety boats to access the Bayswater Marina Boat Ramp.

3.14. The Application states that it complies with the Hauraki Gulf Marine Park Act section 7 and 8 which includes providing easy access to the Hauraki Gulf. The application for resource consent states that "improved access to the seaward edge of the Bayswater precinct" is part of the plan. However, no stipulations or plan is conveyed as to how this access will be maintained through the construction and development of the land. The staging plan shows no guarantee of access to the boat ramp during the building of the apartment and terrace housing and landscaping.

3.15. This water access and coastal strip includes the legally required marina berth holder's car parking which the submission says have a "low level of use." By taking away all the ferry parking for housing these 210 carparks will certainly be at capacity from 6:40 am - 7:30 pm when peak commuter traffic for the ferry will use them as only 32 car spaces have been set aside for visitors including to a cafe. Therefore, the 15m legally required water proximity will not be the case for most of the day.

3.16. TGSRC recommend that prior to the approval of the Application the ownership of the Bayswater Marina Boat Ramp is transferred from Bayswater Marina to Auckland Council as a community asset, ensuring the longevity of public access to the water.

4. Safe Access To The Bayswater Marina Boat Ramp

4.1. The current documentation does not detail how during the three stages of construction safe and direct access to the boat ramp will be provided for our student-athletes who carry rowing skiffs ranging from 60kg - 100kg on their shoulders from the Blue Shed and down the ramp to access the water.

4.2. Without unlimited and safe access to the Bayswater Marina Boat Ramp TGSRC will no longer be able to provide opportunities to experience and train in the sport of rowing to current and future club members and would have to close.

4.3. The Application does not outline how construction work will impact public access rights to the Bayswater Marina Boat Ramp and does not contain any content regarding the risk analysis and planned mitigation activities to ensure the continued safety of all users of the ramp.

4.4. It is noted that within the Application the pavement around the boat ramp will be 'reconstructed to suit the development' however there is no information provided regarding the impact that this reconstruction will have on our athlete's ability to transport our rowing skiffs to the Bayswater Marina Boat Ramp safely both during and after the reconstruction.

4.5. Within attachment 3.2 Engineering Drawings Part 2 the development of a retaining wall on the boundary of the proposed Sir Peter Blake Parade is documented, however, the details of the boundary wall will not be provided until the building consent stage. As the current occupiers of the Blue Shed which is next to the boundary line for the proposed retaining wall TGSRC would like some more information on the impact that the development of this wall will have on the Blue Shed.

4.6. TGSRC have some significant concerns regarding vehicles towing safety boats navigating the tight bend from the proposed Sir Peter Blake Parade to Cross Street and safely manoeuvring into the Bayswater Marina Boat Ramp, given its location on a tight bend in the road with restricted visibility. This concern is heightened when considering that these vehicles will need to reverse onto the Bayswater Marina Boat Ramp safely.

4.7. The proposed bus turning area has a potential for conflict and increased queuing for student-athletes carrying boats down the Bayswater Marina Boat Ramp, buses turning, vehicles with boat trailers accessing the Bayswater Marina Boat Ramp, pedestrians and cyclists, and it would be good to understand what approaches can be put in place to minimise conflict and ensure safety.

4.8. The forecasted increase of 570 vehicle movements and 90 truck movements on the proposed Sir Peter Blake Parade and Cross Street presents significant concern regarding the safety of TGSRC athletes who will need to need to cross these roads and potentially walk on them whilst carrying their rowing skiffs to access the Bayswater Marina Boat Ramp. It is not clear in the documentation what safety precautions will be put in place to ensure the safety of all road and footpath users.

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

5. Decisions

5.1. TGSRC recommend that prior to approval of the Application, the ownership of the boat ramp is transferred from the Marina to Auckland Council as a community asset, ensuring the longevity of public access to the water.

5.2. TGSRC recommend that prior to approval of the Application that the vehicle access to the proposed corner of Sir Peter Blake Parade and Cross Street is agreed to retained via the existing small ramp (noted in Figure 1) from the out of zone carpark.

5.3. TGSRC recommend that if the Application is processed and granted, that the Application is redesigned to:

5.3.1. Significantly provide for the core functions of the zone.

5.3.2. Better enable growth of the marina and the provision of opportunities for the local community to partake in water sports in the future.

5.3.3. Provide uninterrupted access for TGSRC and the public to use the marina access the Bayswater Marina Boat Ramp as it is intended.

6. Amendments

6.1. TGSRC request that the Application ensures that the footpath on the boundary of Sir Peter Blake Parade in Sub Precinct C continues round to Cross Street, allowing for the safe transportation of 8m – 18m rowing skiffs by student athletes.

6.2. TGSRC request that a safety, risk and usability study is undertaken prior to the reconstruction of the pavement around the Bayswater Marina Boat Ramp, with required actions implemented (that align to leading practice and Auckland Council / Auckland Transport guidelines) to ensure unrestricted safe access to the Bayswater Marina Boat Ramp before, during and after construction.

6.3. TGSRC request that within the Demolition Methodology, section IV, an assessment is completed to understand and remove any limitations that may impact rowing skiffs and vehicles towing safety boats to have unrestricted access the Bayswater Marina Boat Ramp each day, and all year round.

6.4. TGSRC request that the Application includes how it will comply with the Hauraki Gulf Marine Park Act section 7 and 8 which includes providing easy access to the Hauraki Gulf – particularly on how rowing skiffs and safety boats will

have unrestricted access the Bayswater Marina Boat Ramp each day, and all year round.

6.5. TGSRC request that the Application details how the 15m legally required water proximity will be maintained.

6.6. TGSRC request that the Application details how during the three stages safe, direct and unrestricted access to the Bayswater Marina Boat Ramp will be provided to TGSRC and the public.

6.7. TGSRC request that the Application details the risk analysis and planned mitigation activities to ensure the unrestricted access and continued safety for all users of the Bayswater Marina Boat Ramp during all construction work.

6.8. TGSRC request that the Application details the impact that the development of the retaining wall detailed in attachment 3.2 Engineering Drawings Part 2 will have on the Blue Shed and details the risk mitigations that will be in place regarding the retaining wall limiting TGSRC's unrestricted and safe access to the Bayswater Marina Boat Ramp.

6.9. TGSRC request that the Application redesigns the tight bend from the proposed Sir Peter Blake Parade to Cross Street in alignment to leading practice and Auckland Council / Auckland Transport guidelines to increase visibility and allow for vehicles towing boats and boat trailers to reverse on to the boat ramp safely.

6.10. TGSRC request that the Application details the safety and traffic calming precautions (that align to leading practice and Auckland Council / Auckland Transport guidelines) that will be put in place to ensure the safety of TGSRC athletes who will need to cross these roads and potentially walk on them whilst carrying their rowing skiffs to access the Bayswater Marina Boat Ramp.

6.11. TGSRC request that the Application details the safety and traffic calming precautions (that align to leading practice and Auckland Council / Auckland Transport guidelines) that will be put in place to ensure the safety of TGSRC athletes and all other pedestrians, cyclists, and road users against the forecasted increase of 570 vehicle movements and 90 truck movements on the proposed Sir Peter Blake Parade and Cross Street.

As a resident of the Bayswater area, I'm also concerned about increased traffic volume (and the danger this poses to young children), higher of levels noise and air pollution to the local area. Additionally, I believe loss of local access to the current area for dog walking and ramp access for pleasure boating would be highly detrimental to the local residents quality of life and safety.

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:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Wednesday, November 17, 2021 8:01:16 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13221] Submission
Attachments: Bayswater marina development submission_20211117205306.462.pdf (412.55 KB)

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Olivia Christie

Organisation name:

Contact phone number: 02102784103

Email address: olivia@sailing.geek.nz

Postal address:

21 Sir Peter Blake Parade
Bayswater
Auckland 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

See supporting documentation

Specifically:

Effect on marina residents and users

Disruption to carparking and public transport access

What are the reasons for your submission?

I am a permanent resident, boat owner and berth holder at Bayswater Marina and have reservations about the development and effect on all users of the area. See supporting documentation.

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

The application be declined and failing that, that the following changes are made to the application:

- The Application be redesigned to significantly provide for the core functions of the zone;
- Better enable growth of the marina in the future; and
- Provide for berth holders, live-aboards and the public to use the marina area as it was intended.

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:

Bayswater marina development submission_20211117205306.462.pdf

Bayswater Maritime Precinct Submission

To: Auckland Council
Submitter: Olivia Christie

This is a submission on an application from Bayswater Marina Holdings Limited (BMHL) for a resource consent for a proposal to redevelop the existing marina into the Bayswater Maritime Precinct.

Resource Consent details

BUN60373319 - Bayswater Marina Holdings Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities.

Opposition to the Application

The plan presented by Bayswater Marina Holdings Limited (BMH) is deficient in a number of critical ways. This submission therefore **opposes** the resource consent proposal as it is currently presented.

I own a berth within Bayswater Marina and reside permanently on our boat. I am also a competitive sailor and sailing coach. I use the boat ramp to launch for training and coaching sessions.

Summary

On the face of it the BMH proposal is in line with reasonable expectations that higher density development is a desirable approach to the New Zealand housing shortage and issue of urban sprawl. However, this plan fails to take into account the obligations that BMH has to berthholders, existing residents of the marina (live-aboards) and the impact that the change in land use will have on locals, ferry commuters, boat ramp users and others who currently use the area.

By its own admission, BMH has failed to consult with berthholders¹ and take into consideration their needs and its obligations to the boat and berth owners, let alone the significant number of households (live-aboard boats)² that are already residents in the marina. Without significant mitigation changes to the plans, the primary construction phases will make life unbearable to live-aboard residents and risk considerable damage to boats and berths. As such, the proposal is not in keeping with the "core function of the Marina" which "is the continued provision and support for a 419-berth marina".

The Application reduces the arrangement of the land based facilities which are available for berth holders and the effect of this on boat users and liveaboards especially seems to have been entirely overlooked.

The proposal also fails to mention that thanks to years of BMH neglect, the 1.1km long outer-breakwater has been allowed to fall into disrepair and is therefore not accessible to the public in its entirety. Despite years of increased levies on berth holders this degradation has continued. It's state now represents a risk to property and to lives in the event of a major storm event. It's potential failure also represents a considerable risk to the viability of construction and in the longer term to the proposed sea level rise defences.

BMH is selling a false representation of a central location with easy access to public transport and recreation, while actually cutting access to these facilities through their actions. Auckland council has already expressed

¹ Application for Resource Consent and Assessment of Environmental Effects document – point 7.6 (page 43)

² Understood to be around 60-80 live-aboard boats, many with multiple people living on a boat, the exact number not been forthcoming from Marina office

reservations regarding the provision for the boat ramp, car parking and public transport facilities³, these concerns have had minimal response from BMH.

We wish to speak to our submission via video conference or in person.

Our more specific concerns are listed below.

Marina facilities

There are various points in the “Application for Resource Consent and Assessment of Environmental Effects” document regarding the current and proposed marina facilities.

Point 5.2 The Marina (page 14)

Facilities provided directly to berth holders will be renewed to the same, or higher standard. New bathroom and laundry facilities specifically for use by berth holders will be incorporated into the design and development of new buildings. Rubbish facilities will be provided next to the ramps, and a new marina office will be constructed. Sewage pump-out will continue to be provided. Waste oil collection and recycling services will be retained for berth holders.

Point 5.11 – Summary (page 25)

Table 1: Comparison between existing land uses and proposal for development, it states

Bathroom facilities, existing one, proposed one

Point 7.6 – Berth Holders (page 43)

Care has been taken in the design to ensure other facilities available to Bertholders, such as car parking and bathroom facilities, will be provided to the same standard as presently exists.

The above statements do not tally with the actual proposal.

- There are currently two marina facility / ablution blocks, one at each end of the marina, both containing a laundry area and two individual washrooms containing a shower, sink and toilet, these are accessed by swipe cards for marina users only.
- Both blocks have a public toilet facility attached.
- Table 1, noted above is inaccurate showing only one facility currently when in fact there are two separate blocks at each end of the marina

Marina users and the facilities:

- Marina users use these facilities so they are not depositing human waste directly into the sea. Even if boats have holding tanks, and used these, they often need to be emptied which requires boats to go outside of the Waitemata harbour, and over 200m from land. This is not practical for most boats on a regular basis.
- The marina facilities are busy in the morning and evenings with live-aboard people
- During summer weekends and holiday periods, both these blocks are very busy facilities with the marina users, often with people queueing to use them
- Many of the live-aboard people use these facilities on a regular daily basis as it is their only

3 Application for Resource Consent – Appendix 4.5

bathroom, shower and laundry facilities, if these are not within easy, safe access and close, this is detrimental to those currently at the marina

- It is currently unclear from the plans where the facilities block will be located. Piers, A, B, C have smaller boats, that are far more likely to not have adequate bathroom facilities on board, there needs to be a bathroom facility block close and with safe easy access to these piers. Along with another for the remaining piers as is currently the situation.
- The ablution blocks need to be accessed safely day and night by boat users, in the knowledge the facilities are secure. There are many women at the Marina and if these facilities are not safe to access, this could potentially cause a serious, potentially life threatening situation
- The current block is 50 meters from pier A, about 45 seconds walk. It is currently 310 meters and about a 5 minute walk to the Marina office. The distance to the current blocks is similar for all piers as they are centrally located
- The plans need to have at least two ablution blocks with at least the same amount of facilities within them
- If the facilities are not easy and safe to access from all piers at any time of day / night and potentially through residential areas, boat users might be more inclined to use on-board facilities which would have a detrimental environmental effect, with waste being deposited directly into the marina
- Rubbish facilities
 - There are currently large rubbish containers at each pier entrance, these get very full and there needs to be at least the same number and size at each pier entrance.
 - The housing and apartments need to have their own rubbish facilities
- Boat maintenance
 - Owners are only allowed to do limited maintenance on their boats within the Marina, due to noise and pollution, large and noisy jobs have to go to specialist hard stands
 - All trades people working on-site should be registered with the Marina office
 - During earth works and construction, the noise and pollution will be significant for all users of the Marina, this will need to be kept within normal business hours, not early mornings and weekends and significant steps taken to ensure that the Marina is not polluted
 - There will be many people working around the area, the Marina will need to ensure that the piers and boats are secure

Live-aboard issues

- There are currently around 60-80 live-aboard households (boats) at Bayswater Marina, with many having multiple people living on the same boat
- Bayswater Marina promote living aboard at the Marina, and charge an extra \$9.60 per person per night on top of rent or opex
 - Live aboard page – <https://www.bayswater.co.nz/live-aboard/>
- This is an efficient use of space for housing options and helps with the current housing crisis.
- Current development plans would make life particularly difficult for live-aboards during and after construction, many would need to move. This would add to the people trying to find suitable accommodation in the Central Auckland area.

- Unlike houses, boats cannot be fully sealed for safety reasons such as gas and carbon monoxide poisoning. The only ventilation and cooling comes from opening hatches, since boats don't have air conditioning or equivalent. This means dirt and noise from construction will have a much greater impact on live-aboard residents than average house resident so extra considerations will need to be made to keep the noise and dirt to an absolute minimum. This is particularly important over the hot summer months – when earthworks will also be in full swing.
- Access to boats – proposed disruptions to carparking during the construction period and building of new pier access ramps, will badly disrupt access to boats. With residents coming in and out, sometimes multiple times a day, this will be a significant inconvenience.

Marina Maintenance

The “Application for Resource Consent and Assessment of Environmental Effects” document Point 5.3 Public open space and coastal access - states

“The existing 1.1 km long floating breakwater protecting the berthage areas provides additional public access to the coastline and also an alternative recreational walk for those visiting or living at the Precinct.”

- The Bayswater Marina breakwater, is currently in a state of disrepair and public are not able to walk the full extent of the breakwater, due to years of damage and neglect.
- The breakwater needs to be fixed, as it is currently a hazard to boats and public safety. Future storms will continue to erode away at the current structure
- The breakwater is supposed to be being fixed by the company who are proposing this development, if they are not fixing something which has been on-going for many years, will they actually maintain and fix other issues that might occur during construction?
- Marina berth holders are currently being charged additional fees to repair the breakwater, but this is still not happening at a suitable pace
- With the marina breakwater issue not being resolved and fixed, this could potentially cause damage to boats and risk to people on those boats, or trying to secure boats
- The lack of maintenance currently being done does not show any respect for people or property

Security

- Security of boats
 - With increased number of people around the area, the security of boats and equipment needs to be ensured
 - Currently as mainly marina people and marine contractors around, it is easier to keep an eye on boats, this might not be the case if more people in the area, particularly during construction and at the hospitality venues
 - Access to the berths during daylight hours is not currently controlled, this could be a big security issue both for boats and people on the boats.
 - Other marinas in Auckland have locked gates to the piers, during construction and following the piers at Bayswater should be swipe card controlled
- Security of cars in car park
 - Entry and exit to the berth holder car parks do not appear to be controlled as they currently are. This is a security issue and will essentially turn these parks into public car

parking

- Marine contractors visit the site and have often expensive equipment in their vehicles
 - The proposal states that the berth car parks are rarely fully utilised. This is incorrect, particularly during the sailing season when the berth holders make heavy use of the parking places. Most days the car parks are heavily used
 - Security of marina users, especially live-aboard people
 - The Bayswater Marina has berths for 419 berths, many of which have live-aboards.
 - Many people currently use the area, if there is additional housing, retail and hospitality in the area, there will be a significant increase in people within the area at all times of day
 - It will therefore not be as obvious who is supposed to be on the marina piers and security could become an issue
 - Safety will need to be ensured for those that are going to / from their boats at any time of day or night
 - Impact on live-aboard households
 - Bayswater Marina has around 60 - 80 live-aboard households
 - During construction, which will take many years, security and health for these people will be a major issue. This is admitted in the proposal but with little to no mitigations proposed
 - Point 8.1.6 (page 49)
 - *“Because the first phase of the project will involve substantial civil and structural works involving the likes of demolition, bulk earthworks, stormwater, wastewater and water supply construction and pavement construction, there is the potential for significant effects to occur on existing infrastructure services, parking and access to and around the site, and other effects such as dust or noise.”*
- Moving through construction sites and from the moved car park, will not become safe, or even possible at night, especially for women alone
- Construction outside normal working hours (8am to 5pm) is likely to cause considerable disruption and stress to both marina users and local residents
- Security of local area
 - Increase in high density housing means more people and vehicles around the local area
 - This can allow undesirable activities to take place without being so obvious within the local area

Environmental

- Sea level rise
 - Sea levels are expected to rise
 - Building a higher sea wall, might effect the current waves, angles of waves and cause damage to boats and property. Further wave dynamic studies are required to assess this potential impact
- Tsunami risk
 - The marina and area where the housing will be located is low lying and in the tsunami evacuation zone.
 - Building high density housing in this area is irresponsible, in the case of an emergency

more people are being put at risk for not being able to vacate the area quickly

- Run-off directly into the sea
 - During construction rubbish would easily be able to blown / deposited into the sea around the marina area
 - High density construction would cause considerable waste and environmental issues for the surrounding area
 - With additional housing / retail on the area, storm water will be going directly into the sea

Construction

- The proposed raising of the area and site preparation is expected to take a number of years. During this time there will be considerable disruption to the local community through noise pollution, and physical pollution
- The construction pace is dependant on sale and construction of individual units. The areas of excavation will remain open and susceptible to damage as a result of years of weathering, erosion and tidal influx
- There will be considerable requirements for truck movements to remove excess cutting soil, all of which have to drive along residential streets, through busy intersections and past schools. The proposal estimates the amount of excess to be removed will be around 700m³. This is on top of the movements required for site workers, equipment and building materials which will continue for years

Car parking

- NOTE: As the Application for Resource Consent was submitted within the Auckland lockdown, where it notes that car parking is not well used, it is inaccurate during normal, non-Covid lockdown times
- There are a number of different car parking facilities within the proposed redevelopment planned area. They are all busy and well used (see
- Berth holders
 - Currently accessed with a swipe card through barriers
 - Very busy at weekends and holidays
 - Busy during the week people visiting their boats, live-aboard cars and contractors working on boats
 - Commuters who are berth holders also park in the car park when using the ferry
- Ferry users
 - The ferry car park is busy all day with commuters
- Boat ramp users / trailers
 - Bayswater boat ramp is one of the most sheltered and safe in Auckland city. It is close to refuelling at the marina fuel dock, and the marine services and trailer boat storage yard currently at the Northern end of the Bayswater precinct.
 - It is a very busy boat ramp, especially at weekends – counted 53 empty boat trailers parked one Sunday afternoon, in the carpark alone and not counting those that had been returned to the storage yard – significantly more than parking is provided for in the proposal

- The current plan has very limited trailer parking, the current parallel parking set up proposed would unusable by most drivers. Inefficient use of parking spaces due to them being hard to get in to, in addition to the parking spaces being too short for many of the boats launched off the ramps would reduce the number of trailer parks realistically available even more
- The proposal also removes the trailer boat storage yard – placing greater pressure on parking and boat manoeuvring
- There needs to be adequate vehicle parking for all the users to access easily
- The proposal removes spare space which is currently used by sailors from Yachting New Zealand’s high performance programme for rigging their sailing dinghies. Launching will only be possible down a busy road – this is not practical or safe for sailing dinghies that are launched by hand and not by vehicle.
- The ramp is also used by local sailing clubs and Scout groups to launch their safety boats for regattas – particularly in weather conditions when launching off the beaches and ramps on the East coast is dangerous

Local Infrastructure / area

- Increase in traffic
 - During construction a high volume of trucks and construction vehicles along residential streets, including past schools and shops
 - Increase in parking by contractors around the local streets
- Traffic lights on Lake Road
 - A big increase in traffic turning at lights
 - Already long delays at peak times (outside Covid restriction times)
 - A dangerous intersection with shops and drive through McDonalds at the intersection
- Roundabout above Marina not safe
 - Hard to see traffic easily
 - Cars from marina road do not always slow and look for traffic from the other roads which have priority
- Local schools, increased traffic
 - Especially trucks during construction
 - Extra housing, increase in daily traffic
- Construction parking
 - Increase in parking around the local streets during construction as all the contractors use local streets or marina specific parking
- Ferry to CBD and Bus service
 - The current regular weekly day peak hour ferry service keeps many cars out of the CBD, and as a student at The University of Auckland I am a regular user.
 - It is a well used service and allows many people to use the ferry without having to go to Devonport to an already heavily used service
 - Easy access via bus and ample parking make it an attractive service to many
 - If access to the ferry is made difficult, by having to go through a construction site for many

years and parking an additional issue, the numbers using the ferry might reduce and more cars go into the CBD or there will be more traffic on the heavily congested Lake Rd to over parked areas, such as Devonport ferry and local area.

- If reduced ferry parking, increase in parking around the local streets
- BMH is indicating it will not renew the existing berth license for the ferry and it does not have to provide for access to the ferry. Current roading layout also makes bus turning difficult and dangerous – across multiple lanes of traffic and a busy boat ramp. BMH response to these concerns are insufficient and a direct contradiction to the selling point of the development that it is close to public transport.

Town houses

- The plans show 94 terrace houses, which are being designed, built individually. Due to this construction could continue for many years
- Whilst we understand the requirement for high density housing, they have not left enough space for the flow of traffic that will use this space, including residents, marina users, boat ramp, ferry passengers and public transport.
- This suggests that the density is too great for the available space

Consent process

- Applying for consent for such a major, potentially controversial development, during the current Covid lockdown, shows that the company is not wanting to engage with the local community or marina users about the development
- This is being pushed through, when people are not able to view plans, attend hearings or have proper consultations
- If a company is prepared to continue in this underhanded way, it does not show any respect for Auckland Council, the local community area, or the current Marina, boat ramp and ferry users

Conclusion

A development including retail, hospitality and housing is one way to make the most of the area around the Bayswater Marina. However, the current plan is trying to fit too much into too small a space. This will be at the detriment to all those users.

If development is to go ahead on this land it is critical that points made in this and other submissions are addressed to maintain a positive mixed use environment within the area, whilst also protecting the property and livelihoods of existing users of the marina.

- Security for marina users and boats, during and after construction
- Current marina facilities (ablution blocks) easily and safely available for all berth holders at all times
- Suitable and sufficient parking for all types of users, including controlled access parking for marina users
- Unhindered access to boat ramp, ferry and bus services
- A reduced density of terraced houses

We wish to speak to our submission via video conference or in person.

Extracts from Bayswater Marina websites

Bayswater Marina encourages live-aboard boats, including *When you choose to live on board, you're choosing to live in a more sustainable and eco-friendly way.*

<https://www.bayswater.co.nz/live-aboard/>



A More Meaningful Life

It's the little things that count – falling asleep to the gentle sound of the water, the first breath of fresh sea air each morning, never missing a sunset – every day is special at Bayswater Marina.

Why only enjoy your boat on weekends and holidays?
Change your life for the better and move to sea!

A Truly Unique Experience

When you choose to live on board, you're choosing to live in a more sustainable and eco-friendly way.

Adventure is never far away with the open water of the Waitemata Harbour literally on your doorstep! Never live the same day twice – with your surroundings constantly changing, there's always something new to be seen and experienced.

This page shows

About

Directly across from the Auckland CBD over the Waitemata Harbour, Bayswater Marina's prime location makes it the ideal place to park your boat.

With gated access and security maintaining a close eye on the marina, you can be assured that your boat is safe and secure. With professional management, you know you are in good hands.

We invite you to experience it for yourself!

- Internet and Lounge Facility
- 419 Full-Length Finger Berths
- Wireless Internet
- Power and Water to all Berths
- Advanced CCTV and Security System
- 7 Day Ferry Service to Auckland
- Mail Service
- Private Bathroom and Laundry Facilities
- 24/7 Self Serve Diesel and Petroleum
- Secure and Private Car Parking

Vehicle Parking on Sunday 6 November

This was a normal Sunday, but Auckland still within level 3 lockdown rules. The following pictures show both the boat ramp trailer parking and the Berth holders car park



Figure 1: Trailer car parking



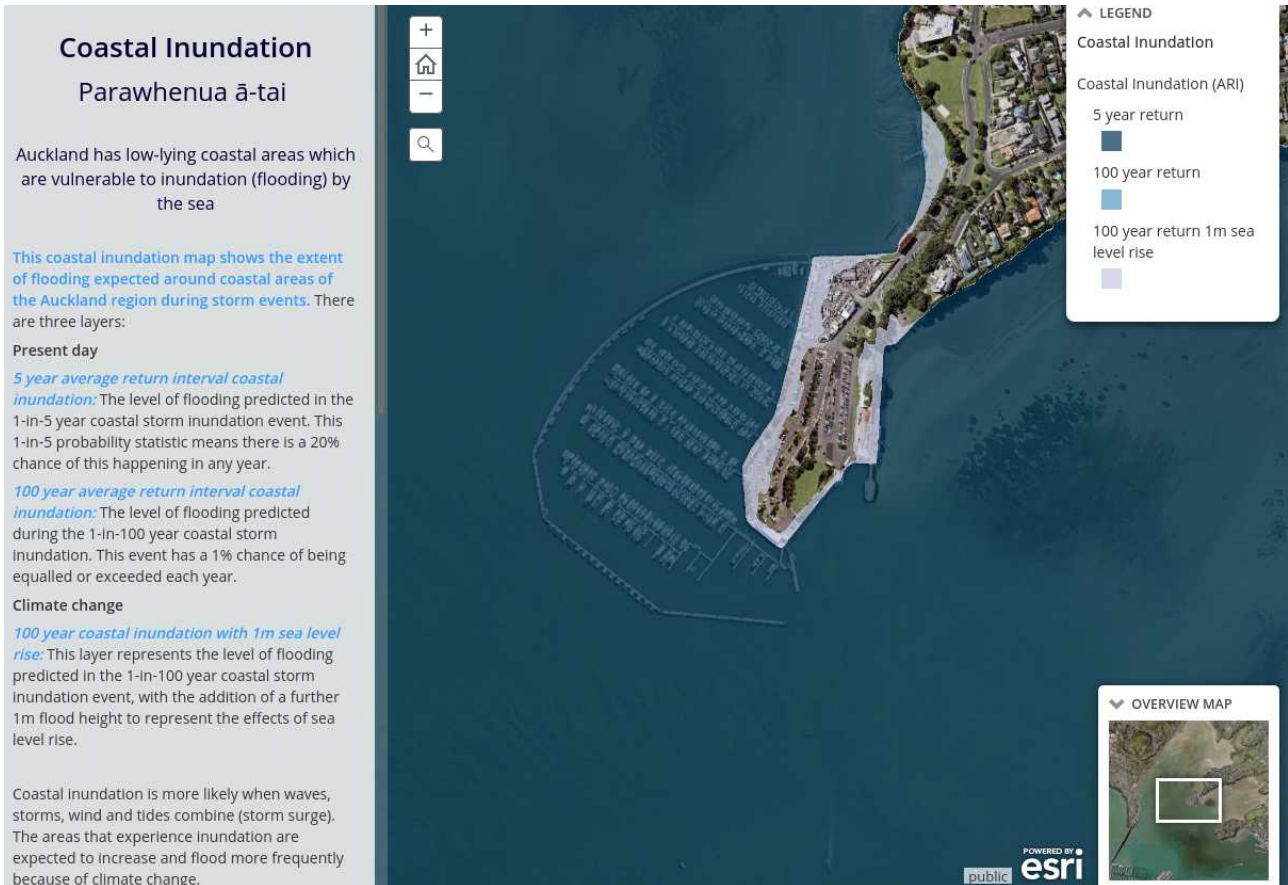
Figure 2: Berth holders car park

Tsunami evacuation zone



Coastal inundation

The marina is already in the 5 year return forecast. As the marina walls are being left to fall into disrepair, this is going to effect the marina and ultimately the sea walls of the development.



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Wednesday, November 17, 2021 8:01:18 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13222] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Peter Lane

Organisation name:

Contact phone number: 0211017086

Email address: petrel10@gmail.com

Postal address:

152 Edmonton road
Te Atatu South
Auckland 0610

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

The application makes it impractical and unsafe to launch trailer boats at the ramp.

What are the reasons for your submission?

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

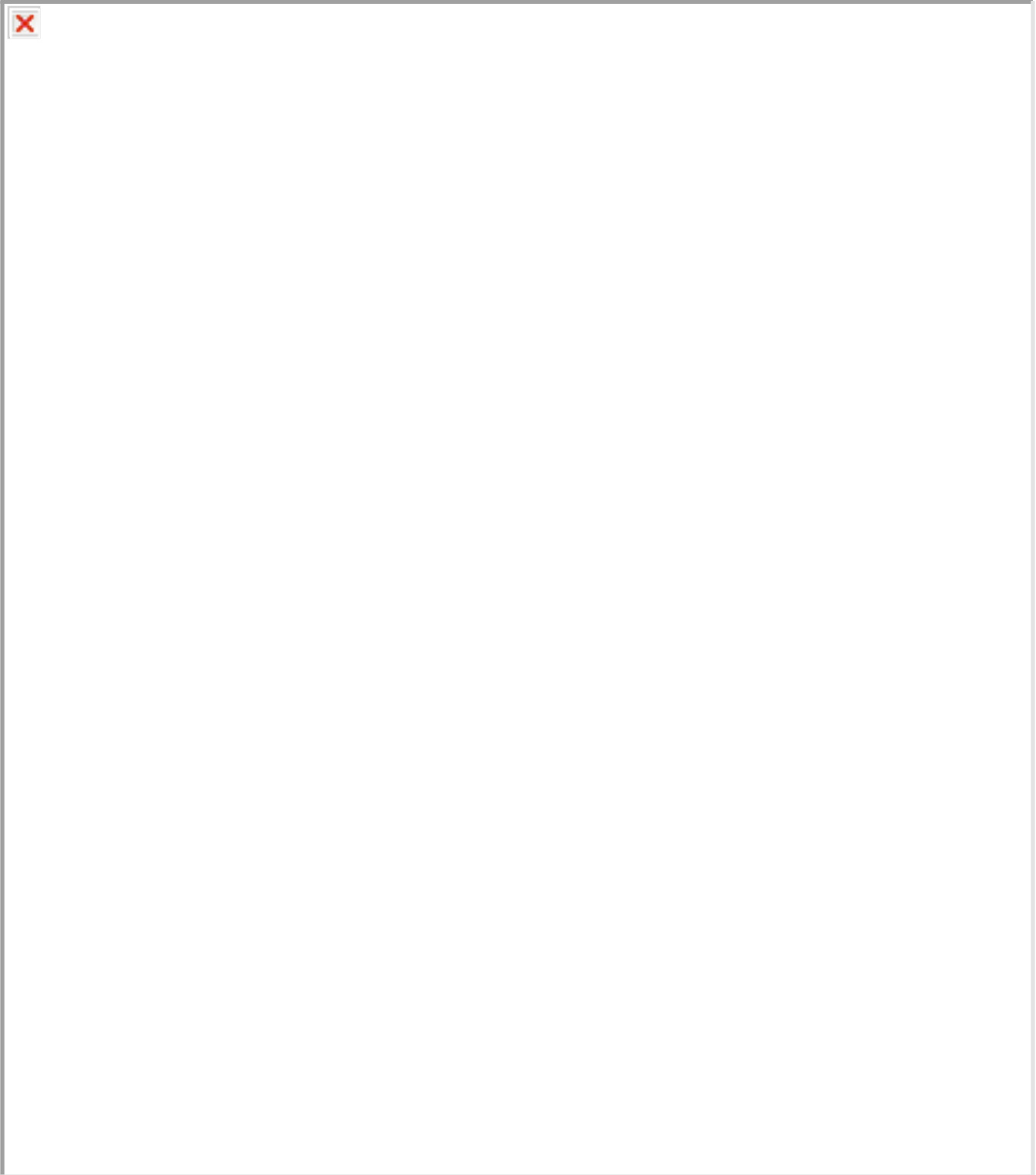
I would like the council to reject the application

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? No

If other people make a similar submission I will consider making a joint case with them at the hearing: No

Supporting information:

A large empty rectangular box with a thin grey border. In the top-left corner, there is a small red 'X' icon inside a square, which typically indicates a missing image or a broken link in a document.

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Wednesday, November 17, 2021 8:01:19 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13223] Submission
Attachments: Takapuna Grammar School Rowing Club NOTIFIED RESOURCE CONSENT SUBMISSION.pdf (1.25 MB)

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Martin Sharrock

Organisation name: Takapuna Grammar School Rowing Club

Contact phone number: 0275444934

Email address: sharrockshop@mac.com

Postal address:

8 Old Lake Road, Devonport
Auckland
Auckland 0624

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

- Consultation.
- Continued water access via the Bayswater Marina Boat Ramp.
- Safe access to the Bayswater Marina Boat Ramp.

What are the reasons for your submission?

1. Background

1.1 Takapuna Grammar School Rowing Club (TGSRC), as an incorporated society, is a voluntary organisation offering

the rowing experience to all interested year 8 – year 12 students from local schools.

1.2 TGSRC has occupied the building known as the Blue Shed (noted in the Application as Auckland Council Reclamation) for the last 19 years and operate its daily rowing programme from Bayswater.

1.3 TGSRC currently comprises a membership of over 250 athletes, coaches and parents, and has been an integral part of Takapuna Grammar School sport for over 90 years.

1.4 TGSRC prides itself on making the sport of rowing available to any TGS student and stands by its policy of 'all those who want to row, can row.'

1.5 The club is run by a voluntary committee and has enjoyed considerable success at school and club level and has produced world champions and medal-winning Olympic athletes and coaches.

1.6 In the 2020/21 season, the club's results included two national titles, the retention of the position as the highest performing co-ed rowing programme in the North Island, six athletes selected to join the regional rowing programme, and two athletes selected to start their journey on the New Zealand high performance pathway.

2. Consultation

2.1 The application for resource consent and assessment of environmental effects states; 'Over the period since 2017, efforts have been made to consult with the local community on future development plans for the Marina land.'

2.2 As part of the local community and a daily user of the Bayswater Boat Ramp, it is of great concern and key to note, that TGSRC has not been included in this consultation and have not been engaged to have the opportunity to understand and provide input to the overall vision for the site.

2.3 It is disappointing that the timelines for reviewing the application documentation and compiling a response have been restricted to when the impacted community have been in lockdown due to the impacts of the COVID-19 pandemic. This has significantly impacted TGSRC's ability to undertake a robust consultation approach with club members and to compile a thorough response.

3. Continued Access To The Bayswater Marina Boat Ramp

3.1 Currently, the underlying zone of land within the precinct is Marina zone and Public Open space zone. The primary purpose of the zone is to provide access to the harbour by way of the boat ramp, to provide for the boats moored at the marina and marine related activities as well as the Bayswater ferry service.

3.2 TGSRC notes from historical consents that the land at the top of the ramp is privately owned by Bayswater Marina, with the requirement that it remains open to the public to use.

3.3 Currently, the water access via the boat ramp is one of few public access points onto the Waitemata harbour that can be accessed at any tide point. It is crucial to water-based activities including rowing, fishing, recreational boating, windsurfing, sailing. The Application specifies that rowing activities 'elsewhere' at the sight will not be impacted. But a key part of rowing, and marine activities is access to the boat ramp at all times.

3.4 Without unlimited access to the Bayswater Marina Boat Ramp, TGSRC would have to close as it would no longer be able to provide opportunities for current and future club members to experience and train in the sport of rowing.

3.5 With 80 registered student-athletes TGSRC has been a significant user of the Bayswater Marina Boat Ramp since 2002, utilising the Bayswater Marina Boat Ramp daily from 4.45am for rowing skiff and safety boat launches all year round.

3.6 Rowing skiffs are carried by athletes from the Blue Shed to the Bayswater Marina Boat Ramp. They do this by carrying the rowing skiffs across the car park (currently out of scope for the development) up a small ramp that connects the carpark in Sub Precinct C, through the corner of the proposed Sir Peter Blake Parade and Cross Street and then onto the ramp.

3.7 Safety boats are towed from the back of a vehicle and follow the same route as our athletes with rowing skiffs. However, to pass over the small ramp TGSRC has an agreement with the current Marina Management team who allow us to remove a large metal bollard (highlighted in figure 1) each day to get our vehicles (usually 4x4's) though and our safety boats to the boat ramp.

3.8 The processes outlined in both 3.6 and 3.7 of this response both require more space than a footpaths access to the boat ramp as figure 10 in the assessment of effects document shows.

3.9 It is not clear if the footpath on the boundary of Sir Peter Blake Parade in Sub Precinct C continues around to Cross Street.

3.10 It is also not clear if the pathway or work undertaken in the development will replace the bollard that is currently on the small ramp that connects the carpark to the proposed corner of Sir Peter Blake Parade and Cross street (highlighted in figure 1) and if there will still be accessible via the small ramp for vehicles towing safety boats to use the Bayswater Marina Boat Ramp.

3.11 It is noted that the land directly around the Bayswater Marina Boat Ramp is owned by the marina, the site boundary extends along the footpath in front of the old wharf. The application proposes "A direct physical connection to the water" but the use of these public areas and boardwalk will be 'easement' access rights, i.e., no guarantee of water access in the early morning.

3.12 It is noted that within the Application, the pavement around the boat ramp will be 'reconstructed to suit the development' however there is no information provided with regards to limiting access to the Bayswater Marina Boat Ramp or the impact that this reconstruction will have, both during and after the reconstruction.

3.13 Within the Demolition Methodology, section IV the Application has highlighted that security and construction fencing will be placed 'near the existing boat ramp'. It is not clear if this fencing will generate any limitations for rowing skiffs (that are between 8 - 18 meters long) and vehicles towing safety boats to access the Bayswater Marina Boat Ramp.

3.14 The Application states that it complies with the Hauraki Gulf Marine Park Act section 7 and 8 which includes providing easy access to the Hauraki Gulf. The application for resource consent states that "improved access to the seaward edge of the Bayswater precinct" is part of the plan. However, no stipulations or plan is conveyed as to how this access will be maintained through the construction and development of the land. The staging plan shows no guarantee of access to the boat ramp during the building of the apartment and terrace housing and landscaping.

3.15 This water access and coastal strip includes the legally required marina berth holder's car parking which the submission says have a "low level of use." By taking away all the ferry parking for housing these 210 carparks will certainly be at capacity from 6:40 am - 7:30 pm when peak commuter traffic for the ferry will use them as only 32 car spaces have been set aside for visitors including to a cafe. Therefore, the 15m legally required water proximity will not be the case for most of the day.

3.16 TGSRC recommend that prior to the approval of the Application the ownership of the Bayswater Marina Boat Ramp is transferred from Bayswater Marina to Auckland Council as a community asset, ensuring the longevity of public access to the water.

4. Safe Access To The Bayswater Marina Boat Ramp

4.1 The current documentation does not detail how during the three stages of construction safe and direct access to the boat ramp will be provided for our student-athletes who carry rowing skiffs ranging from 60kg - 100kg on their shoulders from the Blue Shed and down the ramp to access the water.

4.2 Without unlimited and safe access to the Bayswater Marina Boat Ramp TGSRC will no longer be able to provide opportunities to experience and train in the sport of rowing to current and future club members and would have to close.

4.3 The Application does not outline how construction work will impact public access rights to the Bayswater Marina Boat Ramp and does not contain any content regarding the risk analysis and planned mitigation activities to ensure the continued safety of all users of the ramp.

4.4 It is noted that within the Application the pavement around the boat ramp will be 'reconstructed to suit the development' however there is no information provided regarding the impact that this reconstruction will have on our athlete's ability to transport our rowing skiffs to the Bayswater Marina Boat Ramp safely both during and after the reconstruction.

4.5 Within attachment 3.2 Engineering Drawings Part 2 the development of a retaining wall on the boundary of the proposed Sir Peter Blake Parade is documented, however, the details of the boundary wall will not be provided until the building consent stage. As the current occupiers of the Blue Shed which is next to the boundary line for the proposed retaining wall TGSRC would like some more information on the impact that the development of this wall will have on the Blue Shed.

4.6 TGSRC have some significant concerns regarding vehicles towing safety boats navigating the tight bend from the proposed Sir Peter Blake Parade to Cross Street and safely manoeuvring into the Bayswater Marina Boat Ramp, given its location on a tight bend in the road with restricted visibility. This concern is heightened when considering that these vehicles will need to reverse onto the Bayswater Marina Boat Ramp safely.

4.7 The proposed bus turning area has a potential for conflict and increased queuing for student-athletes carrying boats down the Bayswater Marina Boat Ramp, buses turning, vehicles with boat trailers accessing the Bayswater Marina Boat Ramp, pedestrians and cyclists, and it would be good to understand what approaches can be put in place to minimise conflict and ensure safety.

4.8 The forecasted increase of 570 vehicle movements and 90 truck movements on the proposed Sir Peter Blake Parade and Cross Street presents significant concern regarding the safety of TGSRC athletes who will need to need to cross these roads and potentially walk on them whilst carrying their rowing skiffs to access the Bayswater Marina Boat Ramp. It is not clear in the documentation what safety precautions will be put in place to ensure the safety of all road and footpath users.

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

5. Decisions

5.1 TGSRC recommend that prior to approval of the Application, the ownership of the boat ramp is transferred from the Marina to Auckland Council as a community asset, ensuring the longevity of public access to the water.

5.2 TGSRC recommend that prior to approval of the Application that the vehicle access to the proposed corner of Sir Peter Blake Parade and Cross Street is agreed to retained via the existing small ramp (noted in Figure 1) from the out of zone carpark.

5.3 TGSRC recommend that if the Application is processed and granted, that the Application is redesigned to:

5.3.1 Significantly provide for the core functions of the zone.

5.3.2 Better enable growth of the marina and the provision of opportunities for the local community to partake in water sports in the future.

5.3.3 Provide uninterrupted access for TGSRC and the public to use the marina access the Bayswater Marina Boat Ramp as it is intended.

6. Amendments

6.1 TGSRC request that the Application ensures that the footpath on the boundary of Sir Peter Blake Parade in Sub Precinct C continues round to Cross Street, allowing for the safe transportation of 8m – 18m rowing skiffs by student athletes.

6.2 TGSRC request that a safety, risk and usability study is undertaken prior to the reconstruction of the pavement around the Bayswater Marina Boat Ramp, with required actions implemented (that align to leading practice and Auckland Council / Auckland Transport guidelines) to ensure unrestricted safe access to the Bayswater Marina Boat Ramp before, during and after construction.

6.3 TGSRC request that within the Demolition Methodology, section IV, an assessment is completed to understand and remove any limitations that may impact rowing skiffs and vehicles towing safety boats to have unrestricted access the Bayswater Marina Boat Ramp each day, and all year round.

6.4 TGSRC request that the Application includes how it will comply with the Hauraki Gulf Marine Park Act section 7 and 8 which includes providing easy access to the Hauraki Gulf – particularly on how rowing skiffs and safety boats will have unrestricted access the Bayswater Marina Boat Ramp each day, and all year round.

6.5 TGSRC request that the Application details how the 15m legally required water proximity will be maintained.

6.6 TGSRC request that the Application details how during the three stages safe, direct and unrestricted access to the Bayswater Marina Boat Ramp will be provided to TGSRC and the public.

6.7 TGSRC request that the Application details the risk analysis and planned mitigation activities to ensure the unrestricted access and continued safety for all users of the Bayswater Marina Boat Ramp during all construction work.

6.8 TGSRC request that the Application details the impact that the development of the retaining wall detailed in attachment 3.2 Engineering Drawings Part 2 will have on the Blue Shed and details the risk mitigations that will be in place regarding the retaining wall limiting TGSRC's unrestricted and safe access to the Bayswater Marina Boat Ramp.

6.9 TGSRC request that the Application redesigns the tight bend from the proposed Sir Peter Blake Parade to Cross Street in alignment to leading practice and Auckland Council / Auckland Transport guidelines to increase visibility and allow for vehicles towing boats and boat trailers to reverse on to the boat ramp safely.

6.10 TGSRC request that the Application details the safety and traffic calming precautions (that align to leading practice and Auckland Council / Auckland Transport guidelines) that will be put in place to ensure the safety of TGSRC athletes who will need to cross these roads and potentially walk on them whilst carrying their rowing skiffs to access the Bayswater Marina Boat Ramp.

6.11 TGSRC request that the Application details the safety and traffic calming precautions (that align to leading practice and Auckland Council / Auckland Transport guidelines) that will be put in place to ensure the safety of TGSRC athletes and all other pedestrians, cyclists, and road users against the forecasted increase of 570 vehicle movements and 90 truck movements on the proposed Sir Peter Blake Parade and Cross Street.

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:

Takapuna Grammar School Rowing Club NOTIFIED RESOURCE CONSENT SUBMISSION.pdf

NOTIFIED RESOURCE CONSENT SUBMISSION FOR 21 SIR PETER BLAKE PARADE. BAYSWATER

Answers to submission details on behalf of Takapuna Grammar School Rowing Club.

THIS SUBMISSION:

- Opposes the application in whole or in part.

SPECIFY THE ASPECTS OF THE APPLICATION YOU ARE SUBMITTING ON:

- Consultation.
- Continued water access via the Bayswater Marina Boat Ramp.
- Safe access to the Bayswater Marina Boat Ramp.

WHAT ARE THE REASONS FOR YOUR SUBMISSION?

1. Background

- 1.1. Takapuna Grammar School Rowing Club (TGSRC), as an incorporated society, is a voluntary organisation offering the rowing experience to all interested year 8 – year 12 students from local schools.
- 1.2. TGSRC has occupied the building known as the Blue Shed (noted in the Application as Auckland Council Reclamation) for the last 19 years and operate its daily rowing programme from Bayswater.
- 1.3. TGSRC currently comprises a membership of over 250 athletes, coaches and parents, and has been an integral part of Takapuna Grammar School sport for over 90 years.
- 1.4. TGSRC prides itself on making the sport of rowing available to any TGS student and stands by its policy of 'all those who want to row, can row.'
- 1.5. The club is run by a voluntary committee and has enjoyed considerable success at school and club level and has produced world champions and medal-winning Olympic athletes and coaches.
- 1.6. In the 2020/21 season, the club's results included two national titles, the retention of the position as the highest performing co-ed rowing programme in the North Island, six athletes selected to join the regional rowing programme, and two athletes selected to start their journey on the New Zealand high performance pathway.

2. Consultation

- 2.1. The application for resource consent and assessment of environmental effects states; 'Over the period since 2017, efforts have been made to consult with the local community on future development plans for the Marina land.'
- 2.2. As part of the local community and a daily user of the Bayswater Boat Ramp, it is of great concern and key to note, that TGSRC has not been included in this consultation and have not been engaged to have the opportunity to understand and provide input to the overall vision for the site.
- 2.3. It is disappointing that the timelines for reviewing the application documentation and compiling a response have been restricted to when the impacted community have been in lockdown due to the impacts of the COVID-19 pandemic. This has significantly impacted TGSRC's ability to undertake a robust consultation approach with club members and to compile a thorough response.

3. Continued Access To The Bayswater Marina Boat Ramp

- 3.1. Currently, the underlying zone of land within the precinct is Marina zone and Public Open space zone. The primary purpose of the zone is to provide access to the harbour by way of the boat ramp, to provide for the boats moored at the marina and marine related activities as well as the Bayswater ferry service.
- 3.2. TGSRC notes from historical consents that the land at the top of the ramp is privately owned by Bayswater Marina, with the requirement that it remains open to the public to use.
- 3.3. Currently, the water access via the boat ramp is one of few public access points onto the Waitemata harbour that can be accessed at any depth point. It is crucial to water-based activities including rowing, fishing, recreational boating, windsurfing, sailing. The Application specifies that rowing activities 'elsewhere' at the site will not be impacted. But a key part of rowing, and marine activities is access to the boat ramp at all times.
- 3.4. Without unlimited access to the Bayswater Marina Boat Ramp, TGSRC would have to close as it would no longer be able to provide opportunities for current and future club members to experience and train in the sport of rowing.
- 3.5. With 80 registered student-athletes TGSRC has been a significant user of the Bayswater Marina Boat Ramp since 2002, utilising the Bayswater Marina Boat Ramp daily from 4.45am for rowing skiff and safety boat launches all year round.
- 3.6. Rowing skiffs are carried by athletes from the Blue Shed to the Bayswater Marina Boat Ramp. They do this by carrying the rowing skiffs across the car park (currently out of scope for the development) up a small ramp that connects the carpark in Sub Precinct C, through the corner of the proposed Sir Peter Blake Parade and Cross Street and then onto the ramp.
- 3.7. Safety boats are towed from the back of a vehicle and follow the same route as our athletes with rowing skiffs. However, to pass over the small ramp TGSRC has an agreement with the current Marina Management team who allow us to remove a large metal bollard (highlighted in figure 1) each day to get our vehicles (usually 4x4's) through and our safety boats to the boat ramp.
- 3.8. The processes outlined in both 3.6 and 3.7 of this response both require more space than a footpath access to the boat ramp as figure 10 in the assessment of effects document shows.
- 3.9. It is not clear if the footpath on the boundary of Sir Peter Blake Parade in Sub Precinct C continues around to Cross Street.
- 3.10. It is also not clear if the pathway or work undertaken in the development will replace the bollard that is currently on the small ramp that connects the carpark to the proposed corner of Sir Peter Blake Parade and Cross Street (highlighted in figure 1) and if there will still be accessible via the small ramp for vehicles towing safety boats to use the Bayswater Marina Boat Ramp.
- 3.11. It is noted that the land directly around the Bayswater Marina Boat Ramp is owned by the marina, the site boundary extends along the footpath in front of the old wharf. The application proposes "A direct physical connection to the water" but the use of these public areas and boardwalk will be 'easement' access rights, i.e., no guarantee of water access in the early morning.
- 3.12. It is noted that within the Application, the pavement around the boat ramp will be 'reconstructed to suit the development' however there is no information provided with regards to limiting access to the Bayswater Marina Boat Ramp or the impact that this reconstruction will have, both during and after the reconstruction.
- 3.13. Within the Demolition Methodology, section IV the Application has highlighted that security and construction fencing will be placed 'near the existing boat ramp'. It is not clear if this fencing will generate any limitations for rowing skiffs (that are between 8 -

18 meters long) and vehicles towing safety boats to access the Bayswater Marina Boat Ramp.

- 3.14. The Application states that it complies with the Hauraki Gulf Marine Park Act sections 7 and 8 which includes providing easy access to the Hauraki Gulf. The application for resource consent states that “improved access to the seaward edge of the Bayswater precinct” is part of the plan. However, no special conditions or plan is conveyed as to how this access will be maintained through the construction and development of the land. The staging plan shows no guarantee of access to the boat ramp during the building of the apartment and terrace housing and landscaping.
- 3.15. This water access and coastal strip includes the legally required marina berth holder’s car parking which the submission says have a “low level of use.” By taking away all the ferry parking for housing these 210 carparks will certainly be at capacity from 6:40 am - 7:30 pm when peak commuter traffic for the ferry will use them as only 32 car spaces have been set aside for visitors including to a cafe. Therefore, the 15m legally required water proximity will not be the case for most of the day.
- 3.16. TGSRC recommend that prior to the approval of the Application the ownership of the Bayswater Marina Boat Ramp is transferred from Bayswater Marina to Auckland Council as a community asset, ensuring the longevity of public access to the water.

4. Safe Access To The Bayswater Marina Boat Ramp

- 4.1. The current documentation does not detail how during the three stages of construction safe and direct access to the boat ramp will be provided for our student-athletes who carry rowing skiffs ranging from 60kg - 100kg on their shoulders from the Blue Shed and down the ramp to access the water.
- 4.2. Without unlimited and safe access to the Bayswater Marina Boat Ramp TGSRC will no longer be able to provide opportunities to experience and train in the sport of rowing to current and future club members and would have to close.
- 4.3. The Application does not outline how construction work will impact public access rights to the Bayswater Marina Boat Ramp and does not contain any content regarding the risk analysis and planned mitigation activities to ensure the continued safety of all users of the ramp.
- 4.4. It is noted that within the Application the pavement around the boat ramp will be ‘reconstructed to suit the development’ however there is no information provided regarding the impact that this reconstruction will have on our athlete’s ability to transport our rowing skiffs to the Bayswater Marina Boat Ramp safely both during and after the reconstruction.
- 4.5. Within Attachment 3.2 Engineering Drawings Part 2 the development of a retaining wall on the boundary of the proposed Sir Peter Blake Parade is documented, however, the details of the boundary wall will not be provided until the building consent stage. As the current occupiers of the Blue Shed which is next to the boundary line for the proposed retaining wall TGSRC would like some more information on the impact that the development of this wall will have on the Blue Shed.
- 4.6. TGSRC have some significant concerns regarding vehicles towing safety boats navigating the right bend from the proposed Sir Peter Blake Parade to Cross Street and safely manoeuvring into the Bayswater Marina Boat Ramp, given its location on a right bend in the road with restricted visibility. This concern is heightened when considering that these vehicles will need to reverse onto the Bayswater Marina Boat Ramp safely.
- 4.7. The proposed bus turning area has a potential for conflict and increased queuing for student-athletes carrying boats down the Bayswater Marina Boat Ramp, buses turning, vehicles with boat trailers accessing the Bayswater Marina Boat Ramp, pedestrians and

cyclists, and it would be good to understand what approaches can be put in place to minimise conflict and ensure safety.

- 4.8. The forecasted increase of 570 vehicle movements and 90 truck movements on the proposed Sir Peter Blake Parade and Cross Street presents significant concern regarding the safety of TGSRC athletes who will need to cross these roads and potentially walk on them whilst carrying their rowing skiffs to access the Bayswater Marina Boat Ramp. It is not clear in the document what safety precautions will be put in place to ensure the safety of all road and footpath users.

WHAT DECISIONS AND AMENDMENTS WOULD YOU LIKE THE COUNCIL TO MAKE?

5. Decisions

- 5.1. TGSRC recommend that prior to approval of the Application, the ownership of the boat ramp is transferred from the Marina to Auckland Council as a community asset, ensuring the longevity of public access to the water.
- 5.2. TGSRC recommend that prior to approval of the Application that the vehicle access to the proposed corner of Sir Peter Blake Parade and Cross Street is agreed to be retained via the existing small ramp (noted in Figure 1) from the out of zone carpark.
- 5.3. TGSRC recommend that if the Application is processed and granted, that the Application is redesigned to:
 - 5.3.1. Significantly provide for the core functions of the zone.
 - 5.3.2. Better enable growth of the marina and the provision of opportunities for the local community to partake in water sports in the future.
 - 5.3.3. Provide uninterrupted access for TGSRC and the public to use the marina access the Bayswater Marina Boat Ramp as it is intended.

6. Amendments

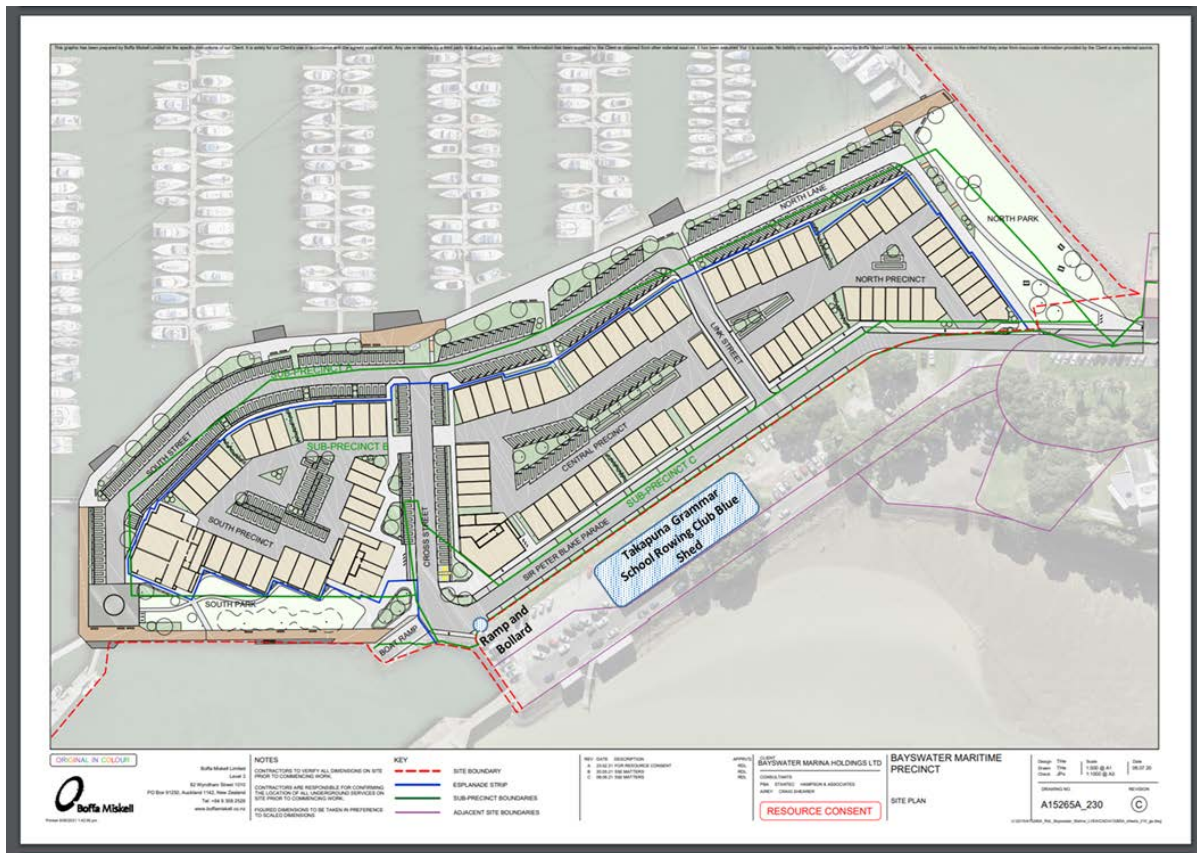
- 6.1. TGSRC request that the Application ensures that the footpath on the boundary of Sir Peter Blake Parade in Sub Precinct C continues round to Cross Street, allowing for the safe transportation of 8m – 18m rowing skiffs by student athletes.
- 6.2. TGSRC request that a safety, risk and usability study is undertaken prior to the reconstruction of the pavement around the Bayswater Marina Boat Ramp, with required actions implemented (that align to leading practice and Auckland Council / Auckland Transport guidelines) to ensure unrestricted safe access to the Bayswater Marina Boat Ramp before, during and after construction.
- 6.3. TGSRC request that within the Demolition Methodology, section IV, an assessment is completed to understand and remove any limitations that may impact rowing skiffs and vehicles towing safety boats to have unrestricted access to the Bayswater Marina Boat Ramp each day, and all year round.
- 6.4. TGSRC request that the Application includes how it will comply with the Hauraki Gulf Marine Park Act section 7 and 8 which includes providing easy access to the Hauraki Gulf – particularly on how rowing skiffs and safety boats will have unrestricted access to the Bayswater Marina Boat Ramp each day, and all year round.
- 6.5. TGSRC request that the Application details how the 15m legally required water proximity will be maintained.
- 6.6. TGSRC request that the Application details how during the three stages safe, direct and unrestricted access to the Bayswater Marina Boat Ramp will be provided to TGSRC and the public.



- 6.7. TGSRC request that the Application details the risk analysis and planned mitigation activities to ensure the unrestricted access and continued safety for all users of the Bayswater Marina Boat Ramp during all construction work.
- 6.8. TGSRC request that the Application details the impact that the development of the retaining wall detailed in Attachment 3.2 Engineering Drawings Part 2 will have on the Blue Shed and details the risk mitigations that will be in place regarding the retaining wall limiting TGSRC's unrestricted and safe access to the Bayswater Marina Boat Ramp.
- 6.9. TGSRC request that the Application redesigns the right bend from the proposed Sir Peter Blake Parade to Cross Street in alignment to leading practice and Auckland Council / Auckland Transport guidelines to increase visibility and allow for vehicles towing boats and boat trailers to reverse on to the boat ramp safely.
- 6.10. TGSRC request that the Application details the safety and traffic calming precautions (that align to leading practice and Auckland Council / Auckland Transport guidelines) that will be put in place to ensure the safety of TGSRC athletes who will need to cross these roads and potentially walk on them whilst carrying their rowing skiffs to access the Bayswater Marina Boat Ramp.
- 6.11. TGSRC request that the Application details the safety and traffic calming precautions (that align to leading practice and Auckland Council / Auckland Transport guidelines) that will be put in place to ensure the safety of TGSRC athletes and all other pedestrians, cyclists, and road users against the forecasted increase of 570 vehicle movements and 90 truck movements on the proposed Sir Peter Blake Parade and Cross Street.

APPENDICES

7. Figure 1



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Wednesday, November 17, 2021 8:15:54 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13224] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Bruce Alvey

Organisation name:

Contact phone number: 0274457532

Email address: bsalvey@outlook.com

Postal address:

4 Hororata Road
Hauraki
Auckland 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

- Consultation.
- Continued water access via the Bayswater Marina Boat Ramp.
- Safe access to the Bayswater Marina Boat Ramp.

What are the reasons for your submission?

1. Background

1.1. Takapuna Grammar School Rowing Club (TGSRC), as an incorporated society, is a voluntary organisation offering the rowing experience to all interested year 8 – year 12 students from local schools.

1.2. TGSRC has occupied the building known as the Blue Shed (noted in the Application as Auckland Council Reclamation) for the last 19 years and operate its daily rowing programme from Bayswater.

1.3. TGSRC currently comprises a membership of over 250 athletes, coaches and parents, and has been an integral part of Takapuna Grammar School sport for over 90 years.

1.4. TGSRC prides itself on making the sport of rowing available to any TGS student and stands by its policy of 'all those who want to row, can row.'

1.5. The club is run by a voluntary committee and has enjoyed considerable success at school and club level and has produced world champions and medal-winning Olympic athletes and coaches.

1.6. In the 2020/21 season, the club's results included two national titles, the retention of the position as the highest performing co-ed rowing programme in the North Island, six athletes selected to join the regional rowing programme, and two athletes selected to start their journey on the New Zealand high performance pathway.

2. Consultation

2.1. The application for resource consent and assessment of environmental effects states; 'Over the period since 2017, efforts have been made to consult with the local community on future development plans for the Marina land.'

2.2. As part of the local community and a daily user of the Bayswater Boat Ramp, it is of great concern and key to note, that TGSRC has not been included in this consultation and have not been engaged to have the opportunity to understand and provide input to the overall vision for the site.

2.3. It is disappointing that the timelines for reviewing the application documentation and compiling a response have been restricted to when the impacted community have been in lockdown due to the impacts of the COVID-19 pandemic. This has significantly impacted TGSRC's ability to undertake a robust consultation approach with club members and to compile a thorough response.

3. Continued Access To The Bayswater Marina Boat Ramp

3.1. Currently, the underlying zone of land within the precinct is Marina zone and Public Open space zone. The primary purpose of the zone is to provide access to the harbour by way of the boat ramp, to provide for the boats moored at the marina and marine related activities as well as the Bayswater ferry service.

3.2. TGSRC notes from historical consents that the land at the top of the ramp is privately owned by Bayswater Marina, with the requirement that it remains open to the public to use.

3.3. Currently, the water access via the boat ramp is one of few public access points onto the Waitemata harbour that can be accessed at any tide point. It is crucial to water-based activities including rowing, fishing, recreational boating, windsurfing, sailing. The Application specifies that rowing activities 'elsewhere' at the sight will not be impacted. But a key part of rowing, and marine activities is access to the boat ramp at all times.

3.4. Without unlimited access to the Bayswater Marina Boat Ramp, TGSRC would have to close as it would no longer be able to provide opportunities for current and future club members to experience and train in the sport of rowing.

3.5. With 80 registered student-athletes TGSRC has been a significant user of the Bayswater Marina Boat Ramp since 2002, utilising the Bayswater Marina Boat Ramp daily from 4.45am for rowing skiff and safety boat launches all year round.

3.6. Rowing skiffs are carried by athletes from the Blue Shed to the Bayswater Marina Boat Ramp. They do this by carrying the rowing skiffs across the car park (currently out of scope for the development) up a small ramp that connects the carpark in Sub Precinct C, through the corner of the proposed Sir Peter Blake Parade and Cross Street and then onto the ramp.

3.7. Safety boats are towed from the back of a vehicle and follow the same route as our athletes with rowing skiffs. However, to pass over the small ramp TGSRC has an agreement with the current Marina Management team who allow us to remove a large metal bollard (highlighted in figure 1) each day to get our vehicles (usually 4x4's) though and our safety boats to the boat ramp.

3.8. The processes outlined in both 3.6 and 3.7 of this response both require more space than a footpaths access to the boat ramp as figure 10 in the assessment of effects document shows.

3.9. It is not clear if the footpath on the boundary of Sir Peter Blake Parade in Sub Precinct C continues around to Cross Street.

3.10. It is also not clear if the pathway or work undertaken in the development will replace the bollard that is currently on the small ramp that connects the carpark to the proposed corner of Sir Peter Blake Parade and Cross street (highlighted in figure 1) and if there will still be accessible via the small ramp for vehicles towing safety boats to use the Bayswater Marina Boat Ramp.

3.11. It is noted that the land directly around the Bayswater Marina Boat Ramp is owned by the marina, the site boundary extends along the footpath in front of the old wharf. The application proposes "A direct physical connection to the water" but the use of these public areas and boardwalk will be 'easement' access rights, i.e., no guarantee of water access in the early morning.

3.12. It is noted that within the Application, the pavement around the boat ramp will be 'reconstructed to suit the development' however there is no information provided with regards to limiting access to the Bayswater Marina Boat Ramp or the impact that this reconstruction will have, both during and after the reconstruction.

3.13. Within the Demolition Methodology, section IV the Application has highlighted that security and construction fencing will be placed 'near the existing boat ramp'. It is not clear if this fencing will generate any limitations for rowing skiffs (that are between 8 - 18 meters long) and vehicles towing safety boats to access the Bayswater Marina Boat Ramp.

3.14. The Application states that it complies with the Hauraki Gulf Marine Park Act section 7 and 8 which includes providing easy access to the Hauraki Gulf. The application for resource consent states that "improved access to the seaward edge of the Bayswater precinct" is part of the plan. However, no stipulations or plan is conveyed as to how this access will be maintained through the construction and development of the land. The staging plan shows no guarantee of access to the boat ramp during the building of the apartment and terrace housing and landscaping.

3.15. This water access and coastal strip includes the legally required marina berth holder's car parking which the submission says have a "low level of use." By taking away all the ferry parking for housing these 210 carparks will certainly be at capacity from 6:40 am - 7:30 pm when peak commuter traffic for the ferry will use them as only 32 car spaces have been set aside for visitors including to a cafe. Therefore, the 15m legally required water proximity will not be the case for most of the day.

3.16. TGSRC recommend that prior to the approval of the Application the ownership of the Bayswater Marina Boat Ramp is transferred from Bayswater Marina to Auckland Council as a community asset, ensuring the longevity of public access to the water.

4. Safe Access To The Bayswater Marina Boat Ramp

4.1. The current documentation does not detail how during the three stages of construction safe and direct access to the boat ramp will be provided for our student-athletes who carry rowing skiffs ranging from 60kg - 100kg on their shoulders from the Blue Shed and down the ramp to access the water.

4.2. Without unlimited and safe access to the Bayswater Marina Boat Ramp TGSRC will no longer be able to provide opportunities to experience and train in the sport of rowing to current and future club members and would have to close.

4.3. The Application does not outline how construction work will impact public access rights to the Bayswater Marina Boat Ramp and does not contain any content regarding the risk analysis and planned mitigation activities to ensure the continued safety of all users of the ramp.

4.4. It is noted that within the Application the pavement around the boat ramp will be 'reconstructed to suit the development' however there is no information provided regarding the impact that this reconstruction will have on our athlete's ability to transport our rowing skiffs to the Bayswater Marina Boat Ramp safely both during and after the reconstruction.

4.5. Within attachment 3.2 Engineering Drawings Part 2 the development of a retaining wall on the boundary of the proposed Sir Peter Blake Parade is documented, however, the details of the boundary wall will not be provided until the building consent stage. As the current occupiers of the Blue Shed which is next to the boundary line for the proposed retaining wall TGSRC would like some more information on the impact that the development of this wall will have on the Blue Shed.

4.6. TGSRC have some significant concerns regarding vehicles towing safety boats navigating the tight bend from the proposed Sir Peter Blake Parade to Cross Street and safely manoeuvring into the Bayswater Marina Boat Ramp, given its location on a tight bend in the road with restricted visibility. This concern is heightened when considering that these vehicles will need to reverse onto the Bayswater Marina Boat Ramp safely.

4.7. The proposed bus turning area has a potential for conflict and increased queuing for student-athletes carrying boats down the Bayswater Marina Boat Ramp, buses turning, vehicles with boat trailers accessing the Bayswater Marina Boat Ramp, pedestrians and cyclists, and it would be good to understand what approaches can be put in place to minimise conflict and ensure safety.

4.8. The forecasted increase of 570 vehicle movements and 90 truck movements on the proposed Sir Peter Blake Parade and Cross Street presents significant concern regarding the safety of TGSRC athletes who will need to need to cross these roads and potentially walk on them whilst carrying their rowing skiffs to access the Bayswater Marina Boat Ramp. It is not clear in the documentation what safety precautions will be put in place to ensure the safety of all road and footpath users.

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

5. Decisions

5.1. TGSRC recommend that prior to approval of the Application, the ownership of the boat ramp is transferred from the Marina to Auckland Council as a community asset, ensuring the longevity of public access to the water.

5.2. TGSRC recommend that prior to approval of the Application that the vehicle access to the proposed corner of Sir Peter Blake Parade and Cross Street is agreed to retained via the existing small ramp (noted in Figure 1) from the out of zone carpark.

5.3. TGSRC recommend that if the Application is processed and granted, that the Application is redesigned to:

5.3.1. Significantly provide for the core functions of the zone.

5.3.2. Better enable growth of the marina and the provision of opportunities for the local community to partake in water sports in the future.

5.3.3. Provide uninterrupted access for TGSRC and the public to use the marina access the Bayswater Marina Boat Ramp as it is intended.

6. Amendments

6.1. TGSRC request that the Application ensures that the footpath on the boundary of Sir Peter Blake Parade in Sub Precinct C continues round to Cross Street, allowing for the safe transportation of 8m – 18m rowing skiffs by student athletes.

6.2. TGSRC request that a safety, risk and usability study is undertaken prior to the reconstruction of the pavement around the Bayswater Marina Boat Ramp, with required actions implemented (that align to leading practice and Auckland Council / Auckland Transport guidelines) to ensure unrestricted safe access to the Bayswater Marina Boat Ramp before, during and after construction.

6.3. TGSRC request that within the Demolition Methodology, section IV, an assessment is completed to understand and remove any limitations that may impact rowing skiffs and vehicles towing safety boats to have unrestricted access the Bayswater Marina Boat Ramp each day, and all year round.

6.4. TGSRC request that the Application includes how it will comply with the Hauraki Gulf Marine Park Act section 7 and 8 which includes providing easy access to the Hauraki Gulf – particularly on how rowing skiffs and safety boats will

have unrestricted access the Bayswater Marina Boat Ramp each day, and all year round.

6.5. TGSRC request that the Application details how the 15m legally required water proximity will be maintained.

6.6. TGSRC request that the Application details how during the three stages safe, direct and unrestricted access to the Bayswater Marina Boat Ramp will be provided to TGSRC and the public.

6.7. TGSRC request that the Application details the risk analysis and planned mitigation activities to ensure the unrestricted access and continued safety for all users of the Bayswater Marina Boat Ramp during all construction work.

6.8. TGSRC request that the Application details the impact that the development of the retaining wall detailed in attachment 3.2 Engineering Drawings Part 2 will have on the Blue Shed and details the risk mitigations that will be in place regarding the retaining wall limiting TGSRC's unrestricted and safe access to the Bayswater Marina Boat Ramp.

6.9. TGSRC request that the Application redesigns the tight bend from the proposed Sir Peter Blake Parade to Cross Street in alignment to leading practice and Auckland Council / Auckland Transport guidelines to increase visibility and allow for vehicles towing boats and boat trailers to reverse on to the boat ramp safely.

6.10. TGSRC request that the Application details the safety and traffic calming precautions (that align to leading practice and Auckland Council / Auckland Transport guidelines) that will be put in place to ensure the safety of TGSRC athletes who will need to cross these roads and potentially walk on them whilst carrying their rowing skiffs to access the Bayswater Marina Boat Ramp.

6.11. TGSRC request that the Application details the safety and traffic calming precautions (that align to leading practice and Auckland Council / Auckland Transport guidelines) that will be put in place to ensure the safety of TGSRC athletes and all other pedestrians, cyclists, and road users against the forecasted increase of 570 vehicle movements and 90 truck movements on the proposed Sir Peter Blake Parade and Cross Street.

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? No

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

Supporting information:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Wednesday, November 17, 2021 8:30:55 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13225] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: DOUGLAS WATKINS

Organisation name:

Contact phone number: 0272957648

Email address: mr.doug.watkins@gmail.com

Postal address:

PO Box 469
Whangarei
Whangarei 0140

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

Public access to the harbour

What are the reasons for your submission?

I am strongly against yet another example of the reduction and negative impact on a public facility for the benefit of a few. Also those few could undertake their proposed lifestyle (live in an apartment and drink coffee) anywhere else, yet boating access to the harbour is getting more restricted everywhere.

On the one hand councils and government preach about getting involved in sports, and being active for all the obvious health benefits, not to mention mental health in these trying times, and then all too often parks, reserves, public spaces and facilities are re-zoned, divided, and built upon.

There are lots of people from all "walks of life" who use the Bayswater boat ramp AND the associated car park and

open space. It's totally impractical to have a boat ramp without plenty of space unless one envisages everyone from kids in sailing dinghies to adults taking the family out, turning up in various forms of amphibious contraptions.

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

Deny and reject the application as a whole and put in motion a legal means to protect this PUBLIC space and facility for future generations.

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:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Wednesday, November 17, 2021 8:30:55 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13226] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: niamh moore

Organisation name: takapuna rowing club

Contact phone number: 02041797126

Email address: niamhmoore4020@gmail.com

Postal address:

17 handley avenue
narrowneck
auckland 0624

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:
this shouldn't go ahead

What are the reasons for your submission?

takapuna rowing club needs the water access and we need to get boats down the ramp. with the proposal there is no way we can

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

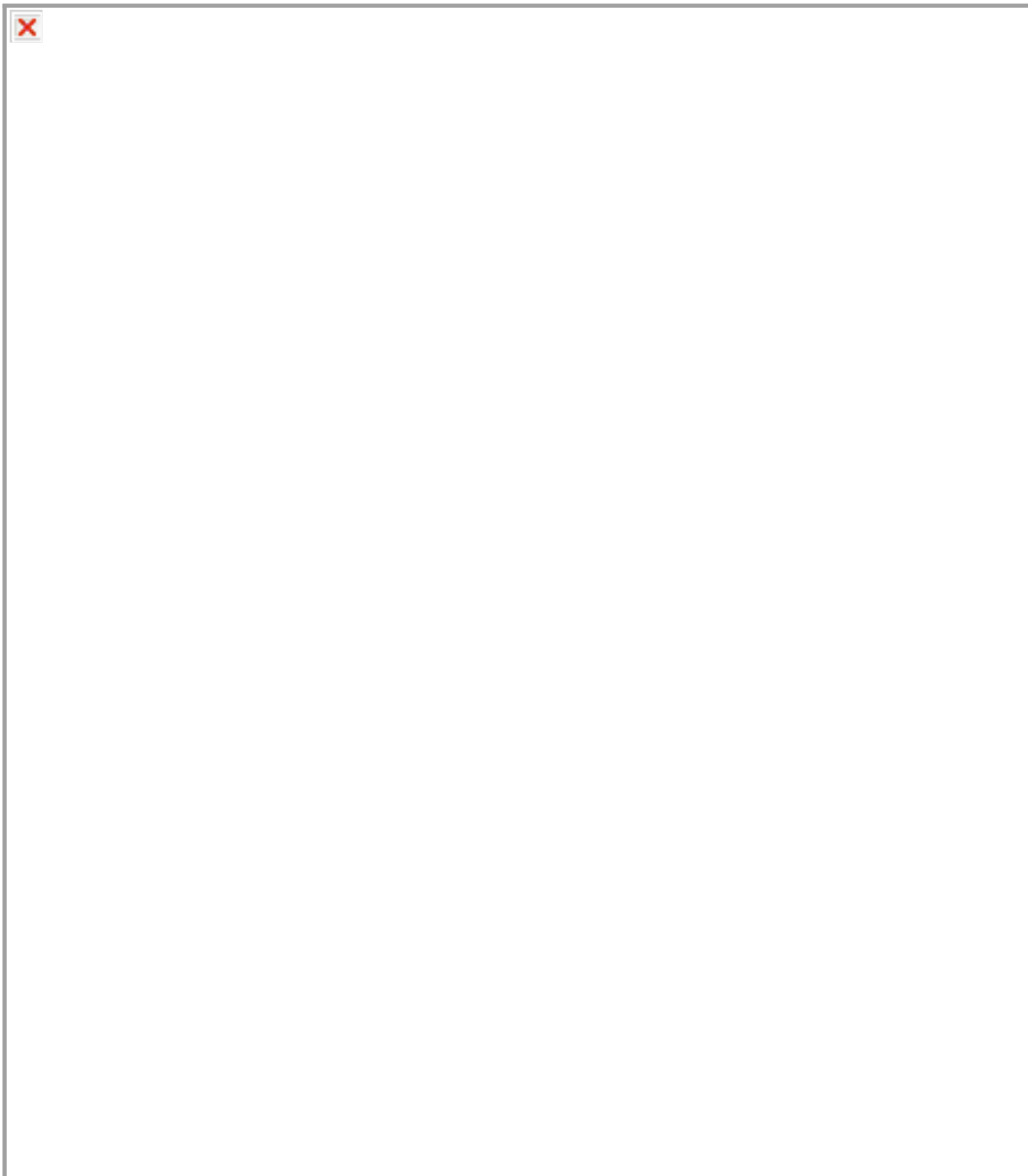
don't go along with this plan. it will be much worse and many people will be upset

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? No

If other people make a similar submission I will consider making a joint case with them at the hearing: No

Supporting information:



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Wednesday, November 17, 2021 8:30:56 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13227] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Martin Ford

Organisation name:

Contact phone number: 021799389

Email address: martin.coastal@xtra.co.nz

Postal address:

36 Seacliffe Ave
Belmont
Auckland 0622

Submission details

This submission: supports the application in whole or in part

Specify the aspects of the application you are submitting on:

All

What are the reasons for your submission?

The area needs the type of development proposed

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

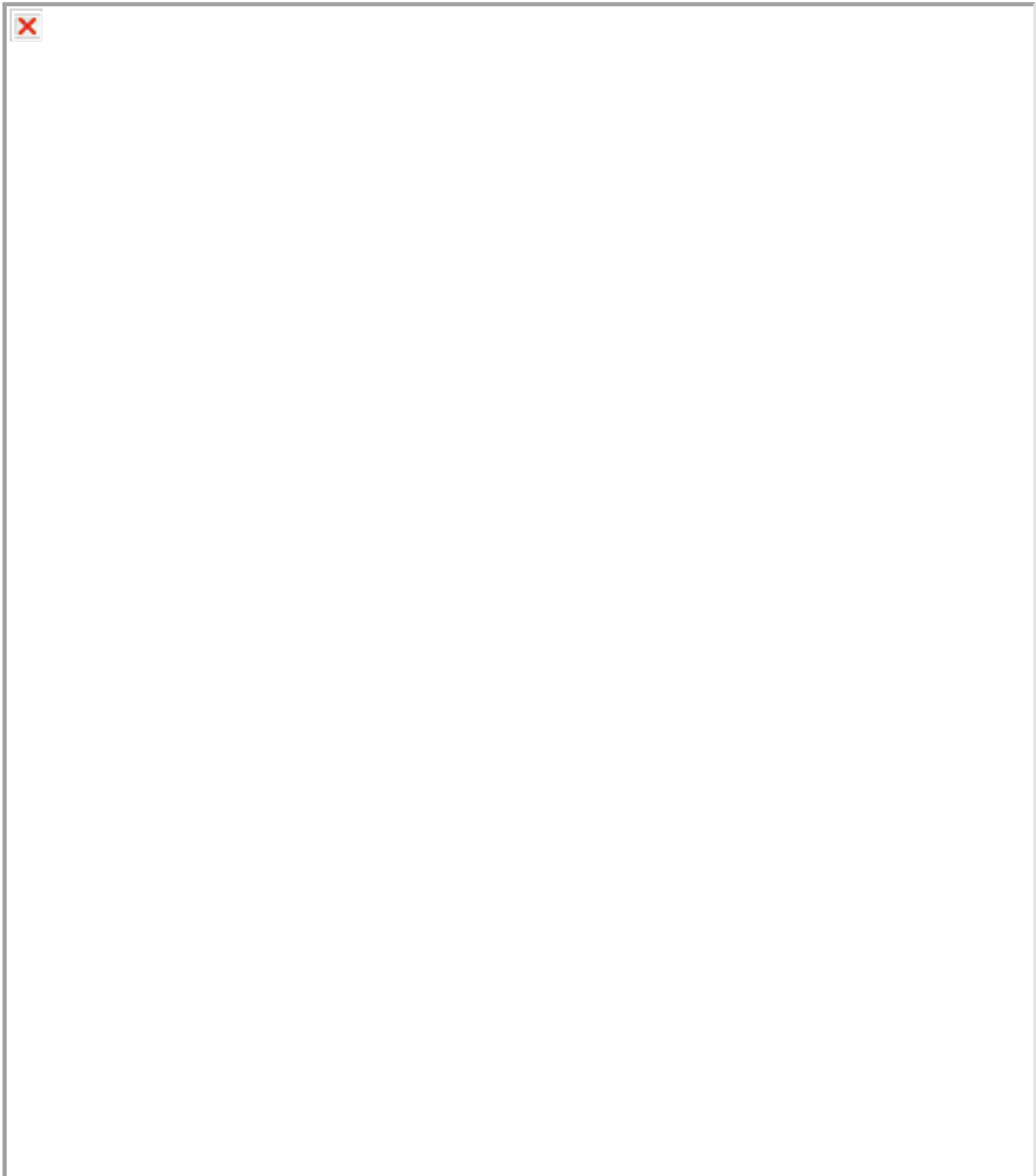
Grant as applied for

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:



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Wednesday, November 17, 2021 8:45:55 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13228] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Michael Swarbrick

Organisation name:

Contact phone number: 021888133

Email address: michael@swarbrick.co.nz

Postal address:

18 Coronation Street
Belmont
Belmont 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

- Consultation.
- Continued water access via the Bayswater Marina Boat Ramp.
- Safe access to the Bayswater Marina Boat Ramp.

What are the reasons for your submission?

1. Background

1.1. Takapuna Grammar School Rowing Club (TGSRC), as an incorporated society, is a voluntary organisation offering the rowing experience to all interested year 8 – year 12 students from local schools.

1.2. TGSRC has occupied the building known as the Blue Shed (noted in the Application as Auckland Council Reclamation) for the last 19 years and operate its daily rowing programme from Bayswater.

1.3. TGSRC currently comprises a membership of over 250 athletes, coaches and parents, and has been an integral part of Takapuna Grammar School sport for over 90 years.

1.4. TGSRC prides itself on making the sport of rowing available to any TGS student and stands by its policy of 'all those who want to row, can row.'

1.5. The club is run by a voluntary committee and has enjoyed considerable success at school and club level and has produced world champions and medal-winning Olympic athletes and coaches.

1.6. In the 2020/21 season, the club's results included two national titles, the retention of the position as the highest performing co-ed rowing programme in the North Island, six athletes selected to join the regional rowing programme, and two athletes selected to start their journey on the New Zealand high performance pathway.

2. Consultation

2.1. The application for resource consent and assessment of environmental effects states; 'Over the period since 2017, efforts have been made to consult with the local community on future development plans for the Marina land.'

2.2. As part of the local community and a daily user of the Bayswater Boat Ramp, it is of great concern and key to note, that TGSRC has not been included in this consultation and have not been engaged to have the opportunity to understand and provide input to the overall vision for the site.

2.3. It is disappointing that the timelines for reviewing the application documentation and compiling a response have been restricted to when the impacted community have been in lockdown due to the impacts of the COVID-19 pandemic. This has significantly impacted TGSRC's ability to undertake a robust consultation approach with club members and to compile a thorough response.

3. Continued Access To The Bayswater Marina Boat Ramp

3.1. Currently, the underlying zone of land within the precinct is Marina zone and Public Open space zone. The primary purpose of the zone is to provide access to the harbour by way of the boat ramp, to provide for the boats moored at the marina and marine related activities as well as the Bayswater ferry service.

3.2. TGSRC notes from historical consents that the land at the top of the ramp is privately owned by Bayswater Marina, with the requirement that it remains open to the public to use.

3.3. Currently, the water access via the boat ramp is one of few public access points onto the Waitemata harbour that can be accessed at any tide point. It is crucial to water-based activities including rowing, fishing, recreational boating, windsurfing, sailing. The Application specifies that rowing activities 'elsewhere' at the sight will not be impacted. But a key part of rowing, and marine activities is access to the boat ramp at all times.

3.4. Without unlimited access to the Bayswater Marina Boat Ramp, TGSRC would have to close as it would no longer be able to provide opportunities for current and future club members to experience and train in the sport of rowing.

3.5. With 80 registered student-athletes TGSRC has been a significant user of the Bayswater Marina Boat Ramp since 2002, utilising the Bayswater Marina Boat Ramp daily from 4.45am for rowing skiff and safety boat launches all year round.

3.6. Rowing skiffs are carried by athletes from the Blue Shed to the Bayswater Marina Boat Ramp. They do this by carrying the rowing skiffs across the car park (currently out of scope for the development) up a small ramp that connects the carpark in Sub Precinct C, through the corner of the proposed Sir Peter Blake Parade and Cross Street and then onto the ramp.

3.7. Safety boats are towed from the back of a vehicle and follow the same route as our athletes with rowing skiffs. However, to pass over the small ramp TGSRC has an agreement with the current Marina Management team who allow us to remove a large metal bollard (highlighted in figure 1) each day to get our vehicles (usually 4x4's) though and our safety boats to the boat ramp.

3.8. The processes outlined in both 3.6 and 3.7 of this response both require more space than a footpaths access to the boat ramp as figure 10 in the assessment of effects document shows.

3.9. It is not clear if the footpath on the boundary of Sir Peter Blake Parade in Sub Precinct C continues around to Cross Street.

3.10. It is also not clear if the pathway or work undertaken in the development will replace the bollard that is currently on the small ramp that connects the carpark to the proposed corner of Sir Peter Blake Parade and Cross street (highlighted in figure 1) and if there will still be accessible via the small ramp for vehicles towing safety boats to use the Bayswater Marina Boat Ramp.

3.11. It is noted that the land directly around the Bayswater Marina Boat Ramp is owned by the marina, the site boundary extends along the footpath in front of the old wharf. The application proposes "A direct physical connection to the water" but the use of these public areas and boardwalk will be 'easement' access rights, i.e., no guarantee of water access in the early morning.

3.12. It is noted that within the Application, the pavement around the boat ramp will be 'reconstructed to suit the development' however there is no information provided with regards to limiting access to the Bayswater Marina Boat Ramp or the impact that this reconstruction will have, both during and after the reconstruction.

3.13. Within the Demolition Methodology, section IV the Application has highlighted that security and construction fencing will be placed 'near the existing boat ramp'. It is not clear if this fencing will generate any limitations for rowing skiffs (that are between 8 - 18 meters long) and vehicles towing safety boats to access the Bayswater Marina Boat Ramp.

3.14. The Application states that it complies with the Hauraki Gulf Marine Park Act section 7 and 8 which includes providing easy access to the Hauraki Gulf. The application for resource consent states that "improved access to the seaward edge of the Bayswater precinct" is part of the plan. However, no stipulations or plan is conveyed as to how this access will be maintained through the construction and development of the land. The staging plan shows no guarantee of access to the boat ramp during the building of the apartment and terrace housing and landscaping.

3.15. This water access and coastal strip includes the legally required marina berth holder's car parking which the submission says have a "low level of use." By taking away all the ferry parking for housing these 210 carparks will certainly be at capacity from 6:40 am - 7:30 pm when peak commuter traffic for the ferry will use them as only 32 car spaces have been set aside for visitors including to a cafe. Therefore, the 15m legally required water proximity will not be the case for most of the day.

3.16. TGSRC recommend that prior to the approval of the Application the ownership of the Bayswater Marina Boat Ramp is transferred from Bayswater Marina to Auckland Council as a community asset, ensuring the longevity of public access to the water.

4. Safe Access To The Bayswater Marina Boat Ramp

4.1. The current documentation does not detail how during the three stages of construction safe and direct access to the boat ramp will be provided for our student-athletes who carry rowing skiffs ranging from 60kg - 100kg on their shoulders from the Blue Shed and down the ramp to access the water.

4.2. Without unlimited and safe access to the Bayswater Marina Boat Ramp TGSRC will no longer be able to provide opportunities to experience and train in the sport of rowing to current and future club members and would have to close.

4.3. The Application does not outline how construction work will impact public access rights to the Bayswater Marina Boat Ramp and does not contain any content regarding the risk analysis and planned mitigation activities to ensure the continued safety of all users of the ramp.

4.4. It is noted that within the Application the pavement around the boat ramp will be 'reconstructed to suit the development' however there is no information provided regarding the impact that this reconstruction will have on our athlete's ability to transport our rowing skiffs to the Bayswater Marina Boat Ramp safely both during and after the reconstruction.

4.5. Within attachment 3.2 Engineering Drawings Part 2 the development of a retaining wall on the boundary of the proposed Sir Peter Blake Parade is documented, however, the details of the boundary wall will not be provided until the building consent stage. As the current occupiers of the Blue Shed which is next to the boundary line for the proposed retaining wall TGSRC would like some more information on the impact that the development of this wall will have on the Blue Shed.

4.6. TGSRC have some significant concerns regarding vehicles towing safety boats navigating the tight bend from the proposed Sir Peter Blake Parade to Cross Street and safely manoeuvring into the Bayswater Marina Boat Ramp, given its location on a tight bend in the road with restricted visibility. This concern is heightened when considering that these vehicles will need to reverse onto the Bayswater Marina Boat Ramp safely.

4.7. The proposed bus turning area has a potential for conflict and increased queuing for student-athletes carrying boats down the Bayswater Marina Boat Ramp, buses turning, vehicles with boat trailers accessing the Bayswater Marina Boat Ramp, pedestrians and cyclists, and it would be good to understand what approaches can be put in place to minimise conflict and ensure safety.

4.8. The forecasted increase of 570 vehicle movements and 90 truck movements on the proposed Sir Peter Blake Parade and Cross Street presents significant concern regarding the safety of TGSRC athletes who will need to need to cross these roads and potentially walk on them whilst carrying their rowing skiffs to access the Bayswater Marina Boat Ramp. It is not clear in the documentation what safety precautions will be put in place to ensure the safety of all road and footpath users.

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

5. Decisions

5.1. TGSRC recommend that prior to approval of the Application, the ownership of the boat ramp is transferred from the Marina to Auckland Council as a community asset, ensuring the longevity of public access to the water.

5.2. TGSRC recommend that prior to approval of the Application that the vehicle access to the proposed corner of Sir Peter Blake Parade and Cross Street is agreed to retained via the existing small ramp (noted in Figure 1) from the out of zone carpark.

5.3. TGSRC recommend that if the Application is processed and granted, that the Application is redesigned to:

5.3.1. Significantly provide for the core functions of the zone.

5.3.2. Better enable growth of the marina and the provision of opportunities for the local community to partake in water sports in the future.

5.3.3. Provide uninterrupted access for TGSRC and the public to use the marina access the Bayswater Marina Boat Ramp as it is intended.

6. Amendments

6.1. TGSRC request that the Application ensures that the footpath on the boundary of Sir Peter Blake Parade in Sub Precinct C continues round to Cross Street, allowing for the safe transportation of 8m – 18m rowing skiffs by student athletes.

6.2. TGSRC request that a safety, risk and usability study is undertaken prior to the reconstruction of the pavement around the Bayswater Marina Boat Ramp, with required actions implemented (that align to leading practice and Auckland Council / Auckland Transport guidelines) to ensure unrestricted safe access to the Bayswater Marina Boat Ramp before, during and after construction.

6.3. TGSRC request that within the Demolition Methodology, section IV, an assessment is completed to understand and remove any limitations that may impact rowing skiffs and vehicles towing safety boats to have unrestricted access the Bayswater Marina Boat Ramp each day, and all year round.

6.4. TGSRC request that the Application includes how it will comply with the Hauraki Gulf Marine Park Act section 7 and 8 which includes providing easy access to the Hauraki Gulf – particularly on how rowing skiffs and safety boats will

have unrestricted access the Bayswater Marina Boat Ramp each day, and all year round.

6.5. TGSRC request that the Application details how the 15m legally required water proximity will be maintained.

6.6. TGSRC request that the Application details how during the three stages safe, direct and unrestricted access to the Bayswater Marina Boat Ramp will be provided to TGSRC and the public.

6.7. TGSRC request that the Application details the risk analysis and planned mitigation activities to ensure the unrestricted access and continued safety for all users of the Bayswater Marina Boat Ramp during all construction work.

6.8. TGSRC request that the Application details the impact that the development of the retaining wall detailed in attachment 3.2 Engineering Drawings Part 2 will have on the Blue Shed and details the risk mitigations that will be in place regarding the retaining wall limiting TGSRC's unrestricted and safe access to the Bayswater Marina Boat Ramp.

6.9. TGSRC request that the Application redesigns the tight bend from the proposed Sir Peter Blake Parade to Cross Street in alignment to leading practice and Auckland Council / Auckland Transport guidelines to increase visibility and allow for vehicles towing boats and boat trailers to reverse on to the boat ramp safely.

6.10. TGSRC request that the Application details the safety and traffic calming precautions (that align to leading practice and Auckland Council / Auckland Transport guidelines) that will be put in place to ensure the safety of TGSRC athletes who will need to cross these roads and potentially walk on them whilst carrying their rowing skiffs to access the Bayswater Marina Boat Ramp.

6.11. TGSRC request that the Application details the safety and traffic calming precautions (that align to leading practice and Auckland Council / Auckland Transport guidelines) that will be put in place to ensure the safety of TGSRC athletes and all other pedestrians, cyclists, and road users against the forecasted increase of 570 vehicle movements and 90 truck movements on the proposed Sir Peter Blake Parade and Cross Street.

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:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Wednesday, November 17, 2021 8:46:10 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13229] Submission
Attachments: Takapuna Grammar School Rowing Club NOTIFIED RESOURCE CONSENT SUBMISSION (1).pdf (1.25 MB)

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Christian Manning

Organisation name: Select Title

Contact phone number: 0211515885

Email address: engineer.nz@gmail.com

Postal address:

34A Harley Close, Hauraki
Auckland
Auckland 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

- Consultation.
- Continued water access via the Bayswater Marina Boat Ramp.
- Safe access to the Bayswater Marina Boat Ramp.

What are the reasons for your submission?

1. Background

1.1 Takapuna Grammar School Rowing Club (TGSRC), as an incorporated society, is a voluntary organisation offering

the rowing experience to all interested year 8 – year 12 students from local schools.

1.2 TGSRC has occupied the building known as the Blue Shed (noted in the Application as Auckland Council Reclamation) for the last 19 years and operate its daily rowing programme from Bayswater.

1.3 TGSRC currently comprises a membership of over 250 athletes, coaches and parents, and has been an integral part of Takapuna Grammar School sport for over 90 years.

1.4 TGSRC prides itself on making the sport of rowing available to any TGS student and stands by its policy of 'all those who want to row, can row.'

1.5 The club is run by a voluntary committee and has enjoyed considerable success at school and club level and has produced world champions and medal-winning Olympic athletes and coaches.

1.6 In the 2020/21 season, the club's results included two national titles, the retention of the position as the highest performing co-ed rowing programme in the North Island, six athletes selected to join the regional rowing programme, and two athletes selected to start their journey on the New Zealand high performance pathway.

2. Consultation

2.1 The application for resource consent and assessment of environmental effects states; 'Over the period since 2017, efforts have been made to consult with the local community on future development plans for the Marina land.'

2.2 As part of the local community and a daily user of the Bayswater Boat Ramp, it is of great concern and key to note, that TGSRC has not been included in this consultation and have not been engaged to have the opportunity to understand and provide input to the overall vision for the site.

2.3 It is disappointing that the timelines for reviewing the application documentation and compiling a response have been restricted to when the impacted community have been in lockdown due to the impacts of the COVID-19 pandemic. This has significantly impacted TGSRC's ability to undertake a robust consultation approach with club members and to compile a thorough response.

3. Continued Access To The Bayswater Marina Boat Ramp

3.1 Currently, the underlying zone of land within the precinct is Marina zone and Public Open space zone. The primary purpose of the zone is to provide access to the harbour by way of the boat ramp, to provide for the boats moored at the marina and marine related activities as well as the Bayswater ferry service.

3.2 TGSRC notes from historical consents that the land at the top of the ramp is privately owned by Bayswater Marina, with the requirement that it remains open to the public to use.

3.3 Currently, the water access via the boat ramp is one of few public access points onto the Waitemata harbour that can be accessed at any tide point. It is crucial to water-based activities including rowing, fishing, recreational boating, windsurfing, sailing. The Application specifies that rowing activities 'elsewhere' at the sight will not be impacted. But a key part of rowing, and marine activities is access to the boat ramp at all times.

3.4 Without unlimited access to the Bayswater Marina Boat Ramp, TGSRC would have to close as it would no longer be able to provide opportunities for current and future club members to experience and train in the sport of rowing.

3.5 With 80 registered student-athletes TGSRC has been a significant user of the Bayswater Marina Boat Ramp since 2002, utilising the Bayswater Marina Boat Ramp daily from 4.45am for rowing skiff and safety boat launches all year round.

3.6 Rowing skiffs are carried by athletes from the Blue Shed to the Bayswater Marina Boat Ramp. They do this by carrying the rowing skiffs across the car park (currently out of scope for the development) up a small ramp that connects the carpark in Sub Precinct C, through the corner of the proposed Sir Peter Blake Parade and Cross Street and then onto the ramp.

3.7 Safety boats are towed from the back of a vehicle and follow the same route as our athletes with rowing skiffs. However, to pass over the small ramp TGSRC has an agreement with the current Marina Management team who allow us to remove a large metal bollard (highlighted in figure 1) each day to get our vehicles (usually 4x4's) though and our safety boats to the boat ramp.

3.8 The processes outlined in both 3.6 and 3.7 of this response both require more space than a footpaths access to the boat ramp as figure 10 in the assessment of effects document shows.

3.9 It is not clear if the footpath on the boundary of Sir Peter Blake Parade in Sub Precinct C continues around to Cross Street.

3.10 It is also not clear if the pathway or work undertaken in the development will replace the bollard that is currently on the small ramp that connects the carpark to the proposed corner of Sir Peter Blake Parade and Cross street (highlighted in figure 1) and if there will still be accessible via the small ramp for vehicles towing safety boats to use the Bayswater Marina Boat Ramp.

3.11 It is noted that the land directly around the Bayswater Marina Boat Ramp is owned by the marina, the site boundary extends along the footpath in front of the old wharf. The application proposes "A direct physical connection to the water" but the use of these public areas and boardwalk will be 'easement' access rights, i.e., no guarantee of water access in the early morning.

3.12 It is noted that within the Application, the pavement around the boat ramp will be 'reconstructed to suit the development' however there is no information provided with regards to limiting access to the Bayswater Marina Boat Ramp or the impact that this reconstruction will have, both during and after the reconstruction.

3.13 Within the Demolition Methodology, section IV the Application has highlighted that security and construction fencing will be placed 'near the existing boat ramp'. It is not clear if this fencing will generate any limitations for rowing skiffs (that are between 8 - 18 meters long) and vehicles towing safety boats to access the Bayswater Marina Boat Ramp.

3.14 The Application states that it complies with the Hauraki Gulf Marine Park Act section 7 and 8 which includes providing easy access to the Hauraki Gulf. The application for resource consent states that "improved access to the seaward edge of the Bayswater precinct" is part of the plan. However, no stipulations or plan is conveyed as to how this access will be maintained through the construction and development of the land. The staging plan shows no guarantee of access to the boat ramp during the building of the apartment and terrace housing and landscaping.

3.15 This water access and coastal strip includes the legally required marina berth holder's car parking which the submission says have a "low level of use." By taking away all the ferry parking for housing these 210 carparks will certainly be at capacity from 6:40 am - 7:30 pm when peak commuter traffic for the ferry will use them as only 32 car spaces have been set aside for visitors including to a cafe. Therefore, the 15m legally required water proximity will not be the case for most of the day.

3.16 TGSRC recommend that prior to the approval of the Application the ownership of the Bayswater Marina Boat Ramp is transferred from Bayswater Marina to Auckland Council as a community asset, ensuring the longevity of public access to the water.

4. Safe Access To The Bayswater Marina Boat Ramp

4.1 The current documentation does not detail how during the three stages of construction safe and direct access to the boat ramp will be provided for our student-athletes who carry rowing skiffs ranging from 60kg - 100kg on their shoulders from the Blue Shed and down the ramp to access the water.

4.2 Without unlimited and safe access to the Bayswater Marina Boat Ramp TGSRC will no longer be able to provide opportunities to experience and train in the sport of rowing to current and future club members and would have to close.

4.3 The Application does not outline how construction work will impact public access rights to the Bayswater Marina Boat Ramp and does not contain any content regarding the risk analysis and planned mitigation activities to ensure the continued safety of all users of the ramp.

4.4 It is noted that within the Application the pavement around the boat ramp will be 'reconstructed to suit the development' however there is no information provided regarding the impact that this reconstruction will have on our athlete's ability to transport our rowing skiffs to the Bayswater Marina Boat Ramp safely both during and after the reconstruction.

4.5 Within attachment 3.2 Engineering Drawings Part 2 the development of a retaining wall on the boundary of the proposed Sir Peter Blake Parade is documented, however, the details of the boundary wall will not be provided until the building consent stage. As the current occupiers of the Blue Shed which is next to the boundary line for the proposed retaining wall TGSRC would like some more information on the impact that the development of this wall will have on the Blue Shed.

4.6 TGSRC have some significant concerns regarding vehicles towing safety boats navigating the tight bend from the proposed Sir Peter Blake Parade to Cross Street and safely manoeuvring into the Bayswater Marina Boat Ramp, given its location on a tight bend in the road with restricted visibility. This concern is heightened when considering that these vehicles will need to reverse onto the Bayswater Marina Boat Ramp safely.

4.7 The proposed bus turning area has a potential for conflict and increased queuing for student-athletes carrying boats down the Bayswater Marina Boat Ramp, buses turning, vehicles with boat trailers accessing the Bayswater Marina Boat Ramp, pedestrians and cyclists, and it would be good to understand what approaches can be put in place to minimise conflict and ensure safety.

4.8 The forecasted increase of 570 vehicle movements and 90 truck movements on the proposed Sir Peter Blake Parade and Cross Street presents significant concern regarding the safety of TGSRC athletes who will need to need to cross these roads and potentially walk on them whilst carrying their rowing skiffs to access the Bayswater Marina Boat Ramp. It is not clear in the documentation what safety precautions will be put in place to ensure the safety of all road and footpath users.

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

5. Decisions

5.1 TGSRC recommend that prior to approval of the Application, the ownership of the boat ramp is transferred from the Marina to Auckland Council as a community asset, ensuring the longevity of public access to the water.

5.2 TGSRC recommend that prior to approval of the Application that the vehicle access to the proposed corner of Sir Peter Blake Parade and Cross Street is agreed to retained via the existing small ramp (noted in Figure 1) from the out of zone carpark.

5.3 TGSRC recommend that if the Application is processed and granted, that the Application is redesigned to:

5.3.1 Significantly provide for the core functions of the zone.

5.3.2 Better enable growth of the marina and the provision of opportunities for the local community to partake in water sports in the future.

5.3.3 Provide uninterrupted access for TGSRC and the public to use the marina access the Bayswater Marina Boat Ramp as it is intended.

6. Amendments

6.1 TGSRC request that the Application ensures that the footpath on the boundary of Sir Peter Blake Parade in Sub Precinct C continues round to Cross Street, allowing for the safe transportation of 8m – 18m rowing skiffs by student athletes.

6.2 TGSRC request that a safety, risk and usability study is undertaken prior to the reconstruction of the pavement around the Bayswater Marina Boat Ramp, with required actions implemented (that align to leading practice and Auckland Council / Auckland Transport guidelines) to ensure unrestricted safe access to the Bayswater Marina Boat Ramp before, during and after construction.

6.3 TGSRC request that within the Demolition Methodology, section IV, an assessment is completed to understand and remove any limitations that may impact rowing skiffs and vehicles towing safety boats to have unrestricted access the Bayswater Marina Boat Ramp each day, and all year round.

6.4 TGSRC request that the Application includes how it will comply with the Hauraki Gulf Marine Park Act section 7 and 8 which includes providing easy access to the Hauraki Gulf – particularly on how rowing skiffs and safety boats will have unrestricted access the Bayswater Marina Boat Ramp each day, and all year round.

6.5 TGSRC request that the Application details how the 15m legally required water proximity will be maintained.

6.6 TGSRC request that the Application details how during the three stages safe, direct and unrestricted access to the Bayswater Marina Boat Ramp will be provided to TGSRC and the public.

6.7 TGSRC request that the Application details the risk analysis and planned mitigation activities to ensure the unrestricted access and continued safety for all users of the Bayswater Marina Boat Ramp during all construction work.

6.8 TGSRC request that the Application details the impact that the development of the retaining wall detailed in attachment 3.2 Engineering Drawings Part 2 will have on the Blue Shed and details the risk mitigations that will be in place regarding the retaining wall limiting TGSRC's unrestricted and safe access to the Bayswater Marina Boat Ramp.

6.9 TGSRC request that the Application redesigns the tight bend from the proposed Sir Peter Blake Parade to Cross Street in alignment to leading practice and Auckland Council / Auckland Transport guidelines to increase visibility and allow for vehicles towing boats and boat trailers to reverse on to the boat ramp safely.

6.10 TGSRC request that the Application details the safety and traffic calming precautions (that align to leading practice and Auckland Council / Auckland Transport guidelines) that will be put in place to ensure the safety of TGSRC athletes who will need to cross these roads and potentially walk on them whilst carrying their rowing skiffs to access the Bayswater Marina Boat Ramp.

6.11 TGSRC request that the Application details the safety and traffic calming precautions (that align to leading practice and Auckland Council / Auckland Transport guidelines) that will be put in place to ensure the safety of TGSRC athletes and all other pedestrians, cyclists, and road users against the forecasted increase of 570 vehicle movements and 90 truck movements on the proposed Sir Peter Blake Parade and Cross Street.

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? No

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

Supporting information:

Takapuna Grammar School Rowing Club NOTIFIED RESOURCE CONSENT SUBMISSION (1).pdf

NOTIFIED RESOURCE CONSENT SUBMISSION FOR 21 SIR PETER BLAKE PARADE. BAYSWATER

Answers to submission details on behalf of Takapuna Grammar School Rowing Club.

THIS SUBMISSION:

- Opposes the application in whole or in part.

SPECIFY THE ASPECTS OF THE APPLICATION YOU ARE SUBMITTING ON:

- Consultation.
- Continued water access via the Bayswater Marina Boat Ramp.
- Safe access to the Bayswater Marina Boat Ramp.

WHAT ARE THE REASONS FOR YOUR SUBMISSION?

1. Background

- 1.1. Takapuna Grammar School Rowing Club (TGSRC), as an incorporated society, is a voluntary organisation offering the rowing experience to all interested year 8 – year 12 students from local schools.
- 1.2. TGSRC has occupied the building known as the Blue Shed (noted in the Application as Auckland Council Reclamation) for the last 19 years and operate its daily rowing programme from Bayswater.
- 1.3. TGSRC currently comprises a membership of over 250 athletes, coaches and parents, and has been an integral part of Takapuna Grammar School sport for over 90 years.
- 1.4. TGSRC prides itself on making the sport of rowing available to any TGS student and stands by its policy of 'all those who want to row, can row.'
- 1.5. The club is run by a voluntary committee and has enjoyed considerable success at school and club level and has produced world champions and medal-winning Olympic athletes and coaches.
- 1.6. In the 2020/21 season, the club's results included two national titles, the retention of the position as the highest performing co-ed rowing programme in the North Island, six athletes selected to join the regional rowing programme, and two athletes selected to start their journey on the New Zealand high performance pathway.

2. Consultation

- 2.1. The application for resource consent and assessment of environmental effects states; 'Over the period since 2017, efforts have been made to consult with the local community on future development plans for the Marina land.'
- 2.2. As part of the local community and a daily user of the Bayswater Boat Ramp, it is of great concern and key to note, that TGSRC has not been included in this consultation and have not been engaged to have the opportunity to understand and provide input to the overall vision for the site.
- 2.3. It is disappointing that the timelines for reviewing the application documentation and compiling a response have been restricted to when the impacted community have been in lockdown due to the impacts of the COVID-19 pandemic. This has significantly impacted TGSRC's ability to undertake a robust consultation approach with club members and to compile a thorough response.

3. Continued Access To The Bayswater Marina Boat Ramp

- 3.1. Currently, the underlying zone of land within the precinct is Marina zone and Public Open space zone. The primary purpose of the zone is to provide access to the harbour by way of the boat ramp, to provide for the boats moored at the marina and marine related activities as well as the Bayswater ferry service.
- 3.2. TGSRC notes from historical consents that the land at the top of the ramp is privately owned by Bayswater Marina, with the requirement that it remains open to the public to use.
- 3.3. Currently, the water access via the boat ramp is one of few public access points onto the Waitemata harbour that can be accessed at any depth point. It is crucial to water-based activities including rowing, fishing, recreational boating, windsurfing, sailing. The Application specifies that rowing activities 'elsewhere' at the site will not be impacted. But a key part of rowing, and marine activities is access to the boat ramp at all times.
- 3.4. Without unlimited access to the Bayswater Marina Boat Ramp, TGSRC would have to close as it would no longer be able to provide opportunities for current and future club members to experience and train in the sport of rowing.
- 3.5. With 80 registered student-athletes TGSRC has been a significant user of the Bayswater Marina Boat Ramp since 2002, utilising the Bayswater Marina Boat Ramp daily from 4.45am for rowing skiff and safety boat launches all year round.
- 3.6. Rowing skiffs are carried by athletes from the Blue Shed to the Bayswater Marina Boat Ramp. They do this by carrying the rowing skiffs across the car park (currently out of scope for the development) up a small ramp that connects the carpark in Sub Precinct C, through the corner of the proposed Sir Peter Blake Parade and Cross Street and then onto the ramp.
- 3.7. Safety boats are towed from the back of a vehicle and follow the same route as our athletes with rowing skiffs. However, to pass over the small ramp TGSRC has an agreement with the current Marina Management team who allow us to remove a large metal bollard (highlighted in figure 1) each day to get our vehicles (usually 4x4's) through and our safety boats to the boat ramp.
- 3.8. The processes outlined in both 3.6 and 3.7 of this response both require more space than a footpath access to the boat ramp as figure 10 in the assessment of effects document shows.
- 3.9. It is not clear if the footpath on the boundary of Sir Peter Blake Parade in Sub Precinct C continues around to Cross Street.
- 3.10. It is also not clear if the pathway or work undertaken in the development will replace the bollard that is currently on the small ramp that connects the carpark to the proposed corner of Sir Peter Blake Parade and Cross street (highlighted in figure 1) and if there will still be accessible via the small ramp for vehicles towing safety boats to use the Bayswater Marina Boat Ramp.
- 3.11. It is noted that the land directly around the Bayswater Marina Boat Ramp is owned by the marina, the site boundary extends along the footpath in front of the old wharf. The application proposes "A direct physical connection to the water" but the use of these public areas and boardwalk will be 'easement' access rights, i.e., no guarantee of water access in the early morning.
- 3.12. It is noted that within the Application, the pavement around the boat ramp will be 'reconstructed to suit the development' however there is no information provided with regards to limiting access to the Bayswater Marina Boat Ramp or the impact that this reconstruction will have, both during and after the reconstruction.
- 3.13. Within the Demolition Methodology, section IV the Application has highlighted that security and construction fencing will be placed 'near the existing boat ramp'. It is not clear if this fencing will generate any limitations for rowing skiffs (that are between 8 -

18 meters long) and vehicles towing safety boats to access the Bayswater Marina Boat Ramp.

- 3.14. The Application states that it complies with the Hauraki Gulf Marine Park Act sections 7 and 8 which includes providing easy access to the Hauraki Gulf. The application for resource consent states that “improved access to the seaward edge of the Bayswater precinct” is part of the plan. However, no plans or plan is conveyed as to how this access will be maintained through the construction and development of the land. The staging plan shows no guarantee of access to the boat ramp during the building of the apartment and terrace housing and landscaping.
- 3.15. This water access and coastal strip includes the legally required marina berth holder’s car parking which the submission says have a “low level of use.” By taking away all the ferry parking for housing these 210 carparks will certainly be at capacity from 6:40 am - 7:30 pm when peak commuter traffic for the ferry will use them as only 32 car spaces have been set aside for visitors including to a cafe. Therefore, the 15m legally required water proximity will not be the case for most of the day.
- 3.16. TGSRC recommend that prior to the approval of the Application the ownership of the Bayswater Marina Boat Ramp is transferred from Bayswater Marina to Auckland Council as a community asset, ensuring the longevity of public access to the water.

4. Safe Access To The Bayswater Marina Boat Ramp

- 4.1. The current documentation does not detail how during the three stages of construction safe and direct access to the boat ramp will be provided for our student-athletes who carry rowing skiffs ranging from 60kg - 100kg on their shoulders from the Blue Shed and down the ramp to access the water.
- 4.2. Without unlimited and safe access to the Bayswater Marina Boat Ramp TGSRC will no longer be able to provide opportunities to experience and train in the sport of rowing to current and future club members and would have to close.
- 4.3. The Application does not outline how construction work will impact public access rights to the Bayswater Marina Boat Ramp and does not contain any content regarding the risk analysis and planned mitigation activities to ensure the continued safety of all users of the ramp.
- 4.4. It is noted that within the Application the pavement around the boat ramp will be ‘reconstructed to suit the development’ however there is no information provided regarding the impact that this reconstruction will have on our athlete’s ability to transport our rowing skiffs to the Bayswater Marina Boat Ramp safely both during and after the reconstruction.
- 4.5. Within Attachment 3.2 Engineering Drawings Part 2 the development of a retaining wall on the boundary of the proposed Sir Peter Blake Parade is documented, however, the details of the boundary wall will not be provided until the building consent stage. As the current occupiers of the Blue Shed which is next to the boundary line for the proposed retaining wall TGSRC would like some more information on the impact that the development of this wall will have on the Blue Shed.
- 4.6. TGSRC have some significant concerns regarding vehicles towing safety boats navigating the right bend from the proposed Sir Peter Blake Parade to Cross Street and safely manoeuvring into the Bayswater Marina Boat Ramp, given its location on a right bend in the road with restricted visibility. This concern is heightened when considering that these vehicles will need to reverse onto the Bayswater Marina Boat Ramp safely.
- 4.7. The proposed bus turning area has a potential for conflict and increased queuing for student-athletes carrying boats down the Bayswater Marina Boat Ramp, buses turning, vehicles with boat trailers accessing the Bayswater Marina Boat Ramp, pedestrians and

cyclists, and it would be good to understand what approaches can be put in place to minimise conflict and ensure safety.

- 4.8. The forecasted increase of 570 vehicle movements and 90 truck movements on the proposed Sir Peter Blake Parade and Cross Street presents significant concern regarding the safety of TGSRC athletes who will need to need to cross these roads and potentially walk on them whilst carrying their rowing skiffs to access the Bayswater Marina Boat Ramp. It is not clear in the documentaon what safety precauons will be put in place to ensure the safety of all road and footpath users.

WHAT DECISIONS AND AMENDMENTS WOULD YOU LIKE THE COUNCIL TO MAKE?

5. Decisions

- 5.1. TGSRC recommend that prior to approval of the Applicaon, the ownership of the boat ramp is transferred from the Marina to Auckland Council as a community asset, ensuring the longevity of public access to the water.
- 5.2. TGSRC recommend that prior to approval of the Applicaon that the vehicle access to the proposed corner of Sir Peter Blake Parade and Cross Street is agreed to retained via the exisng small r amp (noted in Figure 1) from the out of zone carpark.
- 5.3. TGSRC recommend that if the Applicaon is processed and granted, that the Applicaon is redesigned to:
 - 5.3.1. Significantly provide for the core funcons of the zone.
 - 5.3.2. BeTer enable growth of the marina and the provision of opportunities for the local community to partake in water sports in the future.
 - 5.3.3. Provide uninterrupted access for TGSRC and the public to use the marina access the Bayswater Marina Boat Ramp as it is intended.

6. Amendments

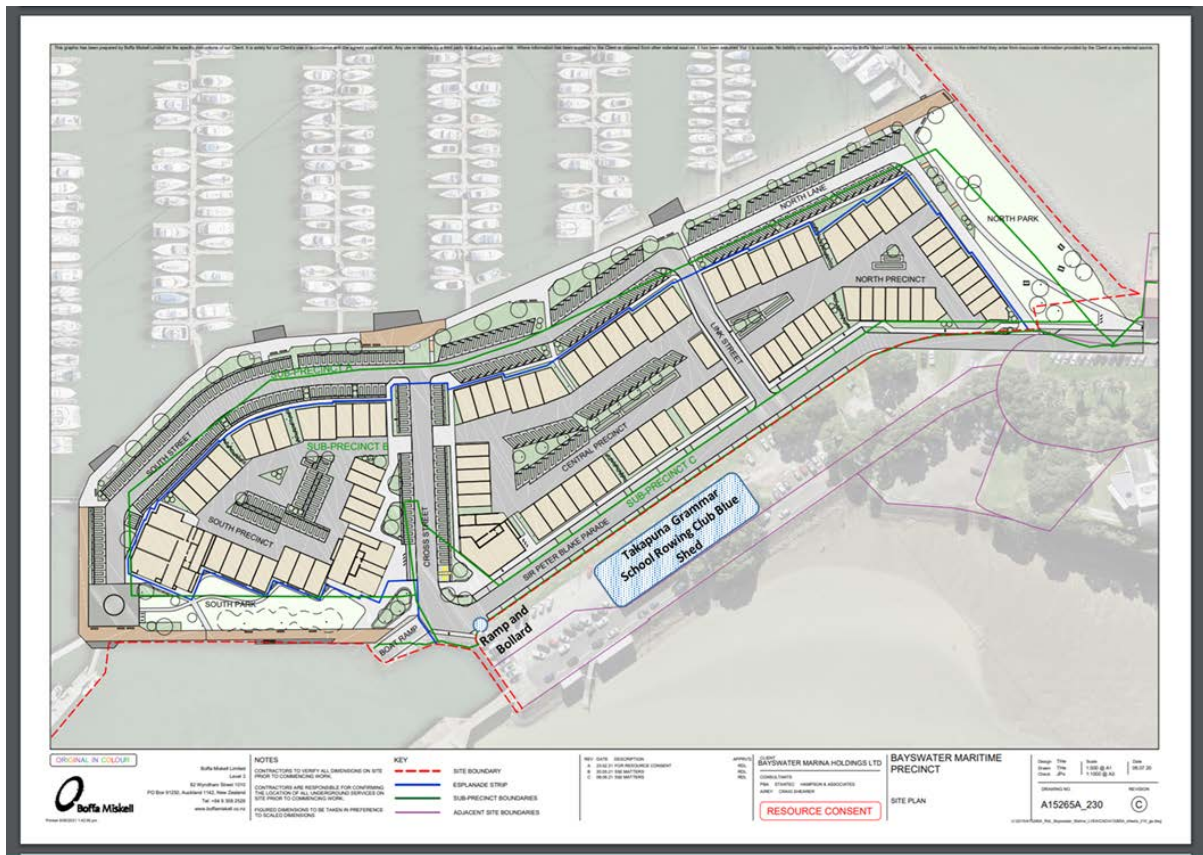
- 6.1. TGSRC request that the Applicaon ensures that the footpath on the boundary of Sir Peter Blake Parade in Sub Precinct C connues round to Cross Street, allowing for the safe transportaon of 8m – 18m r owing skiffs by student athletes.
- 6.2. TGSRC request that a safety, risk and usability study is undertaken prior to the reconstruon of the pavement around the Bayswater Marina Boat Ramp, with required acons implemented (that align to leading pracce and Auckland Council / Auckland Transport guidelines) to ensure unrestricted safe access to the Bayswater Marina Boat Ramp before, during and aj er construon.
- 6.3. TGSRC request that within the Demolion Methodology, secon IV, an assessment is completed to understand and remove any limitaons that may impact rowing skiffs and vehicles towing safety boats to have unrestricted access the Bayswater Marina Boat Ramp each day, and all year round.
- 6.4. TGSRC request that the Applicaon includes how it will comply with the Hauraki Gulf Marine Park Act secon 7 and 8 which includes providing easy access to the Hauraki Gulf – parcularly on how rowing skiffs and safety boats will have unrestricted access the Bayswater Marina Boat Ramp each day, and all year round.
- 6.5. TGSRC request that the Applicaon details how the 15m legally required water proximity will be maintained.
- 6.6. TGSRC request that the Applicaon details how during the three stages safe, direct and unrestricted access to the Bayswater Marina Boat Ramp will be provided to TGSRC and the public.



- 6.7. TGSRC request that the Application details the risk analysis and planned mitigation activities to ensure the unrestricted access and continued safety for all users of the Bayswater Marina Boat Ramp during all construction work.
- 6.8. TGSRC request that the Application details the impact that the development of the retaining wall detailed in Attachment 3.2 Engineering Drawings Part 2 will have on the Blue Shed and details the risk mitigations that will be in place regarding the retaining wall limiting TGSRC's unrestricted and safe access to the Bayswater Marina Boat Ramp.
- 6.9. TGSRC request that the Application redesigns the right bend from the proposed Sir Peter Blake Parade to Cross Street in alignment to leading practice and Auckland Council / Auckland Transport guidelines to increase visibility and allow for vehicles towing boats and boat trailers to reverse on to the boat ramp safely.
- 6.10. TGSRC request that the Application details the safety and traffic calming precautions (that align to leading practice and Auckland Council / Auckland Transport guidelines) that will be put in place to ensure the safety of TGSRC athletes who will need to cross these roads and potentially walk on them whilst carrying their rowing skiffs to access the Bayswater Marina Boat Ramp.
- 6.11. TGSRC request that the Application details the safety and traffic calming precautions (that align to leading practice and Auckland Council / Auckland Transport guidelines) that will be put in place to ensure the safety of TGSRC athletes and all other pedestrians, cyclists, and road users against the forecasted increase of 570 vehicle movements and 90 truck movements on the proposed Sir Peter Blake Parade and Cross Street.

APPENDICIES

7. Figure 1



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Wednesday, November 17, 2021 8:46:12 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13230] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Zhongwei Shi

Organisation name:

Contact phone number: 0212705188

Email address: shizhongwei05@aliyun.com

Postal address:

16 Empire Road
Devonport
Auckland 0624

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

- Consultation.
- Continued water access via the Bayswater Marina Boat Ramp.
- Safe access to the Bayswater Marina Boat Ramp.

What are the reasons for your submission?

1. Background

1.1 Takapuna Grammar School Rowing Club (TGSRC), as an incorporated society, is a voluntary organisation offering the rowing experience to all interested year 8 – year 12 students from local schools.

1.2 TGSRC has occupied the building known as the Blue Shed (noted in the Application as Auckland Council 430

Reclamation) for the last 19 years and operate its daily rowing programme from Bayswater.

1.3 TGSRC currently comprises a membership of over 250 athletes, coaches and parents, and has been an integral part of Takapuna Grammar School sport for over 90 years.

1.4 TGSRC prides itself on making the sport of rowing available to any TGS student and stands by its policy of 'all those who want to row, can row.'

1.5 The club is run by a voluntary committee and has enjoyed considerable success at school and club level and has produced world champions and medal-winning Olympic athletes and coaches.

1.6 In the 2020/21 season, the club's results included two national titles, the retention of the position as the highest performing co-ed rowing programme in the North Island, six athletes selected to join the regional rowing programme, and two athletes selected to start their journey on the New Zealand high performance pathway.

2. Consultation

2.1 The application for resource consent and assessment of environmental effects states; 'Over the period since 2017, efforts have been made to consult with the local community on future development plans for the Marina land.'

2.2 As part of the local community and a daily user of the Bayswater Boat Ramp, it is of great concern and key to note, that TGSRC has not been included in this consultation and have not been engaged to have the opportunity to understand and provide input to the overall vision for the site.

2.3 It is disappointing that the timelines for reviewing the application documentation and compiling a response have been restricted to when the impacted community have been in lockdown due to the impacts of the COVID-19 pandemic. This has significantly impacted TGSRC's ability to undertake a robust consultation approach with club members and to compile a thorough response.

3. Continued Access To The Bayswater Marina Boat Ramp

3.1 Currently, the underlying zone of land within the precinct is Marina zone and Public Open space zone. The primary purpose of the zone is to provide access to the harbour by way of the boat ramp, to provide for the boats moored at the marina and marine related activities as well as the Bayswater ferry service.

3.2 TGSRC notes from historical consents that the land at the top of the ramp is privately owned by Bayswater Marina, with the requirement that it remains open to the public to use.

3.3 Currently, the water access via the boat ramp is one of few public access points onto the Waitemata harbour that can be accessed at any tide point. It is crucial to water-based activities including rowing, fishing, recreational boating, windsurfing, sailing. The Application specifies that rowing activities 'elsewhere' at the sight will not be impacted. But a key part of rowing, and marine activities is access to the boat ramp at all times.

3.4 Without unlimited access to the Bayswater Marina Boat Ramp, TGSRC would have to close as it would no longer be able to provide opportunities for current and future club members to experience and train in the sport of rowing.

3.5 With 80 registered student-athletes TGSRC has been a significant user of the Bayswater Marina Boat Ramp since 2002, utilising the Bayswater Marina Boat Ramp daily from 4.45am for rowing skiff and safety boat launches all year round.

3.6 Rowing skiffs are carried by athletes from the Blue Shed to the Bayswater Marina Boat Ramp. They do this by carrying the rowing skiffs across the car park (currently out of scope for the development) up a small ramp that connects the carpark in Sub Precinct C, through the corner of the proposed Sir Peter Blake Parade and Cross Street and then onto the ramp.

3.7 Safety boats are towed from the back of a vehicle and follow the same route as our athletes with rowing skiffs. However, to pass over the small ramp TGSRC has an agreement with the current Marina Management team who allow us to remove a large metal bollard (highlighted in figure 1) each day to get our vehicles (usually 4x4's) though and our safety boats to the boat ramp.

3.8 The processes outlined in both 3.6 and 3.7 of this response both require more space than a footpaths access to the boat ramp as figure 10 in the assessment of effects document shows.

3.9 It is not clear if the footpath on the boundary of Sir Peter Blake Parade in Sub Precinct C continues around to Cross Street.

3.10 It is also not clear if the pathway or work undertaken in the development will replace the bollard that is currently on the small ramp that connects the carpark to the proposed corner of Sir Peter Blake Parade and Cross street (highlighted in figure 1) and if there will still be accessible via the small ramp for vehicles towing safety boats to use the Bayswater Marina Boat Ramp.

3.11 It is noted that the land directly around the Bayswater Marina Boat Ramp is owned by the marina, the site boundary extends along the footpath in front of the old wharf. The application proposes "A direct physical connection to the water" but the use of these public areas and boardwalk will be 'easement' access rights, i.e., no guarantee of water access in the early morning.

3.12 It is noted that within the Application, the pavement around the boat ramp will be 'reconstructed to suit the development' however there is no information provided with regards to limiting access to the Bayswater Marina Boat Ramp or the impact that this reconstruction will have, both during and after the reconstruction.

3.13 Within the Demolition Methodology, section IV the Application has highlighted that security and construction fencing will be placed 'near the existing boat ramp'. It is not clear if this fencing will generate any limitations for rowing skiffs (that are between 8 - 18 meters long) and vehicles towing safety boats to access the Bayswater Marina Boat Ramp.

3.14 The Application states that it complies with the Hauraki Gulf Marine Park Act section 7 and 8 which includes providing easy access to the Hauraki Gulf. The application for resource consent states that "improved access to the seaward edge of the Bayswater precinct" is part of the plan. However, no stipulations or plan is conveyed as to how this access will be maintained through the construction and development of the land. The staging plan shows no guarantee of access to the boat ramp during the building of the apartment and terrace housing and landscaping.

3.15 This water access and coastal strip includes the legally required marina berth holder's car parking which the submission says have a "low level of use." By taking away all the ferry parking for housing these 210 carparks will certainly be at capacity from 6:40 am - 7:30 pm when peak commuter traffic for the ferry will use them as only 32 car spaces have been set aside for visitors including to a cafe. Therefore, the 15m legally required water proximity will not be the case for most of the day.

3.16 TGSRC recommend that prior to the approval of the Application the ownership of the Bayswater Marina Boat Ramp is transferred from Bayswater Marina to Auckland Council as a community asset, ensuring the longevity of public access to the water.

4. Safe Access To The Bayswater Marina Boat Ramp

4.1 The current documentation does not detail how during the three stages of construction safe and direct access to the boat ramp will be provided for our student-athletes who carry rowing skiffs ranging from 60kg - 100kg on their shoulders from the Blue Shed and down the ramp to access the water.

4.2 Without unlimited and safe access to the Bayswater Marina Boat Ramp TGSRC will no longer be able to provide opportunities to experience and train in the sport of rowing to current and future club members and would have to close.

4.3 The Application does not outline how construction work will impact public access rights to the Bayswater Marina Boat Ramp and does not contain any content regarding the risk analysis and planned mitigation activities to ensure the continued safety of all users of the ramp.

4.4 It is noted that within the Application the pavement around the boat ramp will be 'reconstructed to suit the development' however there is no information provided regarding the impact that this reconstruction will have on our athlete's ability to transport our rowing skiffs to the Bayswater Marina Boat Ramp safely both during and after the reconstruction.

4.5 Within attachment 3.2 Engineering Drawings Part 2 the development of a retaining wall on the boundary of the proposed Sir Peter Blake Parade is documented, however, the details of the boundary wall will not be provided until the building consent stage. As the current occupiers of the Blue Shed which is next to the boundary line for the proposed retaining wall TGSRC would like some more information on the impact that the development of this wall will have on the Blue Shed.

4.6 TGSRC have some significant concerns regarding vehicles towing safety boats navigating the tight bend from the proposed Sir Peter Blake Parade to Cross Street and safely manoeuvring into the Bayswater Marina Boat Ramp, given its location on a tight bend in the road with restricted visibility. This concern is heightened when considering that these vehicles will need to reverse onto the Bayswater Marina Boat Ramp safely.

4.7 The proposed bus turning area has a potential for conflict and increased queuing for student-athletes carrying boats down the Bayswater Marina Boat Ramp, buses turning, vehicles with boat trailers accessing the Bayswater Marina

Boat Ramp, pedestrians and cyclists, and it would be good to understand what approaches can be put in place to minimise conflict and ensure safety.

4.8 The forecasted increase of 570 vehicle movements and 90 truck movements on the proposed Sir Peter Blake Parade and Cross Street presents significant concern regarding the safety of TGSRC athletes who will need to need to cross these roads and potentially walk on them whilst carrying their rowing skiffs to access the Bayswater Marina Boat Ramp. It is not clear in the documentation what safety precautions will be put in place to ensure the safety of all road and footpath users.

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

5. Decisions

5.1. TGSRC recommend that prior to approval of the Application, the ownership of the boat ramp is transferred from the Marina to Auckland Council as a community asset, ensuring the longevity of public access to the water.

5.2. TGSRC recommend that prior to approval of the Application that the vehicle access to the proposed corner of Sir Peter Blake Parade and Cross Street is agreed to retained via the existing small ramp (noted in Figure 1) from the out of zone carpark.

5.3. TGSRC recommend that if the Application is processed and granted, that the Application is redesigned to:

5.3.1. Significantly provide for the core functions of the zone.

5.3.2. Better enable growth of the marina and the provision of opportunities for the local community to partake in water sports in the future.

5.3.3. Provide uninterrupted access for TGSRC and the public to use the marina access the Bayswater Marina Boat Ramp as it is intended.

6. Amendments

6.1. TGSRC request that the Application ensures that the footpath on the boundary of Sir Peter Blake Parade in Sub Precinct C continues round to Cross Street, allowing for the safe transportation of 8m – 18m rowing skiffs by student athletes.

6.2. TGSRC request that a safety, risk and usability study is undertaken prior to the reconstruction of the pavement around the Bayswater Marina Boat Ramp, with required actions implemented (that align to leading practice and Auckland Council / Auckland Transport guidelines) to ensure unrestricted safe access to the Bayswater Marina Boat Ramp before, during and after construction.

6.3. TGSRC request that within the Demolition Methodology, section IV, an assessment is completed to understand and remove any limitations that may impact rowing skiffs and vehicles towing safety boats to have unrestricted access the Bayswater Marina Boat Ramp each day, and all year round.

6.4. TGSRC request that the Application includes how it will comply with the Hauraki Gulf Marine Park Act section 7 and 8 which includes providing easy access to the Hauraki Gulf – particularly on how rowing skiffs and safety boats will have unrestricted access the Bayswater Marina Boat Ramp each day, and all year round.

6.5. TGSRC request that the Application details how the 15m legally required water proximity will be maintained.

6.6. TGSRC request that the Application details how during the three stages safe, direct and unrestricted access to the Bayswater Marina Boat Ramp will be provided to TGSRC and the public.

6.7. TGSRC request that the Application details the risk analysis and planned mitigation activities to ensure the unrestricted access and continued safety for all users of the Bayswater Marina Boat Ramp during all construction work.

6.8. TGSRC request that the Application details the impact that the development of the retaining wall detailed in attachment 3.2 Engineering Drawings Part 2 will have on the Blue Shed and details the risk mitigations that will be in place regarding the retaining wall limiting TGSRC's unrestricted and safe access to the Bayswater Marina Boat Ramp.

6.9. TGSRC request that the Application redesigns the tight bend from the proposed Sir Peter Blake Parade to Cross Street in alignment to leading practice and Auckland Council / Auckland Transport guidelines to increase visibility and allow for vehicles towing boats and boat trailers to reverse on to the boat ramp safely.

6.10. TGSRC request that the Application details the safety and traffic calming precautions (that align to leading practice and Auckland Council / Auckland Transport guidelines) that will be put in place to ensure the safety of TGSRC athletes who will need to cross these roads and potentially walk on them whilst carrying their rowing skiffs to access the Bayswater Marina Boat Ramp.

6.11. TGSRC request that the Application details the safety and traffic calming precautions (that align to leading practice and Auckland Council / Auckland Transport guidelines) that will be put in place to ensure the safety of TGSRC athletes and all other pedestrians, cyclists, and road users against the forecasted increase of 570 vehicle movements and 90 truck movements on the proposed Sir Peter Blake Parade and Cross Street.

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:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Wednesday, November 17, 2021 9:00:54 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13231] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Qiyu Shi

Organisation name:

Contact phone number: 0212790833

Email address: andyshi0303@gmail.com

Postal address:

16 Empire Road
Devonport
Auckland 0624

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

- Consultation.
- Continued water access via the Bayswater Marina Boat Ramp.
- Safe access to the Bayswater Marina Boat Ramp.

What are the reasons for your submission?

1. Background

1.1. Takapuna Grammar School Rowing Club (TGSRC), as an incorporated society, is a voluntary organisation offering the rowing experience to all interested year 8 – year 12 students from local schools.

1.2. TGSRC has occupied the building known as the Blue Shed (noted in the Application as Auckland Council Reclamation) for the last 19 years and operate its daily rowing programme from Bayswater.

1.3. TGSRC currently comprises a membership of over 250 athletes, coaches and parents, and has been an integral part of Takapuna Grammar School sport for over 90 years.

1.4. TGSRC prides itself on making the sport of rowing available to any TGS student and stands by its policy of 'all those who want to row, can row.'

1.5. The club is run by a voluntary committee and has enjoyed considerable success at school and club level and has produced world champions and medal-winning Olympic athletes and coaches.

1.6. In the 2020/21 season, the club's results included two national titles, the retention of the position as the highest performing co-ed rowing programme in the North Island, six athletes selected to join the regional rowing programme, and two athletes selected to start their journey on the New Zealand high performance pathway.

2. Consultation

2.1. The application for resource consent and assessment of environmental effects states; 'Over the period since 2017, efforts have been made to consult with the local community on future development plans for the Marina land.'

2.2. As part of the local community and a daily user of the Bayswater Boat Ramp, it is of great concern and key to note, that TGSRC has not been included in this consultation and have not been engaged to have the opportunity to understand and provide input to the overall vision for the site.

2.3. It is disappointing that the timelines for reviewing the application documentation and compiling a response have been restricted to when the impacted community have been in lockdown due to the impacts of the COVID-19 pandemic. This has significantly impacted TGSRC's ability to undertake a robust consultation approach with club members and to compile a thorough response.

3. Continued Access To The Bayswater Marina Boat Ramp

3.1. Currently, the underlying zone of land within the precinct is Marina zone and Public Open space zone. The primary purpose of the zone is to provide access to the harbour by way of the boat ramp, to provide for the boats moored at the marina and marine related activities as well as the Bayswater ferry service.

3.2. TGSRC notes from historical consents that the land at the top of the ramp is privately owned by Bayswater Marina, with the requirement that it remains open to the public to use.

3.3. Currently, the water access via the boat ramp is one of few public access points onto the Waitemata harbour that can be accessed at any tide point. It is crucial to water-based activities including rowing, fishing, recreational boating, windsurfing, sailing. The Application specifies that rowing activities 'elsewhere' at the sight will not be impacted. But a key part of rowing, and marine activities is access to the boat ramp at all times.

3.4. Without unlimited access to the Bayswater Marina Boat Ramp, TGSRC would have to close as it would no longer be able to provide opportunities for current and future club members to experience and train in the sport of rowing.

3.5. With 80 registered student-athletes TGSRC has been a significant user of the Bayswater Marina Boat Ramp since 2002, utilising the Bayswater Marina Boat Ramp daily from 4.45am for rowing skiff and safety boat launches all year round.

3.6. Rowing skiffs are carried by athletes from the Blue Shed to the Bayswater Marina Boat Ramp. They do this by carrying the rowing skiffs across the car park (currently out of scope for the development) up a small ramp that connects the carpark in Sub Precinct C, through the corner of the proposed Sir Peter Blake Parade and Cross Street and then onto the ramp.

3.7. Safety boats are towed from the back of a vehicle and follow the same route as our athletes with rowing skiffs. However, to pass over the small ramp TGSRC has an agreement with the current Marina Management team who allow us to remove a large metal bollard (highlighted in figure 1) each day to get our vehicles (usually 4x4's) though and our safety boats to the boat ramp.

3.8. The processes outlined in both 3.6 and 3.7 of this response both require more space than a footpaths access to the boat ramp as figure 10 in the assessment of effects document shows.

3.9. It is not clear if the footpath on the boundary of Sir Peter Blake Parade in Sub Precinct C continues around to Cross Street.

3.10. It is also not clear if the pathway or work undertaken in the development will replace the bollard that is currently on the small ramp that connects the carpark to the proposed corner of Sir Peter Blake Parade and Cross street (highlighted in figure 1) and if there will still be accessible via the small ramp for vehicles towing safety boats to use the Bayswater Marina Boat Ramp.

3.11. It is noted that the land directly around the Bayswater Marina Boat Ramp is owned by the marina, the site boundary extends along the footpath in front of the old wharf. The application proposes "A direct physical connection to the water" but the use of these public areas and boardwalk will be 'easement' access rights, i.e., no guarantee of water access in the early morning.

3.12. It is noted that within the Application, the pavement around the boat ramp will be 'reconstructed to suit the development' however there is no information provided with regards to limiting access to the Bayswater Marina Boat Ramp or the impact that this reconstruction will have, both during and after the reconstruction.

3.13. Within the Demolition Methodology, section IV the Application has highlighted that security and construction fencing will be placed 'near the existing boat ramp'. It is not clear if this fencing will generate any limitations for rowing skiffs (that are between 8 - 18 meters long) and vehicles towing safety boats to access the Bayswater Marina Boat Ramp.

3.14. The Application states that it complies with the Hauraki Gulf Marine Park Act section 7 and 8 which includes providing easy access to the Hauraki Gulf. The application for resource consent states that "improved access to the seaward edge of the Bayswater precinct" is part of the plan. However, no stipulations or plan is conveyed as to how this access will be maintained through the construction and development of the land. The staging plan shows no guarantee of access to the boat ramp during the building of the apartment and terrace housing and landscaping.

3.15. This water access and coastal strip includes the legally required marina berth holder's car parking which the submission says have a "low level of use." By taking away all the ferry parking for housing these 210 carparks will certainly be at capacity from 6:40 am - 7:30 pm when peak commuter traffic for the ferry will use them as only 32 car spaces have been set aside for visitors including to a cafe. Therefore, the 15m legally required water proximity will not be the case for most of the day.

3.16. TGSRC recommend that prior to the approval of the Application the ownership of the Bayswater Marina Boat Ramp is transferred from Bayswater Marina to Auckland Council as a community asset, ensuring the longevity of public access to the water.

4. Safe Access To The Bayswater Marina Boat Ramp

4.1. The current documentation does not detail how during the three stages of construction safe and direct access to the boat ramp will be provided for our student-athletes who carry rowing skiffs ranging from 60kg - 100kg on their shoulders from the Blue Shed and down the ramp to access the water.

4.2. Without unlimited and safe access to the Bayswater Marina Boat Ramp TGSRC will no longer be able to provide opportunities to experience and train in the sport of rowing to current and future club members and would have to close.

4.3. The Application does not outline how construction work will impact public access rights to the Bayswater Marina Boat Ramp and does not contain any content regarding the risk analysis and planned mitigation activities to ensure the continued safety of all users of the ramp.

4.4. It is noted that within the Application the pavement around the boat ramp will be 'reconstructed to suit the development' however there is no information provided regarding the impact that this reconstruction will have on our athlete's ability to transport our rowing skiffs to the Bayswater Marina Boat Ramp safely both during and after the reconstruction.

4.5. Within attachment 3.2 Engineering Drawings Part 2 the development of a retaining wall on the boundary of the proposed Sir Peter Blake Parade is documented, however, the details of the boundary wall will not be provided until the building consent stage. As the current occupiers of the Blue Shed which is next to the boundary line for the proposed retaining wall TGSRC would like some more information on the impact that the development of this wall will have on the Blue Shed.

4.6. TGSRC have some significant concerns regarding vehicles towing safety boats navigating the tight bend from the proposed Sir Peter Blake Parade to Cross Street and safely manoeuvring into the Bayswater Marina Boat Ramp, given its location on a tight bend in the road with restricted visibility. This concern is heightened when considering that these vehicles will need to reverse onto the Bayswater Marina Boat Ramp safely.

4.7. The proposed bus turning area has a potential for conflict and increased queuing for student-athletes carrying boats down the Bayswater Marina Boat Ramp, buses turning, vehicles with boat trailers accessing the Bayswater Marina Boat Ramp, pedestrians and cyclists, and it would be good to understand what approaches can be put in place to minimise conflict and ensure safety.

4.8. The forecasted increase of 570 vehicle movements and 90 truck movements on the proposed Sir Peter Blake Parade and Cross Street presents significant concern regarding the safety of TGSRC athletes who will need to need to cross these roads and potentially walk on them whilst carrying their rowing skiffs to access the Bayswater Marina Boat Ramp. It is not clear in the documentation what safety precautions will be put in place to ensure the safety of all road and footpath users.

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

5. Decisions

5.1. TGSRC recommend that prior to approval of the Application, the ownership of the boat ramp is transferred from the Marina to Auckland Council as a community asset, ensuring the longevity of public access to the water.

5.2. TGSRC recommend that prior to approval of the Application that the vehicle access to the proposed corner of Sir Peter Blake Parade and Cross Street is agreed to retained via the existing small ramp (noted in Figure 1) from the out of zone carpark.

5.3. TGSRC recommend that if the Application is processed and granted, that the Application is redesigned to:

5.3.1. Significantly provide for the core functions of the zone.

5.3.2. Better enable growth of the marina and the provision of opportunities for the local community to partake in water sports in the future.

5.3.3. Provide uninterrupted access for TGSRC and the public to use the marina access the Bayswater Marina Boat Ramp as it is intended.

6. Amendments

6.1. TGSRC request that the Application ensures that the footpath on the boundary of Sir Peter Blake Parade in Sub Precinct C continues round to Cross Street, allowing for the safe transportation of 8m – 18m rowing skiffs by student athletes.

6.2. TGSRC request that a safety, risk and usability study is undertaken prior to the reconstruction of the pavement around the Bayswater Marina Boat Ramp, with required actions implemented (that align to leading practice and Auckland Council / Auckland Transport guidelines) to ensure unrestricted safe access to the Bayswater Marina Boat Ramp before, during and after construction.

6.3. TGSRC request that within the Demolition Methodology, section IV, an assessment is completed to understand and remove any limitations that may impact rowing skiffs and vehicles towing safety boats to have unrestricted access the Bayswater Marina Boat Ramp each day, and all year round.

6.4. TGSRC request that the Application includes how it will comply with the Hauraki Gulf Marine Park Act section 7 and 8 which includes providing easy access to the Hauraki Gulf – particularly on how rowing skiffs and safety boats will

have unrestricted access the Bayswater Marina Boat Ramp each day, and all year round.

6.5. TGSRC request that the Application details how the 15m legally required water proximity will be maintained.

6.6. TGSRC request that the Application details how during the three stages safe, direct and unrestricted access to the Bayswater Marina Boat Ramp will be provided to TGSRC and the public.

6.7. TGSRC request that the Application details the risk analysis and planned mitigation activities to ensure the unrestricted access and continued safety for all users of the Bayswater Marina Boat Ramp during all construction work.

6.8. TGSRC request that the Application details the impact that the development of the retaining wall detailed in attachment 3.2 Engineering Drawings Part 2 will have on the Blue Shed and details the risk mitigations that will be in place regarding the retaining wall limiting TGSRC's unrestricted and safe access to the Bayswater Marina Boat Ramp.

6.9. TGSRC request that the Application redesigns the tight bend from the proposed Sir Peter Blake Parade to Cross Street in alignment to leading practice and Auckland Council / Auckland Transport guidelines to increase visibility and allow for vehicles towing boats and boat trailers to reverse on to the boat ramp safely.

6.10. TGSRC request that the Application details the safety and traffic calming precautions (that align to leading practice and Auckland Council / Auckland Transport guidelines) that will be put in place to ensure the safety of TGSRC athletes who will need to cross these roads and potentially walk on them whilst carrying their rowing skiffs to access the Bayswater Marina Boat Ramp.

6.11. TGSRC request that the Application details the safety and traffic calming precautions (that align to leading practice and Auckland Council / Auckland Transport guidelines) that will be put in place to ensure the safety of TGSRC athletes and all other pedestrians, cyclists, and road users against the forecasted increase of 570 vehicle movements and 90 truck movements on the proposed Sir Peter Blake Parade and Cross Street.

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:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Wednesday, November 17, 2021 9:00:55 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13232] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Jimmy Austin

Organisation name: Takapuna Grammar School Rowing Club

Contact phone number: 0272557281

Email address: 19227@tgs.school.nz

Postal address:

12 Evan St
Belmont
Auckland 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

Continued water access to the harbour via the Bayswater Marina Boat Ramp.

What are the reasons for your submission?

TGSRC is run by a group of volunteers and has seen national success in secondary school rowing while producing rowers that have represented New Zealand internationally. I am lucky to be part of the best performing sports co-curricular offered at Takapuna Grammar School. The club is a frequent user of the boat ramp available at the Bayswater Marina and is concerned of the lack of inclusion in the consultation and therefore have not been available to provide their input into the future plan for the proposal. Currently, the water access via the boat ramp is one of few public access points onto the Waitemata harbour that can be accessed at any tide point. It is crucial to water-based activities including rowing, fishing, recreational boating, windsurfing, sailing. The Application specifies that rowing

activities 'elsewhere' at the sight will not be impacted. But a key part of rowing, and marine activities is access to the boat ramp at all times. The forecasted increase of 570 vehicle movements and 90 truck movements on the proposed Sir Peter Blake Parade and Cross Street presents significant concern regarding the safety of TGSRC athletes who will need to cross these roads and potentially walk on them whilst carrying their rowing skiffs to access the Bayswater Marina Boat Ramp. It is not clear in the documentation what safety precautions will be put in place to ensure the safety of all road and footpath users. Without a continued safe and unlimited access to a water source to train on, TGSRC would be forced to face closure of all activities, before its centenary.

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

TGSRC recommends that before the application is granted, it is redesigned to better enable to grow the marina and provide opportunities for the water sport community for current and future Aucklanders by providing uninterrupted access to the public (including TGSRC) so that they can access the Boat Ramp as intended. To achieve this, TGSRC recommends that the ownership of the Boat Ramp is transferred from the marina to Auckland Council as a community asset.

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? No

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

Supporting information:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Wednesday, November 17, 2021 10:00:54 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13233] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Sharon Stow

Organisation name:

Contact phone number: 094432286

Email address: Sharonstow@hotmail.com

Postal address:

34 Lynton Masters Lane
Coatesville
Auckland 0793

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

I oppose the application by Bayswater Marina Holdings Limited to construct 121 dwellings and associated unit title subdivision, roads, infrastructure, coastal structures, and earthworks, in particular:

1. The construction and occupation of 121 dwellings in sub-precinct B, the Marina Zone, and the coastal erosions hazards area.
2. The unit title subdivision in the Marina Zone and coastal storm inundation area.
3. Construction of dwellings, car parks and road in the proposed 15m esplanade strip.
4. Restrictions and safety issues associated with the width, public use and public ownership of the esplanade reserve or strip.
5. Removal of angle parking facilities and preparation area for the public boat ramp and proposed 20 parallel parks for cars and boat trailers for users of the boat ramp.

6. Removal of boating facilities associated with the marina, including boat storage, servicing, and marine retail activities.
7. The removal of 70 mature Pohutakawa trees to clear the site for development.
8. Construction traffic and construction effects associated with earthworks, piling and construction of 3 apartment blocks and 94 Terrace Houses.
9. Access to the ferry, and parking at the Marina and park n ride during the construction period.
10. Structures in, and discharges to, the coastal marine area.

The proposal for 94 Terrace Houses and 3 Apartment buildings, and the associated infrastructure, does not leave sufficient space for the marina and marine recreation activities that are the primary focus of the Bayswater Marine Precinct. The 20 parallel car and boat trailer spaces shown on the plans are unworkable, and do not provide suitable facilities for the continued use of the boat ramp. The proposal will result in the closure and relocation of the boat storage facility, marine servicing and most of the marine retail businesses currently located at the marina. Bayswater Marina is one of the few all tide access points on the North Shore with adequate car and trailer parking and boat storage. If the development proceeds as proposed this will result in the removal of nearly all facilities for marine related activities, and the community will a significant public facility and the impacts on their social wellbeing will be great. No provision has been made in the proposal to support the planned growth of marine-related users and their needs, e.g. recreational boating, trend toward larger trailer boat sizes, etc

Copy and paste this statement

Decline the whole application for land use consent for dwellings and the subdivision, coastal, discharge consents.
Decline the application where any development (whole or in part) does not meet the Auckland Unitary Plan Bayswater Maritime Precinct's primary purpose to provide a community and marina-orientated place focussed on recreation, public open space, access to and along the coastal marina area, public transport, boating, maritime activities, and facilities.

What are the reasons for your submission?

1. Protect access to community marine facilities and retain boat ramp, trailer parking for the public.
2. Bayswater provides the only large boat location for the general public and local community to launch on any tide. If it is lost, there is no comparable alternative.
3. If allowed to proceed not only will this result in the loss of the boat ramp, but also the loss of marine storage. In addition the significant reduction in ferry parking will severely impact the ability for local residents to access the fery as a form of public transport. This will compromise the councils commitment to encourage passenger use of the ferry and lead to a negative environmental impact of increased traffic on Lake Rd.
4. The proposed development restricts or completely removes public use of current facilities and restricts access in a significant number of ways including, but not limited to, the removal of angle parking facilities and the preparation area for the public boat ramp.
5. The development proposal removes public boating facilities associated with the marina, including boat storage, servicing, and marine retail activities.
6. There is significant environmental and conservation impact caused by the removal of 70 mature Pohutakawa trees to clear the site for development. This is a flagrant breach of environmental protection orders.

The proposal for 94 Terrace Houses and 3 Apartment buildings, and the associated infrastructure, does not leave sufficient space for the marina and marine recreation activities that are the primary focus of the Bayswater Marine Precinct. The 20 parallel car and boat trailer spaces shown on the plans are unworkable, and do not provide suitable facilities for the continued use of the boat ramp. The proposal will result in the closure and relocation of the boat storage facility, marine servicing and most of the marine retail businesses currently located at the marina. Bayswater Marina is one of the few all tide access points on the North Shore with adequate car and trailer parking and boat storage. If the development proceeds as proposed this will result in the removal of nearly all facilities for marine related activities, and the community will a significant public facility and the impacts on their social wellbeing will be great. No provision has been made in the proposal to support the planned growth of marine-related users and their needs, e.g. recreational boating, trend toward larger trailer boat sizes, etc

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

Decline the whole application for land use consent for dwellings and the subdivision, coastal, discharge consents.

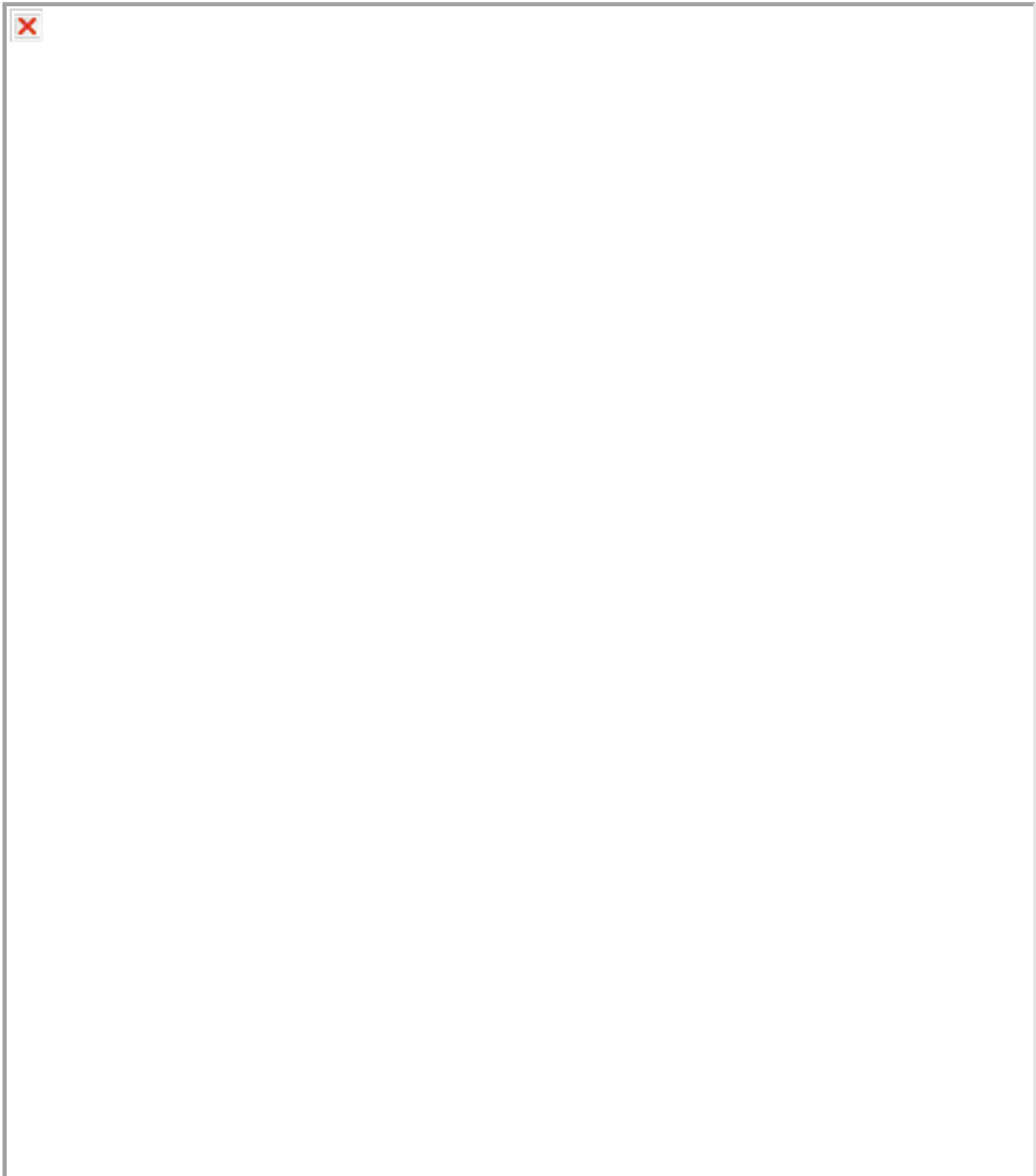
Decline the application where any development (whole or in part) does not meet the Auckland Unitary Plan Bayswater Maritime Precinct's primary purpose to provide a community and marina-orientated place focussed on recreation, public open space, access to and along the coastal marina area, public transport, boating, maritime activities, and 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:



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Wednesday, November 17, 2021 10:01:09 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13234] Submission
Attachments: FENZ submission Bayswater Marina.pdf (114.33 KB)

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Nola Smart

Organisation name: Beca Limited (on behalf of Fire and Emergency New Zealand)

Contact phone number: 093009278

Email address: nola.smart@beca.com

Postal address:

PO Box 6345 Victoria Street West
Auckland City
Auckland 1142

Submission details

This submission: is neutral regarding the application in whole or in part

Specify the aspects of the application you are submitting on:

The specific part of the application that Fire and Emergency's submission relates to is the firefighting water supply on site. Please refer to the attached submission letter.

What are the reasons for your submission?

Please refer to the attached submission letter.

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

Please refer to the attached submission letter.

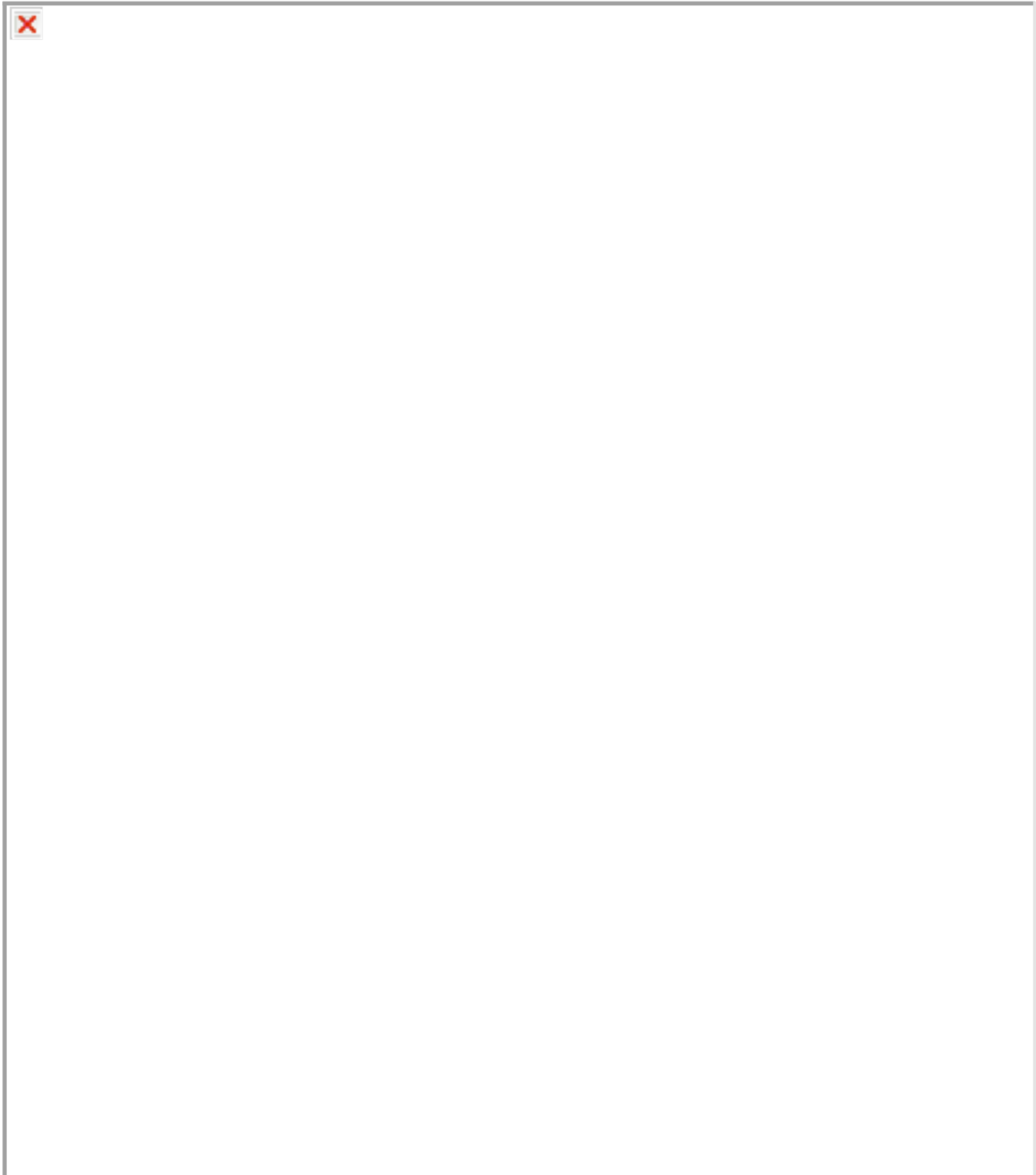
Are you a trade competitor of the applicant? I am not a trade competitor of the applicant.

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:

FENZ submission Bayswater Marina.pdf



Form 13

SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION UNDER SECTION 95A, RESOURCE MANAGEMENT ACT 1991

To: Auckland Council

Submission on: 21 Sir Peter Blake Parade, Bayswater

Name of Submitter: Fire and Emergency New Zealand

This is a submission on behalf of Fire and Emergency New Zealand (Fire and Emergency) on a resource consent application by Bayswater Marina Limited to develop the landward portion of Bayswater Marina with 94 terraced houses and three apartment buildings (each with nine apartments) with associated activities including landscaping, open space, roads, unit title subdivision, commercial activities, and infrastructure.

Fire and Emergency is not a trade competitor for the purposes of section 308B of the Resource Management Act 1991 (RMA).

The specific part of the application that Fire and Emergency's submission relates to is the firefighting water supply on site.

Fire and Emergency's submission is:

In achieving the sustainable management of natural and physical resources under the Resource Management Act (RMA 1991), decision makers must have regard to the health and safety of people and communities. Furthermore, there is a duty to avoid, remedy or mitigate actual and potential adverse effects on the environment. The risk of fire represents a potential adverse effect of low probability but high potential impact. Fire and Emergency has a responsibility under the Fire and Emergency New Zealand Act (2017) to provide for firefighting activities to prevent or limit damage to people, property and the environment. As such, Fire and Emergency monitors development occurring under the RMA 1991 to ensure that, where necessary, appropriate consideration is given to fire safety.

The New Zealand Fire Service Fire Fighting Water Supplies Code of Practice SNZ PAS 4509:2008 (Water Supplies Code of Practice) is a New Zealand Standard that outlines the water supply capacity, use of fire hydrants and pressure needs for firefighting purposes. Fire and Emergency requires certainty that there will be sufficient supply in an emergency.

Measuring off the plans provided in the application, the public fire hydrants are within 135m of all proposed dwellings with another fire hydrant within 270m. This complies with the Code of Practice requirements and reduces the level of risk to the development. If the applicant would like the proposal's private hydrant to be considered as part of the firefighting water supply this will require an inspection and testing programme as per the Code of Practice.

However, the Water Supplies Code of Practice recommends that spacing between fire hydrants should not exceed 135m. This is not achieved for the north-western corner of the development and could have implications on firefighting water pressure and/or increase firefighting response time.

Fire and Emergency seek the following decision from the consent authority:

If the Commissioners are minded to approve the application, Fire and Emergency requests conditions be included on the consent that:

- Require additional fire hydrant(s) in the north-west of the site to achieve the recommended 135m spacing of fire hydrants across the development
- Requires a fire hydrant inspection and testing programme as per the Code of Practice should the applicant want the private fire hydrant to be considered as part of the site's firefighting water supply

Fire and Emergency wishes to be heard in support of its submission. If others make a similar submission, Fire and Emergency will consider presenting a joint case with them at the hearing.

Fire and Emergency does not request, pursuant to section 100A of the Act, that Council delegates its functions, powers, and duties to hear and decide the application to 1 or more hearings commissioners who are not members of the local authority.



Nola Smart
on behalf of
Fire and Emergency New Zealand

| | |
|--|---|
| Date: | 14.11.21 |
| Electronic address for service of person making submission: | Nola.Smart@Beca.com |
| Telephone: | +64 9-300 9278 |
| Postal address: | 21 Pitt Street, Auckland Central, Auckland 1010 |
| Contact person: | Nola Smart |

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Wednesday, November 17, 2021 5:31:01 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13235] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Lucy Harrod

Organisation name:

Contact phone number: 0211055942

Email address: tinks@hotmail.co.nz

Postal address:

76B Brian Crescent
Stanmore Bay
Auckland 0932

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

I oppose the application by Bayswater Marina Holdings Limited to construct 121 dwellings and associated unit title subdivision, roads, infrastructure, coastal structures, and earthworks, in particular:

1. The construction and occupation of 121 dwellings in sub-precinct B, the Marina Zone, and the coastal erosions hazards area.
2. The unit title subdivision in the Marina Zone and coastal storm inundation area.
3. Construction of dwellings, car parks and road in the proposed 15m esplanade strip.

4. Restrictions and safety issues associated with the width, public use and public ownership of the esplanade reserve or strip.
5. Removal of angle parking facilities and preparation area for the public boat ramp and proposed 20 parallel parks for cars and boat trailers for users of the boat ramp.
6. Removal of boating facilities associated with the marina, including boat storage, servicing, and marine retail activities.
7. The removal of 70 mature Pohutakawa trees to clear the site for development.
8. Construction traffic and construction effects associated with earthworks, piling and construction of 3 apartment blocks and 94 Terrace Houses.
9. Access to the ferry, and parking at the Marina and park n ride during the construction period.
10. Structures in, and discharges to, the coastal marine area

What are the reasons for your submission?

The proposal for 94 Terrace Houses and 3 Apartment buildings, and the associated infrastructure, does not leave sufficient space for the marina and marine recreation activities that are the primary focus of the Bayswater Marine Precinct. The 20 parallel car and boat trailer spaces shown on the plans are unworkable, and do not provide suitable facilities for the continued use of the boat ramp.

The proposal will result in the closure and relocation of the boat storage facility, marine servicing and most of the marine retail businesses currently located at the marina. Bayswater Marina is one of the few all tide access points on the North Shore with adequate car and trailer parking and boat storage. If the development proceeds as proposed this will result in the removal of nearly all facilities for marine related activities, and the community will a significant public facility and the impacts on their social wellbeing will be great. No provision has been made in the proposal to support the planned growth of marine-related users and their needs, e.g. recreational boating, trend toward larger trailer boat sizes, etc

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

Decline the whole application for land use consent for dwellings and the subdivision, coastal, discharge consents.

Decline the application where any development (whole or in part) does not meet the Auckland Unitary Plan Bayswater Maritime Precinct's primary purpose to provide a community and marina-orientated place focused on recreation, public open space, access to and along the coastal marina area, public transport, boating, maritime activities, and 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:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Wednesday, November 17, 2021 5:31:01 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13236] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Wendy Pettersen

Organisation name:

Contact phone number: 0210647054

Email address: wpettersen@gmail.com

Postal address:

8 Niccol Ave, Devonport
Auckland
Auckland 0624

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

1. Further building on the harbour and the increase human presence will adversely impact on the quality of the environment for the little remaining wildlife we have. There is already the a huge development on the Esmond Road church site.
2. The infrastructure will not cope with such a large development and being so close to the water could have detrimental .By building on the water we remove the natural habitat needed for a healthy harbour. Such large developments should sit on existing arterial routes.
3. The development will ruin the environment for those who already live there and those who use the marina by overcrowding.

What are the reasons for your submission?

By building on the water we remove the natural habitat needed for a healthy harbour and adversely affect those who live in the area and use the Bayswater Marina

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

I would like the council to refuse the application

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:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Wednesday, November 17, 2021 6:16:30 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13237] Submission
Attachments: Takapuna Grammar School Rowing Club NOTIFIED RESOURCE CONSENT SUBMISSION_20211118070928.627.pdf (1.25 MB)

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Fleur Swarbrick

Organisation name:

Contact phone number: 0275475425

Email address: fleur@swarbrick.co.nz

Postal address:

18 Coronation Street
Belmont
Auckland 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

Community & club consultation - joint users of the area.

What are the reasons for your submission?

Continued public and club water access via the Bayswater Marina Boat Ramp.

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

Safe access to the Bayswater Marina Boat Ramp.

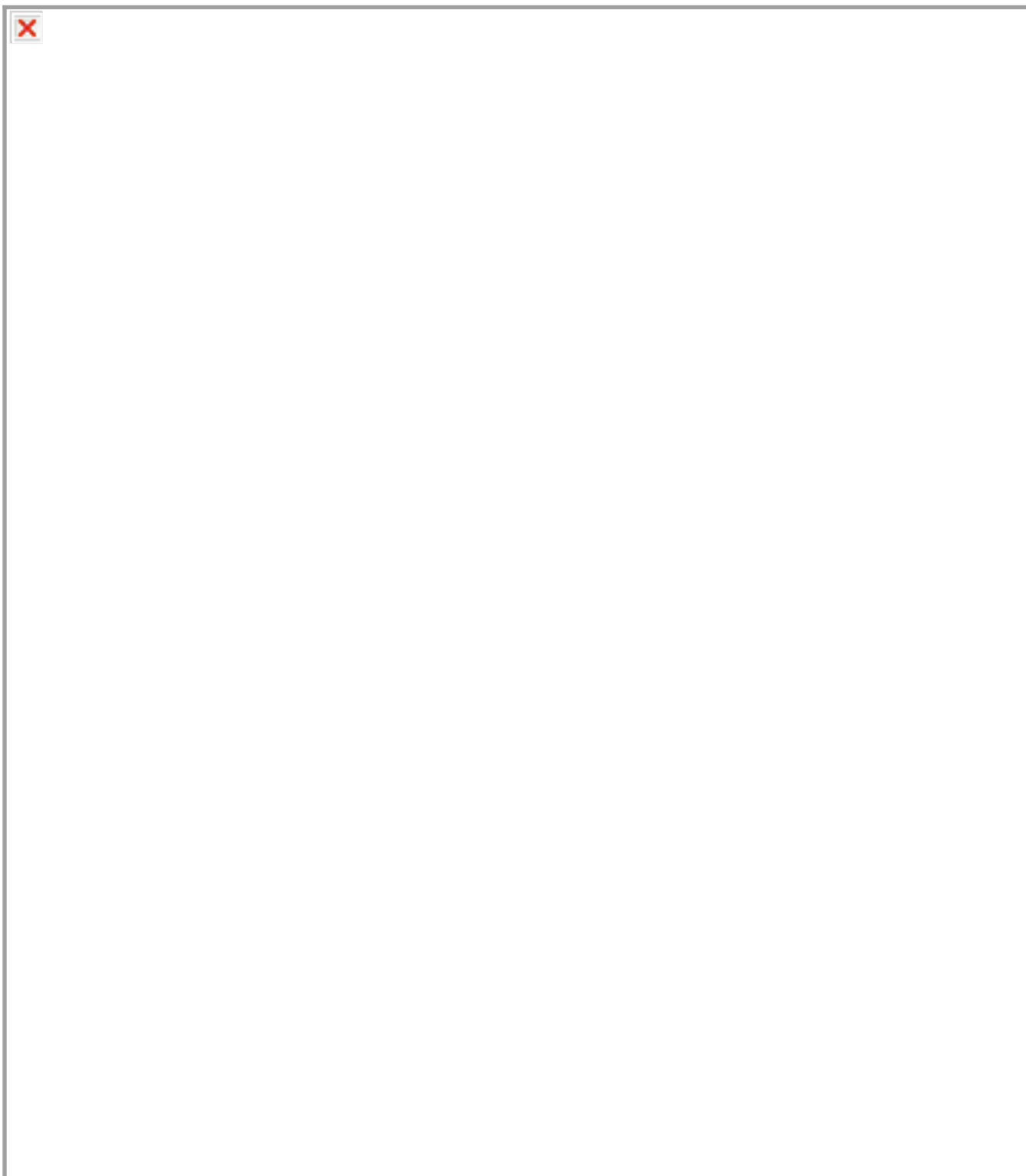
Are you a trade competitor of the applicant? I am not a trade competitor of the applicant.

Do you want to attend a hearing and speak in support of your submission? No

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

Supporting information:

Takapuna Grammar School Rowing Club NOTIFIED RESOURCE CONSENT SUBMISSION_20211118070928.627.pdf



NOTIFIED RESOURCE CONSENT SUBMISSION FOR 21 SIR PETER BLAKE PARADE. BAYSWATER

Answers to submission details on behalf of Takapuna Grammar School Rowing Club.

THIS SUBMISSION:

- Opposes the application in whole or in part.

SPECIFY THE ASPECTS OF THE APPLICATION YOU ARE SUBMITTING ON:

- Consultation.
- Continued water access via the Bayswater Marina Boat Ramp.
- Safe access to the Bayswater Marina Boat Ramp.

WHAT ARE THE REASONS FOR YOUR SUBMISSION?

1. Background

- 1.1. Takapuna Grammar School Rowing Club (TGSRC), as an incorporated society, is a voluntary organisation offering the rowing experience to all interested year 8 – year 12 students from local schools.
- 1.2. TGSRC has occupied the building known as the Blue Shed (noted in the Application as Auckland Council Reclamation) for the last 19 years and operate its daily rowing programme from Bayswater.
- 1.3. TGSRC currently comprises a membership of over 250 athletes, coaches and parents, and has been an integral part of Takapuna Grammar School sport for over 90 years.
- 1.4. TGSRC prides itself on making the sport of rowing available to any TGS student and stands by its policy of 'all those who want to row, can row.'
- 1.5. The club is run by a voluntary committee and has enjoyed considerable success at school and club level and has produced world champions and medal-winning Olympic athletes and coaches.
- 1.6. In the 2020/21 season, the club's results included two national titles, the retention of the position as the highest performing co-ed rowing programme in the North Island, six athletes selected to join the regional rowing programme, and two athletes selected to start their journey on the New Zealand high performance pathway.

2. Consultation

- 2.1. The application for resource consent and assessment of environmental effects states; 'Over the period since 2017, efforts have been made to consult with the local community on future development plans for the Marina land.'
- 2.2. As part of the local community and a daily user of the Bayswater Boat Ramp, it is of great concern and key to note, that TGSRC has not been included in this consultation and have not been engaged to have the opportunity to understand and provide input to the overall vision for the site.
- 2.3. It is disappointing that the timelines for reviewing the application documentation and compiling a response have been restricted to when the impacted community have been in lockdown due to the impacts of the COVID-19 pandemic. This has significantly impacted TGSRC's ability to undertake a robust consultation approach with club members and to compile a thorough response.

3. Continued Access To The Bayswater Marina Boat Ramp

- 3.1. Currently, the underlying zone of land within the precinct is Marina zone and Public Open space zone. The primary purpose of the zone is to provide access to the harbour by way of the boat ramp, to provide for the boats moored at the marina and marine related activities as well as the Bayswater ferry service.
- 3.2. TGSRC notes from historical consents that the land at the top of the ramp is privately owned by Bayswater Marina, with the requirement that it remains open to the public to use.
- 3.3. Currently, the water access via the boat ramp is one of few public access points onto the Waitemata harbour that can be accessed at any depth point. It is crucial to water-based activities including rowing, fishing, recreational boating, windsurfing, sailing. The Application specifies that rowing activities 'elsewhere' at the site will not be impacted. But a key part of rowing, and marine activities is access to the boat ramp at all times.
- 3.4. Without unlimited access to the Bayswater Marina Boat Ramp, TGSRC would have to close as it would no longer be able to provide opportunities for current and future club members to experience and train in the sport of rowing.
- 3.5. With 80 registered student-athletes TGSRC has been a significant user of the Bayswater Marina Boat Ramp since 2002, utilising the Bayswater Marina Boat Ramp daily from 4.45am for rowing skiff and safety boat launches all year round.
- 3.6. Rowing skiffs are carried by athletes from the Blue Shed to the Bayswater Marina Boat Ramp. They do this by carrying the rowing skiffs across the car park (currently out of scope for the development) up a small ramp that connects the carpark in Sub Precinct C, through the corner of the proposed Sir Peter Blake Parade and Cross Street and then onto the ramp.
- 3.7. Safety boats are towed from the back of a vehicle and follow the same route as our athletes with rowing skiffs. However, to pass over the small ramp TGSRC has an agreement with the current Marina Management team who allow us to remove a large metal bollard (highlighted in figure 1) each day to get our vehicles (usually 4x4's) through and our safety boats to the boat ramp.
- 3.8. The processes outlined in both 3.6 and 3.7 of this response both require more space than a footpath access to the boat ramp as figure 10 in the assessment of effects document shows.
- 3.9. It is not clear if the footpath on the boundary of Sir Peter Blake Parade in Sub Precinct C continues around to Cross Street.
- 3.10. It is also not clear if the pathway or work undertaken in the development will replace the bollard that is currently on the small ramp that connects the carpark to the proposed corner of Sir Peter Blake Parade and Cross street (highlighted in figure 1) and if there will still be accessible via the small ramp for vehicles towing safety boats to use the Bayswater Marina Boat Ramp.
- 3.11. It is noted that the land directly around the Bayswater Marina Boat Ramp is owned by the marina, the site boundary extends along the footpath in front of the old wharf. The application proposes "A direct physical connection to the water" but the use of these public areas and boardwalk will be 'easement' access rights, i.e., no guarantee of water access in the early morning.
- 3.12. It is noted that within the Application, the pavement around the boat ramp will be 'reconstructed to suit the development' however there is no information provided with regards to limiting access to the Bayswater Marina Boat Ramp or the impact that this reconstruction will have, both during and after the reconstruction.
- 3.13. Within the Demolition Methodology, section IV the Application has highlighted that security and construction fencing will be placed 'near the existing boat ramp'. It is not clear if this fencing will generate any limitations for rowing skiffs (that are between 8 -

18 meters long) and vehicles towing safety boats to access the Bayswater Marina Boat Ramp.

- 3.14. The Application states that it complies with the Hauraki Gulf Marine Park Act sections 7 and 8 which includes providing easy access to the Hauraki Gulf. The application for resource consent states that “improved access to the seaward edge of the Bayswater precinct” is part of the plan. However, no special conditions or plan is conveyed as to how this access will be maintained through the construction and development of the land. The staging plan shows no guarantee of access to the boat ramp during the building of the apartment and terrace housing and landscaping.
- 3.15. This water access and coastal strip includes the legally required marina berth holder’s car parking which the submission says have a “low level of use.” By taking away all the ferry parking for housing these 210 carparks will certainly be at capacity from 6:40 am - 7:30 pm when peak commuter traffic for the ferry will use them as only 32 car spaces have been set aside for visitors including to a cafe. Therefore, the 15m legally required water proximity will not be the case for most of the day.
- 3.16. TGSRC recommend that prior to the approval of the Application the ownership of the Bayswater Marina Boat Ramp is transferred from Bayswater Marina to Auckland Council as a community asset, ensuring the longevity of public access to the water.

4. Safe Access To The Bayswater Marina Boat Ramp

- 4.1. The current documentation does not detail how during the three stages of construction safe and direct access to the boat ramp will be provided for our student-athletes who carry rowing skiffs ranging from 60kg - 100kg on their shoulders from the Blue Shed and down the ramp to access the water.
- 4.2. Without unlimited and safe access to the Bayswater Marina Boat Ramp TGSRC will no longer be able to provide opportunities to experience and train in the sport of rowing to current and future club members and would have to close.
- 4.3. The Application does not outline how construction work will impact public access rights to the Bayswater Marina Boat Ramp and does not contain any content regarding the risk analysis and planned mitigation activities to ensure the continued safety of all users of the ramp.
- 4.4. It is noted that within the Application the pavement around the boat ramp will be ‘reconstructed to suit the development’ however there is no information provided regarding the impact that this reconstruction will have on our athlete’s ability to transport our rowing skiffs to the Bayswater Marina Boat Ramp safely both during and after the reconstruction.
- 4.5. Within Attachment 3.2 Engineering Drawings Part 2 the development of a retaining wall on the boundary of the proposed Sir Peter Blake Parade is documented, however, the details of the boundary wall will not be provided until the building consent stage. As the current occupiers of the Blue Shed which is next to the boundary line for the proposed retaining wall TGSRC would like some more information on the impact that the development of this wall will have on the Blue Shed.
- 4.6. TGSRC have some significant concerns regarding vehicles towing safety boats navigating the right bend from the proposed Sir Peter Blake Parade to Cross Street and safely manoeuvring into the Bayswater Marina Boat Ramp, given its location on a right bend in the road with restricted visibility. This concern is heightened when considering that these vehicles will need to reverse onto the Bayswater Marina Boat Ramp safely.
- 4.7. The proposed bus turning area has a potential for conflict and increased queuing for student-athletes carrying boats down the Bayswater Marina Boat Ramp, buses turning, vehicles with boat trailers accessing the Bayswater Marina Boat Ramp, pedestrians and

cyclists, and it would be good to understand what approaches can be put in place to minimise conflict and ensure safety.

- 4.8. The forecasted increase of 570 vehicle movements and 90 truck movements on the proposed Sir Peter Blake Parade and Cross Street presents significant concern regarding the safety of TGSRC athletes who will need to need to cross these roads and potentially walk on them whilst carrying their rowing skiffs to access the Bayswater Marina Boat Ramp. It is not clear in the documentaon what safety precauons will be put in place to ensure the safety of all road and footpath users.

WHAT DECISIONS AND AMENDMENTS WOULD YOU LIKE THE COUNCIL TO MAKE?

5. Decisions

- 5.1. TGSRC recommend that prior to approval of the Applicaon, the ownership of the boat ramp is transferred from the Marina to Auckland Council as a community asset, ensuring the longevity of public access to the water.
- 5.2. TGSRC recommend that prior to approval of the Applicaon that the vehicle access to the proposed corner of Sir Peter Blake Parade and Cross Street is agreed to retained via the exisng small r amp (noted in Figure 1) from the out of zone carpark.
- 5.3. TGSRC recommend that if the Applicaon is processed and granted, that the Applicaon is redesigned to:
 - 5.3.1. Significantly provide for the core funcons of the zone.
 - 5.3.2. BeTer enable growth of the marina and the provision of opportunities for the local community to partake in water sports in the future.
 - 5.3.3. Provide uninterrupted access for TGSRC and the public to use the marina access the Bayswater Marina Boat Ramp as it is intended.

6. Amendments

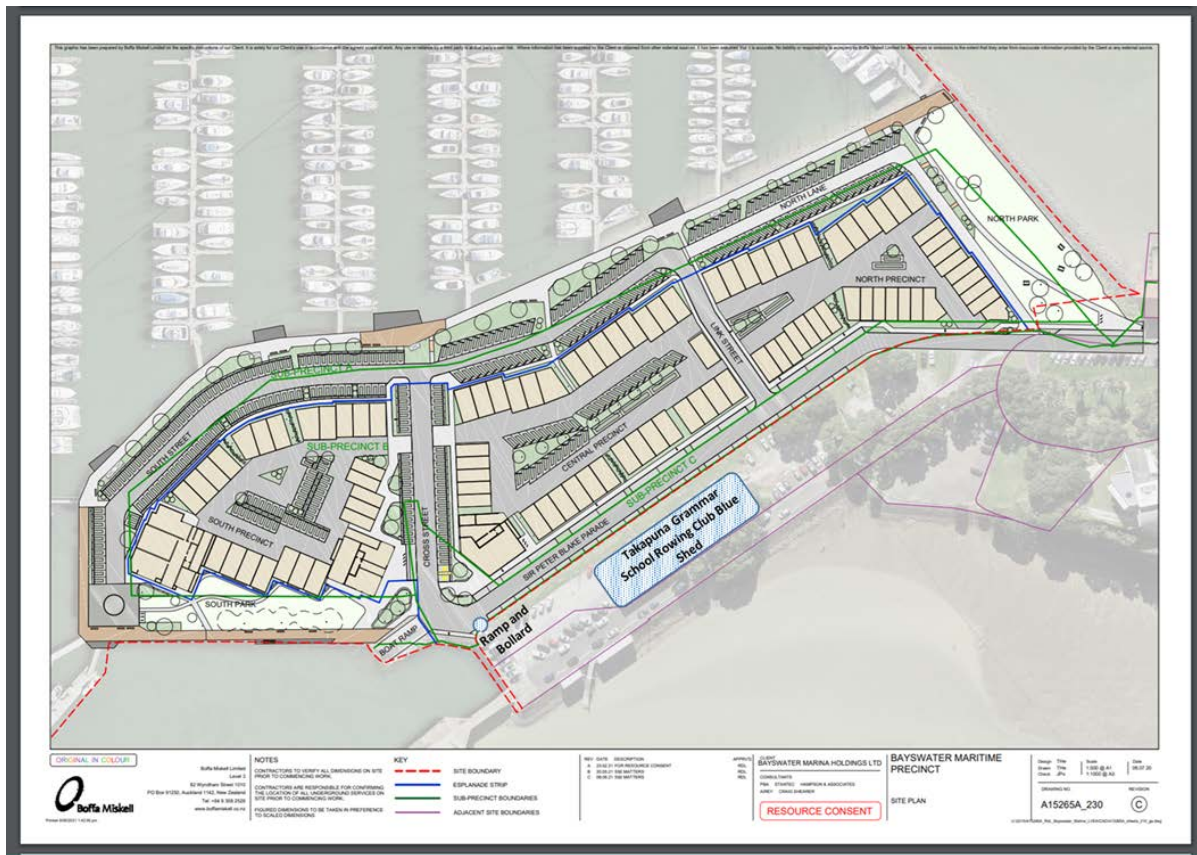
- 6.1. TGSRC request that the Applicaon ensures that the footpath on the boundary of Sir Peter Blake Parade in Sub Precinct C connues round to Cross Street, allowing for the safe transportaon of 8m – 18m r owing skiffs by student athletes.
- 6.2. TGSRC request that a safety, risk and usability study is undertaken prior to the reconstruon of the pavement around the Bayswater Marina Boat Ramp, with required acons implemented (that align to leading pracce and Auckland Council / Auckland Transport guidelines) to ensure unrestricted safe access to the Bayswater Marina Boat Ramp before, during and aj er construon.
- 6.3. TGSRC request that within the Demolion Methodology, secon IV, an assessment is completed to understand and remove any limitaons that may impact rowing skiffs and vehicles towing safety boats to have unrestricted access the Bayswater Marina Boat Ramp each day, and all year round.
- 6.4. TGSRC request that the Applicaon includes how it will comply with the Hauraki Gulf Marine Park Act secon 7 and 8 which includes providing easy access to the Hauraki Gulf – parcularly on how rowing skiffs and safety boats will have unrestricted access the Bayswater Marina Boat Ramp each day, and all year round.
- 6.5. TGSRC request that the Applicaon details how the 15m legally required water proximity will be maintained.
- 6.6. TGSRC request that the Applicaon details how during the three stages safe, direct and unrestricted access to the Bayswater Marina Boat Ramp will be provided to TGSRC and the public.



- 6.7. TGSRC request that the Application details the risk analysis and planned mitigation activities to ensure the unrestricted access and continued safety for all users of the Bayswater Marina Boat Ramp during all construction work.
- 6.8. TGSRC request that the Application details the impact that the development of the retaining wall detailed in Attachment 3.2 Engineering Drawings Part 2 will have on the Blue Shed and details the risk mitigations that will be in place regarding the retaining wall limiting TGSRC's unrestricted and safe access to the Bayswater Marina Boat Ramp.
- 6.9. TGSRC request that the Application redesigns the right bend from the proposed Sir Peter Blake Parade to Cross Street in alignment to leading practice and Auckland Council / Auckland Transport guidelines to increase visibility and allow for vehicles towing boats and boat trailers to reverse on to the boat ramp safely.
- 6.10. TGSRC request that the Application details the safety and traffic calming precautions (that align to leading practice and Auckland Council / Auckland Transport guidelines) that will be put in place to ensure the safety of TGSRC athletes who will need to cross these roads and potentially walk on them whilst carrying their rowing skiffs to access the Bayswater Marina Boat Ramp.
- 6.11. TGSRC request that the Application details the safety and traffic calming precautions (that align to leading practice and Auckland Council / Auckland Transport guidelines) that will be put in place to ensure the safety of TGSRC athletes and all other pedestrians, cyclists, and road users against the forecasted increase of 570 vehicle movements and 90 truck movements on the proposed Sir Peter Blake Parade and Cross Street.

APPENDICIES

7. Figure 1



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Wednesday, November 17, 2021 6:31:13 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13238] Submission
Attachments: Takapuna Grammar School Rowing Club NOTIFIED RESOURCE CONSENT SUBMISSION_20211118072831.548.pdf (1.25 MB)

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Louise J Evans

Organisation name:

Contact phone number: 02102741019

Email address: kane.toad@slingshot.co.nz

Postal address:

29 Kawerau ave, Devonport, Devonport, Devonport
Devonport
Devonport 0624

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

1. Background

1.1 Takapuna Grammar School Rowing Club (TGSRC), as an incorporated society, is a voluntary organisation offering the rowing experience to all interested year 8 – year 12 students from local schools.

1.2 TGSRC has occupied the building known as the Blue Shed (noted in the Application as Auckland Council Reclamation) for the last 19 years and operate its daily rowing programme from Bayswater.

1.3 TGSRC currently comprises a membership of over 250 athletes, coaches and parents, and has been an integral part of Takapuna Grammar School sport for over 90 years.

1.4 TGSRC prides itself on making the sport of rowing available to any TGS student and stands by its policy of 'all those who want to row, can row.'

1.5 The club is run by a voluntary committee and has enjoyed considerable success at school and club level and has produced world champions and medal-winning Olympic athletes and coaches.

1.6 In the 2020/21 season, the club's results included two national titles, the retention of the position as the highest performing co-ed rowing programme in the North Island, six athletes selected to join the regional rowing programme, and two athletes selected to start their journey on the New Zealand high performance pathway.

What are the reasons for your submission?

1. Background

1.1 Takapuna Grammar School Rowing Club (TGSRC), as an incorporated society, is a voluntary organisation offering the rowing experience to all interested year 8 – year 12 students from local schools.

1.2 TGSRC has occupied the building known as the Blue Shed (noted in the Application as Auckland Council Reclamation) for the last 19 years and operate its daily rowing programme from Bayswater.

1.3 TGSRC currently comprises a membership of over 250 athletes, coaches and parents, and has been an integral part of Takapuna Grammar School sport for over 90 years.

1.4 TGSRC prides itself on making the sport of rowing available to any TGS student and stands by its policy of 'all those who want to row, can row.'

1.5 The club is run by a voluntary committee and has enjoyed considerable success at school and club level and has produced world champions and medal-winning Olympic athletes and coaches.

1.6 In the 2020/21 season, the club's results included two national titles, the retention of the position as the highest performing co-ed rowing programme in the North Island, six athletes selected to join the regional rowing programme, and two athletes selected to start their journey on the New Zealand high performance pathway.

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

2.1 The application for resource consent and assessment of environmental effects states; 'Over the period since 2017, efforts have been made to consult with the local community on future development plans for the Marina land.'

2.2 As part of the local community and a daily user of the Bayswater Boat Ramp, it is of great concern and key to note, that TGSRC has not been included in this consultation and have not been engaged to have the opportunity to understand and provide input to the overall vision for the site.

2.3 It is disappointing that the timelines for reviewing the application documentation and compiling a response have been restricted to when the impacted community have been in lockdown due to the impacts of the COVID-19 pandemic. This has significantly impacted TGSRC's ability to undertake a robust consultation approach with club members and to compile a thorough response.

3. Continued Access To The Bayswater Marina Boat Ramp

3.1 Currently, the underlying zone of land within the precinct is Marina zone and Public Open space zone. The primary purpose of the zone is to provide access to the harbour by way of the boat ramp, to provide for the boats moored at the marina and marine related activities as well as the Bayswater ferry service.

3.2 TGSRC notes from historical consents that the land at the top of the ramp is privately owned by Bayswater Marina, with the requirement that it remains open to the public to use.

3.3 Currently, the water access via the boat ramp is one of few public access points onto the Waitemata harbour that can be accessed at any tide point. It is crucial to water-based activities including rowing, fishing, recreational boating, windsurfing, sailing. The Application specifies that rowing activities 'elsewhere' at the sight will not be impacted. But a key part of rowing, and marine activities is access to the boat ramp at all times.

3.4 Without unlimited access to the Bayswater Marina Boat Ramp, TGSRC would have to close as it would no longer be able to provide opportunities for current and future club members to experience and train in the sport of rowing.

3.5 With 80 registered student-athletes TGSRC has been a significant user of the Bayswater Marina Boat Ramp since

2002, utilising the Bayswater Marina Boat Ramp daily from 4.45am for rowing skiff and safety boat launches all year round.

3.6 Rowing skiffs are carried by athletes from the Blue Shed to the Bayswater Marina Boat Ramp. They do this by carrying the rowing skiffs across the car park (currently out of scope for the development) up a small ramp that connects the carpark in Sub Precinct C, through the corner of the proposed Sir Peter Blake Parade and Cross Street and then onto the ramp.

3.7 Safety boats are towed from the back of a vehicle and follow the same route as our athletes with rowing skiffs. However, to pass over the small ramp TGSRC has an agreement with the current Marina Management team who allow us to remove a large metal bollard (highlighted in figure 1) each day to get our vehicles (usually 4x4's) though and our safety boats to the boat ramp.

3.8 The processes outlined in both 3.6 and 3.7 of this response both require more space than a footpaths access to the boat ramp as figure 10 in the assessment of effects document shows.

3.9 It is not clear if the footpath on the boundary of Sir Peter Blake Parade in Sub Precinct C continues around to Cross Street.

3.10 It is also not clear if the pathway or work undertaken in the development will replace the bollard that is currently on the small ramp that connects the carpark to the proposed corner of Sir Peter Blake Parade and Cross street (highlighted in figure 1) and if there will still be accessible via the small ramp for vehicles towing safety boats to use the Bayswater Marina Boat Ramp.

3.11 It is noted that the land directly around the Bayswater Marina Boat Ramp is owned by the marina, the site boundary extends along the footpath in front of the old wharf. The application proposes "A direct physical connection to the water" but the use of these public areas and boardwalk will be 'easement' access rights, i.e., no guarantee of water access in the early morning.

3.12 It is noted that within the Application, the pavement around the boat ramp will be 'reconstructed to suit the development' however there is no information provided with regards to limiting access to the Bayswater Marina Boat Ramp or the impact that this reconstruction will have, both during and after the reconstruction.

3.13 Within the Demolition Methodology, section IV the Application has highlighted that security and construction fencing will be placed 'near the existing boat ramp'. It is not clear if this fencing will generate any limitations for rowing skiffs (that are between 8 - 18 meters long) and vehicles towing safety boats to access the Bayswater Marina Boat Ramp.

3.14 The Application states that it complies with the Hauraki Gulf Marine Park Act section 7 and 8 which includes providing easy access to the Hauraki Gulf. The application for resource consent states that "improved access to the seaward edge of the Bayswater precinct" is part of the plan. However, no stipulations or plan is conveyed as to how this access will be maintained through the construction and development of the land. The staging plan shows no guarantee of access to the boat ramp during the building of the apartment and terrace housing and landscaping.

3.15 This water access and coastal strip includes the legally required marina berth holder's car parking which the submission says have a "low level of use." By taking away all the ferry parking for housing these 210 carparks will certainly be at capacity from 6:40 am - 7:30 pm when peak commuter traffic for the ferry will use them as only 32 car spaces have been set aside for visitors including to a cafe. Therefore, the 15m legally required water proximity will not be the case for most of the day.

3.16 TGSRC recommend that prior to the approval of the Application the ownership of the Bayswater Marina Boat Ramp is transferred from Bayswater Marina to Auckland Council as a community asset, ensuring the longevity of public access to the water.

4. Safe Access To The Bayswater Marina Boat Ramp

4.1 The current documentation does not detail how during the three stages of construction safe and direct access to the boat ramp will be provided for our student-athletes who carry rowing skiffs ranging from 60kg - 100kg on their shoulders from the Blue Shed and down the ramp to access the water.

4.2 Without unlimited and safe access to the Bayswater Marina Boat Ramp TGSRC will no longer be able to provide opportunities to experience and train in the sport of rowing to current and future club members and would have to close.

4.3 The Application does not outline how construction work will impact public access rights to the Bayswater Marina Boat Ramp and does not contain any content regarding the risk analysis and planned mitigation activities to ensure the continued safety of all users of the ramp.

4.4 It is noted that within the Application the pavement around the boat ramp will be 'reconstructed to suit the development' however there is no information provided regarding the impact that this reconstruction will have on our athlete's ability to transport our rowing skiffs to the Bayswater Marina Boat Ramp safely both during and after the reconstruction.

4.5 Within attachment 3.2 Engineering Drawings Part 2 the development of a retaining wall on the boundary of the proposed Sir Peter Blake Parade is documented, however, the details of the boundary wall will not be provided until the building consent stage. As the current occupiers of the Blue Shed which is next to the boundary line for the proposed retaining wall TGSRC would like some more information on the impact that the development of this wall will have on the Blue Shed.

4.6 TGSRC have some significant concerns regarding vehicles towing safety boats navigating the tight bend from the proposed Sir Peter Blake Parade to Cross Street and safely manoeuvring into the Bayswater Marina Boat Ramp, given its location on a tight bend in the road with restricted visibility. This concern is heightened when considering that these vehicles will need to reverse onto the Bayswater Marina Boat Ramp safely.

4.7 The proposed bus turning area has a potential for conflict and increased queuing for student-athletes carrying boats down the Bayswater Marina Boat Ramp, buses turning, vehicles with boat trailers accessing the Bayswater Marina Boat Ramp, pedestrians and cyclists, and it would be good to understand what approaches can be put in place to minimise conflict and ensure safety.

4.8 The forecasted increase of 570 vehicle movements and 90 truck movements on the proposed Sir Peter Blake Parade and Cross Street presents significant concern regarding the safety of TGSRC athletes who will need to need to cross these roads and potentially walk on them whilst carrying their rowing skiffs to access the Bayswater Marina Boat Ramp. It is not clear in the documentation what safety precautions will be put in place to ensure the safety of all road and footpath users.

WHAT DECISIONS AND AMENDMENTS WOULD YOU LIKE THE COUNCIL TO MAKE?

5. Decisions

5.1 TGSRC recommend that prior to approval of the Application, the ownership of the boat ramp is transferred from the Marina to Auckland Council as a community asset, ensuring the longevity of public access to the water.

5.2 TGSRC recommend that prior to approval of the Application that the vehicle access to the proposed corner of Sir Peter Blake Parade and Cross Street is agreed to retained via the existing small ramp (noted in Figure 1) from the out of zone carpark.

5.3 TGSRC recommend that if the Application is processed and granted, that the Application is redesigned to:

5.3.1 Significantly provide for the core functions of the zone.

5.3.2 Better enable growth of the marina and the provision of opportunities for the local community to partake in water sports in the future.

5.3.3 Provide uninterrupted access for TGSRC and the public to use the marina access the Bayswater Marina Boat Ramp as it is intended.

6. Amendments

6.1 TGSRC request that the Application ensures that the footpath on the boundary of Sir Peter Blake Parade in Sub Precinct C continues round to Cross Street, allowing for the safe transportation of 8m – 18m rowing skiffs by student athletes.

6.2 TGSRC request that a safety, risk and usability study is undertaken prior to the reconstruction of the pavement around the Bayswater Marina Boat Ramp, with required actions implemented (that align to leading practice and Auckland Council / Auckland Transport guidelines) to ensure unrestricted safe access to the Bayswater Marina Boat Ramp before, during and after construction.

6.3 TGSRC request that within the Demolition Methodology, section IV, an assessment is completed to understand and remove any limitations that may impact rowing skiffs and vehicles towing safety boats to have unrestricted access the Bayswater Marina Boat Ramp each day, and all year round.

6.4 TGSRC request that the Application includes how it will comply with the Hauraki Gulf Marine Park Act section 7 and 8 which includes providing easy access to the Hauraki Gulf – particularly on how rowing skiffs and safety boats will

have unrestricted access the Bayswater Marina Boat Ramp each day, and all year round.

6.5 TGSRC request that the Application details how the 15m legally required water proximity will be maintained.

6.6 TGSRC request that the Application details how during the three stages safe, direct and unrestricted access to the Bayswater Marina Boat Ramp will be provided to TGSRC and the public.

6.7 TGSRC request that the Application details the risk analysis and planned mitigation activities to ensure the unrestricted access and continued safety for all users of the Bayswater Marina Boat Ramp during all construction work.

6.8 TGSRC request that the Application details the impact that the development of the retaining wall detailed in attachment 3.2 Engineering Drawings Part 2 will have on the Blue Shed and details the risk mitigations that will be in place regarding the retaining wall limiting TGSRC's unrestricted and safe access to the Bayswater Marina Boat Ramp.

6.9 TGSRC request that the Application redesigns the tight bend from the proposed Sir Peter Blake Parade to Cross Street in alignment to leading practice and Auckland Council / Auckland Transport guidelines to increase visibility and allow for vehicles towing boats and boat trailers to reverse on to the boat ramp safely.

6.10 TGSRC request that the Application details the safety and traffic calming precautions (that align to leading practice and Auckland Council / Auckland Transport guidelines) that will be put in place to ensure the safety of TGSRC athletes who will need to cross these roads and potentially walk on them whilst carrying their rowing skiffs to access the Bayswater Marina Boat Ramp.

6.11 TGSRC request that the Application details the safety and traffic calming precautions (that align to leading practice and Auckland Council / Auckland Transport guidelines) that will be put in place to ensure the safety of TGSRC athletes and all other pedestrians, cyclists, and road users against the forecasted increase of 570 vehicle movements and 90 truck movements on the proposed Sir Peter Blake Parade and Cross Street.

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? No

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

Supporting information:

Takapuna Grammar School Rowing Club NOTIFIED RESOURCE CONSENT SUBMISSION_20211118072831.548.pdf

NOTIFIED RESOURCE CONSENT SUBMISSION FOR 21 SIR PETER BLAKE PARADE. BAYSWATER

Answers to submission details on behalf of Takapuna Grammar School Rowing Club.

THIS SUBMISSION:

- Opposes the application in whole or in part.

SPECIFY THE ASPECTS OF THE APPLICATION YOU ARE SUBMITTING ON:

- Consultation.
- Continued water access via the Bayswater Marina Boat Ramp.
- Safe access to the Bayswater Marina Boat Ramp.

WHAT ARE THE REASONS FOR YOUR SUBMISSION?

1. Background

- 1.1. Takapuna Grammar School Rowing Club (TGSRC), as an incorporated society, is a voluntary organisation offering the rowing experience to all interested year 8 – year 12 students from local schools.
- 1.2. TGSRC has occupied the building known as the Blue Shed (noted in the Application as Auckland Council Reclamation) for the last 19 years and operate its daily rowing programme from Bayswater.
- 1.3. TGSRC currently comprises a membership of over 250 athletes, coaches and parents, and has been an integral part of Takapuna Grammar School sport for over 90 years.
- 1.4. TGSRC prides itself on making the sport of rowing available to any TGS student and stands by its policy of 'all those who want to row, can row.'
- 1.5. The club is run by a voluntary committee and has enjoyed considerable success at school and club level and has produced world champions and medal-winning Olympic athletes and coaches.
- 1.6. In the 2020/21 season, the club's results included two national titles, the retention of the position as the highest performing co-ed rowing programme in the North Island, six athletes selected to join the regional rowing programme, and two athletes selected to start their journey on the New Zealand high performance pathway.

2. Consultation

- 2.1. The application for resource consent and assessment of environmental effects states; 'Over the period since 2017, efforts have been made to consult with the local community on future development plans for the Marina land.'
- 2.2. As part of the local community and a daily user of the Bayswater Boat Ramp, it is of great concern and key to note, that TGSRC has not been included in this consultation and have not been engaged to have the opportunity to understand and provide input to the overall vision for the site.
- 2.3. It is disappointing that the timelines for reviewing the application documentation and compiling a response have been restricted to when the impacted community have been in lockdown due to the impacts of the COVID-19 pandemic. This has significantly impacted TGSRC's ability to undertake a robust consultation approach with club members and to compile a thorough response.

3. Continued Access To The Bayswater Marina Boat Ramp

- 3.1. Currently, the underlying zone of land within the precinct is Marina zone and Public Open space zone. The primary purpose of the zone is to provide access to the harbour by way of the boat ramp, to provide for the boats moored at the marina and marine related activities as well as the Bayswater ferry service.
- 3.2. TGSRC notes from historical consents that the land at the top of the ramp is privately owned by Bayswater Marina, with the requirement that it remains open to the public to use.
- 3.3. Currently, the water access via the boat ramp is one of few public access points onto the Waitemata harbour that can be accessed at any depth point. It is crucial to water-based activities including rowing, fishing, recreational boating, windsurfing, sailing. The Application specifies that rowing activities 'elsewhere' at the site will not be impacted. But a key part of rowing, and marine activities is access to the boat ramp at all times.
- 3.4. Without unlimited access to the Bayswater Marina Boat Ramp, TGSRC would have to close as it would no longer be able to provide opportunities for current and future club members to experience and train in the sport of rowing.
- 3.5. With 80 registered student-athletes TGSRC has been a significant user of the Bayswater Marina Boat Ramp since 2002, utilising the Bayswater Marina Boat Ramp daily from 4.45am for rowing skiff and safety boat launches all year round.
- 3.6. Rowing skiffs are carried by athletes from the Blue Shed to the Bayswater Marina Boat Ramp. They do this by carrying the rowing skiffs across the car park (currently out of scope for the development) up a small ramp that connects the carpark in Sub Precinct C, through the corner of the proposed Sir Peter Blake Parade and Cross Street and then onto the ramp.
- 3.7. Safety boats are towed from the back of a vehicle and follow the same route as our athletes with rowing skiffs. However, to pass over the small ramp TGSRC has an agreement with the current Marina Management team who allow us to remove a large metal bollard (highlighted in figure 1) each day to get our vehicles (usually 4x4's) through and our safety boats to the boat ramp.
- 3.8. The processes outlined in both 3.6 and 3.7 of this response both require more space than a footpath access to the boat ramp as figure 10 in the assessment of effects document shows.
- 3.9. It is not clear if the footpath on the boundary of Sir Peter Blake Parade in Sub Precinct C continues around to Cross Street.
- 3.10. It is also not clear if the pathway or work undertaken in the development will replace the bollard that is currently on the small ramp that connects the carpark to the proposed corner of Sir Peter Blake Parade and Cross Street (highlighted in figure 1) and if there will still be accessible via the small ramp for vehicles towing safety boats to use the Bayswater Marina Boat Ramp.
- 3.11. It is noted that the land directly around the Bayswater Marina Boat Ramp is owned by the marina, the site boundary extends along the footpath in front of the old wharf. The application proposes "A direct physical connection to the water" but the use of these public areas and boardwalk will be 'easement' access rights, i.e., no guarantee of water access in the early morning.
- 3.12. It is noted that within the Application, the pavement around the boat ramp will be 'reconstructed to suit the development' however there is no information provided with regards to limiting access to the Bayswater Marina Boat Ramp or the impact that this reconstruction will have, both during and after the reconstruction.
- 3.13. Within the Demolition Methodology, section IV the Application has highlighted that security and construction fencing will be placed 'near the existing boat ramp'. It is not clear if this fencing will generate any limitations for rowing skiffs (that are between 8 -

18 meters long) and vehicles towing safety boats to access the Bayswater Marina Boat Ramp.

- 3.14. The Application states that it complies with the Hauraki Gulf Marine Park Act sections 7 and 8 which includes providing easy access to the Hauraki Gulf. The application for resource consent states that “improved access to the seaward edge of the Bayswater precinct” is part of the plan. However, no special conditions or plan is conveyed as to how this access will be maintained through the construction and development of the land. The staging plan shows no guarantee of access to the boat ramp during the building of the apartment and terrace housing and landscaping.
- 3.15. This water access and coastal strip includes the legally required marina berth holder’s car parking which the submission says have a “low level of use.” By taking away all the ferry parking for housing these 210 carparks will certainly be at capacity from 6:40 am - 7:30 pm when peak commuter traffic for the ferry will use them as only 32 car spaces have been set aside for visitors including to a cafe. Therefore, the 15m legally required water proximity will not be the case for most of the day.
- 3.16. TGSRC recommend that prior to the approval of the Application the ownership of the Bayswater Marina Boat Ramp is transferred from Bayswater Marina to Auckland Council as a community asset, ensuring the longevity of public access to the water.

4. Safe Access To The Bayswater Marina Boat Ramp

- 4.1. The current documentation does not detail how during the three stages of construction safe and direct access to the boat ramp will be provided for our student-athletes who carry rowing skiffs ranging from 60kg - 100kg on their shoulders from the Blue Shed and down the ramp to access the water.
- 4.2. Without unlimited and safe access to the Bayswater Marina Boat Ramp TGSRC will no longer be able to provide opportunities to experience and train in the sport of rowing to current and future club members and would have to close.
- 4.3. The Application does not outline how construction work will impact public access rights to the Bayswater Marina Boat Ramp and does not contain any content regarding the risk analysis and planned mitigation activities to ensure the continued safety of all users of the ramp.
- 4.4. It is noted that within the Application the pavement around the boat ramp will be ‘reconstructed to suit the development’ however there is no information provided regarding the impact that this reconstruction will have on our athlete’s ability to transport our rowing skiffs to the Bayswater Marina Boat Ramp safely both during and after the reconstruction.
- 4.5. Within Attachment 3.2 Engineering Drawings Part 2 the development of a retaining wall on the boundary of the proposed Sir Peter Blake Parade is documented, however, the details of the boundary wall will not be provided until the building consent stage. As the current occupiers of the Blue Shed which is next to the boundary line for the proposed retaining wall TGSRC would like some more information on the impact that the development of this wall will have on the Blue Shed.
- 4.6. TGSRC have some significant concerns regarding vehicles towing safety boats navigating the right bend from the proposed Sir Peter Blake Parade to Cross Street and safely manoeuvring into the Bayswater Marina Boat Ramp, given its location on a right bend in the road with restricted visibility. This concern is heightened when considering that these vehicles will need to reverse onto the Bayswater Marina Boat Ramp safely.
- 4.7. The proposed bus turning area has a potential for conflict and increased queuing for student-athletes carrying boats down the Bayswater Marina Boat Ramp, buses turning, vehicles with boat trailers accessing the Bayswater Marina Boat Ramp, pedestrians and

cyclists, and it would be good to understand what approaches can be put in place to minimise conflict and ensure safety.

- 4.8. The forecasted increase of 570 vehicle movements and 90 truck movements on the proposed Sir Peter Blake Parade and Cross Street presents significant concern regarding the safety of TGSRC athletes who will need to need to cross these roads and potentially walk on them whilst carrying their rowing skiffs to access the Bayswater Marina Boat Ramp. It is not clear in the documentaon what safety precauons will be put in place to ensure the safety of all road and footpath users.

WHAT DECISIONS AND AMENDMENTS WOULD YOU LIKE THE COUNCIL TO MAKE?

5. Decisions

- 5.1. TGSRC recommend that prior to approval of the Applicaon, the ownership of the boat ramp is transferred from the Marina to Auckland Council as a community asset, ensuring the longevity of public access to the water.
- 5.2. TGSRC recommend that prior to approval of the Applicaon that the vehicle access to the proposed corner of Sir Peter Blake Parade and Cross Street is agreed to retained via the exisng small r amp (noted in Figure 1) from the out of zone carpark.
- 5.3. TGSRC recommend that if the Applicaon is processed and granted, that the Applicaon is redesigned to:
 - 5.3.1. Significantly provide for the core funcons of the zone.
 - 5.3.2. BeTer enable growth of the marina and the provision of opportunities for the local community to partake in water sports in the future.
 - 5.3.3. Provide uninterrupted access for TGSRC and the public to use the marina access the Bayswater Marina Boat Ramp as it is intended.

6. Amendments

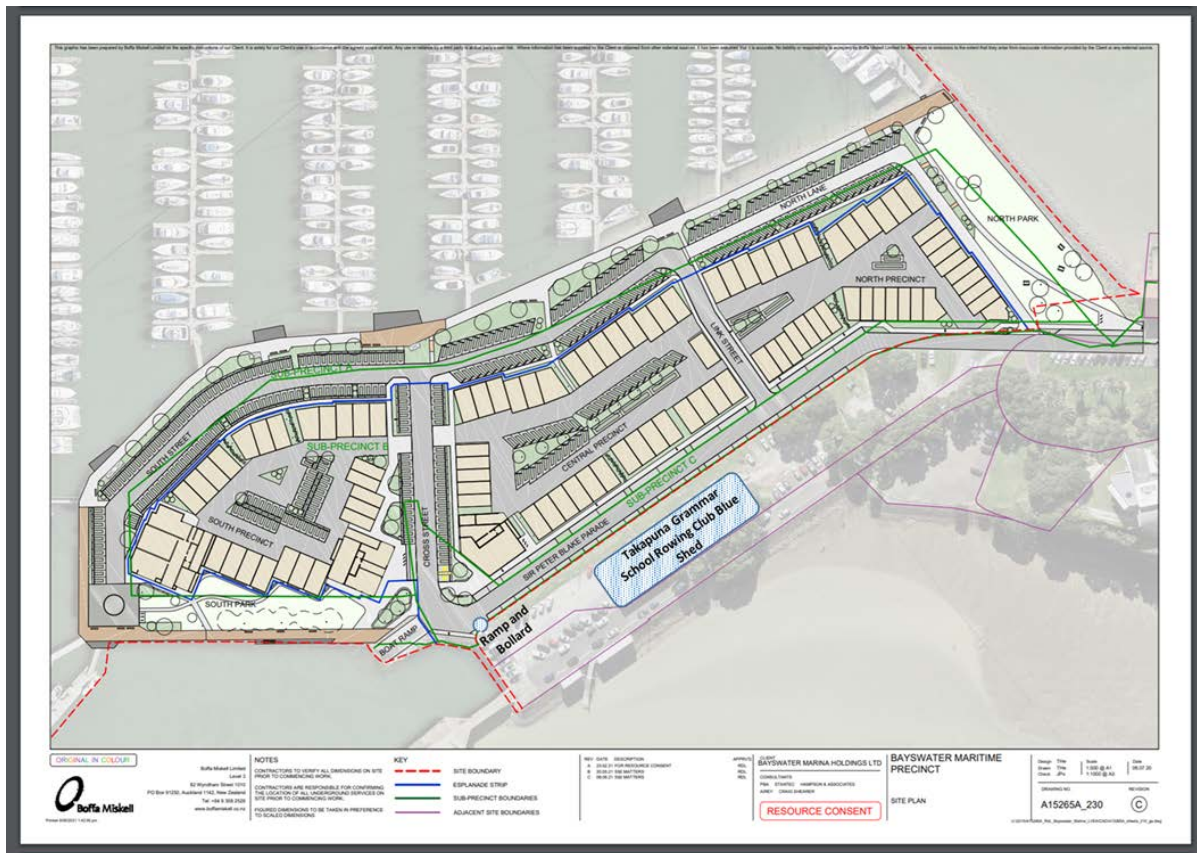
- 6.1. TGSRC request that the Applicaon ensures that the footpath on the boundary of Sir Peter Blake Parade in Sub Precinct C connues round to Cross Street, allowing for the safe transportaon of 8m – 18m r owing skiffs by student athletes.
- 6.2. TGSRC request that a safety, risk and usability study is undertaken prior to the reconstruon of the pavement around the Bayswater Marina Boat Ramp, with required acons implemented (that align to leading pracce and Auckland Council / Auckland Transport guidelines) to ensure unrestricted safe access to the Bayswater Marina Boat Ramp before, during and aj er construon.
- 6.3. TGSRC request that within the Demolion Methodology, secon IV, an assessment is completed to understand and remove any limitaons that may impact rowing skiffs and vehicles towing safety boats to have unrestricted access the Bayswater Marina Boat Ramp each day, and all year round.
- 6.4. TGSRC request that the Applicaon includes how it will comply with the Hauraki Gulf Marine Park Act secon 7 and 8 which includes providing easy access to the Hauraki Gulf – parcularly on how rowing skiffs and safety boats will have unrestricted access the Bayswater Marina Boat Ramp each day, and all year round.
- 6.5. TGSRC request that the Applicaon details how the 15m legally required water proximity will be maintained.
- 6.6. TGSRC request that the Applicaon details how during the three stages safe, direct and unrestricted access to the Bayswater Marina Boat Ramp will be provided to TGSRC and the public.



- 6.7. TGSRC request that the Application details the risk analysis and planned mitigation activities to ensure the unrestricted access and continued safety for all users of the Bayswater Marina Boat Ramp during all construction work.
- 6.8. TGSRC request that the Application details the impact that the development of the retaining wall detailed in Attachment 3.2 Engineering Drawings Part 2 will have on the Blue Shed and details the risk mitigations that will be in place regarding the retaining wall limiting TGSRC's unrestricted and safe access to the Bayswater Marina Boat Ramp.
- 6.9. TGSRC request that the Application redesigns the right bend from the proposed Sir Peter Blake Parade to Cross Street in alignment to leading practice and Auckland Council / Auckland Transport guidelines to increase visibility and allow for vehicles towing boats and boat trailers to reverse on to the boat ramp safely.
- 6.10. TGSRC request that the Application details the safety and traffic calming precautions (that align to leading practice and Auckland Council / Auckland Transport guidelines) that will be put in place to ensure the safety of TGSRC athletes who will need to cross these roads and potentially walk on them whilst carrying their rowing skiffs to access the Bayswater Marina Boat Ramp.
- 6.11. TGSRC request that the Application details the safety and traffic calming precautions (that align to leading practice and Auckland Council / Auckland Transport guidelines) that will be put in place to ensure the safety of TGSRC athletes and all other pedestrians, cyclists, and road users against the forecasted increase of 570 vehicle movements and 90 truck movements on the proposed Sir Peter Blake Parade and Cross Street.

APPENDICES

7. Figure 1



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Wednesday, November 17, 2021 7:00:59 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13239] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Sarah Hickton-Burnett

Organisation name:

Contact phone number: 0225914531

Email address: shicktonburnett@gmail.com

Postal address:

173 Vauxhall Rd
Narrow Neck
North Shore 0625

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

Oppose whole application

What are the reasons for your submission?

No! Loss of a valuable community resource with open space, parks and access to water lost. Loss of parking for those accessing amenities and no provision for sufficient parking. Lack of public transport to support increased population. Insufficient capacity on arterial road route to accommodate increased population. Loss of a historical site. Lack of local infrastructure. Site should never have left public ownership.

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

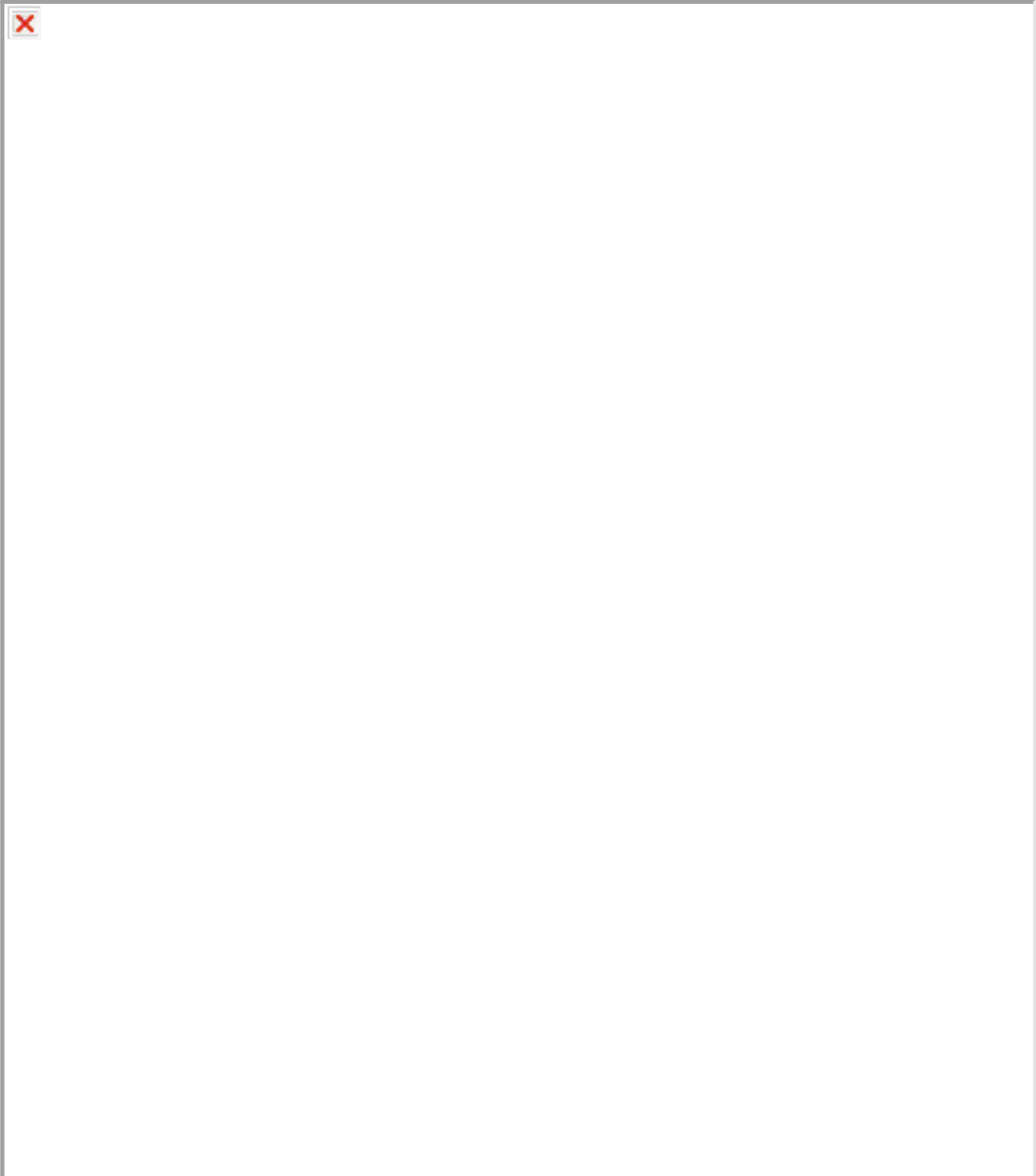
Refuse point blank.

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? No

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

Supporting information:



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Wednesday, November 17, 2021 7:16:27 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13241] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Colin Usherwood

Organisation name:

Contact phone number: +6421717805

Email address: cusherwood@hotmail.com

Postal address:

14 Patuone Avenue Devonport
Auckland
Auckland 0624

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

I oppose the application by Bayswater Marina Holdings Limited to construct 121 dwellings and associated unit title subdivision, roads, infrastructure, coastal structures, and earthworks, in particular:

1. The construction and occupation of 121 dwellings in sub-precinct B, the Marina Zone, and the coastal erosions hazards area.
2. The unit title subdivision in the Marina Zone and coastal storm inundation area.
3. Construction of dwellings, car parks and road in the proposed 15m esplanade strip.
4. Restrictions and safety issues associated with the width, public use and public ownership of the esplanade reserve or strip.
5. Removal of angle parking facilities and preparation area for the public boat ramp and proposed 20 parallel parks for cars and boat trailers for users of the boat ramp.
6. Removal of boating facilities associated with the marina, including boat storage, servicing, and marine retail

activities.

7. The removal of 70 mature Pohutakawa trees to clear the site for development.

8. Construction traffic and construction effects associated with earthworks, piling and construction of 3 apartment blocks and 94 Terrace Houses.

9. Access to the ferry, and parking at the Marina and park n ride during the construction period.

10. Structures in, and discharges to, the coastal marine area

What are the reasons for your submission?

The proposal for 94 Terrace Houses and 3 Apartment buildings, and the associated infrastructure, does not leave sufficient space for the marina and marine recreation activities that are the primary focus of the Bayswater Marine Precinct. The 20 parallel car and boat trailer spaces shown on the plans are unworkable, and do not provide suitable facilities for the continued use of the boat ramp. The proposal will result in the closure and relocation of the boat storage facility, marine servicing and most of the marine retail businesses currently located at the marina. Bayswater Marina is one of the few all tide access points on the North Shore with adequate car and trailer parking and boat storage. If the development proceeds as proposed this will result in the removal of nearly all facilities for marine related activities, and the community will a significant public facility and the impacts on their social wellbeing will be great. No provision has been made in the proposal to support the planned growth of marine-related users and their needs, e.g. recreational boating, trend toward larger trailer boat sizes, etc

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

Decline the whole application for land use consent for dwellings and the subdivision, coastal, discharge consents. Decline the application where any development (whole or in part) does not meet the Auckland Unitary Plan Bayswater Maritime Precinct's primary purpose to provide a community and marina-orientated place focussed on recreation, public open space, access to and along the coastal marina area, public transport, boating, maritime activities, and 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? No

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

Supporting information:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Wednesday, November 17, 2021 7:31:00 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13243] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Kate McKendry

Organisation name:

Contact phone number: 0212886937

Email address: KateMcKendryNZ@gmail.com

Postal address:

21 Patuone Avenue, Devonport
NZ European / Pakeha
NZ European / Pakeha 0624

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

- Consultation.
- Continued water access via the Bayswater Marina Boat Ramp.
- Safe access to the Bayswater Marina Boat Ramp.

What are the reasons for your submission?

1. Background

1.1 Takapuna Grammar School Rowing Club (TGSRC), as an incorporated society, is a voluntary organisation offering the rowing experience to all interested year 8 – year 12 students from local schools.

1.2 TGSRC has occupied the building known as the Blue Shed (noted in the Application as Auckland Council 474

Reclamation) for the last 19 years and operate its daily rowing programme from Bayswater.

1.3 TGSRC currently comprises a membership of over 250 athletes, coaches and parents, and has been an integral part of Takapuna Grammar School sport for over 90 years.

1.4 TGSRC prides itself on making the sport of rowing available to any TGS student and stands by its policy of 'all those who want to row, can row.'

1.5 The club is run by a voluntary committee and has enjoyed considerable success at school and club level and has produced world champions and medal-winning Olympic athletes and coaches.

1.6 In the 2020/21 season, the club's results included two national titles, the retention of the position as the highest performing co-ed rowing programme in the North Island, six athletes selected to join the regional rowing programme, and two athletes selected to start their journey on the New Zealand high performance pathway.

2. Consultation

2.1 The application for resource consent and assessment of environmental effects states; 'Over the period since 2017, efforts have been made to consult with the local community on future development plans for the Marina land.'

2.2 As part of the local community and a daily user of the Bayswater Boat Ramp, it is of great concern and key to note, that TGSRC has not been included in this consultation and have not been engaged to have the opportunity to understand and provide input to the overall vision for the site.

2.3 It is disappointing that the timelines for reviewing the application documentation and compiling a response have been restricted to when the impacted community have been in lockdown due to the impacts of the COVID-19 pandemic. This has significantly impacted TGSRC's ability to undertake a robust consultation approach with club members and to compile a thorough response.

3. Continued Access To The Bayswater Marina Boat Ramp

3.1 Currently, the underlying zone of land within the precinct is Marina zone and Public Open space zone. The primary purpose of the zone is to provide access to the harbour by way of the boat ramp, to provide for the boats moored at the marina and marine related activities as well as the Bayswater ferry service.

3.2 TGSRC notes from historical consents that the land at the top of the ramp is privately owned by Bayswater Marina, with the requirement that it remains open to the public to use.

3.3 Currently, the water access via the boat ramp is one of few public access points onto the Waitemata harbour that can be accessed at any tide point. It is crucial to water-based activities including rowing, fishing, recreational boating, windsurfing, sailing. The Application specifies that rowing activities 'elsewhere' at the sight will not be impacted. But a key part of rowing, and marine activities is access to the boat ramp at all times.

3.4 Without unlimited access to the Bayswater Marina Boat Ramp, TGSRC would have to close as it would no longer be able to provide opportunities for current and future club members to experience and train in the sport of rowing.

3.5 With 80 registered student-athletes TGSRC has been a significant user of the Bayswater Marina Boat Ramp since 2002, utilising the Bayswater Marina Boat Ramp daily from 4.45am for rowing skiff and safety boat launches all year round.

3.6 Rowing skiffs are carried by athletes from the Blue Shed to the Bayswater Marina Boat Ramp. They do this by carrying the rowing skiffs across the car park (currently out of scope for the development) up a small ramp that connects the carpark in Sub Precinct C, through the corner of the proposed Sir Peter Blake Parade and Cross Street and then onto the ramp.

3.7 Safety boats are towed from the back of a vehicle and follow the same route as our athletes with rowing skiffs. However, to pass over the small ramp TGSRC has an agreement with the current Marina Management team who allow us to remove a large metal bollard (highlighted in figure 1) each day to get our vehicles (usually 4x4's) though and our safety boats to the boat ramp.

3.8 The processes outlined in both 3.6 and 3.7 of this response both require more space than a footpaths access to the boat ramp as figure 10 in the assessment of effects document shows.

3.9 It is not clear if the footpath on the boundary of Sir Peter Blake Parade in Sub Precinct C continues around to Cross Street.

3.10 It is also not clear if the pathway or work undertaken in the development will replace the bollard that is currently on the small ramp that connects the carpark to the proposed corner of Sir Peter Blake Parade and Cross street (highlighted in figure 1) and if there will still be accessible via the small ramp for vehicles towing safety boats to use the Bayswater Marina Boat Ramp.

3.11 It is noted that the land directly around the Bayswater Marina Boat Ramp is owned by the marina, the site boundary extends along the footpath in front of the old wharf. The application proposes "A direct physical connection to the water" but the use of these public areas and boardwalk will be 'easement' access rights, i.e., no guarantee of water access in the early morning.

3.12 It is noted that within the Application, the pavement around the boat ramp will be 'reconstructed to suit the development' however there is no information provided with regards to limiting access to the Bayswater Marina Boat Ramp or the impact that this reconstruction will have, both during and after the reconstruction.

3.13 Within the Demolition Methodology, section IV the Application has highlighted that security and construction fencing will be placed 'near the existing boat ramp'. It is not clear if this fencing will generate any limitations for rowing skiffs (that are between 8 - 18 meters long) and vehicles towing safety boats to access the Bayswater Marina Boat Ramp.

3.14 The Application states that it complies with the Hauraki Gulf Marine Park Act section 7 and 8 which includes providing easy access to the Hauraki Gulf. The application for resource consent states that "improved access to the seaward edge of the Bayswater precinct" is part of the plan. However, no stipulations or plan is conveyed as to how this access will be maintained through the construction and development of the land. The staging plan shows no guarantee of access to the boat ramp during the building of the apartment and terrace housing and landscaping.

3.15 This water access and coastal strip includes the legally required marina berth holder's car parking which the submission says have a "low level of use." By taking away all the ferry parking for housing these 210 carparks will certainly be at capacity from 6:40 am - 7:30 pm when peak commuter traffic for the ferry will use them as only 32 car spaces have been set aside for visitors including to a cafe. Therefore, the 15m legally required water proximity will not be the case for most of the day.

3.16 TGSRC recommend that prior to the approval of the Application the ownership of the Bayswater Marina Boat Ramp is transferred from Bayswater Marina to Auckland Council as a community asset, ensuring the longevity of public access to the water.

4. Safe Access To The Bayswater Marina Boat Ramp

4.1 The current documentation does not detail how during the three stages of construction safe and direct access to the boat ramp will be provided for our student-athletes who carry rowing skiffs ranging from 60kg - 100kg on their shoulders from the Blue Shed and down the ramp to access the water.

4.2 Without unlimited and safe access to the Bayswater Marina Boat Ramp TGSRC will no longer be able to provide opportunities to experience and train in the sport of rowing to current and future club members and would have to close.

4.3 The Application does not outline how construction work will impact public access rights to the Bayswater Marina Boat Ramp and does not contain any content regarding the risk analysis and planned mitigation activities to ensure the continued safety of all users of the ramp.

4.4 It is noted that within the Application the pavement around the boat ramp will be 'reconstructed to suit the development' however there is no information provided regarding the impact that this reconstruction will have on our athlete's ability to transport our rowing skiffs to the Bayswater Marina Boat Ramp safely both during and after the reconstruction.

4.5 Within attachment 3.2 Engineering Drawings Part 2 the development of a retaining wall on the boundary of the proposed Sir Peter Blake Parade is documented, however, the details of the boundary wall will not be provided until the building consent stage. As the current occupiers of the Blue Shed which is next to the boundary line for the proposed retaining wall TGSRC would like some more information on the impact that the development of this wall will have on the Blue Shed.

4.6 TGSRC have some significant concerns regarding vehicles towing safety boats navigating the tight bend from the proposed Sir Peter Blake Parade to Cross Street and safely manoeuvring into the Bayswater Marina Boat Ramp, given its location on a tight bend in the road with restricted visibility. This concern is heightened when considering that these vehicles will need to reverse onto the Bayswater Marina Boat Ramp safely.

4.7 The proposed bus turning area has a potential for conflict and increased queuing for student-athletes carrying boats down the Bayswater Marina Boat Ramp, buses turning, vehicles with boat trailers accessing the Bayswater Marina

Boat Ramp, pedestrians and cyclists, and it would be good to understand what approaches can be put in place to minimise conflict and ensure safety.

4.8 The forecasted increase of 570 vehicle movements and 90 truck movements on the proposed Sir Peter Blake Parade and Cross Street presents significant concern regarding the safety of TGSRC athletes who will need to need to cross these roads and potentially walk on them whilst carrying their rowing skiffs to access the Bayswater Marina Boat Ramp. It is not clear in the documentation what safety precautions will be put in place to ensure the safety of all road and footpath users.

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

5. Decisions

5.1 TGSRC recommend that prior to approval of the Application, the ownership of the boat ramp is transferred from the Marina to Auckland Council as a community asset, ensuring the longevity of public access to the water.

5.2 TGSRC recommend that prior to approval of the Application that the vehicle access to the proposed corner of Sir Peter Blake Parade and Cross Street is agreed to retained via the existing small ramp (noted in Figure 1) from the out of zone carpark.

5.3 TGSRC recommend that if the Application is processed and granted, that the Application is redesigned to:

5.3.1 Significantly provide for the core functions of the zone.

5.3.2 Better enable growth of the marina and the provision of opportunities for the local community to partake in water sports in the future.

5.3.3 Provide uninterrupted access for TGSRC and the public to use the marina access the Bayswater Marina Boat Ramp as it is intended.

6. Amendments

6.1 TGSRC request that the Application ensures that the footpath on the boundary of Sir Peter Blake Parade in Sub Precinct C continues round to Cross Street, allowing for the safe transportation of 8m – 18m rowing skiffs by student athletes.

6.2 TGSRC request that a safety, risk and usability study is undertaken prior to the reconstruction of the pavement around the Bayswater Marina Boat Ramp, with required actions implemented (that align to leading practice and Auckland Council / Auckland Transport guidelines) to ensure unrestricted safe access to the Bayswater Marina Boat Ramp before, during and after construction.

6.3 TGSRC request that within the Demolition Methodology, section IV, an assessment is completed to understand and remove any limitations that may impact rowing skiffs and vehicles towing safety boats to have unrestricted access the Bayswater Marina Boat Ramp each day, and all year round.

6.4 TGSRC request that the Application includes how it will comply with the Hauraki Gulf Marine Park Act section 7 and 8 which includes providing easy access to the Hauraki Gulf – particularly on how rowing skiffs and safety boats will have unrestricted access the Bayswater Marina Boat Ramp each day, and all year round.

6.5 TGSRC request that the Application details how the 15m legally required water proximity will be maintained.

6.6 TGSRC request that the Application details how during the three stages safe, direct and unrestricted access to the Bayswater Marina Boat Ramp will be provided to TGSRC and the public.

6.7 TGSRC request that the Application details the risk analysis and planned mitigation activities to ensure the unrestricted access and continued safety for all users of the Bayswater Marina Boat Ramp during all construction work.

6.8 TGSRC request that the Application details the impact that the development of the retaining wall detailed in attachment 3.2 Engineering Drawings Part 2 will have on the Blue Shed and details the risk mitigations that will be in place regarding the retaining wall limiting TGSRC's unrestricted and safe access to the Bayswater Marina Boat Ramp.

6.9 TGSRC request that the Application redesigns the tight bend from the proposed Sir Peter Blake Parade to Cross Street in alignment to leading practice and Auckland Council / Auckland Transport guidelines to increase visibility and allow for vehicles towing boats and boat trailers to reverse on to the boat ramp safely.

6.10 TGSRC request that the Application details the safety and traffic calming precautions (that align to leading practice and Auckland Council / Auckland Transport guidelines) that will be put in place to ensure the safety of TGSRC athletes

who will need to cross these roads and potentially walk on them whilst carrying their rowing skiffs to access the Bayswater Marina Boat Ramp.

6.11 TGSRC request that the Application details the safety and traffic calming precautions (that align to leading practice and Auckland Council / Auckland Transport guidelines) that will be put in place to ensure the safety of TGSRC athletes and all other pedestrians, cyclists, and road users against the forecasted increase of 570 vehicle movements and 90 truck movements on the proposed Sir Peter Blake Parade and Cross Street.

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:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Wednesday, November 17, 2021 7:31:50 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13246] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Alan John Pettersen

Organisation name:

Contact phone number: 0211845661

Email address: alan@positivepeople.co.nz

Postal address:

8 Nicol Avenue
Narrow Neck
Auckland 0624

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

The building of intense residential houses and apartments on a natural marine site, inclusive of roadworks and infrastructure

What are the reasons for your submission?

This intense development will oust the birds and natural creatures who are able to survive in this marine and surrounding environment without interference from masses of people and also the interference with their natural environment.

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

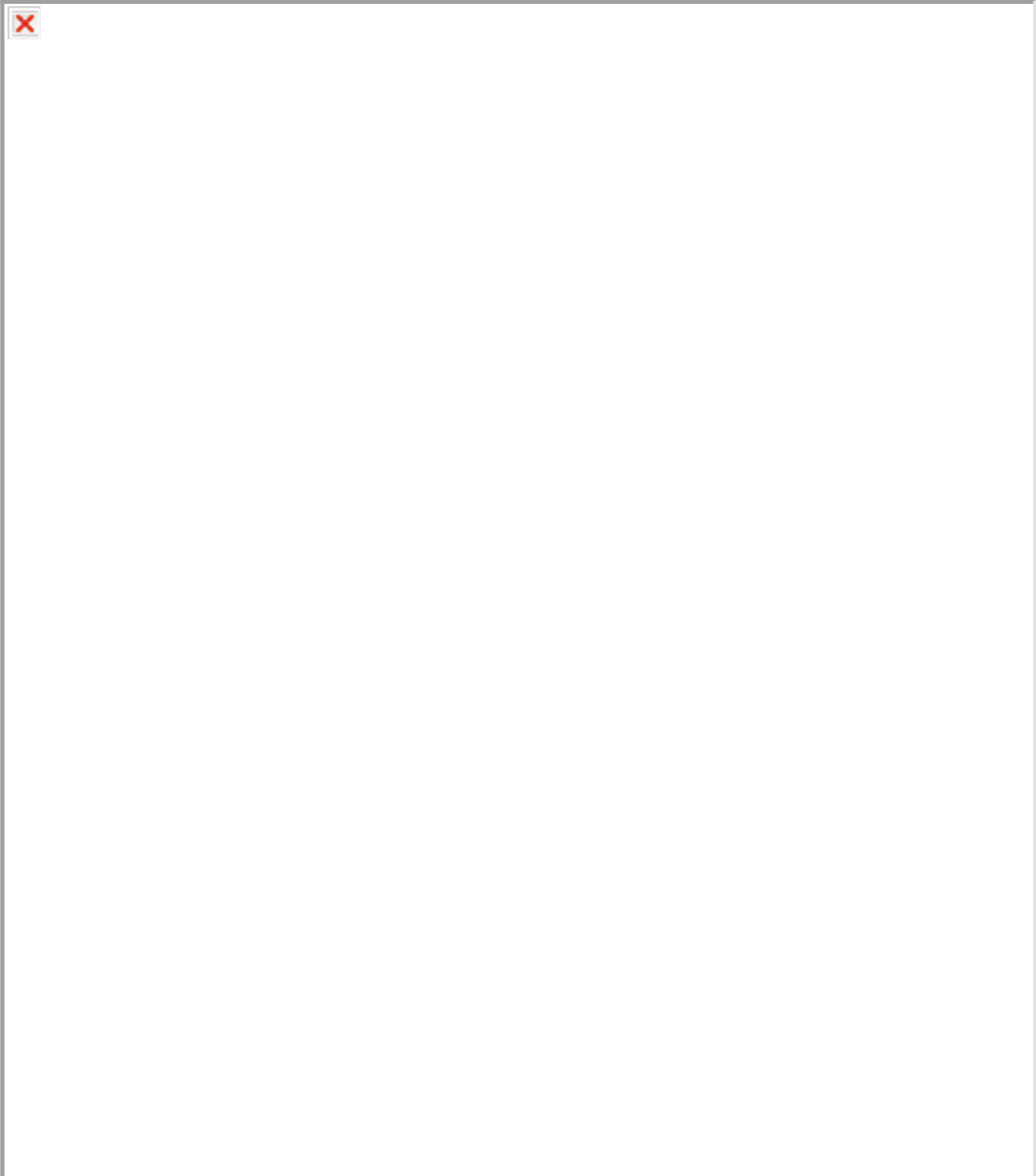
Scrap the whole thing. Leave the marina as is

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? No

If other people make a similar submission I will consider making a joint case with them at the hearing: No

Supporting information:



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Wednesday, November 17, 2021 7:32:01 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13247] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Kenneth Bruce Bowden

Organisation name:

Contact phone number: 02102107007

Email address: kennethbowden6@gmail.com

Postal address:

96 Bayswater Avenue
Bayswater
Auckland 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

I am submitting in relation to the entire application.

What are the reasons for your submission?

I oppose the application. It goes against the purpose of the marina area, which is public space. The proposal development is for commercial gain. There is no benefit for the community. Once the space is given up and developed it is lost and can never be returned to its current situation. The development will affect people's ability to park, use the boat ramp, access the ferry, walk, cycle, view the city and use the green spaces. Loss of the current marine businesses and long term trailer boat parking area will also be a loss to the community. Where will these boats be parked? Likely on the street outside the owners houses. They are parked where they are because the owners do not have space on their properties to store them. The addition of the residential units will also greatly increase traffic on Bayswater and

Roberts Avenues. Assuming 1.5 vehicles per unit, the development will bring an additional 165 vehicles to the area. This will be in addition to the vehicles associated with the higher density developments planned for Roberts, Plymouth and Beresford. This development is be proposed under the guise of adding housing. It needs to be noted that all areas also need open spaces. Bayswater is well developed as it is. The development of the marina are will be an irreplaceable loss to the community.

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

I would like to see the application rejected. No residential housing should be constructed on the Marina area.

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:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
To: [Central RC Submissions](#)
Cc: [Craig Shearer](#)
Subject: BUN60373319 [ID:13249] Submission
Date: Thursday, 18 November 2021 8:46:38 AM

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Andrea Struik

Organisation name:

Contact phone number: 021781989

Email address: andreastruik@yahoo.co.uk

Postal address:

2 Beaconsfield St
Devonport
Auckland 0624

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

I am concerned about

What are the reasons for your submission?

I am concerned that there will not be continued and good access to the Bayswater Marina boat ramp for general use and for the use of the TGS rowing club, one of the premier rowing clubs represented in school rowing in NZ. I am also concerned at the loss of public park and open space for residents of the whole peninsula and for wildlife. Environmental considerations such as support for biodiversity and maintaining habitats are crucial and should be high on the list of priorities in any development.

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

I would like the development to be scaled back to achieve the above aims.

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? No

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

Supporting information:

During lockdown, it's not business as usual.



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Wednesday, November 17, 2021 8:15:59 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13251] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Kathleen Welch

Organisation name: myself

Contact phone number: 09 428 1356

Email address: kwelch@maui.net

Postal address:

36 Island View Drive
Gulf Harbour
Auckland 0930

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

building and therefore blocking, hindering on access to boat ramps and berths in a Marina at Bayswater Marina

What are the reasons for your submission?

further construction in vital and limited areas of water access, which will inevitably result in blocked access to the ocean in the "City of Sails", . Boaters, including trailerboats, fishermen, swimmers, travel to outer islands in gulf, competitive sailors, recreational boaters, etc,etc ALL SEWVERLY LIOMIOTED

MAYOR GOFF HAS IT RIGHT, AUCKLAND WILL TURN INTO A SLUM
BAHYSWATER" WILL HAVE NO REAL ACESS TO THE NORTHERN MOTORWAY EXCXEPT BY GOING NORTH
TO THE NORTHSORE HISPITAL EXIT.

GOOD LUCK REACHING THE HOSPITAL IN AN EMERGENCY IN THE TRAFFIC.

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

change the building consents to keep the dry storage, haulout facilities, trailer boat launch ramps and parking all open and sufficient for use.

Avoid permitting discriminatory housing which by its presence will limit access and use of Auckland harbour to only those able to purchase housing in the vital marina access areas.

If we must have housing here, build multi-story high rises several blocks back from the marina and water access. If really necessary, condemn and buy current low density housing to make room.

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:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Wednesday, November 17, 2021 8:16:00 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13252] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Elliot Gulik

Organisation name:

Contact phone number: 02041835119

Email address: eligoothering@gmail.com

Postal address:

30 eversleigh
Belmont
Auckland 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

The building will block the ramp for boats.

What are the reasons for your submission?

Do not want ramp access removed.

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

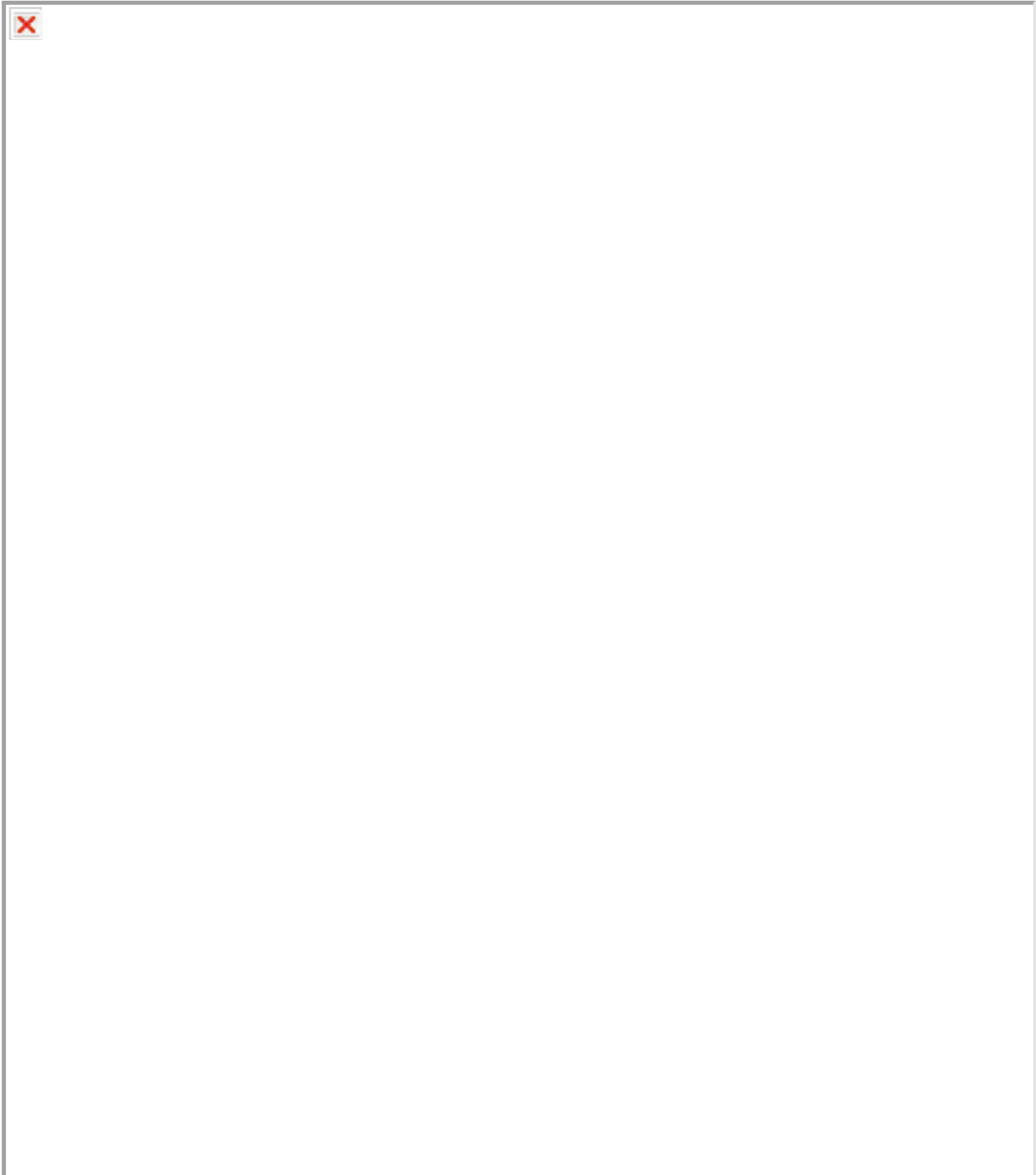
Allow the ramp to be used by public safely and without worry.

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? No

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

Supporting information:



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Wednesday, November 17, 2021 8:16:00 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13253] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Jamie Kwong

Organisation name:

Contact phone number: 0212130271

Email address: jamie6453kwong@gmail.com

Postal address:

1/11 Winscombe Street
Belmont
Auckland 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

The proposed buildings and structures will obstruct and block the public ramp from use.

What are the reasons for your submission?

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

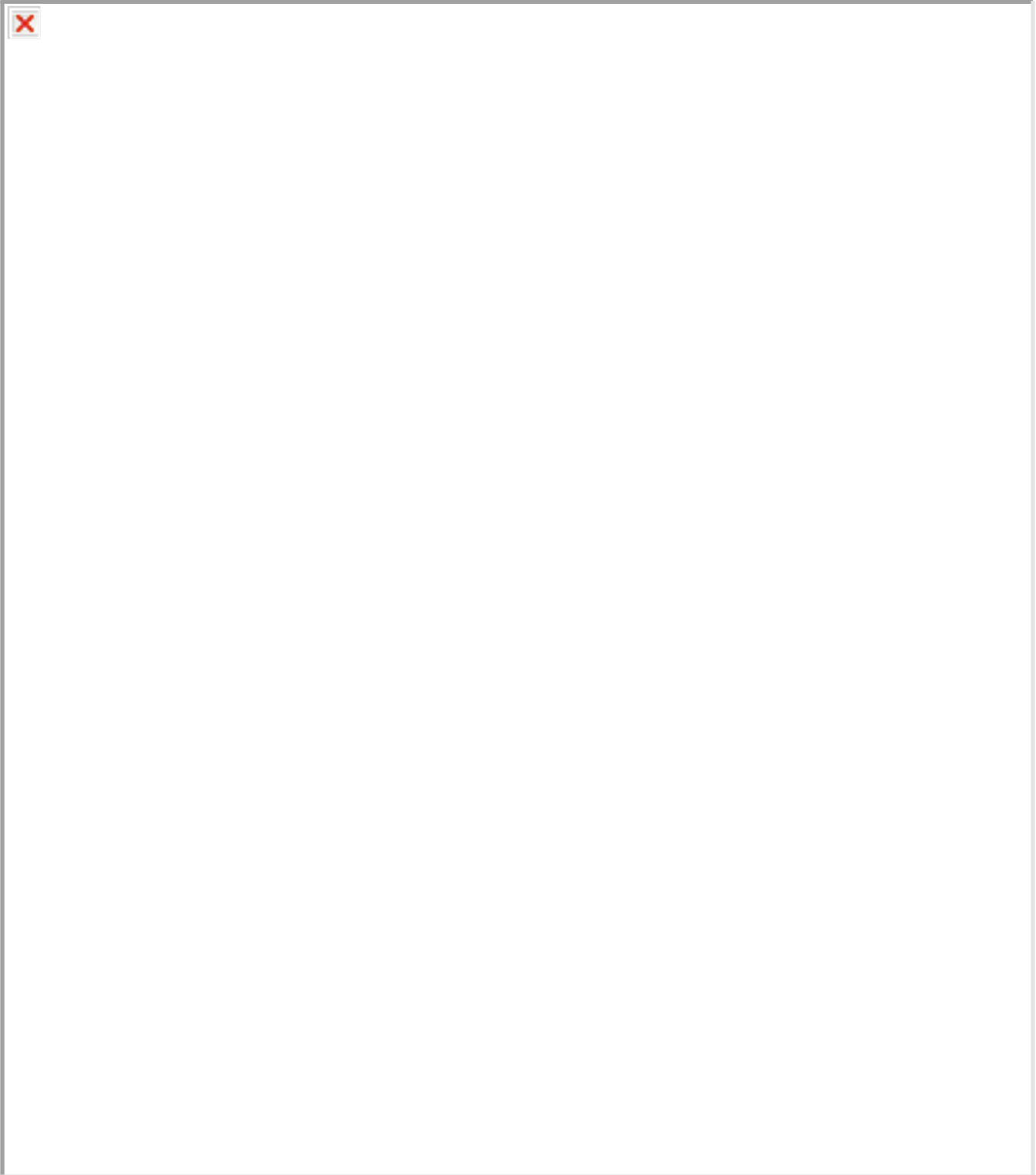
Take into account the use of the public ramp for everyone.

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? No

If other people make a similar submission I will consider making a joint case with them at the hearing: No

Supporting information:



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Wednesday, November 17, 2021 8:30:59 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13254] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Kayla Cumiskey

Organisation name:

Contact phone number: 0276131632

Email address: kaylajensen@live.com

Postal address:

20 Montgomery ave
Belmont
Auckland 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

I appose the suggested plans to develop apartments on Baywater Marina.

What are the reasons for your submission?

We do not have the quality and quantity of public transport to support this influx of population in baywater.

We will be loosing mature native trees to this development.

The public will loose access to the boat ramp and car parking for leisure activities which would be detrimental to so many keen boaties.

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

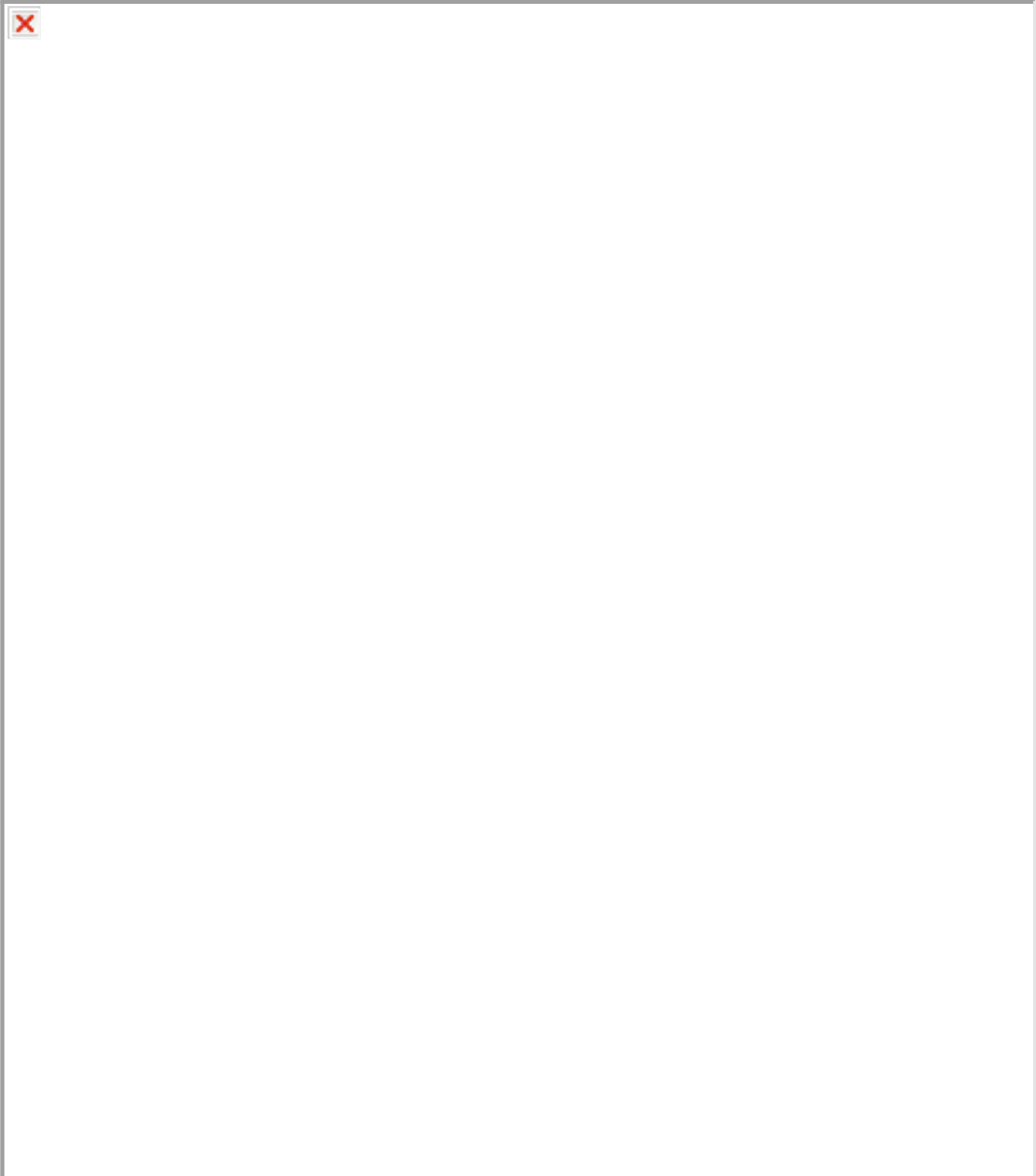
Stop the development of Baywater Marina

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? No

If other people make a similar submission I will consider making a joint case with them at the hearing: No

Supporting information:



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Wednesday, November 17, 2021 8:30:59 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13255] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Carine Dunlop

Organisation name:

Contact phone number: 021584541

Email address: carine.dunlop123@gmail.com

Postal address:

24 Niccol Avenue
Narrow Neck
Auckland 0624

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

- Consultation.
- Continued water access via the Bayswater Marina Boat Ramp.
- Safe access to the Bayswater Marina Boat Ramp.

What are the reasons for your submission?

Background

1. Takapuna Grammar School Rowing Club (TGSRC), as an incorporated society, is a voluntary organisation offering the rowing experience to all interested year 8 – year 12 students from local schools.
2. TGSRC has occupied the building known as the Blue Shed (noted in the Application as Auckland Council Reclamation) for the last 19 years and operate its daily rowing programme from Bayswater.

3. TGSRC currently comprises a membership of over 250 athletes, coaches and parents, and has been an integral part of Takapuna Grammar School sport for over 90 years.
4. TGSRC prides itself on making the sport of rowing available to any TGS student and stands by its policy of 'all those who want to row, can row.'
5. The club is run by a voluntary committee and has enjoyed considerable success at school and club level and has produced world champions and medal-winning Olympic athletes and coaches.
6. In the 2020/21 season, the club's results included two national titles, the retention of the position as the highest performing co-ed rowing programme in the North Island, six athletes selected to join the regional rowing programme, and two athletes selected to start their journey on the New Zealand high performance pathway.

Consultation

1. The application for resource consent and assessment of environmental effects states; 'Over the period since 2017, efforts have been made to consult with the local community on future development plans for the Marina land.'
2. As part of the local community and a daily user of the Bayswater Boat Ramp, it is of great concern and key to note, that TGSRC has not been included in this consultation and have not been engaged to have the opportunity to understand and provide input to the overall vision for the site.
3. It is disappointing that the timelines for reviewing the application documentation and compiling a response have been restricted to when the impacted community have been in lockdown due to the impacts of the COVID-19 pandemic. This has significantly impacted TGSRC's ability to undertake a robust consultation approach with club members and to compile a thorough response.

Continued Access To The Bayswater Marina Boat Ramp

1. Currently, the underlying zone of land within the precinct is Marina zone and Public Open space zone. The primary purpose of the zone is to provide access to the harbour by way of the boat ramp, to provide for the boats moored at the marina and marine related activities as well as the Bayswater ferry service.
2. TGSRC notes from historical consents that the land at the top of the ramp is privately owned by Bayswater Marina, with the requirement that it remains open to the public to use.
3. Currently, the water access via the boat ramp is one of few public access points onto the Waitemata harbour that can be accessed at any tide point. It is crucial to water-based activities including rowing, fishing, recreational boating, windsurfing, sailing. The Application specifies that rowing activities 'elsewhere' at the site will not be impacted. But a key part of rowing, and marine activities is access to the boat ramp at all times.
4. Without unlimited access to the Bayswater Marina Boat Ramp, TGSRC would have to close as it would no longer be able to provide opportunities for current and future club members to experience and train in the sport of rowing.
5. With 80 registered student-athletes TGSRC has been a significant user of the Bayswater Marina Boat Ramp since 2002, utilising the Bayswater Marina Boat Ramp daily from 4.45am for rowing skiff and safety boat launches all year round.
6. Rowing skiffs are carried by athletes from the Blue Shed to the Bayswater Marina Boat Ramp. They do this by carrying the rowing skiffs across the car park (currently out of scope for the development) up a small ramp that connects the carpark in Sub Precinct C, through the corner of the proposed Sir Peter Blake Parade and Cross Street and then onto the ramp.
7. Safety boats are towed from the back of a vehicle and follow the same route as our athletes with rowing skiffs. However, to pass over the small ramp TGSRC has an agreement with the current Marina Management team who allow us to remove a large metal bollard (highlighted in figure 1) each day to get our vehicles (usually 4x4's) though and our safety boats to the boat ramp.
8. The processes outlined in both 3.6 and 3.7 of this response both require more space than a footpaths access to the boat ramp as figure 10 in the assessment of effects document shows.
9. It is not clear if the footpath on the boundary of Sir Peter Blake Parade in Sub Precinct C continues around to Cross Street.
10. It is also not clear if the pathway or work undertaken in the development will replace the bollard that is currently on the small ramp that connects the carpark to the proposed corner of Sir Peter Blake Parade and Cross street (highlighted in figure 1) and if there will still be accessible via the small ramp for vehicles towing safety boats to use the Bayswater Marina Boat Ramp.
11. It is noted that the land directly around the Bayswater Marina Boat Ramp is owned by the marina, the site boundary extends along the footpath in front of the old wharf. The application proposes "A direct physical connection to the water" but the use of these public areas and boardwalk will be 'easement' access rights, i.e., no guarantee of water access in the early morning.
12. It is noted that within the Application, the pavement around the boat ramp will be 'reconstructed to suit the development' however there is no information provided with regards to limiting access to the Bayswater Marina Boat Ramp or the impact that this reconstruction will have, both during and after the reconstruction.
13. Within the Demolition Methodology, section IV the Application has highlighted that security and construction fencing will be placed 'near the existing boat ramp'. It is not clear if this fencing will generate any limitations for rowing skiffs (that are between 8 - 18 meters long) and vehicles towing safety boats to access the Bayswater Marina Boat Ramp.
14. The Application states that it complies with the Hauraki Gulf Marine Park Act section 7 and 8 which includes providing easy access to the Hauraki Gulf. The application for resource consent states that "improved access to the seaward edge of the Bayswater precinct" is part of the plan. However, no stipulations or plan is conveyed as to how this access will be maintained through the construction and development of the land. The staging plan shows no guarantee

of access to the boat ramp during the building of the apartment and terrace housing and landscaping.

15. This water access and coastal strip includes the legally required marina berth holder's car parking which the submission says have a "low level of use." By taking away all the ferry parking for housing these 210 carparks will certainly be at capacity from 6:40 am - 7:30 pm when peak commuter traffic for the ferry will use them as only 32 car spaces have been set aside for visitors including to a cafe. Therefore, the 15m legally required water proximity will not be the case for most of the day.

16. TGSRC recommend that prior to the approval of the Application the ownership of the Bayswater Marina Boat Ramp is transferred from Bayswater Marina to Auckland Council as a community asset, ensuring the longevity of public access to the water.

Safe Access To The Bayswater Marina Boat Ramp

1. The current documentation does not detail how during the three stages of construction safe and direct access to the boat ramp will be provided for our student-athletes who carry rowing skiffs ranging from 60kg - 100kg on their shoulders from the Blue Shed and down the ramp to access the water.

2. Without unlimited and safe access to the Bayswater Marina Boat Ramp TGSRC will no longer be able to provide opportunities to experience and train in the sport of rowing to current and future club members and would have to close.

3. The Application does not outline how construction work will impact public access rights to the Bayswater Marina Boat Ramp and does not contain any content regarding the risk analysis and planned mitigation activities to ensure the continued safety of all users of the ramp.

4. It is noted that within the Application the pavement around the boat ramp will be 'reconstructed to suit the development' however there is no information provided regarding the impact that this reconstruction will have on our athlete's ability to transport our rowing skiffs to the Bayswater Marina Boat Ramp safely both during and after the reconstruction.

5. Within attachment 3.2 Engineering Drawings Part 2 the development of a retaining wall on the boundary of the proposed Sir Peter Blake Parade is documented, however, the details of the boundary wall will not be provided until the building consent stage. As the current occupiers of the Blue Shed which is next to the boundary line for the proposed retaining wall TGSRC would like some more information on the impact that the development of this wall will have on the Blue Shed.

6. TGSRC have some significant concerns regarding vehicles towing safety boats navigating the tight bend from the proposed Sir Peter Blake Parade to Cross Street and safely manoeuvring into the Bayswater Marina Boat Ramp, given its location on a tight bend in the road with restricted visibility. This concern is heightened when considering that these vehicles will need to reverse onto the Bayswater Marina Boat Ramp safely.

7. The proposed bus turning area has a potential for conflict and increased queuing for student-athletes carrying boats down the Bayswater Marina Boat Ramp, buses turning, vehicles with boat trailers accessing the Bayswater Marina Boat Ramp, pedestrians and cyclists, and it would be good to understand what approaches can be put in place to minimise conflict and ensure safety.

8. The forecasted increase of 570 vehicle movements and 90 truck movements on the proposed Sir Peter Blake Parade and Cross Street presents significant concern regarding the safety of TGSRC athletes who will need to need to cross these roads and potentially walk on them whilst carrying their rowing skiffs to access the Bayswater Marina Boat Ramp. It is not clear in the documentation what safety precautions will be put in place to ensure the safety of all road and footpath users.

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

Decisions

1. TGSRC recommend that prior to approval of the Application, the ownership of the boat ramp is transferred from the Marina to Auckland Council as a community asset, ensuring the longevity of public access to the water.

2. TGSRC recommend that prior to approval of the Application that the vehicle access to the proposed corner of Sir Peter Blake Parade and Cross Street is agreed to retained via the existing small ramp (noted in Figure 1) from the out of zone carpark.

3. TGSRC recommend that if the Application is processed and granted, that the Application is redesigned to:

3.1. Significantly provide for the core functions of the zone.

3.2. Better enable growth of the marina and the provision of opportunities for the local community to partake in water sports in the future.

3.3. Provide uninterrupted access for TGSRC and the public to use the marina access the Bayswater Marina Boat Ramp as it is intended.

Amendments

1. TGSRC request that the Application ensures that the footpath on the boundary of Sir Peter Blake Parade in Sub Precinct C continues round to Cross Street, allowing for the safe transportation of 8m – 18m rowing skiffs by student athletes.

2. TGSRC request that a safety, risk and usability study is undertaken prior to the reconstruction of the pavement around the Bayswater Marina Boat Ramp, with required actions implemented (that align to leading practice and Auckland Council / Auckland Transport guidelines) to ensure unrestricted safe access to the Bayswater Marina Boat Ramp before, during and after construction.

3. TGSRC request that within the Demolition Methodology, section IV, an assessment is completed to understand and remove any limitations that may impact rowing skiffs and vehicles towing safety boats to have unrestricted access the

Bayswater Marina Boat Ramp each day, and all year round.

4. TGSRC request that the Application includes how it will comply with the Hauraki Gulf Marine Park Act section 7 and 8 which includes providing easy access to the Hauraki Gulf – particularly on how rowing skiffs and safety boats will have unrestricted access the Bayswater Marina Boat Ramp each day, and all year round.

5. TGSRC request that the Application details how the 15m legally required water proximity will be maintained.

6. TGSRC request that the Application details how during the three stages safe, direct and unrestricted access to the Bayswater Marina Boat Ramp will be provided to TGSRC and the public.

7. TGSRC request that the Application details the risk analysis and planned mitigation activities to ensure the unrestricted access and continued safety for all users of the Bayswater Marina Boat Ramp during all construction work.

8. TGSRC request that the Application details the impact that the development of the retaining wall detailed in attachment 3.2 Engineering Drawings Part 2 will have on the Blue Shed and details the risk mitigations that will be in place regarding the retaining wall limiting TGSRC's unrestricted and safe access to the Bayswater Marina Boat Ramp.

9. TGSRC request that the Application redesigns the tight bend from the proposed Sir Peter Blake Parade to Cross Street in alignment to leading practice and Auckland Council / Auckland Transport guidelines to increase visibility and allow for vehicles towing boats and boat trailers to reverse on to the boat ramp safely.

10. TGSRC request that the Application details the safety and traffic calming precautions (that align to leading practice and Auckland Council / Auckland Transport guidelines) that will be put in place to ensure the safety of TGSRC athletes who will need to cross these roads and potentially walk on them whilst carrying their rowing skiffs to access the Bayswater Marina Boat Ramp.

11. TGSRC request that the Application details the safety and traffic calming precautions (that align to leading practice and Auckland Council / Auckland Transport guidelines) that will be put in place to ensure the safety of TGSRC athletes and all other pedestrians, cyclists, and road users against the forecasted increase of 570 vehicle movements and 90 truck movements on the proposed Sir Peter Blake Parade and Cross Street.

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? No

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

Supporting information:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Wednesday, November 17, 2021 8:31:01 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13256] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Rachel Axcell

Organisation name:

Contact phone number: 02108183296

Email address: rollir10@yahoo.co.uk

Postal address:

1177 Maungakawa Road
Te Miro
Te Miro 3496

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

Consultation.
Continued water access via the Bayswater Marina Boat Ramp.
Safe access to the Bayswater Marina Boat Ramp.

What are the reasons for your submission?

1. Background
 - 1.1. Takapuna Grammar School Rowing Club (TGSRC), as an incorporated society, is a voluntary organisation offering the rowing experience to all interested year 8 – year 12 students from local schools.
 - 1.2. TGSRC has occupied the building known as the Blue Shed (noted in the Application as Auckland Council Reclamation) for the last 19 years and operate its daily rowing programme from Bayswater.

1.3. TGSRC currently comprises a membership of over 250 athletes, coaches and parents, and has been an integral part of Takapuna Grammar School sport for over 90 years.

1.4. TGSRC prides itself on making the sport of rowing available to any TGS student and stands by its policy of 'all those who want to row, can row.'

1.5. The club is run by a voluntary committee and has enjoyed considerable success at school and club level and has produced world champions and medal-winning Olympic athletes and coaches.

1.6. In the 2020/21 season, the club's results included two national titles, the retention of the position as the highest performing co-ed rowing programme in the North Island, six athletes selected to join the regional rowing programme, and two athletes selected to start their journey on the New Zealand high performance pathway.

2. Consultation

2.1. The application for resource consent and assessment of environmental effects states; 'Over the period since 2017, efforts have been made to consult with the local community on future development plans for the Marina land.'

2.2. As part of the local community and a daily user of the Bayswater Boat Ramp, it is of great concern and key to note, that TGSRC has not been included in this consultation and have not been engaged to have the opportunity to understand and provide input to the overall vision for the site.

2.3. It is disappointing that the timelines for reviewing the application documentation and compiling a response have been restricted to when the impacted community have been in lockdown due to the impacts of the COVID-19 pandemic. This has significantly impacted TGSRC's ability to undertake a robust consultation approach with club members and to compile a thorough response.

3. Continued Access To The Bayswater Marina Boat Ramp

3.1. Currently, the underlying zone of land within the precinct is Marina zone and Public Open space zone. The primary purpose of the zone is to provide access to the harbour by way of the boat ramp, to provide for the boats moored at the marina and marine related activities as well as the Bayswater ferry service.

3.2. TGSRC notes from historical consents that the land at the top of the ramp is privately owned by Bayswater Marina, with the requirement that it remains open to the public to use.

3.3. Currently, the water access via the boat ramp is one of few public access points onto the Waitemata harbour that can be accessed at any tide point. It is crucial to water-based activities including rowing, fishing, recreational boating, windsurfing, sailing. The Application specifies that rowing activities 'elsewhere' at the sight will not be impacted. But a key part of rowing, and marine activities is access to the boat ramp at all times.

3.4. Without unlimited access to the Bayswater Marina Boat Ramp, TGSRC would have to close as it would no longer be able to provide opportunities for current and future club members to experience and train in the sport of rowing.

3.5. With 80 registered student-athletes TGSRC has been a significant user of the Bayswater Marina Boat Ramp since 2002, utilising the Bayswater Marina Boat Ramp daily from 4.45am for rowing skiff and safety boat launches all year round.

3.6. Rowing skiffs are carried by athletes from the Blue Shed to the Bayswater Marina Boat Ramp. They do this by carrying the rowing skiffs across the car park (currently out of scope for the development) up a small ramp that connects the carpark in Sub Precinct C, through the corner of the proposed Sir Peter Blake Parade and Cross Street and then onto the ramp.

3.7. Safety boats are towed from the back of a vehicle and follow the same route as our athletes with rowing skiffs. However, to pass over the small ramp TGSRC has an agreement with the current Marina Management team who allow us to remove a large metal bollard (highlighted in figure 1) each day to get our vehicles (usually 4x4's) though and our safety boats to the boat ramp.

3.8. The processes outlined in both 3.6 and 3.7 of this response both require more space than a footpaths access to the boat ramp as figure 10 in the assessment of effects document shows.

3.9. It is not clear if the footpath on the boundary of Sir Peter Blake Parade in Sub Precinct C continues around to Cross Street.

3.10. It is also not clear if the pathway or work undertaken in the development will replace the bollard that is currently on the small ramp that connects the carpark to the proposed corner of Sir Peter Blake Parade and Cross street (highlighted in figure 1) and if there will still be accessible via the small ramp for vehicles towing safety boats to use the Bayswater Marina Boat Ramp.

3.11. It is noted that the land directly around the Bayswater Marina Boat Ramp is owned by the marina, the site boundary extends along the footpath in front of the old wharf. The application proposes "A direct physical connection to the water" but the use of these public areas and boardwalk will be 'easement' access rights, i.e., no guarantee of water access in the early morning.

3.12. It is noted that within the Application, the pavement around the boat ramp will be 'reconstructed to suit the development' however there is no information provided with regards to limiting access to the Bayswater Marina Boat Ramp or the impact that this reconstruction will have, both during and after the reconstruction.

3.13. Within the Demolition Methodology, section IV the Application has highlighted that security and construction fencing will be placed 'near the existing boat ramp'. It is not clear if this fencing will generate any limitations for rowing skiffs (that are between 8 - 18 meters long) and vehicles towing safety boats to access the Bayswater Marina Boat Ramp.

3.14. The Application states that it complies with the Hauraki Gulf Marine Park Act section 7 and 8 which includes providing easy access to the Hauraki Gulf. The application for resource consent states that "improved access to the seaward edge of the Bayswater precinct" is part of the plan. However, no stipulations or plan is conveyed as to how this access will be maintained through the construction and development of the land. The staging plan shows no guarantee of access to the boat ramp during the building of the apartment and terrace housing and landscaping.

3.15. This water access and coastal strip includes the legally required marina berth holder's car parking which the submission says have a "low level of use." By taking away all the ferry parking for housing these 210 carparks will certainly be at capacity from 6:40 am - 7:30 pm when peak commuter traffic for the ferry will use them as only 32 car spaces have been set aside for visitors including to a cafe. Therefore, the 15m legally required water proximity will not be the case for most of the day.

3.16. TGSRC recommend that prior to the approval of the Application the ownership of the Bayswater Marina Boat Ramp is transferred from Bayswater Marina to Auckland Council as a community asset, ensuring the longevity of public access to the water.

4. Safe Access To The Bayswater Marina Boat Ramp

4.1. The current documentation does not detail how during the three stages of construction safe and direct access to the boat ramp will be provided for our student-athletes who carry rowing skiffs ranging from 60kg - 100kg on their shoulders from the Blue Shed and down the ramp to access the water.

4.2. Without unlimited and safe access to the Bayswater Marina Boat Ramp TGSRC will no longer be able to provide opportunities to experience and train in the sport of rowing to current and future club members and would have to close.

4.3. The Application does not outline how construction work will impact public access rights to the Bayswater Marina Boat Ramp and does not contain any content regarding the risk analysis and planned mitigation activities to ensure the continued safety of all users of the ramp.

4.4. It is noted that within the Application the pavement around the boat ramp will be 'reconstructed to suit the development' however there is no information provided regarding the impact that this reconstruction will have on our athlete's ability to transport our rowing skiffs to the Bayswater Marina Boat Ramp safely both during and after the reconstruction.

4.5. Within attachment 3.2 Engineering Drawings Part 2 the development of a retaining wall on the boundary of the proposed Sir Peter Blake Parade is documented, however, the details of the boundary wall will not be provided until the building consent stage. As the current occupiers of the Blue Shed which is next to the boundary line for the proposed retaining wall TGSRC would like some more information on the impact that the development of this wall will have on the Blue Shed.

4.6. TGSRC have some significant concerns regarding vehicles towing safety boats navigating the tight bend from the proposed Sir Peter Blake Parade to Cross Street and safely manoeuvring into the Bayswater Marina Boat Ramp, given its location on a tight bend in the road with restricted visibility. This concern is heightened when considering that these vehicles will need to reverse onto the Bayswater Marina Boat Ramp safely.

4.7. The proposed bus turning area has a potential for conflict and increased queuing for student-athletes carrying boats down the Bayswater Marina Boat Ramp, buses turning, vehicles with boat trailers accessing the Bayswater Marina Boat Ramp, pedestrians and cyclists, and it would be good to understand what approaches can be put in place to minimise conflict and ensure safety.

4.8. The forecasted increase of 570 vehicle movements and 90 truck movements on the proposed Sir Peter Blake Parade and Cross Street presents significant concern regarding the safety of TGSRC athletes who will need to need to cross these roads and potentially walk on them whilst carrying their rowing skiffs to access the Bayswater Marina Boat Ramp. It is not clear in the documentation what safety precautions will be put in place to ensure the safety of all road and footpath users.

From the heart - my niece and nephew have both gained such a lot from being part of TGS Rowing Club. It has been a big part of their school life as well as mental and physical well being. I may not live in Auckland but understand the impact that it will have on the taura if they cannot continue having access to or being part of such an important part of their lives.

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

5. Decisions

5.1. TGSRC recommend that prior to approval of the Application, the ownership of the boat ramp is transferred from the Marina to Auckland Council as a community asset, ensuring the longevity of public access to the water.

5.2. TGSRC recommend that prior to approval of the Application that the vehicle access to the proposed corner of Sir Peter Blake Parade and Cross Street is agreed to retained via the existing small ramp (noted in Figure 1) from the out of zone carpark.

5.3. TGSRC recommend that if the Application is processed and granted, that the Application is redesigned to:

5.3.1. Significantly provide for the core functions of the zone.

5.3.2. Better enable growth of the marina and the provision of opportunities for the local community to partake in water sports in the future.

5.3.3. Provide uninterrupted access for TGSRC and the public to use the marina access the Bayswater Marina Boat Ramp as it is intended.

6. Amendments

6.1. TGSRC request that the Application ensures that the footpath on the boundary of Sir Peter Blake Parade in Sub Precinct C continues round to Cross Street, allowing for the safe transportation of 8m – 18m rowing skiffs by student athletes.

6.2. TGSRC request that a safety, risk and usability study is undertaken prior to the reconstruction of the pavement around the Bayswater Marina Boat Ramp, with required actions implemented (that align to leading practice and Auckland Council / Auckland Transport guidelines) to ensure unrestricted safe access to the Bayswater Marina Boat Ramp before, during and after construction.

- 6.3. TGSRC request that within the Demolition Methodology, section IV, an assessment is completed to understand and remove any limitations that may impact rowing skiffs and vehicles towing safety boats to have unrestricted access the Bayswater Marina Boat Ramp each day, and all year round.
- 6.4. TGSRC request that the Application includes how it will comply with the Hauraki Gulf Marine Park Act section 7 and 8 which includes providing easy access to the Hauraki Gulf – particularly on how rowing skiffs and safety boats will have unrestricted access the Bayswater Marina Boat Ramp each day, and all year round.
- 6.5. TGSRC request that the Application details how the 15m legally required water proximity will be maintained.
- 6.6. TGSRC request that the Application details how during the three stages safe, direct and unrestricted access to the Bayswater Marina Boat Ramp will be provided to TGSRC and the public.
- 6.7. TGSRC request that the Application details the risk analysis and planned mitigation activities to ensure the unrestricted access and continued safety for all users of the Bayswater Marina Boat Ramp during all construction work.
- 6.8. TGSRC request that the Application details the impact that the development of the retaining wall detailed in attachment 3.2 Engineering Drawings Part 2 will have on the Blue Shed and details the risk mitigations that will be in place regarding the retaining wall limiting TGSRC's unrestricted and safe access to the Bayswater Marina Boat Ramp.
- 6.9. TGSRC request that the Application redesigns the tight bend from the proposed Sir Peter Blake Parade to Cross Street in alignment to leading practice and Auckland Council / Auckland Transport guidelines to increase visibility and allow for vehicles towing boats and boat trailers to reverse on to the boat ramp safely.
- 6.10. TGSRC request that the Application details the safety and traffic calming precautions (that align to leading practice and Auckland Council / Auckland Transport guidelines) that will be put in place to ensure the safety of TGSRC athletes who will need to cross these roads and potentially walk on them whilst carrying their rowing skiffs to access the Bayswater Marina Boat Ramp.
- 6.11. TGSRC request that the Application details the safety and traffic calming precautions (that align to leading practice and Auckland Council / Auckland Transport guidelines) that will be put in place to ensure the safety of TGSRC athletes and all other pedestrians, cyclists, and road users against the forecasted increase of 570 vehicle movements and 90 truck movements on the proposed Sir Peter Blake Parade and Cross Street.

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? No

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

Supporting information:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Wednesday, November 17, 2021 8:46:31 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13257] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Christopher Crone

Organisation name:

Contact phone number: 0210498185

Email address: chris_c_@hotmail.com

Postal address:

35 Maroa Road
Oranga
Auckland 1061

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

I oppose the application by Bayswater Marina Holdings Limited to construct 121 dwellings and associated unit title subdivision, roads, infrastructure, coastal structures, and earthworks, in particular:

- Restrictions and safety issues associated with the width, public use and public ownership of the esplanade reserve or strip.
- Removal of angle parking facilities and preparation area for the public boat ramp and proposed 20 parallel parks for cars and boat trailers for users of the boat ramp.
- Removal of boating facilities associated with the marina, including boat storage, servicing, and marine retail activities.

What are the reasons for your submission?

The proposal for 94 Terrace Houses and 3 Apartment buildings, and the associated infrastructure, does not leave sufficient space for the marina and marine recreation activities that are the primary focus of the Bayswater Marine Precinct. The 20 parallel car and boat trailer spaces shown on the plans are unworkable, and do not provide suitable facilities for the continued use of the boat ramp. The proposal will result in the closure and relocation of the boat storage facility, marine servicing and most of the marine retail businesses currently located at the marina (leading to loss of jobs). Bayswater Marina is one of the few all tide access points on the North Shore with adequate car and trailer parking and boat storage. If the development proceeds as proposed this will result in the removal of nearly all facilities for marine related activities, and the community will a significant public facility and the impacts on their social wellbeing will be great. No provision has been made in the proposal to support the planned growth of marine-related users and their needs, e.g. recreational boating, trend toward larger trailer boat sizes, etc. This proposed development directly contravenes the Auckland Unitary Plan's primary stated purpose (I504) to "provide for marina, ferry terminal and marine-related activities, including associated parking and facilities, and for public access, community uses and marine sports uses, open space and recreation".

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

Decline the whole application for land use consent for dwellings and the subdivision, coastal, discharge consents.

Decline the application where any development (whole or in part) does not meet the Auckland Unitary Plan Bayswater Maritime Precinct's primary purpose to provide a community and marina-orientated place focused on recreation, public open space, access to and along the coastal marina area, public transport, boating, maritime activities, and 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:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Wednesday, November 17, 2021 8:46:32 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13258] Submission
Attachments: Ltr re submissions Baywater.pdf (133.55 KB)

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Nikky Fisher

Organisation name: Ngati Maru Runanga

Contact phone number: 021905192

Email address: office@ngatimaru.iwi.nz

Postal address:
111 Queen Street
Thames
Thames 3500

Submission details

This submission: supports the application in whole or in part

Specify the aspects of the application you are submitting on:

Ngāti Maru Rūnanga supports the above application on the basis there will be appropriate conditions and recognition and reflection of the mana whenua world view, which includes Ngāti Maru and the other Marutūāhu Iwi, in the design and form of the proposed development.

On this basis, the proposal is consistent with sections 6(e), 7(a) and 8 of the RMA, along with Part 2 of the Act and tikanga.

What are the reasons for your submission?

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

Ngāti Maru Rūnanga supports the above application on the basis there will be appropriate conditions and recognition and reflection of the mana whenua world view, which includes Ngāti Maru and the other Marutūāhu Iwi, in the design and form of the proposed development.

On this basis, the proposal is consistent with sections 6(e), 7(a) and 8 of the RMA, along with Part 2 of the Act and tikanga.

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: No

Supporting information:

Ltr re submissions Baywater.pdf



Date: 17 November 2021

To: Auckland Council

Tēnā koe

Resource Consent Application – BUN60373319 – 21 Sir Peter Blake Parade, Bayswater 0622 (Bayswater Marina) - Ngāti Maru Runanga Submission

Ngāti Maru Rūnanga supports the above application on the basis there will be appropriate conditions and recognition and reflection of the mana whenua world view, which includes Ngāti Maru and the other Marutūāhu Iwi, in the design and form of the proposed development.

On this basis, the proposal is consistent with sections 6(e), 7(a) and 8 of the RMA, along with Part 2 of the Act and tikanga.

We are not a trade competitor and our submission does relate to trade competition or the effects of trade competition.

We wish to be heard in support of my submission.

Nāku noa, nā

Nikky Fisher
For Ngāti Maru

Cc Apache Management Ltd
brady@apache-management.com

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Wednesday, November 17, 2021 9:01:30 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13259] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Brynlee Smith

Organisation name:

Contact phone number: 0212393094

Email address: brynleesmith2015@gmail.com

Postal address:

7 Brett Avenue
Takapuna
Auckland 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

Consultation.

- Continued water access via the Bayswater Marina Boat Ramp.
- Safe access to the Bayswater Marina Boat Ramp.

What are the reasons for your submission?

1. Background

1.1. Takapuna Grammar School Rowing Club (TGSRC), as an incorporated society, is a voluntary organisation offering the rowing experience to all interested year 8 – year 12 students from local schools.

1.2. TGSRC has occupied the building known as the Blue Shed (noted in the Application as

Auckland Council Reclamation) for the last 19 years and operate its daily rowing programme from Bayswater.

1.3. TGSRC currently comprises a membership of over 250 athletes, coaches and parents, and has been an integral part of Takapuna Grammar School sport for over 90 years.

1.4. TGSRC prides itself on making the sport of rowing available to any TGS student and stands by its policy of 'all those who want to row, can row.'

1.5. The club is run by a voluntary committee and has enjoyed considerable success at school and club level and has produced world champions and medal-winning Olympic athletes and coaches.

1.6. In the 2020/21 season, the club's results included two national titles, the retention of the position as the highest performing co-ed rowing programme in the North Island, six athletes selected to join the regional rowing programme, and two athletes selected to start their journey on the New Zealand high performance pathway.

2. Consultation

2.1. The application for resource consent and assessment of environmental effects states: 'Over the period since 2017, efforts have been made to consult with the local community on future development plans for the Marina land.'

2.2. As part of the local community and a daily user of the Bayswater Boat Ramp, it is of great concern and key to note, that TGSRC has not been included in this consultation and have not been engaged to have the opportunity to understand and provide input to the overall vision for the site. 2.3. It is disappointing that the timelines for reviewing the application documentation and compiling a response have been restricted to when the impacted community have been in lockdown due to the impacts of the COVID-19 pandemic. This has significantly impacted TGSRC's ability to undertake a robust consultation approach with club members and to compile a thorough response.

3. Continued Access To The Bayswater Marina Boat Ramp

3.1. Currently, the underlying zone of land within the precinct is Marina zone and Public Open space zone. The primary purpose of the zone is to provide access to the harbour by way of the boat ramp, to provide for the boats moored at the marina and marine related activities as well as the Bayswater ferry service.

3.2. TGSRC notes from historical consents that the land at the top of the ramp is privately owned by Bayswater Marina, with the requirement that it remains open to the public to use.

3.3. Currently, the water access via the boat ramp is one of few public access points onto the Waitemata harbour that can be accessed at any tide point. It is crucial to water-based activities including rowing, fishing, recreational boating, windsurfing, sailing. The Application specifies that rowing activities 'elsewhere' at the site will not be impacted. But a key part of rowing, and marine activities is access to the boat ramp at all times.

3.4. Without unlimited access to the Bayswater Marina Boat Ramp, TGSRC would have to close as it would no longer be able to provide opportunities for current and future club members to experience and train in the sport of rowing.

3.5. With 80 registered student-athletes TGSRC has been a significant user of the Bayswater Marina Boat Ramp since 2002, utilising the Bayswater Marina Boat Ramp daily from 4.45am for rowing skiff and safety boat launches all year round.

3.6. Rowing skiffs are carried by athletes from the Blue Shed to the Bayswater Marina Boat Ramp. They do this by carrying the rowing skiffs across the car park (currently out of scope for the development) up a small ramp that connects the carpark in Sub Precinct C, through the corner of the proposed Sir Peter Blake Parade and Cross Street and then onto the ramp.

3.7. Safety boats are towed from the back of a vehicle and follow the same route as our athletes with rowing skiffs. However, to pass over the small ramp TGSRC has an agreement with the current Marina Management team who allow us to remove a large metal bollard (highlighted in figure 1) each day to get our vehicles (usually 4x4's) through and our safety boats to the boat ramp.

3.8. The processes outlined in both 3.6 and 3.7 of this response both require more space than a footpaths access to the boat ramp as figure 10 in the assessment of effects document shows.

3.9. It is not clear if the footpath on the boundary of Sir Peter Blake Parade in Sub Precinct C continues around to Cross Street.

3.10. It is also not clear if the pathway or work undertaken in the development will replace the bollard that is currently on the small ramp that connects the carpark to the proposed corner of Sir Peter Blake Parade and Cross street (highlighted in figure 1) and if there will still be accessible via the small ramp for vehicles towing safety boats to use the Bayswater Marina Boat Ramp.

3.11. It is noted that the land directly around the Bayswater Marina Boat Ramp is owned by

the marina, the site boundary extends along the footpath in front of the old wharf. The application proposes "A direct physical connection to the water" but the use of these public areas and boardwalk will be 'easement' access rights, i.e., no guarantee of water access in the early morning.

3.12. It is noted that within the Application, the pavement around the boat ramp will be 'reconstructed to suit the development' however there is no information provided with regards to limiting access to the Bayswater Marina Boat Ramp or the impact that this reconstruction will have, both during and after the reconstruction.

3.13. Within the Demolition Methodology, section IV the Application has highlighted that security and construction fencing will be placed 'near the existing boat ramp'. It is not clear if this fencing will generate any limitations for rowing skiffs (that are between 8 - 18 meters long) and vehicles towing safety boats to access the Bayswater Marina Boat Ramp.

3.14. The Application states that it complies with the Hauraki Gulf Marine Park Act section 7 and 8 which includes providing easy access to the Hauraki Gulf. The application for resource consent states that "improved access to the seaward edge of the Bayswater precinct" is part of the plan. However, no stipulations or plan is conveyed as to how this access will be maintained through the construction and development of the land. The staging plan shows no guarantee of access to the boat ramp during the building of the apartment and terrace housing and landscaping.

3.15. This water access and coastal strip includes the legally required marina berth holder's car parking which the submission says have a "low level of use." By taking away all the ferry parking for housing these 210 carparks will certainly be at capacity from 6:40 am - 7:30 pm when peak commuter traffic for the ferry will use them as only 32 car spaces have been set aside for visitors including to a cafe. Therefore, the 15m legally required water proximity will not be the case for most of the day.

3.16. TGSRC recommend that prior to the approval of the Application the ownership of the Bayswater Marina Boat Ramp is transferred from Bayswater Marina to Auckland Council as a community asset, ensuring the longevity of public access to the water.4. Safe Access To The Bayswater Marina Boat Ramp

4.1. The current documentation does not detail how during the three stages of construction safe and direct access to the boat ramp will be provided for our student-athletes who carry rowing skiffs ranging from 60kg - 100kg on their shoulders from the Blue Shed and down the ramp to access the water.

4.2. Without unlimited and safe access to the Bayswater Marina Boat Ramp TGSRC will no longer be able to provide opportunities to experience and train in the sport of rowing to current and future club members and would have to close.

4.3. The Application does not outline how construction work will impact public access rights to the Bayswater Marina Boat Ramp and does not contain any content regarding the risk analysis and planned mitigation activities to ensure the continued safety of all users of the ramp.

4.4. It is noted that within the Application the pavement around the boat ramp will be 'reconstructed to suit the development' however there is no information provided regarding the impact that this reconstruction will have on our athlete's ability to

Takapuna Grammar School Rowing Club

4

Takapuna Grammar School Rowing Club . Notified Resource Consent Submission Template For 21 Sir Peter Blake Parade.

transport our rowing skiffs to the Bayswater Marina Boat Ramp safely both during and after the reconstruction.

4.5. Within attachment 3.2 Engineering Drawings Part 2 the development of a retaining wall on the boundary of the proposed Sir Peter Blake Parade is documented, however, the details of the boundary wall will not be provided until the building consent stage. As the current occupiers of the Blue Shed which is next to the boundary line for the proposed retaining wall TGSRC would like some more information on the impact that the development of this wall will have on the Blue Shed.

4.6. TGSRC have some significant concerns regarding vehicles towing safety boats navigating the tight bend from the proposed Sir Peter Blake Parade to Cross Street and safely manoeuvring into the Bayswater Marina Boat Ramp, given its location on a tight bend in the road with restricted visibility. This concern is heightened when considering that these vehicles will need to reverse onto the Bayswater Marina Boat Ramp safely.

4.7. The proposed bus turning area has a potential for conflict and increased queuing for student-athletes carrying boats down the Bayswater Marina Boat Ramp, buses turning,

vehicles with boat trailers accessing the Bayswater Marina Boat Ramp, pedestrians and cyclists, and it would be good to understand what approaches can be put in place to minimise conflict and ensure safety.

4.8. The forecasted increase of 570 vehicle movements and 90 truck movements on the proposed Sir Peter Blake Parade and Cross Street presents significant concern regarding the safety of TGSRC athletes who will need to need to cross these roads and potentially walk on them whilst carrying their rowing skiffs to access the Bayswater Marina Boat Ramp. It is not clear in the documentation what safety precautions will be put in place to ensure the safety of all road and footpath users.

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

5. Decisions

5.1. TGSRC recommend that prior to approval of the Application, the ownership of the boat ramp is transferred from the Marina to Auckland Council as a community asset, ensuring the longevity of public access to the water.

5.2. TGSRC recommend that prior to approval of the Application that the vehicle access to the proposed corner of Sir Peter Blake Parade and Cross Street is agreed to retained via the existing small ramp (noted in Figure 1) from the out of zone carpark.

5.3. TGSRC recommend that if the Application is processed and granted, that the Application is redesigned to:

5.3.1. Significantly provide for the core functions of the zone.

5.3.2. Better enable growth of the marina and the provision of opportunities for the local community to partake in water sports in the future.

5.3.3. Provide uninterrupted access for TGSRC and the public to use the marina access the Bayswater Marina Boat Ramp as it is intended.

6. Amendments6.1. TGSRC request that the Application ensures that the footpath on the boundary of Sir Peter Blake Parade in Sub Precinct C continues round to Cross Street, allowing for the safe transportation of 8m – 18m rowing skiffs by student athletes.

6.2. TGSRC request that a safety, risk and usability study is undertaken prior to the reconstruction of the pavement around the Bayswater Marina Boat Ramp, with required actions implemented (that align to leading practice and Auckland Council / Auckland Transport guidelines) to ensure unrestricted safe access to the Bayswater Marina Boat Ramp before, during and after construction.

6.3. TGSRC request that within the Demolition Methodology, section IV, an assessment is completed to understand and remove any limitations that may impact rowing skiffs and vehicles towing safety boats to have unrestricted access the Bayswater Marina Boat Ramp each day, and all year round.

6.4. TGSRC request that the Application includes how it will comply with the Hauraki Gulf Marine Park Act section 7 and 8 which includes providing easy access to the Hauraki Gulf – particularly on how rowing skiffs and safety boats will have unrestricted access the Bayswater Marina Boat Ramp each day, and all year round.

6.5. TGSRC request that the Application details how the 15m legally required water proximity will be maintained.

6.6. TGSRC request that the Application details how during the three stages safe, direct and unrestricted access to the Bayswater Marina Boat Ramp will be provided to TGSRC and the public.

6.7. TGSRC request that the Application details the risk analysis and planned mitigation activities to ensure the unrestricted access and continued safety for all users of the Bayswater Marina Boat Ramp during all construction work.

6.8. TGSRC request that the Application details the impact that the development of the retaining wall detailed in attachment 3.2 Engineering Drawings Part 2 will have on the Blue Shed and details the risk mitigations that will be in place regarding the retaining wall limiting TGSRC's unrestricted and safe access to the Bayswater Marina Boat Ramp.

6.9. TGSRC request that the Application redesigns the tight bend from the proposed Sir Peter Blake Parade to Cross Street in alignment to leading practice and Auckland Council / Auckland Transport guidelines to increase visibility and allow for vehicles towing boats and boat trailers to reverse on to the boat ramp safely.

6.10. TGSRC request that the Application details the safety and traffic calming precautions (that align to leading practice and Auckland Council / Auckland Transport guidelines) that will be put in place to ensure the safety of TGSRC athletes who will need to cross these roads and potentially walk on them whilst carrying their rowing skiffs to access the Bayswater Marina Boat Ramp.

6.11. TGSRC request that the Application details the safety and traffic calming precautions (that align to leading practice and Auckland Council / Auckland Transport guidelines) that will be put in place to ensure the safety of TGSRC athletes and all other

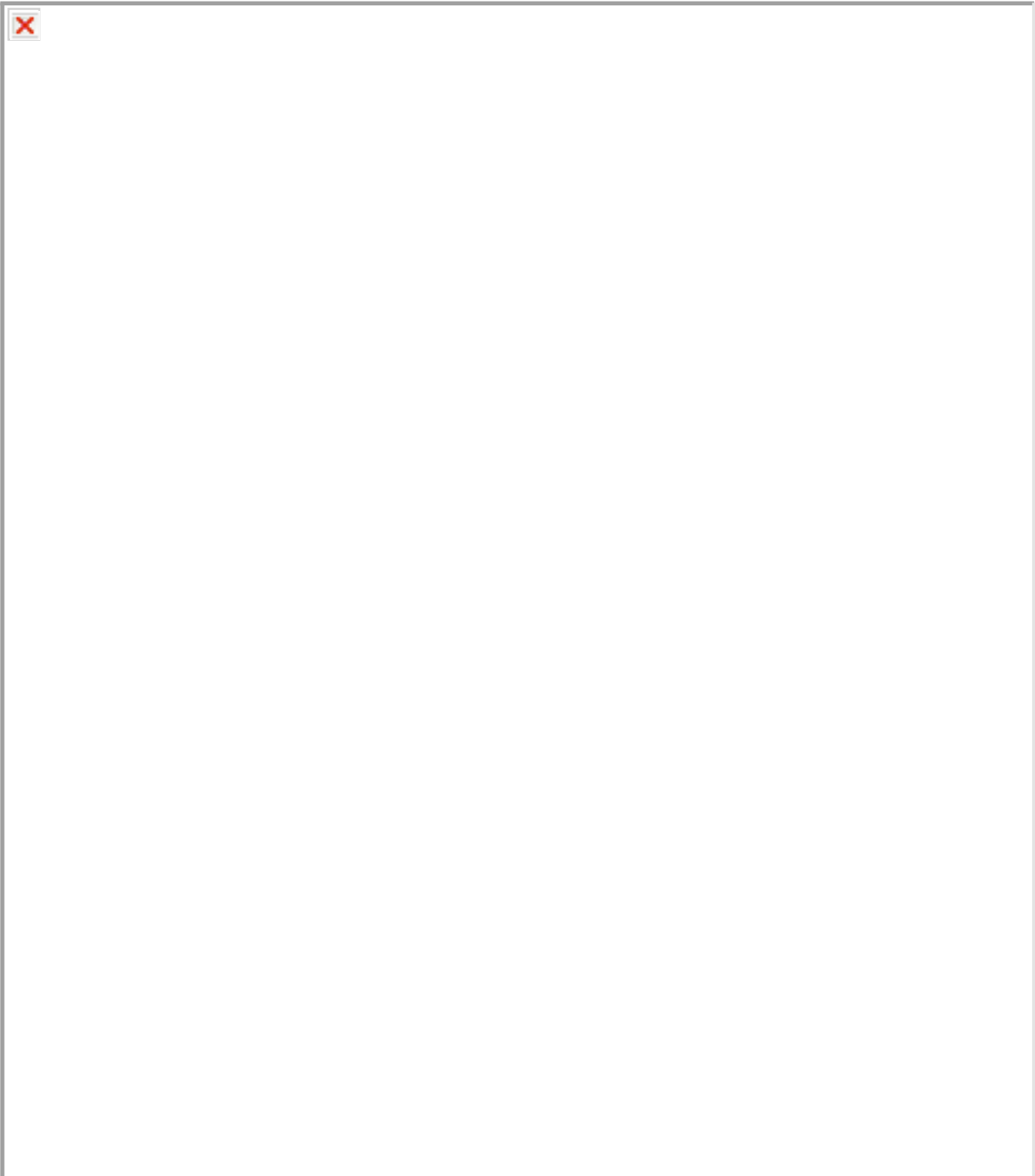
pedestrians, cyclists, and road users against the forecasted increase of 570 vehicle movements and 90 truck movements on the proposed Sir Peter Blake Parade and Cross Street.

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? No

If other people make a similar submission I will consider making a joint case with them at the hearing: No

Supporting information:



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Wednesday, November 17, 2021 9:16:14 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13260] Submission
Attachments: Takapuna Grammar School Rowing Club NOTIFIED RESOURCE CONSENT SUBMISSION[1341].pdf (1.25 MB)

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Philip James Molony

Organisation name:

Contact phone number: 021306114

Email address: philipmolony69@gmail.com

Postal address:

26 Glen Road, Stanley Point, Auckland 0624
Stanley Point
Auckland 0624

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

Impact on Takapuna Rowing Club
Impacts on Boat Ramp and Parking access proposal

What are the reasons for your submission?

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

Refer Attached

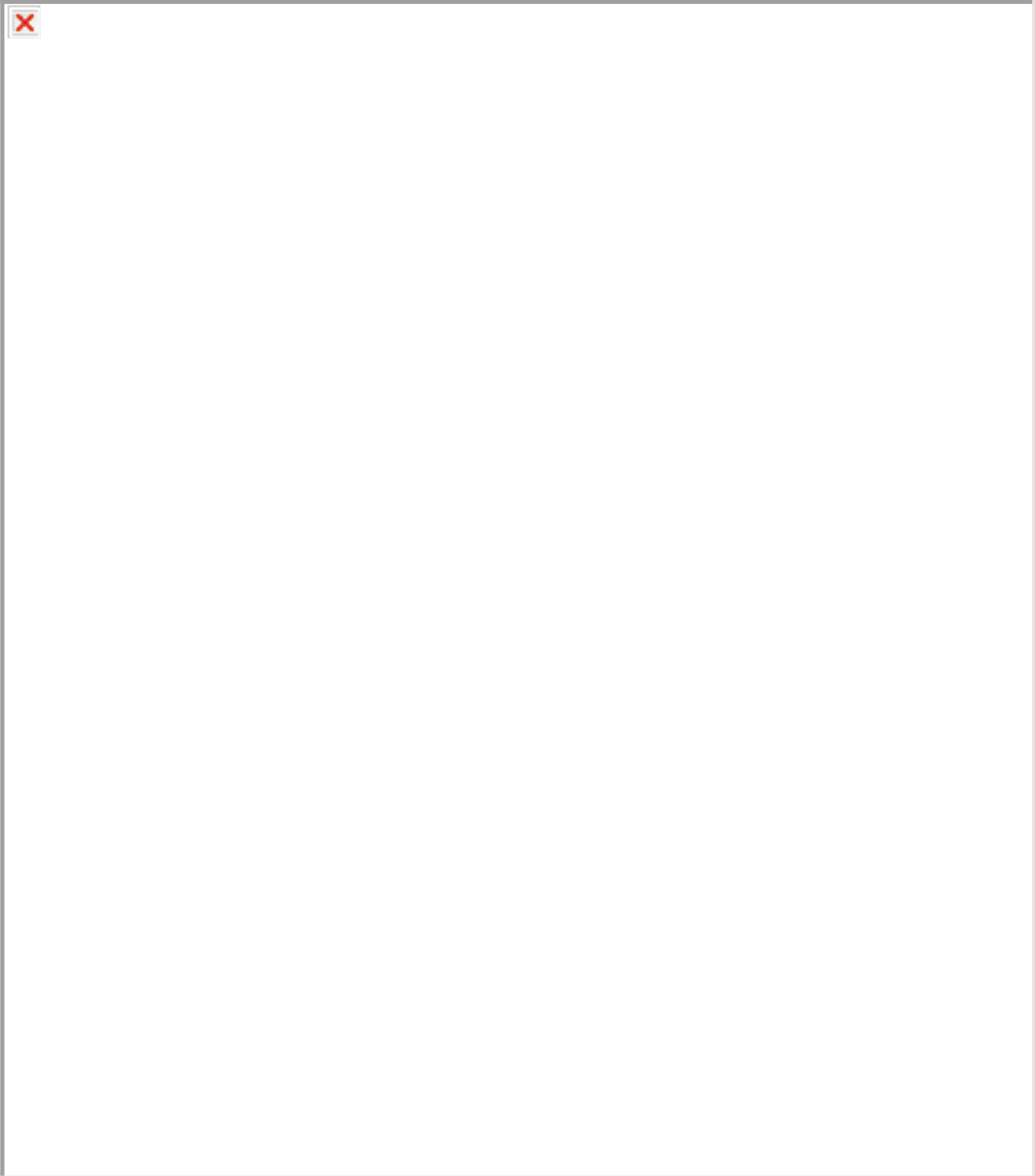
Are you a trade competitor of the applicant? I am not a trade competitor of the applicant.

Do you want to attend a hearing and speak in support of your submission? No

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

Supporting information:

Takapuna Grammar School Rowing Club NOTIFIED RESOURCE CONSENT SUBMISSION[1341].pdf



NOTIFIED RESOURCE CONSENT SUBMISSION FOR 21 SIR PETER BLAKE PARADE. BAYSWATER

Answers to submission details on behalf of Takapuna Grammar School Rowing Club.

THIS SUBMISSION:

- Opposes the application in whole or in part.

SPECIFY THE ASPECTS OF THE APPLICATION YOU ARE SUBMITTING ON:

- Consultation.
- Continued water access via the Bayswater Marina Boat Ramp.
- Safe access to the Bayswater Marina Boat Ramp.

WHAT ARE THE REASONS FOR YOUR SUBMISSION?

1. Background

- 1.1. Takapuna Grammar School Rowing Club (TGSRC), as an incorporated society, is a voluntary organisation offering the rowing experience to all interested year 8 – year 12 students from local schools.
- 1.2. TGSRC has occupied the building known as the Blue Shed (noted in the Application as Auckland Council Reclamation) for the last 19 years and operate its daily rowing programme from Bayswater.
- 1.3. TGSRC currently comprises a membership of over 250 athletes, coaches and parents, and has been an integral part of Takapuna Grammar School sport for over 90 years.
- 1.4. TGSRC prides itself on making the sport of rowing available to any TGS student and stands by its policy of 'all those who want to row, can row.'
- 1.5. The club is run by a voluntary committee and has enjoyed considerable success at school and club level and has produced world champions and medal-winning Olympic athletes and coaches.
- 1.6. In the 2020/21 season, the club's results included two national titles, the retention of the position as the highest performing co-ed rowing programme in the North Island, six athletes selected to join the regional rowing programme, and two athletes selected to start their journey on the New Zealand high performance pathway.

2. Consultation

- 2.1. The application for resource consent and assessment of environmental effects states; 'Over the period since 2017, efforts have been made to consult with the local community on future development plans for the Marina land.'
- 2.2. As part of the local community and a daily user of the Bayswater Boat Ramp, it is of great concern and key to note, that TGSRC has not been included in this consultation and have not been engaged to have the opportunity to understand and provide input to the overall vision for the site.
- 2.3. It is disappointing that the timelines for reviewing the application documentation and compiling a response have been restricted to when the impacted community have been in lockdown due to the impacts of the COVID-19 pandemic. This has significantly impacted TGSRC's ability to undertake a robust consultation approach with club members and to compile a thorough response.

3. Continued Access To The Bayswater Marina Boat Ramp

- 3.1. Currently, the underlying zone of land within the precinct is Marina zone and Public Open space zone. The primary purpose of the zone is to provide access to the harbour by way of the boat ramp, to provide for the boats moored at the marina and marine related activities as well as the Bayswater ferry service.
- 3.2. TGSRC notes from historical consents that the land at the top of the ramp is privately owned by Bayswater Marina, with the requirement that it remains open to the public to use.
- 3.3. Currently, the water access via the boat ramp is one of few public access points onto the Waitemata harbour that can be accessed at any depth point. It is crucial to water-based activities including rowing, fishing, recreational boating, windsurfing, sailing. The Application specifies that rowing activities 'elsewhere' at the site will not be impacted. But a key part of rowing, and marine activities is access to the boat ramp at all times.
- 3.4. Without unlimited access to the Bayswater Marina Boat Ramp, TGSRC would have to close as it would no longer be able to provide opportunities for current and future club members to experience and train in the sport of rowing.
- 3.5. With 80 registered student-athletes TGSRC has been a significant user of the Bayswater Marina Boat Ramp since 2002, utilising the Bayswater Marina Boat Ramp daily from 4.45am for rowing skiff and safety boat launches all year round.
- 3.6. Rowing skiffs are carried by athletes from the Blue Shed to the Bayswater Marina Boat Ramp. They do this by carrying the rowing skiffs across the car park (currently out of scope for the development) up a small ramp that connects the carpark in Sub Precinct C, through the corner of the proposed Sir Peter Blake Parade and Cross Street and then onto the ramp.
- 3.7. Safety boats are towed from the back of a vehicle and follow the same route as our athletes with rowing skiffs. However, to pass over the small ramp TGSRC has an agreement with the current Marina Management team who allow us to remove a large metal bollard (highlighted in figure 1) each day to get our vehicles (usually 4x4's) through and our safety boats to the boat ramp.
- 3.8. The processes outlined in both 3.6 and 3.7 of this response both require more space than a footpath access to the boat ramp as figure 10 in the assessment of effects document shows.
- 3.9. It is not clear if the footpath on the boundary of Sir Peter Blake Parade in Sub Precinct C continues around to Cross Street.
- 3.10. It is also not clear if the pathway or work undertaken in the development will replace the bollard that is currently on the small ramp that connects the carpark to the proposed corner of Sir Peter Blake Parade and Cross Street (highlighted in figure 1) and if there will still be accessible via the small ramp for vehicles towing safety boats to use the Bayswater Marina Boat Ramp.
- 3.11. It is noted that the land directly around the Bayswater Marina Boat Ramp is owned by the marina, the site boundary extends along the footpath in front of the old wharf. The application proposes "A direct physical connection to the water" but the use of these public areas and boardwalk will be 'easement' access rights, i.e., no guarantee of water access in the early morning.
- 3.12. It is noted that within the Application, the pavement around the boat ramp will be 'reconstructed to suit the development' however there is no information provided with regards to limiting access to the Bayswater Marina Boat Ramp or the impact that this reconstruction will have, both during and after the reconstruction.
- 3.13. Within the Demolition Methodology, section IV the Application has highlighted that security and construction fencing will be placed 'near the existing boat ramp'. It is not clear if this fencing will generate any limitations for rowing skiffs (that are between 8 -

18 meters long) and vehicles towing safety boats to access the Bayswater Marina Boat Ramp.

- 3.14. The Application states that it complies with the Hauraki Gulf Marine Park Act sections 7 and 8 which includes providing easy access to the Hauraki Gulf. The application for resource consent states that “improved access to the seaward edge of the Bayswater precinct” is part of the plan. However, no plans or plan is conveyed as to how this access will be maintained through the construction and development of the land. The staging plan shows no guarantee of access to the boat ramp during the building of the apartment and terrace housing and landscaping.
- 3.15. This water access and coastal strip includes the legally required marina berth holder’s car parking which the submission says have a “low level of use.” By taking away all the ferry parking for housing these 210 carparks will certainly be at capacity from 6:40 am - 7:30 pm when peak commuter traffic for the ferry will use them as only 32 car spaces have been set aside for visitors including to a cafe. Therefore, the 15m legally required water proximity will not be the case for most of the day.
- 3.16. TGSRC recommend that prior to the approval of the Application the ownership of the Bayswater Marina Boat Ramp is transferred from Bayswater Marina to Auckland Council as a community asset, ensuring the longevity of public access to the water.

4. Safe Access To The Bayswater Marina Boat Ramp

- 4.1. The current documentation does not detail how during the three stages of construction safe and direct access to the boat ramp will be provided for our student-athletes who carry rowing skiffs ranging from 60kg - 100kg on their shoulders from the Blue Shed and down the ramp to access the water.
- 4.2. Without unlimited and safe access to the Bayswater Marina Boat Ramp TGSRC will no longer be able to provide opportunities to experience and train in the sport of rowing to current and future club members and would have to close.
- 4.3. The Application does not outline how construction work will impact public access rights to the Bayswater Marina Boat Ramp and does not contain any content regarding the risk analysis and planned mitigation activities to ensure the continued safety of all users of the ramp.
- 4.4. It is noted that within the Application the pavement around the boat ramp will be ‘reconstructed to suit the development’ however there is no information provided regarding the impact that this reconstruction will have on our athlete’s ability to transport our rowing skiffs to the Bayswater Marina Boat Ramp safely both during and after the reconstruction.
- 4.5. Within Attachment 3.2 Engineering Drawings Part 2 the development of a retaining wall on the boundary of the proposed Sir Peter Blake Parade is documented, however, the details of the boundary wall will not be provided until the building consent stage. As the current occupiers of the Blue Shed which is next to the boundary line for the proposed retaining wall TGSRC would like some more information on the impact that the development of this wall will have on the Blue Shed.
- 4.6. TGSRC have some significant concerns regarding vehicles towing safety boats navigating the right bend from the proposed Sir Peter Blake Parade to Cross Street and safely manoeuvring into the Bayswater Marina Boat Ramp, given its location on a right bend in the road with restricted visibility. This concern is heightened when considering that these vehicles will need to reverse onto the Bayswater Marina Boat Ramp safely.
- 4.7. The proposed bus turning area has a potential for conflict and increased queuing for student-athletes carrying boats down the Bayswater Marina Boat Ramp, buses turning, vehicles with boat trailers accessing the Bayswater Marina Boat Ramp, pedestrians and

cyclists, and it would be good to understand what approaches can be put in place to minimise conflict and ensure safety.

- 4.8. The forecasted increase of 570 vehicle movements and 90 truck movements on the proposed Sir Peter Blake Parade and Cross Street presents significant concern regarding the safety of TGSRC athletes who will need to need to cross these roads and potentially walk on them whilst carrying their rowing skiffs to access the Bayswater Marina Boat Ramp. It is not clear in the documentaon what safety precauons will be put in place to ensure the safety of all road and footpath users.

WHAT DECISIONS AND AMENDMENTS WOULD YOU LIKE THE COUNCIL TO MAKE?

5. Decisions

- 5.1. TGSRC recommend that prior to approval of the Applicaon, the ownership of the boat ramp is transferred from the Marina to Auckland Council as a community asset, ensuring the longevity of public access to the water.
- 5.2. TGSRC recommend that prior to approval of the Applicaon that the vehicle access to the proposed corner of Sir Peter Blake Parade and Cross Street is agreed to retained via the exisng small r amp (noted in Figure 1) from the out of zone carpark.
- 5.3. TGSRC recommend that if the Applicaon is processed and granted, that the Applicaon is redesigned to:
 - 5.3.1. Significantly provide for the core funcons of the zone.
 - 5.3.2. BeTer enable growth of the marina and the provision of opportunities for the local community to partake in water sports in the future.
 - 5.3.3. Provide uninterrupted access for TGSRC and the public to use the marina access the Bayswater Marina Boat Ramp as it is intended.

6. Amendments

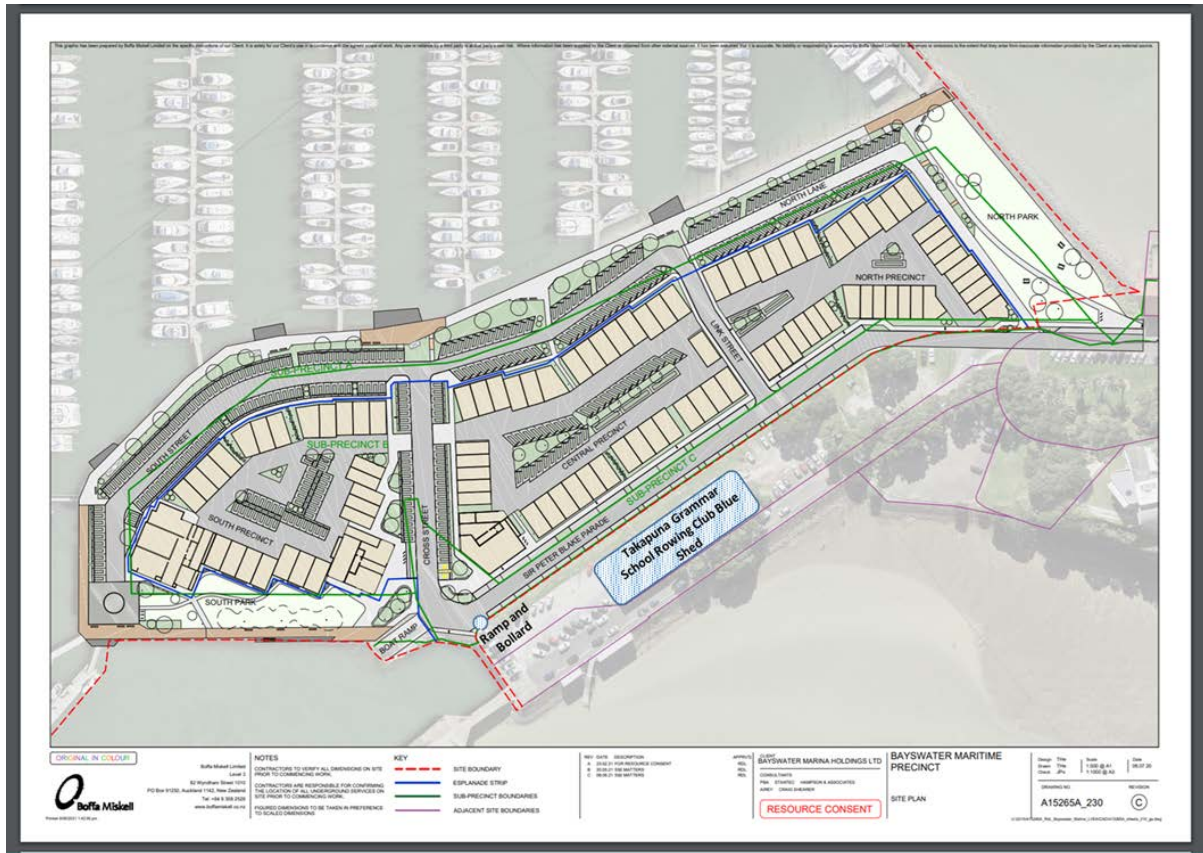
- 6.1. TGSRC request that the Applicaon ensures that the footpath on the boundary of Sir Peter Blake Parade in Sub Precinct C connues round to Cross Street, allowing for the safe transportaon of 8m – 18m r owing skiffs by student athletes.
- 6.2. TGSRC request that a safety, risk and usability study is undertaken prior to the reconstruon of the pavement around the Bayswater Marina Boat Ramp, with required acons implemented (that align to leading pracce and Auckland Council / Auckland Transport guidelines) to ensure unrestricted safe access to the Bayswater Marina Boat Ramp before, during and aj er construon.
- 6.3. TGSRC request that within the Demolion Methodology, secon IV, an assessment is completed to understand and remove any limitaons that may impact rowing skiffs and vehicles towing safety boats to have unrestricted access the Bayswater Marina Boat Ramp each day, and all year round.
- 6.4. TGSRC request that the Applicaon includes how it will comply with the Hauraki Gulf Marine Park Act secon 7 and 8 which includes providing easy access to the Hauraki Gulf – parcularly on how rowing skiffs and safety boats will have unrestricted access the Bayswater Marina Boat Ramp each day, and all year round.
- 6.5. TGSRC request that the Applicaon details how the 15m legally required water proximity will be maintained.
- 6.6. TGSRC request that the Applicaon details how during the three stages safe, direct and unrestricted access to the Bayswater Marina Boat Ramp will be provided to TGSRC and the public.



- 6.7. TGSRC request that the Application details the risk analysis and planned mitigation activities to ensure the unrestricted access and continued safety for all users of the Bayswater Marina Boat Ramp during all construction work.
- 6.8. TGSRC request that the Application details the impact that the development of the retaining wall detailed in Attachment 3.2 Engineering Drawings Part 2 will have on the Blue Shed and details the risk mitigations that will be in place regarding the retaining wall limiting TGSRC's unrestricted and safe access to the Bayswater Marina Boat Ramp.
- 6.9. TGSRC request that the Application redesigns the right bend from the proposed Sir Peter Blake Parade to Cross Street in alignment to leading practice and Auckland Council / Auckland Transport guidelines to increase visibility and allow for vehicles towing boats and boat trailers to reverse on to the boat ramp safely.
- 6.10. TGSRC request that the Application details the safety and traffic calming precautions (that align to leading practice and Auckland Council / Auckland Transport guidelines) that will be put in place to ensure the safety of TGSRC athletes who will need to cross these roads and potentially walk on them whilst carrying their rowing skiffs to access the Bayswater Marina Boat Ramp.
- 6.11. TGSRC request that the Application details the safety and traffic calming precautions (that align to leading practice and Auckland Council / Auckland Transport guidelines) that will be put in place to ensure the safety of TGSRC athletes and all other pedestrians, cyclists, and road users against the forecasted increase of 570 vehicle movements and 90 truck movements on the proposed Sir Peter Blake Parade and Cross Street.

APPENDICIES

7. Figure 1



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Wednesday, November 17, 2021 9:16:16 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13263] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Bart de Gouw

Organisation name:

Contact phone number: 0212206298

Email address: bdegouwnz@gmail.com

Postal address:

54 old lake rd
Narrowneck
Auckland 0624

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

Lack of integration on public transport, ferry, buses and parking facilities. Secondly, degrading of public facilities, specifically the boating access and parking for boat launching

What are the reasons for your submission?

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

Greater public transport integration with the proposed development

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? No

If other people make a similar submission I will consider making a joint case with them at the hearing: No

Supporting information:



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Wednesday, November 17, 2021 9:30:58 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13264] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: TISSA FERNANDO

Organisation name:

Contact phone number: 021747925

Email address: tissaf49@gmail.com

Postal address:

49 Norwood Road, BAYSWATER
AUCKLAND
AUCKLAND 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

Opposing granting of a Resource Consent to BMHL

What are the reasons for your submission?

Concerned at the lack of amenity to public and congested buildings and abodes in a pristine area used by the community presently. Will diminish access to the Ferry which assists people living in the area to commute to Auckland city.

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

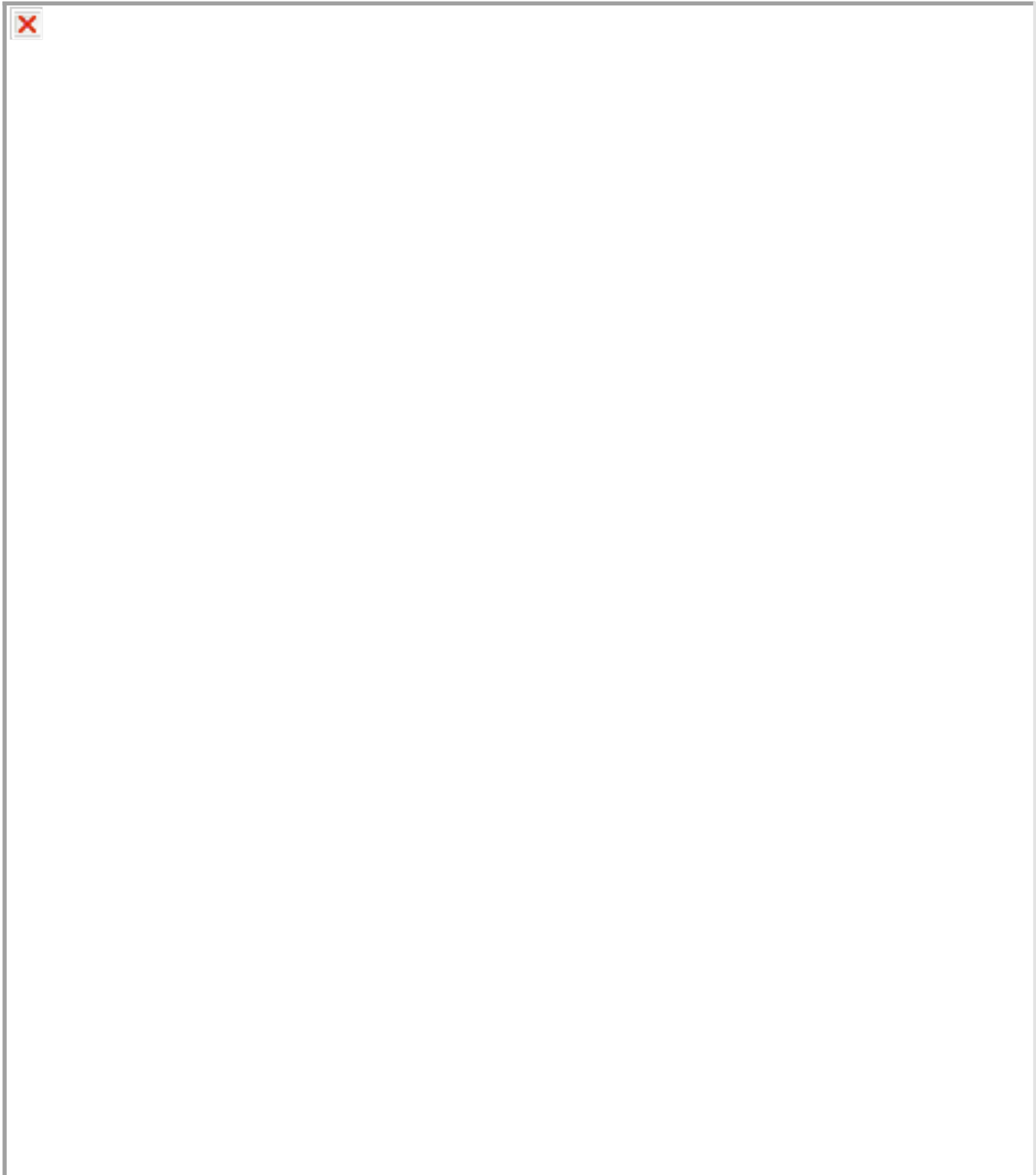
Not grant the resource consent.

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:



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Wednesday, November 17, 2021 9:31:00 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13267] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Fiona Bower

Organisation name:

Contact phone number: 0210578007

Email address: fi_bower@hotmail.com

Postal address:

26 Roslyn Terrace
Devonport
Auckland 0624

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

I oppose the application by Bayswater Marina Holdings Limited to construct 121 dwellings and associated unit title subdivision, roads, infrastructure, coastal structures, and earthworks, in particular:

1. The construction and occupation of 121 dwellings in sub-precinct B, the Marina Zone, and the coastal erosions hazards area.
2. The unit title subdivision in the Marina Zone and coastal storm inundation area.
3. Construction of dwellings, car parks and road in the proposed 15m esplanade strip.
4. Restrictions and safety issues associated with the width, public use and public ownership of the esplanade reserve or strip.

5. Removal of angle parking facilities and preparation area for the public boat ramp and proposed 20 parallel parks for cars and boat trailers for users of the boat ramp.
6. Removal of boating facilities associated with the marina, including boat storage, servicing, and marine retail activities.
7. The removal of 70 mature Pohutakawa trees to clear the site for development.
8. Construction traffic and construction effects associated with earthworks, piling and construction of 3 apartment blocks and 94 Terrace Houses.
9. Access to the ferry, and parking at the Marina and park n ride during the construction period.
10. Structures in, and discharges to, the coastal marine area

What are the reasons for your submission?

The proposal for 94 Terrace Houses and 3 Apartment buildings, and the associated infrastructure, does not leave sufficient space for the marina and marine recreation activities that are the primary focus of the Bayswater Marine Precinct. The 20 parallel car and boat trailer spaces shown on the plans are unworkable, and do not provide suitable facilities for the continued use of the boat ramp. The proposal will result in the closure and relocation of the boat storage facility, marine servicing and most of the marine retail businesses currently located at the marina. Bayswater Marina is one of the few all tide access points on the North Shore with adequate car and trailer parking and boat storage. If the development proceeds as proposed this will result in the removal of nearly all facilities for marine related activities, and the community will a significant public facility and the impacts on their social wellbeing will be great. No provision has been made in the proposal to support the planned growth of marine-related users and their needs, e.g. recreational boating, trend toward larger trailer boat sizes, etc

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

Decline the whole application for land use consent for dwellings and the subdivision, coastal, discharge consents.

Decline the application where any development (whole or in part) does not meet the Auckland Unitary Plan Bayswater Maritime Precinct's primary purpose to provide a community and marina-orientated place focussed on recreation, public open space, access to and along the coastal marina area, public transport, boating, maritime activities, and 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:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Wednesday, November 17, 2021 9:31:00 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13268] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Kate Herstell

Organisation name:

Contact phone number: 021 489 830

Email address: kateherstell@gmail.com

Postal address:

3/32 Church Street
Northcote Point
Auckland 0627

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

I oppose the application by Bayswater Marina Holdings Limited to construct 121 dwellings and associated unit title subdivision, roads, infrastructure, coastal structures, and earthworks, in particular:

Then select any or all of these from this list and paste them

1. The construction and occupation of 121 dwellings in sub-precinct B, the Marina Zone, and the coastal erosions hazards area.
2. The unit title subdivision in the Marina Zone and coastal storm inundation area.
3. Construction of dwellings, car parks and road in the proposed 15m esplanade strip.

4. Restrictions and safety issues associated with the width, public use and public ownership of the esplanade reserve or strip.
5. Removal of angle parking facilities and preparation area for the public boat ramp and proposed 20 parallel parks for cars and boat trailers for users of the boat ramp.
6. Removal of boating facilities associated with the marina, including boat storage, servicing, and marine retail activities.
7. The removal of 70 mature Pohutakawa trees to clear the site for development.
8. Structures in, and discharges to, the coastal marine area

What are the reasons for your submission?

The proposal for 94 Terrace Houses and 3 Apartment buildings, and the associated infrastructure, does not leave sufficient space for the marina and marine recreation activities that are the primary focus of the Bayswater Marine Precinct. The 20 parallel car and boat trailer spaces shown on the plans are unworkable, and do not provide suitable facilities for the continued use of the boat ramp. The proposal will result in the closure and relocation of the boat storage facility, marine servicing and most of the marine retail businesses currently located at the marina. Bayswater Marina is one of the few all tide access points on the North Shore with adequate car and trailer parking and boat storage. If the development proceeds as proposed this will result in the removal of nearly all facilities for marine related activities, and the community will a significant public facility and the impacts on their social wellbeing will be great. No provision has been made in the proposal to support the planned growth of marine-related users and their needs, e.g. recreational boating, trend toward larger trailer boat sizes, etc

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

Decline the whole application for land use consent for dwellings and the subdivision, coastal, discharge consents.

Decline the application where any development (whole or in part) does not meet the Auckland Unitary Plan Bayswater Maritime Precinct's primary purpose to provide a community and marina-orientated place focused on recreation, public open space, access to and along the coastal marina area, public transport, boating, maritime activities, and 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:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Wednesday, November 17, 2021 10:31:32 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13270] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Jessica Hamlin

Organisation name: Takapuna Grammar Rowing Club

Contact phone number: 0211814722

Email address: jessicahamlinnz@gmail.com

Postal address:

24 Ascot Avenue
Narrow Neck
Auckland 0624

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

- Consultation
- Continued water access via the Bayswater marina boat ramp
- Safe access to the Bayswater Marina boat ramp

What are the reasons for your submission?

Background:

- Takapuna Grammar School Rowing Club (TGSRC), as an incorporated society, is a voluntary organisation offering the rowing experience to all interested year 8 – year 12 students from local schools.
- TGSRC has occupied the building known as the Blue Shed (noted in the Application as Auckland Council Reclamation) for the last 19 years and operate its daily rowing programme from Bayswater.

- TGSRC currently comprises a membership of over 250 athletes, coaches and parents, and has been an integral part of Takapuna Grammar School sport for over 90 years.
- TGSRC prides itself on making the sport of rowing available to any TGS student and stands by its policy of 'all those who want to row, can row.'
- The club is run by a voluntary committee and has enjoyed considerable success at school and club level and has produced world champions and medal-winning Olympic athletes and coaches.
- In the 2020/21 season, the club's results included two national titles, the retention of the position as the highest performing co-ed rowing programme in the North Island, six athletes selected to join the regional rowing programme, and two athletes selected to start their journey on the New Zealand high performance pathway.

Consultation:

- The application for resource consent and assessment of environmental effects states; 'Over the period since 2017, efforts have been made to consult with the local community on future development plans for the Marina land.'
- As part of the local community and a daily user of the Bayswater Boat Ramp, it is of great concern and key to note, that TGSRC has not been included in this consultation and have not been engaged to have the opportunity to understand and provide input to the overall vision for the site.
- It is disappointing that the timelines for reviewing the application documentation and compiling a response have been restricted to when the impacted community have been in lockdown due to the impacts of the COVID-19 pandemic. This has significantly impacted TGSRC's ability to undertake a robust consultation approach with club members and to compile a thorough response.

Continued Access To The Bayswater Marina Boat Ramp:

- Currently, the underlying zone of land within the precinct is Marina zone and Public Open space zone. The primary purpose of the zone is to provide access to the harbour by way of the boat ramp, to provide for the boats moored at the marina and marine related activities as well as the Bayswater ferry service.
- TGSRC notes from historical consents that the land at the top of the ramp is privately owned by Bayswater Marina, with the requirement that it remains open to the public to use.
- Currently, the water access via the boat ramp is one of few public access points onto the Waitemata harbour that can be accessed at any tide point. It is crucial to water-based activities including rowing, fishing, recreational boating, windsurfing, sailing. The Application specifies that rowing activities 'elsewhere' at the site will not be impacted. But a key part of rowing, and marine activities is access to the boat ramp at all times.
- Without unlimited access to the Bayswater Marina Boat Ramp, TGSRC would have to close as it would no longer be able to provide opportunities for current and future club members to experience and train in the sport of rowing.
- With 80 registered student-athletes TGSRC has been a significant user of the Bayswater Marina Boat Ramp since 2002, utilising the Bayswater Marina Boat Ramp daily from 4.45am for rowing skiff and safety boat launches all year round.
- Rowing skiffs are carried by athletes from the Blue Shed to the Bayswater Marina Boat Ramp. They do this by carrying the rowing skiffs across the car park (currently out of scope for the development) up a small ramp that connects the carpark in Sub Precinct C, through the corner of the proposed Sir Peter Blake Parade and Cross Street and then onto the ramp.

Safety boats are towed from the back of a vehicle and follow the same route as our athletes with rowing skiffs.

However, to pass over the small ramp TGSRC has an agreement with the current Marina Management team who allow us to remove a large metal bollard (highlighted in figure 1) each day to get our vehicles (usually 4x4's) though and our safety boats to the boat ramp.

- The processes outlined in both 3.6 and 3.7 of this response both require more space than a footpaths access to the boat ramp as figure 10 in the assessment of effects document shows.

It is not clear if the footpath on the boundary of Sir Peter Blake Parade in Sub Precinct C continues around to Cross Street.

- It is also not clear if the pathway or work undertaken in the development will replace the bollard that is currently on the small ramp that connects the carpark to the proposed corner of Sir Peter Blake Parade and Cross street (highlighted in figure 1) and if there will still be accessible via the small ramp for vehicles towing safety boats to use the Bayswater Marina Boat Ramp.

- It is noted that the land directly around the Bayswater Marina Boat Ramp is owned by the marina, the site boundary extends along the footpath in front of the old wharf. The application proposes "A direct physical connection to the water" but the use of these public areas and boardwalk will be 'easement' access rights, i.e., no guarantee of water access in the early morning.

- It is noted that within the Application, the pavement around the boat ramp will be 'reconstructed to suit the development' however there is no information provided with regards to limiting access to the Bayswater Marina Boat Ramp or the impact that this reconstruction will have, both during and after the reconstruction.

- Within the Demolition Methodology, section IV the Application has highlighted that security and construction fencing will be placed 'near the existing boat ramp'. It is not clear if this fencing will generate any limitations for rowing skiffs (that are between 8 - 18 meters long) and vehicles towing safety boats to access the Bayswater Marina Boat Ramp.

- The Application states that it complies with the Hauraki Gulf Marine Park Act section 7 and 8 which includes providing easy access to the Hauraki Gulf. The application for resource consent states that "improved access to the seaward edge of the Bayswater precinct" is part of the plan. However, no stipulations or plan is conveyed as to how this access will be maintained through the construction and development of the land. The staging plan shows no guarantee of

access to the boat ramp during the building of the apartment and terrace housing and landscaping.

- This water access and coastal strip includes the legally required marina berth holder's car parking which the submission says have a "low level of use." By taking away all the ferry parking for housing these 210 carparks will certainly be at capacity from 6:40 am - 7:30 pm when peak commuter traffic for the ferry will use them as only 32 car spaces have been set aside for visitors including to a cafe. Therefore, the 15m legally required water proximity will not be the case for most of the day.
- TGSRC recommend that prior to the approval of the Application the ownership of the Bayswater Marina Boat Ramp is transferred from Bayswater Marina to Auckland Council as a community asset, ensuring the longevity of public access to the water.

Safe Access To The Bayswater Marina Boat Ramp:

- The current documentation does not detail how during the three stages of construction safe and direct access to the boat ramp will be provided for our student-athletes who carry rowing skiffs ranging from 60kg - 100kg on their shoulders from the Blue Shed and down the ramp to access the water.

- Without unlimited and safe access to the Bayswater Marina Boat Ramp TGSRC will no longer be able to provide opportunities to experience and train in the sport of rowing to current and future club members and would have to close.

- The Application does not outline how construction work will impact public access rights to the Bayswater Marina Boat Ramp and does not contain any content regarding the risk analysis and planned mitigation activities to ensure the continued safety of all users of the ramp.

It is noted that within the Application the pavement around the boat ramp will be 'reconstructed to suit the development' however there is no information provided regarding the impact that this reconstruction will have on our athlete's ability to transport our rowing skiffs to the Bayswater Marina Boat Ramp safely both during and after the reconstruction.

- Within attachment 3.2 Engineering Drawings Part 2 the development of a retaining wall on the boundary of the proposed Sir Peter Blake Parade is documented, however, the details of the boundary wall will not be provided until the building consent stage. As the current occupiers of the Blue Shed which is next to the boundary line for the proposed retaining wall TGSRC would like some more information on the impact that the development of this wall will have on the Blue Shed.

- TGSRC have some significant concerns regarding vehicles towing safety boats navigating the tight bend from the proposed Sir Peter Blake Parade to Cross Street and safely manoeuvring into the Bayswater Marina Boat Ramp, given its location on a tight bend in the road with restricted visibility. This concern is heightened when considering that these vehicles will need to reverse onto the Bayswater Marina Boat Ramp safely.

- The proposed bus turning area has a potential for conflict and increased queuing for student-athletes carrying boats down the Bayswater Marina Boat Ramp, buses turning, vehicles with boat trailers accessing the Bayswater Marina Boat Ramp, pedestrians and cyclists, and it would be good to understand what approaches can be put in place to minimise conflict and ensure safety.

- The forecasted increase of 570 vehicle movements and 90 truck movements on the proposed Sir Peter Blake Parade and Cross Street presents significant concern regarding the safety of TGSRC athletes who will need to need to cross these roads and potentially walk on them whilst carrying their rowing skiffs to access the Bayswater Marina Boat Ramp. It is not clear in the documentation what safety precautions will be put in place to ensure the safety of all road and footpath users.

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

Decisions:

- TGSRC recommend that prior to approval of the Application, the ownership of the boat ramp is transferred from the Marina to Auckland Council as a community asset, ensuring the longevity of public access to the water.
- TGSRC recommend that prior to approval of the Application that the vehicle access to the proposed corner of Sir Peter Blake Parade and Cross Street is agreed to retained via the existing small ramp (noted in Figure 1) from the out of zone carpark.
- TGSRC recommend that if the Application is processed and granted, that the Application is redesigned to:
Significantly provide for the core functions of the zone.
Better enable growth of the marina and the provision of opportunities for the local community to partake in water sports in the future.
Provide uninterrupted access for TGSRC and the public to use the marina access the Bayswater Marina Boat Ramp as it is intended.

Amendments:

- TGSRC request that the Application ensures that the footpath on the boundary of Sir Peter Blake Parade in Sub Precinct C continues round to Cross Street, allowing for the safe transportation of 8m – 18m rowing skiffs by student athletes.
- TGSRC request that a safety, risk and usability study is undertaken prior to the reconstruction of the pavement around the Bayswater Marina Boat Ramp, with required actions implemented (that align to leading practice and Auckland Council / Auckland Transport guidelines) to ensure unrestricted safe access to the Bayswater Marina Boat Ramp before, during and after construction.
- TGSRC request that within the Demolition Methodology, section IV, an assessment is completed to understand and remove any limitations that may impact rowing skiffs and vehicles towing safety boats to have unrestricted access the Bayswater Marina Boat Ramp each day, and all year round.

- TGSRC request that the Application includes how it will comply with the Hauraki Gulf Marine Park Act section 7 and 8 which includes providing easy access to the Hauraki Gulf – particularly on how rowing skiffs and safety boats will have unrestricted access the Bayswater Marina Boat Ramp each day, and all year round.
- TGSRC request that the Application details how the 15m legally required water proximity will be maintained.
- TGSRC request that the Application details how during the three stages safe, direct and unrestricted access to the Bayswater Marina Boat Ramp will be provided to TGSRC and the public.
- TGSRC request that the Application details the risk analysis and planned mitigation activities to ensure the unrestricted access and continued safety for all users of the Bayswater Marina Boat Ramp during all construction work.
- TGSRC request that the Application details the impact that the development of the retaining wall detailed in attachment 3.2 Engineering Drawings Part 2 will have on the Blue Shed and details the risk mitigations that will be in place regarding the retaining wall limiting TGSRC's unrestricted and safe access to the Bayswater Marina Boat Ramp.
- TGSRC request that the Application redesigns the tight bend from the proposed Sir Peter Blake Parade to Cross Street in alignment to leading practice and Auckland Council / Auckland Transport guidelines to increase visibility and allow for vehicles towing boats and boat trailers to reverse on to the boat ramp safely.
- TGSRC request that the Application details the safety and traffic calming precautions (that align to leading practice and Auckland Council / Auckland Transport guidelines) that will be put in place to ensure the safety of TGSRC athletes who will need to cross these roads and potentially walk on them whilst carrying their rowing skiffs to access the Bayswater Marina Boat Ramp.
- TGSRC request that the Application details the safety and traffic calming precautions (that align to leading practice and Auckland Council / Auckland Transport guidelines) that will be put in place to ensure the safety of TGSRC athletes and all other pedestrians, cyclists, and road users against the forecasted increase of 570 vehicle movements and 90 truck movements on the proposed Sir Peter Blake Parade and Cross Street.

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:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Wednesday, November 17, 2021 10:46:44 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13272] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Graeme Saxby

Organisation name:

Contact phone number: 0220887718

Email address: graemesaxby@gmail.com

Postal address:

61a beresford st
Bayswater
Auckland 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

Subdivision rules state a 20m esplanade pu license reserve around the coastline. Only a 15m provision is offered.

What are the reasons for your submission?

This is a discretionary activity on an area of recreational land. The primary purpose includes open space, boating recreation and access. None of these are sufficiently encompassed by the current planning density. The primary purpose of the land has been discarded.

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

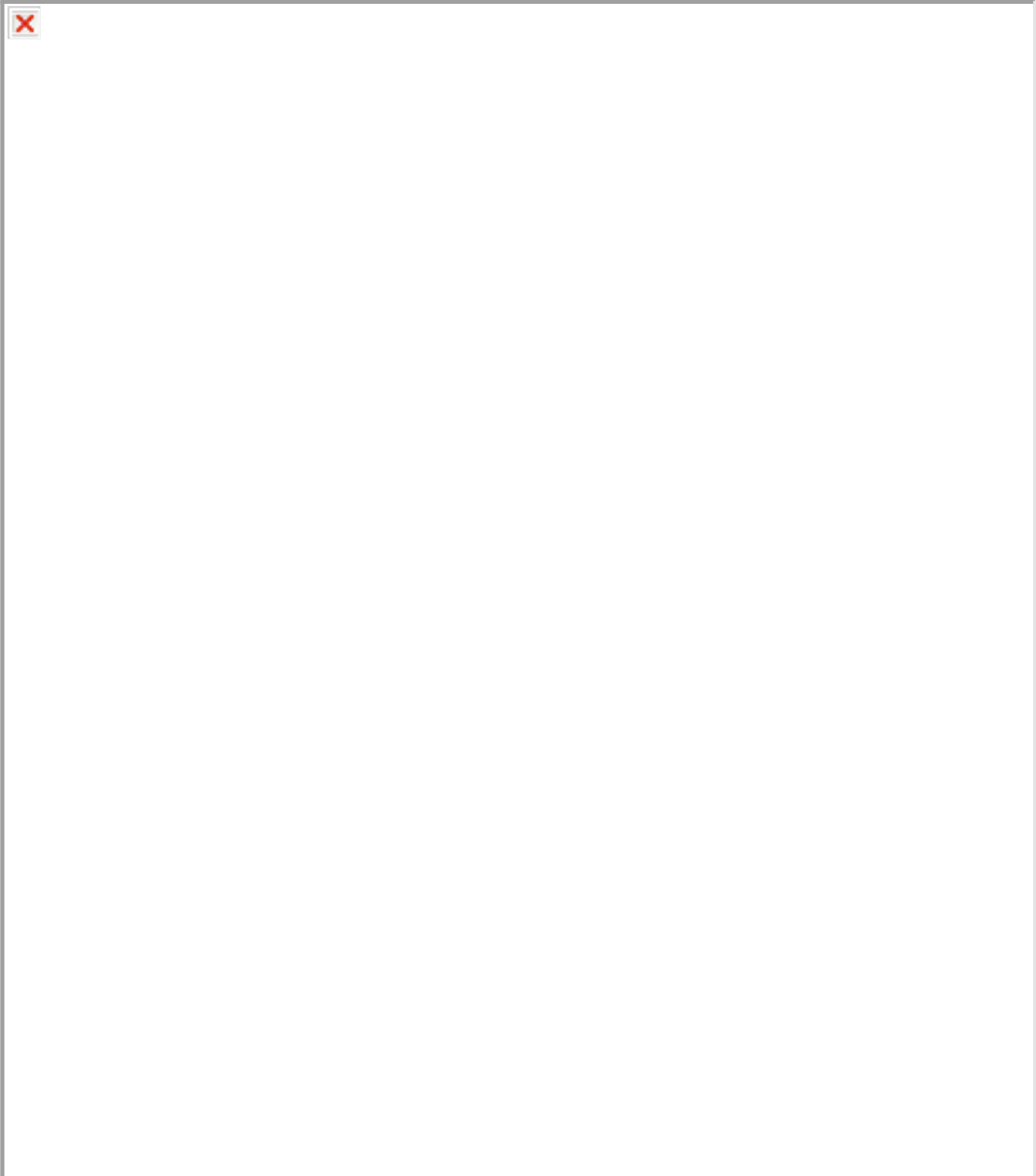
Rejection of the current proposal and resubmission of amended plan allowing for FULL expression of the primary purpose

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? No

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

Supporting information:



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Wednesday, November 17, 2021 10:46:46 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13273] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Nia Shipkov

Organisation name: Takapuna Grammar School Rowing Club

Contact phone number: 0226236274

Email address: niarose001@gmail.com

Postal address:

4 Ewen Alison Avenue
Devonport
Auckland 0624

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

Consultation, continued water access via the Bayswater Marina Boat Ramp, safe access to the Bayswater Marina Boat Ramp.

What are the reasons for your submission?

1. Background

1.1 Takapuna Grammar School Rowing Club (TGSRC), as an incorporated society, is a voluntary organisation offering the rowing experience to all interested year 8 – year 12 students from local schools.

1.2 TGSRC has occupied the building known as the Blue Shed (noted in the Application as Auckland Council Reclamation) for the last 19 years and operate its daily rowing programme from Bayswater.

1.3 TGSRC currently comprises a membership of over 250 athletes, coaches and parents, and has been an integral part of Takapuna Grammar School sport for over 90 years.

1.4 TGSRC prides itself on making the sport of rowing available to any TGS student and stands by its policy of 'all those who want to row, can row.'

1.5 The club is run by a voluntary committee and has enjoyed considerable success at school and club level and has produced world champions and medal-winning Olympic athletes and coaches.

1.6 In the 2020/21 season, the club's results included two national titles, the retention of the position as the highest performing co-ed rowing programme in the North Island, six athletes selected to join the regional rowing programme, and two athletes selected to start their journey on the New Zealand high performance pathway.

2. Consultation

2.1 The application for resource consent and assessment of environmental effects states; 'Over the period since 2017, efforts have been made to consult with the local community on future development plans for the Marina land.'

2.2 As part of the local community and a daily user of the Bayswater Boat Ramp, it is of great concern and key to note, that TGSRC has not been included in this consultation and have not been engaged to have the opportunity to understand and provide input to the overall vision for the site.

2.3 It is disappointing that the timelines for reviewing the application documentation and compiling a response have been restricted to when the impacted community have been in lockdown due to the impacts of the COVID-19 pandemic. This has significantly impacted TGSRC's ability to undertake a robust consultation approach with club members and to compile a thorough response.

3. Continued Access To The Bayswater Marina Boat Ramp

3.1 Currently, the underlying zone of land within the precinct is Marina zone and Public Open space zone. The primary purpose of the zone is to provide access to the harbour by way of the boat ramp, to provide for the boats moored at the marina and marine related activities as well as the Bayswater ferry service.

3.2 TGSRC notes from historical consents that the land at the top of the ramp is privately owned by Bayswater Marina, with the requirement that it remains open to the public to use.

3.3 Currently, the water access via the boat ramp is one of few public access points onto the Waitemata harbour that can be accessed at any tide point. It is crucial to water-based activities including rowing, fishing, recreational boating, windsurfing, sailing. The Application specifies that rowing activities 'elsewhere' at the sight will not be impacted. But a key part of rowing, and marine activities is access to the boat ramp at all times.

3.4 Without unlimited access to the Bayswater Marina Boat Ramp, TGSRC would have to close as it would no longer be able to provide opportunities for current and future club members to experience and train in the sport of rowing.

3.5 With 80 registered student-athletes TGSRC has been a significant user of the Bayswater Marina Boat Ramp since 2002, utilising the Bayswater Marina Boat Ramp daily from 4.45am for rowing skiff and safety boat launches all year round.

3.6 Rowing skiffs are carried by athletes from the Blue Shed to the Bayswater Marina Boat Ramp. They do this by carrying the rowing skiffs across the car park (currently out of scope for the development) up a small ramp that connects the carpark in Sub Precinct C, through the corner of the proposed Sir Peter Blake Parade and Cross Street and then onto the ramp.

3.7 Safety boats are towed from the back of a vehicle and follow the same route as our athletes with rowing skiffs. However, to pass over the small ramp TGSRC has an agreement with the current Marina Management team who allow us to remove a large metal bollard (highlighted in figure 1) each day to get our vehicles (usually 4x4's) though and our safety boats to the boat ramp.

3.8 The processes outlined in both 3.6 and 3.7 of this response both require more space than a footpaths access to the boat ramp as figure 10 in the assessment of effects document shows.

3.9 It is not clear if the footpath on the boundary of Sir Peter Blake Parade in Sub Precinct C continues around to Cross Street.

3.10 It is also not clear if the pathway or work undertaken in the development will replace the bollard that is currently on the small ramp that connects the carpark to the proposed corner of Sir Peter Blake Parade and Cross street (highlighted in figure 1) and if there will still be accessible via the small ramp for vehicles towing safety boats to use the Bayswater Marina Boat Ramp.

3.11 It is noted that the land directly around the Bayswater Marina Boat Ramp is owned by the marina, the site boundary extends along the footpath in front of the old wharf. The application proposes "A direct physical connection to the water" but the use of these public areas and boardwalk will be 'easement' access rights, i.e., no guarantee of water access in the early morning.

3.12 It is noted that within the Application, the pavement around the boat ramp will be 'reconstructed to suit the development' however there is no information provided with regards to limiting access to the Bayswater Marina Boat Ramp or the impact that this reconstruction will have, both during and after the reconstruction.

3.13 Within the Demolition Methodology, section IV the Application has highlighted that security and construction fencing will be placed 'near the existing boat ramp'. It is not clear if this fencing will generate any limitations for rowing skiffs (that are between 8 - 18 meters long) and vehicles towing safety boats to access the Bayswater Marina Boat Ramp.

3.14 The Application states that it complies with the Hauraki Gulf Marine Park Act section 7 and 8 which includes providing easy access to the Hauraki Gulf. The application for resource consent states that "improved access to the seaward edge of the Bayswater precinct" is part of the plan. However, no stipulations or plan is conveyed as to how this access will be maintained through the construction and development of the land. The staging plan shows no guarantee of access to the boat ramp during the building of the apartment and terrace housing and landscaping.

3.15 This water access and coastal strip includes the legally required marina berth holder's car parking which the submission says have a "low level of use." By taking away all the ferry parking for housing these 210 carparks will certainly be at capacity from 6:40 am - 7:30 pm when peak commuter traffic for the ferry will use them as only 32 car spaces have been set aside for visitors including to a cafe. Therefore, the 15m legally required water proximity will not be the case for most of the day.

3.16 TGSRC recommend that prior to the approval of the Application the ownership of the Bayswater Marina Boat Ramp is transferred from Bayswater Marina to Auckland Council as a community asset, ensuring the longevity of public access to the water.

4. Safe Access To The Bayswater Marina Boat Ramp

4.1 The current documentation does not detail how during the three stages of construction safe and direct access to the boat ramp will be provided for our student-athletes who carry rowing skiffs ranging from 60kg - 100kg on their shoulders from the Blue Shed and down the ramp to access the water.

4.2 Without unlimited and safe access to the Bayswater Marina Boat Ramp TGSRC will no longer be able to provide opportunities to experience and train in the sport of rowing to current and future club members and would have to close.

4.3 The Application does not outline how construction work will impact public access rights to the Bayswater Marina Boat Ramp and does not contain any content regarding the risk analysis and planned mitigation activities to ensure the continued safety of all users of the ramp.

4.4 It is noted that within the Application the pavement around the boat ramp will be 'reconstructed to suit the development' however there is no information provided regarding the impact that this reconstruction will have on our athlete's ability to transport our rowing skiffs to the Bayswater Marina Boat Ramp safely both during and after the reconstruction.

4.5 Within attachment 3.2 Engineering Drawings Part 2 the development of a retaining wall on the boundary of the proposed Sir Peter Blake Parade is documented, however, the details of the boundary wall will not be provided until the building consent stage. As the current occupiers of the Blue Shed which is next to the boundary line for the proposed retaining wall TGSRC would like some more information on the impact that the development of this wall will have on the Blue Shed.

4.6 TGSRC have some significant concerns regarding vehicles towing safety boats navigating the tight bend from the proposed Sir Peter Blake Parade to Cross Street and safely manoeuvring into the Bayswater Marina Boat Ramp, given its location on a tight bend in the road with restricted visibility. This concern is heightened when considering that these vehicles will need to reverse onto the Bayswater Marina Boat Ramp safely.

4.7 The proposed bus turning area has a potential for conflict and increased queuing for student-athletes carrying boats down the Bayswater Marina Boat Ramp, buses turning, vehicles with boat trailers accessing the Bayswater Marina

Boat Ramp, pedestrians and cyclists, and it would be good to understand what approaches can be put in place to minimise conflict and ensure safety.

4.8 The forecasted increase of 570 vehicle movements and 90 truck movements on the proposed Sir Peter Blake Parade and Cross Street presents significant concern regarding the safety of TGSRC athletes who will need to need to cross these roads and potentially walk on them whilst carrying their rowing skiffs to access the Bayswater Marina Boat Ramp. It is not clear in the documentation what safety precautions will be put in place to ensure the safety of all road and footpath users.

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

5.1 TGSRC recommend that prior to approval of the Application, the ownership of the boat ramp is transferred from the Marina to Auckland Council as a community asset, ensuring the longevity of public access to the water.

5.2 TGSRC recommend that prior to approval of the Application that the vehicle access to the proposed corner of Sir Peter Blake Parade and Cross Street is agreed to retained via the existing small ramp (noted in Figure 1) from the out of zone carpark.

5.3 TGSRC recommend that if the Application is processed and granted, that the Application is redesigned to:

5.3.1 Significantly provide for the core functions of the zone.

5.3.2 Better enable growth of the marina and the provision of opportunities for the local community to partake in water sports in the future.

5.3.3 Provide uninterrupted access for TGSRC and the public to use the marina access the Bayswater Marina Boat Ramp as it is intended.

6. Amendments

6.1 TGSRC request that the Application ensures that the footpath on the boundary of Sir Peter Blake Parade in Sub Precinct C continues round to Cross Street, allowing for the safe transportation of 8m – 18m rowing skiffs by student athletes.

6.2 TGSRC request that a safety, risk and usability study is undertaken prior to the reconstruction of the pavement around the Bayswater Marina Boat Ramp, with required actions implemented (that align to leading practice and Auckland Council / Auckland Transport guidelines) to ensure unrestricted safe access to the Bayswater Marina Boat Ramp before, during and after construction.

6.3 TGSRC request that within the Demolition Methodology, section IV, an assessment is completed to understand and remove any limitations that may impact rowing skiffs and vehicles towing safety boats to have unrestricted access the Bayswater Marina Boat Ramp each day, and all year round.

6.4 TGSRC request that the Application includes how it will comply with the Hauraki Gulf Marine Park Act section 7 and 8 which includes providing easy access to the Hauraki Gulf – particularly on how rowing skiffs and safety boats will have unrestricted access the Bayswater Marina Boat Ramp each day, and all year round.

6.5 TGSRC request that the Application details how the 15m legally required water proximity will be maintained.

6.6 TGSRC request that the Application details how during the three stages safe, direct and unrestricted access to the Bayswater Marina Boat Ramp will be provided to TGSRC and the public.

6.7 TGSRC request that the Application details the risk analysis and planned mitigation activities to ensure the unrestricted access and continued safety for all users of the Bayswater Marina Boat Ramp during all construction work.

6.8 TGSRC request that the Application details the impact that the development of the retaining wall detailed in attachment 3.2 Engineering Drawings Part 2 will have on the Blue Shed and details the risk mitigations that will be in place regarding the retaining wall limiting TGSRC's unrestricted and safe access to the Bayswater Marina Boat Ramp.

6.9 TGSRC request that the Application redesigns the tight bend from the proposed Sir Peter Blake Parade to Cross Street in alignment to leading practice and Auckland Council / Auckland Transport guidelines to increase visibility and allow for vehicles towing boats and boat trailers to reverse on to the boat ramp safely.

6.10 TGSRC request that the Application details the safety and traffic calming precautions (that align to leading practice and Auckland Council / Auckland Transport guidelines) that will be put in place to ensure the safety of TGSRC athletes who will need to cross these roads and potentially walk on them whilst carrying their rowing skiffs to access the Bayswater Marina Boat Ramp.

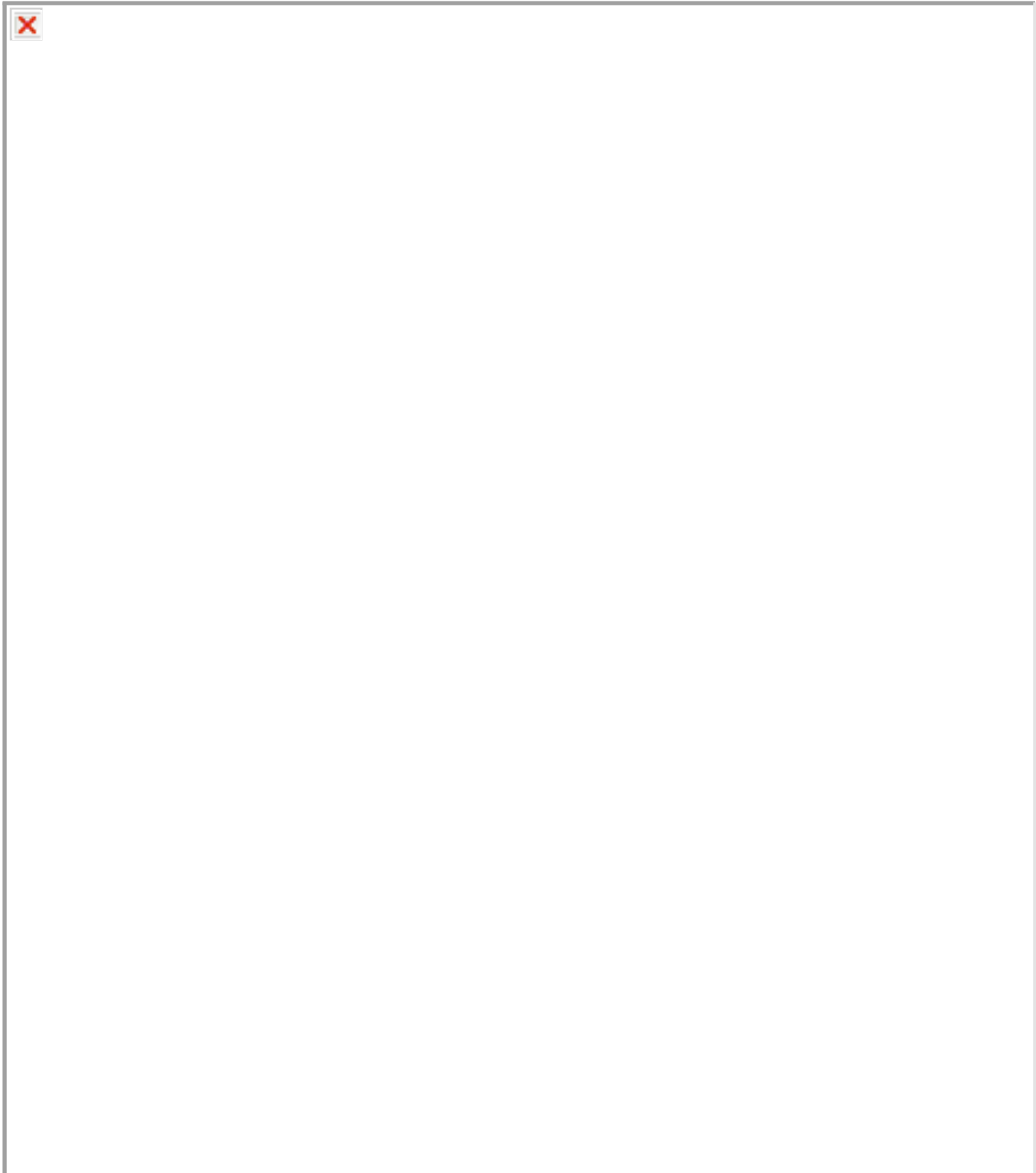
6.11 TGSRC request that the Application details the safety and traffic calming precautions (that align to leading practice and Auckland Council / Auckland Transport guidelines) that will be put in place to ensure the safety of TGSRC athletes and all other pedestrians, cyclists, and road users against the forecasted increase of 570 vehicle movements and 90 truck movements on the proposed Sir Peter Blake Parade and Cross Street.

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? No

If other people make a similar submission I will consider making a joint case with them at the hearing: No

Supporting information:



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Wednesday, November 17, 2021 11:15:58 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13276] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Stephen Layburn

Organisation name:

Contact phone number: 022 192 4937

Email address: stephen@stephenlayburn.co.nz

Postal address:

51 Williamson Avenue
Belmont
Auckland 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

Please see attached letter

What are the reasons for your submission?

Please see attached letter

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

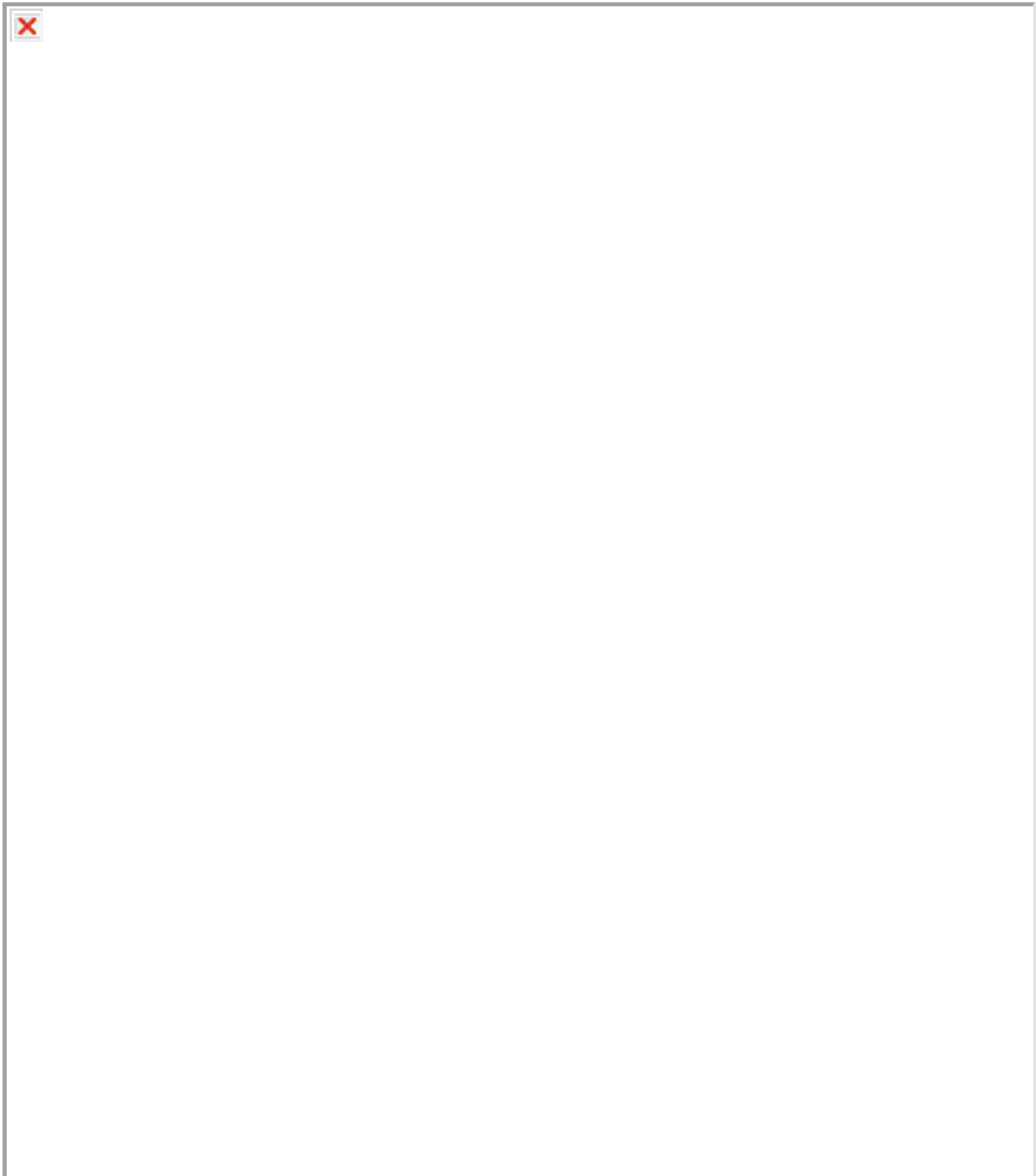
Please see attached letter

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? No

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

Supporting information:



18 November 2021

Auckland Council
Auckland

By email

Notified Resource Consent Submission – Bayswater Marina Development, Sir Peter Blake Parade, Bayswater - Application Nos BUN60373319, DIS60373392, CST60373391, SUB60373390, LUC60373250 – Applicant, Bayswater Marina Holdings Limited

This Submission

- Opposes the Application in whole or in part.

The aspects of the Application I am submitting on, are:

- Consultation;
- Continued water access via the Bayswater Marina Boat Ramp; and
- Safe access to the Bayswater Marina Boat Ramp.

Reasons for my submission

Introduction

1. I am a rowing parent of some antiquity, with my fourth rower attending Takapuna Grammar School and being a member of the Takapuna Grammar School Rowing Club (**TGSRC**). In addition, I have lived in the neighbourhood since the end of 1991 - and have caught the Bayswater ferry, daily, for most of the time I have been a local resident.
2. As a result of my decade-long involvement as a rowing parent, I can speak with some experience about the impact of loss of water access for rowing in the Auckland region.
3. I am aware that TGSRC has made a detailed submission on a number of the issues addressed in this letter – and I support that submission. However, I think that there are a handful of key points in the TGSRC submission that can be illustrated further (and amplified), based on my experience as the parent of a rower in the Rowing New Zealand High Performance program – which lost water access at Hobsonville Point.
4. The background details about the TGSRC rowing program, its size and scale and the longevity of its operations from the Blue Shed at Bayswater Marina are covered in detail in the TGSRC submission and do not need to be repeated. It has been a feature of my daily (commuting life) for almost all of my innings as a Bayswater ferry commuter – almost twice as long as I have been a rowing parent.

Consultation

5. With that introduction, I find that the claim by the applicant that it has undertaken widespread community consultation about its future development plans for the Bayswater Marina tests the bounds of credibility – when, in fact, there has been none with TGSRC.

6. The size and scale of TGSRC's operations, from the Blue Shed, are significant – and year round. Whilst rowing itself is a summer sport, the rowers train (on water – as well as off) on a year-round basis. Apart from a break of a few weeks at the end of the schools rowing season (which culminates in the Maadi Cup) there is continuous rowing activity at the Bayswater Marina. And even in the down weeks, there is ongoing maintenance activity.
7. Further, when former Olympian Eric Verdonk was coaching for TGSRC (up until a few months before he finally lost his battle with cancer in early 2020), he was a constant figure at the Blue Shed – repairing rowing skiffs for a large part of the Auckland rowing community. Literally anyone moving in and out of the Marina would have met Eric – and, speaking from personal experience, no conversation with Eric was ever short.
8. Put simply, there has been no meaningful effort to engage what is a significant element of the user base (and population) at the Bayswater Marina.
9. In my experience, the committee of TGSRC and the parent base are practical people – and I think it likely that any consultation about issues, such as access to the Bayswater Marina Boat Ramp, would have received a practical response. As a result, the complete absence of any meaningful consultation – and the practical concerns highlighted in the TGSRC submission must not be left hanging in the breeze.

Access to the Bayswater Marina Boat Ramp

10. TGSRC submission identifies the practical issues affecting daily access to the Boat Ramp, including:
 - a. the manner in which rowing skiffs are carried from the Blue Shed to the Boat Ramp;
 - b. trailer access for safety / coach boats – relying on ad hoc arrangement with the current Marina management staff; and
 - c. the lack of clarity, in the Application, about continued (and safe) access – either during construction or when the proposed development has been completed.
11. These are not small issues. This small piece of infrastructure and a series of historic (and often piecemeal) arrangements are vital for TGSRC and the continuation of rowing activities at Bayswater Marina.
12. Put simply, there is no other viable water access at Bayswater Marina – other than the existing Boat Ramp. The vague references in the Application to rowing activities “elsewhere” at the Marina precinct (and the suggestion that they will not be impacted) show a lack of adequate investigation or care to consider the activities of other users of the Boat Ramp.
13. To say that this is disappointing, in relation to what is obviously an extensive Application, is a massive understatement.
14. To give this issue its proper context, I think it important to note that:
 - a. **All tide access:** the Bayswater Marina Boat Ramp provides access to the water in all tides, for rowing skiffs and support (coach) boats;
 - b. **Logistics:** a rowing eight is almost 19 metres (more than 2 car lengths) long – and TGSRC's oldest rowing eight (which is still used extensively by junior rowers – learning to row) weighs almost 100kg;
 - c. **No other options:** manoeuvring any of the skiffs (let alone coach boats) over the rocks and into the water at any other point in the Bayswater Marina precinct is simply not an option;

- d. **No upgrade of other facilities:** Auckland Council, and its transport arm, has been talking about an upgrade to the ferry terminal (which would require channel dredging) for all of the time that I have been a daily ferry commuter and nothing has happened – which would suggest that it will be a very long time before there is any meaningful discussion about other points of water access; and
 - e. **Loss of access fatal:** loss of water access at Bayswater Marina would likely be fatal for TGSRC – there are no other viable alternatives. Lake Pupuke is only 900 metres long – and only useful for small groups learning to row (and there is no on-water space). And there is no space available at Greenhithe (which is a complicated site with an array of existing and likely future challenges).
15. A detailed review of the key elements of the Application, as they affect Boat Ramp access, is contained in the TGSRC submission, including that:
- a. **No guarantee:** there is no guarantee of future water access - in the manner presently enjoyed by TGSRC;
 - b. **Inadequate:** the references to access restrictions during the construction phase of the proposed development are unclear (indeed, they are so vague as to be meaningless);
 - c. **Construction/demolition issues:** some of the detailed add-ons (see the discussion of the Demolition Methodology) suggest that security / construction fencing will likely block boat ramp access in the manner presently enjoyed by TGSRC;
 - d. **Unclear:** there is a complete absence of any clarity as to the claims of “improved” water access – let alone how access will be maintained during the construction phase of the development (which will occur over a period of several years);
 - e. **Impracticable:** the descriptions of the “low level of use” of the carparking facilities (typically by ferry commuters) overlooks the practical implications of the need for set-back for access on and off water by means of the boat ramp – for example by cars and trailers towing coach / safety boats (or trailer parking while the boats are on the water).
16. Therefore, I support the TGSRC recommendation (in its submission) that, before, any decision is taken to approve the Application, ownership of the Boat Ramp must be transferred into the hands of Auckland Council - as a community asset.
17. As noted below, that transfer of ownership and responsibility should be coupled with adequate safeguards to grandfather TGSRC’s existing use for rowing purposes.

Safe Access to the Boat Ramp

18. I also submit that the elements in the TGSRC submission about the need to maintain safe access to the board ramp - be closely considered. The Application contains a forecast of a significant increase in vehicle movements in vicinity.
19. Adequate road safety design is paramount. This is of particular concern for the safety of TGSRC athletes walking to and from the Blue Shed, carrying their rowing skiffs and oars, etc. – often in the early hours of the morning and in all weathers and light conditions, is vital.

The counterfactual – what does loss of water access look like

20. As noted in my introduction, my experience a rowing parent – includes that of being a parent of a rower in the Rowing New Zealand High Performance program, which was impacted by the loss of lost water access at Hobsonville Point. As a result, the Auckland RPC (Auckland Rowing Performance Centre – one of four in New Zealand,

and part of the Rowing New Zealand high performance program) was forced to migrate to the Waitemata Rowing Club facilities in the Te Atatu Creek.

21. Consequently, the Auckland RPC lost easy water access and sheltered rowing conditions in all tides – and had to endure precarious navigation in low tides (and an unsafe physical environment in the early mornings). The impact was devastating – and the consequent loss of both athletes and coaching staff has brought about the restructuring of the Auckland RPC.
22. Whilst a decade's worth of exposure, as a rowing parent, has caused me to be a strong supporter for rowing as a sport – I do not think that I am overstating the point that loss of facilities for any sport or recreation activity is not something that should be permitted to occur as a result of what should be a thoroughly considered planning process. In a growing city, increasingly dominated by young people (Auckland is projected to be home for something close to 40% of the nation's under-20 population by the end of the decade), it is important to get these practical issues "right" (or at least not badly wrong).

Decisions and Amendments – for Council

Decisions

23. I support the TGSRC recommendations, namely that:
 - a. **Transfer ownership:** ownership of the Boat Ramp must be transferred to Auckland Council as a community asset – before any decision to approve the Application;
 - b. **Safeguard access:** before any decision to approve the Application - vehicle access to the Boat Ramp must be adequately safeguarded; and
 - c. **Protect access:** uninterrupted access for TGSRC (and the public) to the Boat Ramp must be safeguarded (grandfathered).

Amendments

24. Similarly, I support the TGSRC recommendations; for:
 - a. **Clarity about foot access:** that the Application be amended to ensure that pedestrian access for the safe transportation of rowing skiffs is made clear (and ring-fenced);
 - b. **Safety during/after construction:** that adequate measures be put in place to ensure unrestricted (and safe) access to the Boat Ramp during and after construction;
 - c. **Ringfence existing access arrangements:** that the Demolition Methodology is made more detailed – to remove any identified impediments for continued access by rowing skiffs and safety/coach boats to the Boat Ramp (year round);
 - d. **Protect the Blue Shed/access:** that the Application be amended to clearly identify how the proposed retaining wall protect access to and use of the Blue Shed – and traffic from the Blue Shed or and off water via the boat ramp;
 - e. **Practical arrangements:** that the Application be amended to remedy the (obvious) difficulty associated with the tight elbow bend (Sir Peter Blake Parade / Cross Street) affecting access to the Boat Ramp – so that it complies with best practice recommendations to both increase visibility and allow for vehicles towing boats and boat trailers to reverse on to the Boat Ramp safely;
 - f. **Safety/traffic management (Boat Ramp):** that the Application be amended to specify details of the safety and traffic management measures (in keeping with best practice) that will be implemented to ensure the safety of TGSRC athletes accessing the Boat Ramp.

- g. **Safety/traffic management (Marina precinct):** the Application be amended to specify details of the safety and traffic management precautions (in keeping with best practice) that will be implemented to ensure the safety of TGSRC athletes and all other pedestrians, cyclists, and road users moving in and out of the Marina precinct – in view of the forecasted significant increase in vehicle movements (and truck movements) in the Marina precinct – and particularly in the elbow junction at Sir Peter Blake Parade and Cross Street (affecting access to the Boat Ramp).

I trust that this letter and, most importantly, the TGSRC submission will receive a favourable, considered, hearing.

Yours faithfully

A handwritten signature in blue ink, appearing to read 'S. Layburn', is written below the text 'Yours faithfully'.

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Wednesday, November 17, 2021 11:45:58 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13284] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Elizabeth Holt

Organisation name:

Contact phone number: 0221876886

Email address: elizabethholt8@gmail.com

Postal address:

16 David Street
Bayswater
Auckland 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

I oppose the application by Bayswater Marina Holdings Limited to construct 121 dwellings and associated unit title subdivision, roads, infrastructure, coastal structures and earthworkers.

The reasons for my submission include opposing the following particulars:

The construction and occupation of 121 dwellings in sub-precinct B, the Marina Zone and the coastal erosions hazards area.

The unit title subdivision in the Marina Zone and coastal storm inundation area.

Construction of gabion retaining walls in the coastal marina area to address coastal inundation risk to the residential

activity.

Construction of dwellings, car parks and road in the proposed 15m esplanade strip.

Earthworks to form the building platforms and infrastructure, and the removal of 70 mature Pohutakawa trees to clear the site for development.

Restrictions and safety issues associated with the width, public use and public ownership of the esplanade reserve or strip.

Access to the ferry, and parking at the Marina and park n ride during the construction period.

Structures in, and discharges to, the precious coastal marine area.

Removal of angle parking facilities and preparation area for the public boat ramp, and proposed 20 parallel parks for cars and boat trailers for users of the boat ramp.

Removal of boating facilities associated with the marina, including boat storage, servicing and marine retail activities.

Construction traffic and construction effects associated with earthworks, piling and construction of 3 apartment blocks and 94 Terrace Houses.

What are the reasons for your submission?

The primary purpose of the Bayswater Marina Precinct is a community and marina orientated space. The size and scale of the residential development to provide 94 terrace houses and 3 apartment buildings is incongruent with this primary purpose.

As a Bayswater resident, the Bayswater Marina Precinct is an asset which needs to be protected for the people of Auckland. It is now a scarce resource in a growing region.

I enjoy the Bayswater Marina for the walking, running, picnicking, fishing. And simply enjoying the seascape with uninterrupted views. It is peaceful and not over dominated by large buildings. The beautiful natural environment and wide open spaces with wide city scape, Rangitoto and views of the Devonport Peninsula are breathtaking and must be able to be enjoyed by all members of the public for generations to come. The proposal results in the Precinct having a primarily residential focus, with all of the primary activities – recreation, public open spaces, access to and along the coastal marine area, public transport, boating, maritime activities and maritime facilities – displaced to the edges of the main reclamation or removed entirely. The proposal is fundamentally not achieving the objectives for the Precinct, and is contrary to the sustainable management purpose of the Act.

I also rely on the Bayswater Ferry to commute to work. The ferry is only one of two ferry terminals servicing the Devonport Peninsula, which includes Devonport, Belmont, Bayswater and Hauraki. There is a failure to undertake a comprehensive plan for the Precinct to ensure provision of public transport facilities for the ferry, and bus, including park and ride and cycle parking is integrated with the development of sub-precincts A, B and C for predominately residential purposes. Objective 1 anticipates that the Precinct will be “developed in a comprehensive and integrated way” to ensure the primary focus is achieved. In the absence of a plan for the whole of the Precinct (prepared in consultation with Council and Auckland Transport) the applicant is unable to demonstrate that this objective is achieved.

There will be impacts of the application on the environment, including the natural and physical resources, and people and communities. The primary purpose of the area must be upheld - as a community space and for marine activities. Bayswater Marina is a jewel for the wider North shore community and is enjoyed by a wide range of Aucklanders. It must be preserved as a community-centric and marine-focused area with people at the heart.

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

I would like the Auckland Council to DECLINE the application where any development (whole or in part) does not meet the Auckland Unitary Plan Bayswater Maritime Precinct's primary purpose to provide a community and marina-orientated place focussed on recreation, public open space, access o and along the coastal marina area, public transport, boating, maritime activities and 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? No

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

Supporting information:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Wednesday, November 17, 2021 11:46:35 PM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13285] Submission
Attachments: Takapuna Grammar School Rowing Club NOTIFIED RESOURCE CONSENT SUBMISSION_20211118122331.010.pdf (1.25 MB)

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Claudia Mansell

Organisation name:

Contact phone number: 0210505749

Email address: claudia.john@xtra.co.nz

Postal address:

114 Victoria Road
Devonport
Auckland 0624

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

- Lack of Consultation of the public/local community as well as Takapuna Grammar School Rowing Club (TGSRC).
- Significant negative impact on Continued and safe water access via the Bayswater Marina Boat Ramp
- Significant negative impact on public transportation.

What are the reasons for your submission?

Background: I am a parent of 2 students who row as part of Takapuna Grammar School Rowing Club (TGSRC), and I am also a member of the Local Community. As such have a great interest in the continued and safe access to the Boat ramp as well as in the continued access of public transportation via the Bayswater ferry terminal.

Therefore my reason for this submission encompasses the 1. Consultation process; 2. the CONTINUED ACCESS to the Bayswater Marina Boat Ramp and 3. the SAFE ACCESS to the Bayswater Marina Boat Ramp and into the water.

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

To retain the existing CONTINUED and SAFE ACCESS TO THE BOAT RAMP; to keep the ferry terminal in its current location; and to provide sufficient adjacent supporting land to enable the all-tide access to these important elements of public infrastructure.

In further detail in regard to the continued and safe access to the boat ramp for our TGSRC rowers, I would like the council to make following Decisions and amendments:

Decisions

5.1 TGSRC recommend that prior to approval of the Application, the ownership of the boat ramp is transferred from the Marina to Auckland Council as a community asset, ensuring the longevity of public access to the water.

5.2 TGSRC recommend that prior to approval of the Application that the vehicle access to the proposed corner of Sir Peter Blake Parade and Cross Street is agreed to be retained via the existing small ramp (noted in Figure 1 in attached document) from the out of zone carpark.

5.3 TGSRC recommend that if the Application is processed and granted, that the Application is redesigned to:

5.3.1 Significantly provide for the core functions of the zone.

5.3.2 Better enable growth of the marina and the provision of opportunities for the local community to partake in water sports in the future.

5.3.3 Provide uninterrupted access for TGSRC and the public to use the marina access the Bayswater Marina Boat Ramp as it is intended.

6. Amendments

6.1 TGSRC request that the Application ensures that the footpath on the boundary of Sir Peter Blake Parade in Sub Precinct C continues round to Cross Street, allowing for the safe transportation of 8m – 18m rowing skiffs by student athletes.

6.2 TGSRC request that a safety, risk and usability study is undertaken prior to the reconstruction of the pavement around the Bayswater Marina Boat Ramp, with required actions implemented (that align to leading practice and Auckland Council / Auckland Transport guidelines) to ensure unrestricted safe access to the Bayswater Marina Boat Ramp before, during and after construction.

6.3 TGSRC request that within the Demolition Methodology, section IV, an assessment is completed to understand and remove any limitations that may impact rowing skiffs and vehicles towing safety boats to have unrestricted access to the Bayswater Marina Boat Ramp each day, and all year round.

6.4 TGSRC request that the Application includes how it will comply with the Hauraki Gulf Marine Park Act section 7 and 8 which includes providing easy access to the Hauraki Gulf – particularly on how rowing skiffs and safety boats will have unrestricted access the Bayswater Marina Boat Ramp each day, and all year round.

6.5 TGSRC request that the Application details how the 15m legally required water proximity will be maintained.

6.6 TGSRC request that the Application details how during the three stages safe, direct and unrestricted access to the Bayswater Marina Boat Ramp will be provided to TGSRC and the public.

6.7 TGSRC request that the Application details the risk analysis and planned mitigation activities to ensure the unrestricted access and continued safety for all users of the Bayswater Marina Boat Ramp during all construction work.

6.8 TGSRC request that the Application details the impact that the development of the retaining wall detailed in attachment 3.2 Engineering Drawings Part 2 will have on the Blue Shed and details the risk mitigations that will be in place regarding the retaining wall limiting TGSRC's unrestricted and safe access to the Bayswater Marina Boat Ramp.

6.9 TGSRC request that the Application redesigns the tight bend from the proposed Sir Peter Blake Parade to Cross Street in alignment to leading practice and Auckland Council / Auckland Transport guidelines to increase visibility and allow for vehicles towing boats and boat trailers to reverse on to the boat ramp safely.

6.10 TGSRC request that the Application details the safety and traffic calming precautions (that align to leading practice and Auckland Council / Auckland Transport guidelines) that will be put in place to ensure the safety of TGSRC athletes

who will need to cross these roads and potentially walk on them whilst carrying their rowing skiffs to access the Bayswater Marina Boat Ramp.

6.11 TGSRC request that the Application details the safety and traffic calming precautions (that align to leading practice and Auckland Council / Auckland Transport guidelines) that will be put in place to ensure the safety of TGSRC athletes and all other pedestrians, cyclists, and road users against the forecasted increase of 570 vehicle movements and 90 truck movements on the proposed Sir Peter Blake Parade and Cross Street.

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:

Takapuna Grammar School Rowing Club NOTIFIED RESOURCE CONSENT SUBMISSION_20211118122331.010.pdf



NOTIFIED RESOURCE CONSENT SUBMISSION FOR 21 SIR PETER BLAKE PARADE. BAYSWATER

Answers to submission details on behalf of Takapuna Grammar School Rowing Club.

THIS SUBMISSION:

- Opposes the application in whole or in part.

SPECIFY THE ASPECTS OF THE APPLICATION YOU ARE SUBMITTING ON:

- Consultation.
- Continued water access via the Bayswater Marina Boat Ramp.
- Safe access to the Bayswater Marina Boat Ramp.

WHAT ARE THE REASONS FOR YOUR SUBMISSION?

1. Background

- 1.1. Takapuna Grammar School Rowing Club (TGSRC), as an incorporated society, is a voluntary organisation offering the rowing experience to all interested year 8 – year 12 students from local schools.
- 1.2. TGSRC has occupied the building known as the Blue Shed (noted in the Application as Auckland Council Reclamation) for the last 19 years and operate its daily rowing programme from Bayswater.
- 1.3. TGSRC currently comprises a membership of over 250 athletes, coaches and parents, and has been an integral part of Takapuna Grammar School sport for over 90 years.
- 1.4. TGSRC prides itself on making the sport of rowing available to any TGS student and stands by its policy of 'all those who want to row, can row.'
- 1.5. The club is run by a voluntary committee and has enjoyed considerable success at school and club level and has produced world champions and medal-winning Olympic athletes and coaches.
- 1.6. In the 2020/21 season, the club's results included two national titles, the retention of the position as the highest performing co-ed rowing programme in the North Island, six athletes selected to join the regional rowing programme, and two athletes selected to start their journey on the New Zealand high performance pathway.

2. Consultation

- 2.1. The application for resource consent and assessment of environmental effects states; 'Over the period since 2017, efforts have been made to consult with the local community on future development plans for the Marina land.'
- 2.2. As part of the local community and a daily user of the Bayswater Boat Ramp, it is of great concern and key to note, that TGSRC has not been included in this consultation and have not been engaged to have the opportunity to understand and provide input to the overall vision for the site.
- 2.3. It is disappointing that the timelines for reviewing the application documentation and compiling a response have been restricted to when the impacted community have been in lockdown due to the impacts of the COVID-19 pandemic. This has significantly impacted TGSRC's ability to undertake a robust consultation approach with club members and to compile a thorough response.

3. Continued Access To The Bayswater Marina Boat Ramp

- 3.1. Currently, the underlying zone of land within the precinct is Marina zone and Public Open space zone. The primary purpose of the zone is to provide access to the harbour by way of the boat ramp, to provide for the boats moored at the marina and marine related activities as well as the Bayswater ferry service.
- 3.2. TGSRC notes from historical consents that the land at the top of the ramp is privately owned by Bayswater Marina, with the requirement that it remains open to the public to use.
- 3.3. Currently, the water access via the boat ramp is one of few public access points onto the Waitemata harbour that can be accessed at any depth point. It is crucial to water-based activities including rowing, fishing, recreational boating, windsurfing, sailing. The Application specifies that rowing activities 'elsewhere' at the site will not be impacted. But a key part of rowing, and marine activities is access to the boat ramp at all times.
- 3.4. Without unlimited access to the Bayswater Marina Boat Ramp, TGSRC would have to close as it would no longer be able to provide opportunities for current and future club members to experience and train in the sport of rowing.
- 3.5. With 80 registered student-athletes TGSRC has been a significant user of the Bayswater Marina Boat Ramp since 2002, utilising the Bayswater Marina Boat Ramp daily from 4.45am for rowing skiff and safety boat launches all year round.
- 3.6. Rowing skiffs are carried by athletes from the Blue Shed to the Bayswater Marina Boat Ramp. They do this by carrying the rowing skiffs across the car park (currently out of scope for the development) up a small ramp that connects the carpark in Sub Precinct C, through the corner of the proposed Sir Peter Blake Parade and Cross Street and then onto the ramp.
- 3.7. Safety boats are towed from the back of a vehicle and follow the same route as our athletes with rowing skiffs. However, to pass over the small ramp TGSRC has an agreement with the current Marina Management team who allow us to remove a large metal bollard (highlighted in figure 1) each day to get our vehicles (usually 4x4's) through and our safety boats to the boat ramp.
- 3.8. The processes outlined in both 3.6 and 3.7 of this response both require more space than a footpath access to the boat ramp as figure 10 in the assessment of effects document shows.
- 3.9. It is not clear if the footpath on the boundary of Sir Peter Blake Parade in Sub Precinct C continues around to Cross Street.
- 3.10. It is also not clear if the pathway or work undertaken in the development will replace the bollard that is currently on the small ramp that connects the carpark to the proposed corner of Sir Peter Blake Parade and Cross Street (highlighted in figure 1) and if there will still be accessible via the small ramp for vehicles towing safety boats to use the Bayswater Marina Boat Ramp.
- 3.11. It is noted that the land directly around the Bayswater Marina Boat Ramp is owned by the marina, the site boundary extends along the footpath in front of the old wharf. The application proposes "A direct physical connection to the water" but the use of these public areas and boardwalk will be 'easement' access rights, i.e., no guarantee of water access in the early morning.
- 3.12. It is noted that within the Application, the pavement around the boat ramp will be 'reconstructed to suit the development' however there is no information provided with regards to limiting access to the Bayswater Marina Boat Ramp or the impact that this reconstruction will have, both during and after the reconstruction.
- 3.13. Within the Demolition Methodology, section IV the Application has highlighted that security and construction fencing will be placed 'near the existing boat ramp'. It is not clear if this fencing will generate any limitations for rowing skiffs (that are between 8 -

18 meters long) and vehicles towing safety boats to access the Bayswater Marina Boat Ramp.

- 3.14. The Application states that it complies with the Hauraki Gulf Marine Park Act sections 7 and 8 which includes providing easy access to the Hauraki Gulf. The application for resource consent states that “improved access to the seaward edge of the Bayswater precinct” is part of the plan. However, no special conditions or plan is conveyed as to how this access will be maintained through the construction and development of the land. The staging plan shows no guarantee of access to the boat ramp during the building of the apartment and terrace housing and landscaping.
- 3.15. This water access and coastal strip includes the legally required marina berth holder’s car parking which the submission says have a “low level of use.” By taking away all the ferry parking for housing these 210 carparks will certainly be at capacity from 6:40 am - 7:30 pm when peak commuter traffic for the ferry will use them as only 32 car spaces have been set aside for visitors including to a cafe. Therefore, the 15m legally required water proximity will not be the case for most of the day.
- 3.16. TGSRC recommend that prior to the approval of the Application the ownership of the Bayswater Marina Boat Ramp is transferred from Bayswater Marina to Auckland Council as a community asset, ensuring the longevity of public access to the water.

4. Safe Access To The Bayswater Marina Boat Ramp

- 4.1. The current documentation does not detail how during the three stages of construction safe and direct access to the boat ramp will be provided for our student-athletes who carry rowing skiffs ranging from 60kg - 100kg on their shoulders from the Blue Shed and down the ramp to access the water.
- 4.2. Without unlimited and safe access to the Bayswater Marina Boat Ramp TGSRC will no longer be able to provide opportunities to experience and train in the sport of rowing to current and future club members and would have to close.
- 4.3. The Application does not outline how construction work will impact public access rights to the Bayswater Marina Boat Ramp and does not contain any content regarding the risk analysis and planned mitigation activities to ensure the continued safety of all users of the ramp.
- 4.4. It is noted that within the Application the pavement around the boat ramp will be ‘reconstructed to suit the development’ however there is no information provided regarding the impact that this reconstruction will have on our athlete’s ability to transport our rowing skiffs to the Bayswater Marina Boat Ramp safely both during and after the reconstruction.
- 4.5. Within Attachment 3.2 Engineering Drawings Part 2 the development of a retaining wall on the boundary of the proposed Sir Peter Blake Parade is documented, however, the details of the boundary wall will not be provided until the building consent stage. As the current occupiers of the Blue Shed which is next to the boundary line for the proposed retaining wall TGSRC would like some more information on the impact that the development of this wall will have on the Blue Shed.
- 4.6. TGSRC have some significant concerns regarding vehicles towing safety boats navigating the right bend from the proposed Sir Peter Blake Parade to Cross Street and safely manoeuvring into the Bayswater Marina Boat Ramp, given its location on a right bend in the road with restricted visibility. This concern is heightened when considering that these vehicles will need to reverse onto the Bayswater Marina Boat Ramp safely.
- 4.7. The proposed bus turning area has a potential for conflict and increased queuing for student-athletes carrying boats down the Bayswater Marina Boat Ramp, buses turning, vehicles with boat trailers accessing the Bayswater Marina Boat Ramp, pedestrians and

cyclists, and it would be good to understand what approaches can be put in place to minimise conflict and ensure safety.

- 4.8. The forecasted increase of 570 vehicle movements and 90 truck movements on the proposed Sir Peter Blake Parade and Cross Street presents significant concern regarding the safety of TGSRC athletes who will need to need to cross these roads and potentially walk on them whilst carrying their rowing skiffs to access the Bayswater Marina Boat Ramp. It is not clear in the documentaon what safety precauons will be put in place to ensure the safety of all road and footpath users.

WHAT DECISIONS AND AMENDMENTS WOULD YOU LIKE THE COUNCIL TO MAKE?

5. Decisions

- 5.1. TGSRC recommend that prior to approval of the Applicaon, the ownership of the boat ramp is transferred from the Marina to Auckland Council as a community asset, ensuring the longevity of public access to the water.
- 5.2. TGSRC recommend that prior to approval of the Applicaon that the vehicle access to the proposed corner of Sir Peter Blake Parade and Cross Street is agreed to retained via the exisng small r amp (noted in Figure 1) from the out of zone carpark.
- 5.3. TGSRC recommend that if the Applicaon is processed and granted, that the Applicaon is redesigned to:
 - 5.3.1. Significantly provide for the core funcons of the zone.
 - 5.3.2. BeTer enable growth of the marina and the provision of opportunities for the local community to partake in water sports in the future.
 - 5.3.3. Provide uninterrupted access for TGSRC and the public to use the marina access the Bayswater Marina Boat Ramp as it is intended.

6. Amendments

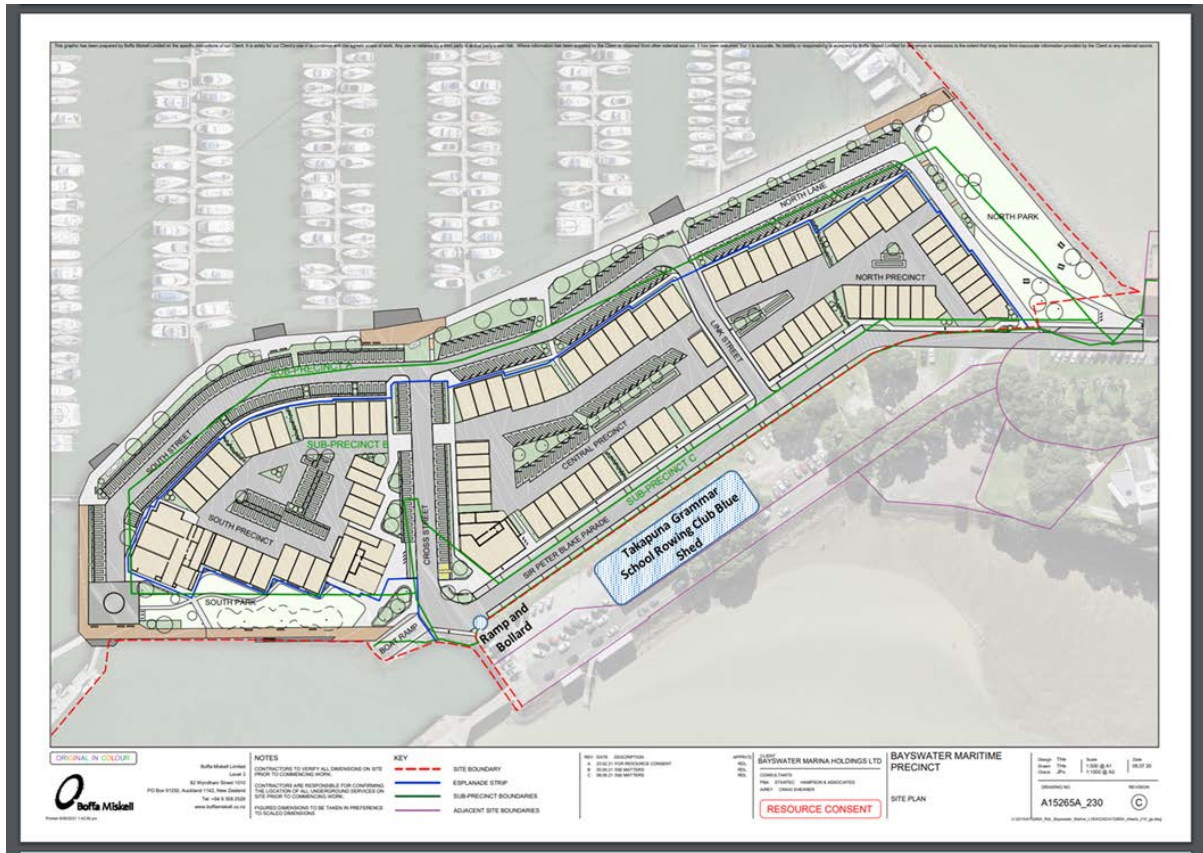
- 6.1. TGSRC request that the Applicaon ensures that the footpath on the boundary of Sir Peter Blake Parade in Sub Precinct C connues round to Cross Street, allowing for the safe transportaon of 8m – 18m r owing skiffs by student athletes.
- 6.2. TGSRC request that a safety, risk and usability study is undertaken prior to the reconstruon of the pavement around the Bayswater Marina Boat Ramp, with required acons implemented (that align to leading pracce and Auckland Council / Auckland Transport guidelines) to ensure unrestricted safe access to the Bayswater Marina Boat Ramp before, during and aj er construon.
- 6.3. TGSRC request that within the Demolion Methodology, secon IV, an assessment is completed to understand and remove any limitaons that may impact rowing skiffs and vehicles towing safety boats to have unrestricted access the Bayswater Marina Boat Ramp each day, and all year round.
- 6.4. TGSRC request that the Applicaon includes how it will comply with the Hauraki Gulf Marine Park Act secon 7 and 8 which includes providing easy access to the Hauraki Gulf – parcularly on how rowing skiffs and safety boats will have unrestricted access the Bayswater Marina Boat Ramp each day, and all year round.
- 6.5. TGSRC request that the Applicaon details how the 15m legally required water proximity will be maintained.
- 6.6. TGSRC request that the Applicaon details how during the three stages safe, direct and unrestricted access to the Bayswater Marina Boat Ramp will be provided to TGSRC and the public.



- 6.7. TGSRC request that the Application details the risk analysis and planned mitigation activities to ensure the unrestricted access and continued safety for all users of the Bayswater Marina Boat Ramp during all construction work.
- 6.8. TGSRC request that the Application details the impact that the development of the retaining wall detailed in Attachment 3.2 Engineering Drawings Part 2 will have on the Blue Shed and details the risk mitigations that will be in place regarding the retaining wall limiting TGSRC's unrestricted and safe access to the Bayswater Marina Boat Ramp.
- 6.9. TGSRC request that the Application redesigns the right bend from the proposed Sir Peter Blake Parade to Cross Street in alignment to leading practice and Auckland Council / Auckland Transport guidelines to increase visibility and allow for vehicles towing boats and boat trailers to reverse on to the boat ramp safely.
- 6.10. TGSRC request that the Application details the safety and traffic calming precautions (that align to leading practice and Auckland Council / Auckland Transport guidelines) that will be put in place to ensure the safety of TGSRC athletes who will need to cross these roads and potentially walk on them whilst carrying their rowing skiffs to access the Bayswater Marina Boat Ramp.
- 6.11. TGSRC request that the Application details the safety and traffic calming precautions (that align to leading practice and Auckland Council / Auckland Transport guidelines) that will be put in place to ensure the safety of TGSRC athletes and all other pedestrians, cyclists, and road users against the forecasted increase of 570 vehicle movements and 90 truck movements on the proposed Sir Peter Blake Parade and Cross Street.

APPENDICIES

7. Figure 1



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Thursday, November 18, 2021 12:31:14 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13286] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Terry Nicholas

Organisation name:

Contact phone number: 021768110

Email address: terry@nicholas.co.nz

Postal address:

4/177 Hurstmere Road,
Takapuna
Auckland 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

The construction and occupation of 121 dwellings in sub-precinct B, the Marina Zone and the coastal erosions hazards area.

The unit title subdivision in the Marina Zone and coastal storm inundation area.

Construction of dwellings, car parks and road in the proposed 15m esplanade strip.

Restrictions and safety issues associated with the width, public use and public ownership of the esplanade reserve or strip.

Removal of angle parking facilities and preparation area for the public boat ramp, and proposed 20 parallel car parks for

cars and boat trailers for users of the boat ramp.

Removal of boating facilities associated with the marina, including boat storage, servicing and marine retail activities.

Earthworks to form the building platforms and infrastructure, and the removal of 70 mature Pohutakawa trees to clear the site for development.

Access to the ferry, and parking at the Marina and park n ride during the construction period.

Structures in, and discharges to, the coastal marine area

What are the reasons for your submission?

I have owned a boat in the marina in the past and would like to be able to do that again in the future in a way that I can use it.

I use the boat ramp, and need ongoing access to this ramp for leisure boating.

I walk and ride around the marina area (as it was intended) and would like ongoing access to continue to do that with my family.

Scale and form of development

The scale of the residential development to provide 94 Terrace Houses and three Apartment buildings, together with the associated roads, paths and car parking in sub-precincts A and B is incompatible with the primary purpose of the Bayswater Marina Precinct as a community and marina orientated space. The proposal results in the Precinct having a primarily residential focus, with all of the primary activities – recreation, public open spaces, access to and along the coastal marine area, public transport, boating, maritime activities and maritime facilities – displaced to the edges of the main reclamation or removed entirely. The proposal is fundamentally not achieving the objectives for the Precinct, and is contrary to the sustainable management purpose of the Act.

The Terrace Housing typology requires a large area of land both for the individual sites and dwellings, and the supporting infrastructure (roads, footpaths). This low intensity typology is an inefficient use of land with a specific Coastal zoning, and primary focus on community and marine activities. Bayswater Marina is an important community asset, enjoyed by a wide range of Aucklanders. It is the only large boat marina on the North Shore, and one of six public boat ramps with trailer parking, and one of two ferry terminals servicing the Devonport-Belmont-Bayswater suburbs. The Marina Precinct, and the facilities it provides, is a scarce resource in a growing region. The proposed development is an inappropriate use of this scarce resource.

Integrated and comprehensive planning

The failure to undertake a comprehensive plan for the Precinct to ensure provision of public transport facilities for the ferry, and bus, including park and ride and cycle parking is integrated with the development of sub-precincts A, B and C for predominately residential purposes. Objective 1 anticipates that the Precinct will be “developed in a comprehensive and integrated way” to ensure the primary focus is achieved. In the absence of a plan for the whole of the Precinct (prepared in consultation with Council and Auckland Transport) the applicant is unable to demonstrate that this objective is achieved.

Inadequate provision for public spaces

The Assessment Environmental Effects (AEE) advises that 7,515m² of public open space, or 22.5% of the main reclamation, is provided. No breakdown of the ‘open space’ areas is given but the Landscape Assessments states that ‘North Park’ is 2,100m² and ‘South Park’ is 1,400m². This means only 10.5% of the area is set aside as green, public space. The balance of the ‘open space’ is made up of the 3m wide boardwalk on the seaward side of the reclamation. The parks and boardwalk are located within the 15m wide esplanade strip (with the boardwalk cantilevered over the new gabion retaining wall). The two pocket parks double count the requirement for a minimum 15m wide esplanade strip and 7,200m² publicly accessible open space. The two pocket parks with a combined area of 3,500m² are insufficient to meet the

recreation needs of the community and future residents. The cantilevered boardwalk is not wide enough to safely accommodate the range and number of potential users – families with kids on wheels, people walking dogs, runners, groups of friends and family exercising – particularly in a post-Covid world of social distancing requirements.

Policy 1 is “Ensure quality open space is made available to and around the coastal edge, including a minimum 15m esplanade strip, to maintain and enhance public access and enjoyment and to enable views out over the coastal marine area” and Policy to “Require significant areas of public open space on the main reclamation area (in sub-precincts A, B and C), and on other land within the precinct to be provided, to enable opportunities for recreation associated with the coastal marine area.” The double counting of the esplanade strip and public open spaces does not meet the intent of the Precinct to provide “significant areas” of public space for recreation and to access the coastal marine area. The quality of these spaces is questionable with Terrace Housing and/or roads built up to the boundaries, and consequent privatising and dominance effects.

Removal of boating facilities associated with the marina and changes to the provision of parking for the boat ramp
The proposal for 94 Terrace Houses and 3 Apartment buildings, and the associated infrastructure, does not leave

sufficient space for the marina and marine recreation activities that are the primary focus of the Bayswater Marine Precinct. The 20 parallel car and boat trailer spaces shown on the plans are unworkable, and do not provide suitable facilities for the continued use of the boat ramp. The proposal will result in the closure and relocation of the boat storage facility, marine servicing and most of the marine retail businesses currently located at the marina. Bayswater Marina is one of the few all tide access points on the North Shore with adequate car and trailer parking and boat storage. If the development proceeds as proposed this will result in the removal of nearly all facilities for marine related activities, and the community will a significant public facility and the impacts on their social wellbeing will be great. No provision has been made in the proposal to support the planned growth of marine-related users and their needs, e.g. recreational boating, trend toward larger trailer boat sizes, etc.

Construction of dwellings, car parks and road in the proposed 15m esplanade strip

The proposal for parking and roads in the esplanade strip will severely compromise the amenity of this public space, the safety of people using the space (families with children, people walking dogs etc) and the community's ability access to the coastal marine area. The proposed 3m wide boardwalk is an inadequate substitute for the required 20m esplanade reserve. The compromised esplanade strip does not achieve the purposes of s229 of the Act of enabling public access and public recreation. The applicant has not sought consent to waive the requirement for a 20m esplanade reserve, and there is no assessment of the restrictions on the width, use and ownership of the proposed 15m esplanade strip. The construction of dwellings, car parks and roads in the esplanade reserve will privatise these spaces, and preclude public access to and along the coastal edge. The effects on amenity, community social wellbeing and Part 6 matters will be significant.

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

The entire Application should be declined given how many failings there are in the application.

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? No

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

Supporting information:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Thursday, November 18, 2021 1:01:29 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13288] Submission
Attachments: 21030 2 LM 181121.docx (142.8 KB)

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Lindsay David Mackie

Organisation name: Archimedia

Contact phone number: 021996766

Email address: lindsay@archimedia.co.nz

Postal address:
37 Montgomery Avenue
Belmont
Auckland 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:
Refer attached document

What are the reasons for your submission?
Refer attached document

What decisions and amendments would you like the council to make?
Reject the Application in whole.

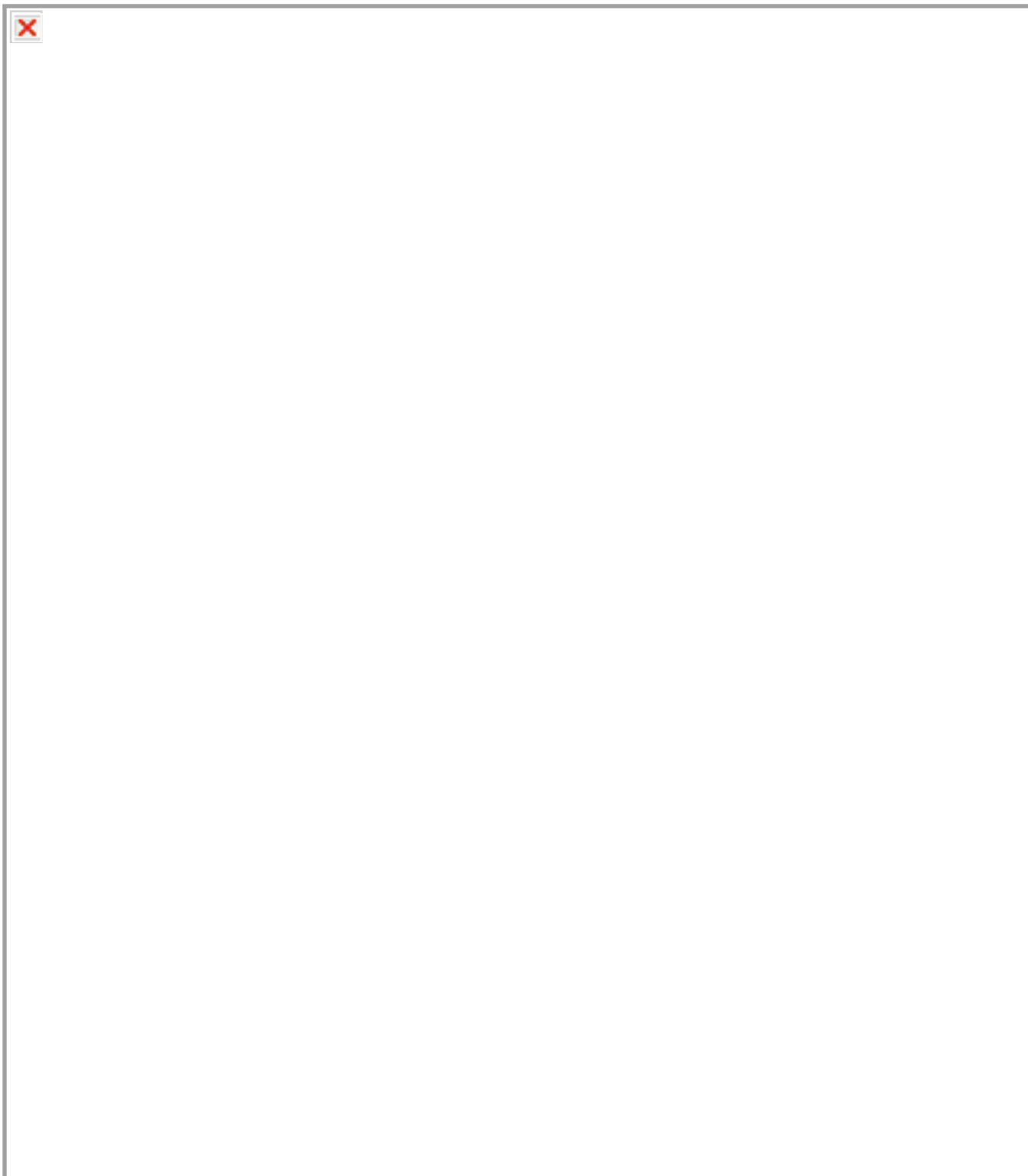
Are you a trade competitor of the applicant? I am not a trade competitor of the applicant.

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: No

Supporting information:

21030 2 LM 181121.docx



18th November 2021

The Director of Planning
Auckland Council
Private Bag
AUCKLAND

Attention: The Processing Planner

Dear Sir

21 SIR PETER BLAKE PARADE, BAYSWATER 0622
SUBMISSION ON RESOURCE CONSENT APPLICATION BUN60373319, DIS60373391, CST60373391,
SUB60373391, LUC 60373250

APPLICANT: BAYSWATER MARINA HOLDINGS LIMITED

In conjunction with the attached Submission form we object to the proposed development for the following reasons:

1. The entire nature of the proposed development is inappropriate to the character and primary purpose of this peninsular of reclaimed land.
2. The development methodology proposed, where the final character of the development cannot be scrutinised by the public during the Consent process is inappropriate for this sensitive coastal site.
3. The proposed 15m wide coastal esplanade strip is not appropriate to this sensitive coastal site and a minimum 20m wide public reserve from MHWS should be required.
4. Development of this site should not be consented until there is an integrated public transport strategy and Master Plan for public car parking, bus services and Ferry Terminal approved by Council for the site.
5. The proposed configuration of roading; and the proposed boat trailer parking is considered unworkable. In particular reversing on a public street onto the ramp; narrow carriageway widths adjoining boat trailer park spaces, parallel boat trailer park spaces that will require reverse manoeuvring with trailers into confined spaces; too few spaces for this important public facility, wayfinding to remote boat trailer parks; and the length of these spaces needed to accommodate minimum 8m boats.
6. The urban design framework minimises amenity by transferring open space from a coastal setting and confines it within internalised, semi-private car parking courtyards surrounded by perimeter block developments.
7. The general alignment of the proposed buildings, particularly in the northern two thirds of the site creates tall, linear visual barriers destroying the existing permeability of sightlines across the peninsular from the east and west.
8. The distant viewpoints provided of the development do not include any views from the affected local residents on the Bayswater, Ngataranga and Stanley Point peninsulas.

9. The scale of development depicted in Viewpoint E from the Bayswater Ferry confirms the over-scaled and entirely inappropriate character of the proposed development, which from this viewpoint, will be clearly visible from Downtown Auckland.
10. The existing views provided in the Visual Assessment graphically confirm the very significant and specific maritime / coastal character of this site, which is destroyed by the proposed mundane, urban row-apartment buildings. Such character is a scarce valuable asset to Auckland City and should be enhanced, and never relinquished.
11. Given the proposed intensification of development of the City zoned for residential development, it should be incumbent on Auckland Council to take even more care to preserve existing areas of publicly accessible open space.
12. In a sophisticated sustainable city, the ratio of public open space to private developed space needs to be maintained at 50% minimum – that balance is significantly compromised with this proposal on the microcosm of this site.
13. The proposed 3m wide boardwalk is too narrow to be practical or appropriate. A 20m wide strip incorporating pedestrian, cycling and landscape (tree zone) areas is required for a sensitive coastal edge to the Waitemata Harbour such as this.
14. Can the applicant confirm that none of the public open space areas counted in the proposal sits outside the MHWS boundary on plan?
15. The tall, long rows of buildings may negatively affect the wind environment of the coastal reserve strip particularly on the western side due to the prevailing cross-harbour winds which are already significant. The wind environment in Cross-wind Street may also need to be assessed given outdoor amenities proposed on this corner.

We do wish to appear at any Hearing.

Yours faithfully
ARCHIMEDIA GROUP LTD

Lindsay Mackie
PRINCIPAL

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Thursday, November 18, 2021 1:01:30 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13289] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Sam Mackay

Organisation name:

Contact phone number: 0273811090

Email address: samalanmackay@gmail.com

Postal address:

43a Jutland rd, Hauraki
Hauraki
Hauraki 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

I strongly oppose the Bayswater Marina Holdings Limited application to turn a valuable piece of Auckland's marine recreational area into a residential precinct.

Specifically I oppose the reduction of practical marine facilities including the berth holder car parks, the boat ramp preparation area (grass for rigging windsurfers and flat land for preparing power boats), and usable trailer parks, and boat storage facilities.

I also oppose the reduced access to marine facilities and public transport during the proposed build.

What are the reasons for your submission?

I utilise Bayswater extensively for recreational marine purposes. This is a hugely valuable asset to Auckland City by

offering excellent access to the water. I am concerned the residential development will significantly reduce the current marine facilities and any opportunity for future marine use or expansion. Auckland is known as the City of Sails, however there is already incredibly limited supply of marinas and suitable boat ramp facilities. The proposed scheme is unworkable for parking a boat trailer. The Council must protect this valuable and precious land for future generations to access the water.

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

Revisit the entire proposal and look at a long term plan to keep this land as a community facility. Keep it in line with marine usage and facilities as the unitary plan intends.

This is highly valuable land for marine access and use for future generations to come.

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:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Thursday, November 18, 2021 1:31:00 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13291] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Margaret Kantor

Organisation name:

Contact phone number: 021616993

Email address: makantor47@gmail.com

Postal address:

90 Norwood Road, Bayswater
Bayswater
Auckland 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

- *Construction of dwellings, car parks and roads on the site which restrict public access.
- *Removal of car parks and space to park boat trailers when boat ramp is used to launch boats
- *Increased traffic volume along Bayswater Ave and adding more traffic to an already congested Lake Road
- *Removal of boating associated activities and the Takapuna Grammar Rowing Club premises
- *Making access to ferry service and associated parking spaces more difficult
- *removing mature Pohutukawa trees during the construction of the buildings
- *removal of ability for members of the local community to have easy access to public spaces for walking, fishing etc
- * Infrastructure needed to service over 100 new dwellings. This is already overloaded

What are the reasons for your submission?

As a long term resident (30 years) of Bayswater, I am alarmed at the thought of over 100 new dwellings being built in what is reclaimed land which should have never been sold to a developer, and the scale of the work being proposed. It will completely dominate what is now a pleasant recreational area with great harbour and city views in our ever congested city.

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

To refuse the application based on the sheer size and number of dwellings. They will dominate the area, and are quite inappropriate for an area at the end of a peninsula with only one road in and out which is already congested, and will be even worse with so many dwellings. I am well aware that there are bus and ferry services, but Auckland's public transport system is not suitable for everyone, and there would be greatly increased traffic movement every day.

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? No

If other people make a similar submission I will consider making a joint case with them at the hearing: No

Supporting information:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Thursday, November 18, 2021 1:31:01 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13292] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Willy wotherspoon

Organisation name:

Contact phone number: 021442188

Email address: wwotherspoon@hotmail.com

Postal address:

83B Old Lake Road, Narrow Neck
Auckland
Auckland 0624

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

The number of units and the area which the development takes up - in my opinion - is too large.

What are the reasons for your submission?

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

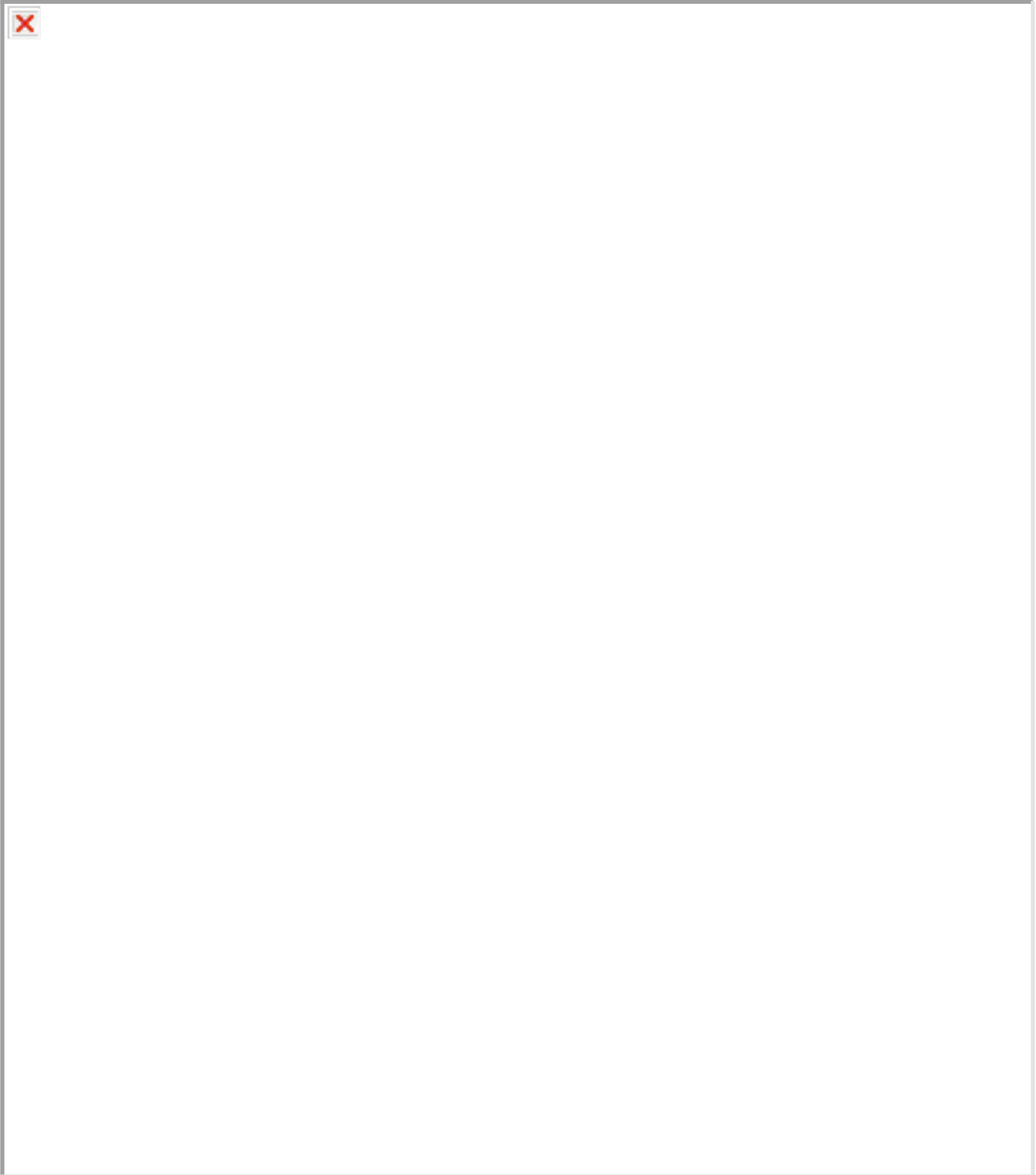
basically reduce , by half - the size of the development

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:



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Thursday, November 18, 2021 1:31:31 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13293] Submission
Attachments: Takapuna Grammar School Rowing Club NOTIFIED RESOURCE CONSENT SUBMISSION_20211118142703.699.pdf (1.25 MB)

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Cissy Qiu

Organisation name:

Contact phone number: 0210524762

Email address: februarycc@hotmail.com

Postal address:

2A Birchfield Road Hauraki
Hauraki
Auckland 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

- Consultation.
- Continued water access via the Bayswater Marina Boat Ramp.
- Safe access to the Bayswater Marina Boat Ramp.

What are the reasons for your submission?

1. Background

1.1. Takapuna Grammar School Rowing Club (TGSRC), as an incorporated society, is a voluntary organisation offering the rowing experience to all interested year 8 – year 12 students from local schools.

1.2. TGSRC has occupied the building known as the Blue Shed (noted in the Application as Auckland Council Reclamation) for the last 19 years and operate its daily rowing programme from Bayswater.

1.3. TGSRC currently comprises a membership of over 250 athletes, coaches and parents, and has been an integral part of Takapuna Grammar School sport for over 90 years.

1.4. TGSRC prides itself on making the sport of rowing available to any TGS student and stands by its policy of 'all those who want to row, can row.'

1.5. The club is run by a voluntary committee and has enjoyed considerable success at school and club level and has produced world champions and medal-winning Olympic athletes and coaches.

1.6. In the 2020/21 season, the club's results included two national titles, the retention of the position as the highest performing co-ed rowing programme in the North Island, six athletes selected to join the regional rowing programme, and two athletes selected to start their journey on the New Zealand high performance pathway.

2. Consultation

2.1. The application for resource consent and assessment of environmental effects states; 'Over the period since 2017, efforts have been made to consult with the local community on future development plans for the Marina land.'

2.2. As part of the local community and a daily user of the Bayswater Boat Ramp, it is of great concern and key to note, that TGSRC has not been included in this consultation and have not been engaged to have the opportunity to understand and provide input to the overall vision for the site.

2.3. It is disappointing that the timelines for reviewing the application documentation and compiling a response have been restricted to when the impacted community have been in lockdown due to the impacts of the COVID-19 pandemic. This has significantly impacted TGSRC's ability to undertake a robust consultation approach with club members and to compile a thorough response.

3. Continued Access To The Bayswater Marina Boat Ramp

3.1. Currently, the underlying zone of land within the precinct is Marina zone and Public Open space zone. The primary purpose of the zone is to provide access to the harbour by way of the boat ramp, to provide for the boats moored at the marina and marine related activities as well as the Bayswater ferry service.

3.2. TGSRC notes from historical consents that the land at the top of the ramp is privately owned by Bayswater Marina, with the requirement that it remains open to the public to use.

3.3. Currently, the water access via the boat ramp is one of few public access points onto the Waitemata harbour that can be accessed at any tide point. It is crucial to water-based activities including rowing, fishing, recreational boating, windsurfing, sailing. The Application specifies that rowing activities 'elsewhere' at the site will not be impacted. But a key part of rowing, and marine activities is access to the boat ramp at all times.

3.4. Without unlimited access to the Bayswater Marina Boat Ramp, TGSRC would have to close as it would no longer be able to provide opportunities for current and future club members to experience and train in the sport of rowing.

3.5. With 80 registered student-athletes TGSRC has been a significant user of the Bayswater Marina Boat Ramp since 2002, utilising the Bayswater Marina Boat Ramp daily from 4.45am for rowing skiff and safety boat launches all year round.

3.6. Rowing skiffs are carried by athletes from the Blue Shed to the Bayswater Marina Boat Ramp. They do this by carrying the rowing skiffs across the car park (currently out of scope for the development) up a small ramp that connects the carpark in Sub Precinct C, through the corner of the proposed Sir Peter Blake Parade and Cross Street and then onto the ramp.

3.7. Safety boats are towed from the back of a vehicle and follow the same route as our athletes with rowing skiffs. However, to pass over the small ramp TGSRC has an agreement with the current Marina Management team who allow us to remove a large metal bollard (highlighted in figure 1) each day to get our vehicles (usually 4x4's) through and our safety boats to the boat ramp.

3.8. The processes outlined in both 3.6 and 3.7 of this response both require more space than a footpaths access to the boat ramp as figure 10 in the assessment of effects document shows.

3.9. It is not clear if the footpath on the boundary of Sir Peter Blake Parade in Sub Precinct C continues ~~around~~ to

Cross Street.

3.10. It is also not clear if the pathway or work undertaken in the development will replace the bollard that is currently on the small ramp that connects the carpark to the proposed corner of Sir Peter Blake Parade and Cross street (highlighted in figure 1) and if there will still be accessible via the small ramp for vehicles towing safety boats to use the Bayswater Marina Boat Ramp.

3.11. It is noted that the land directly around the Bayswater Marina Boat Ramp is owned by the marina, the site boundary extends along the footpath in front of the old wharf. The application proposes "A direct physical connection to the water" but the use of these public areas and boardwalk will be 'easement' access rights, i.e., no guarantee of water access in the early morning.

3.12. It is noted that within the Application, the pavement around the boat ramp will be 'reconstructed to suit the development' however there is no information provided with regards to limiting access to the Bayswater Marina Boat Ramp or the impact that this reconstruction will have, both during and after the reconstruction.

3.13. Within the Demolition Methodology, section IV the Application has highlighted that security and construction fencing will be placed 'near the existing boat ramp'. It is not clear if this fencing will generate any limitations for rowing skiffs (that are between 8 - 18 meters long) and vehicles towing safety boats to access the Bayswater Marina Boat Ramp.

3.14. The Application states that it complies with the Hauraki Gulf Marine Park Act section 7 and 8 which includes providing easy access to the Hauraki Gulf. The application for resource consent states that "improved access to the seaward edge of the Bayswater precinct" is part of the plan. However, no stipulations or plan is conveyed as to how this access will be maintained through the construction and development of the land. The staging plan shows no guarantee of access to the boat ramp during the building of the apartment and terrace housing and landscaping.

3.15. This water access and coastal strip includes the legally required marina berth holder's car parking which the submission says have a "low level of use." By taking away all the ferry parking for housing these 210 carparks will certainly be at capacity from 6:40 am - 7:30 pm when peak commuter traffic for the ferry will use them as only 32 car spaces have been set aside for visitors including to a cafe. Therefore, the 15m legally required water proximity will not be the case for most of the day.

3.16. TGSRC recommend that prior to the approval of the Application the ownership of the Bayswater Marina Boat Ramp is transferred from Bayswater Marina to Auckland Council as a community asset, ensuring the longevity of public access to the water.

4. Safe Access To The Bayswater Marina Boat Ramp

4.1. The current documentation does not detail how during the three stages of construction safe and direct access to the boat ramp will be provided for our student-athletes who carry rowing skiffs ranging from 60kg - 100kg on their shoulders from the Blue Shed and down the ramp to access the water.

4.2. Without unlimited and safe access to the Bayswater Marina Boat Ramp TGSRC will no longer be able to provide opportunities to experience and train in the sport of rowing to current and future club members and would have to close.

4.3. The Application does not outline how construction work will impact public access rights to the Bayswater Marina Boat Ramp and does not contain any content regarding the risk analysis and planned mitigation activities to ensure the continued safety of all users of the ramp.

4.4. It is noted that within the Application the pavement around the boat ramp will be 'reconstructed to suit the development' however there is no information provided regarding the impact that this reconstruction will have on our athlete's ability to transport our rowing skiffs to the Bayswater Marina Boat Ramp safely both during and after the reconstruction.

4.5. Within attachment 3.2 Engineering Drawings Part 2 the development of a retaining wall on the boundary of the proposed Sir Peter Blake Parade is documented, however, the details of the boundary wall will not be provided until the building consent stage. As the current occupiers of the Blue Shed which is next to the boundary line for the proposed retaining wall TGSRC would like some more information on the impact that the development of this wall will have on the Blue Shed.

4.6. TGSRC have some significant concerns regarding vehicles towing safety boats navigating the tight bend from the proposed Sir Peter Blake Parade to Cross Street and safely manoeuvring into the Bayswater Marina Boat Ramp, given its location on a tight bend in the road with restricted visibility. This concern is heightened when considering that these vehicles will need to reverse onto the Bayswater Marina Boat Ramp safely.

4.7. The proposed bus turning area has a potential for conflict and increased queuing for student-athletes carrying boats down the Bayswater Marina Boat Ramp, buses turning, vehicles with boat trailers accessing the Bayswater Marina Boat Ramp, pedestrians and cyclists, and it would be good to understand what approaches can be put in place to minimise conflict and ensure safety.

4.8. The forecasted increase of 570 vehicle movements and 90 truck movements on the proposed Sir Peter Blake Parade and Cross Street presents significant concern regarding the safety of TGSRC athletes who will need to need to cross these roads and potentially walk on them whilst carrying their rowing skiffs to access the Bayswater Marina Boat Ramp. It is not clear in the documentation what safety precautions will be put in place to ensure the safety of all road and footpath users.

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

5. Decisions

5.1. TGSRC recommend that prior to approval of the Application, the ownership of the boat ramp is transferred from the Marina to Auckland Council as a community asset, ensuring the longevity of public access to the water.

5.2. TGSRC recommend that prior to approval of the Application that the vehicle access to the proposed corner of Sir Peter Blake Parade and Cross Street is agreed to retained via the existing small ramp (noted in Figure 1) from the out of zone carpark.

5.3. TGSRC recommend that if the Application is processed and granted, that the Application is redesigned to:

5.3.1. Significantly provide for the core functions of the zone.

5.3.2. Better enable growth of the marina and the provision of opportunities for the local community to partake in water sports in the future.

5.3.3. Provide uninterrupted access for TGSRC and the public to use the marina access the Bayswater Marina Boat Ramp as it is intended.

6. Amendments

6.1. TGSRC request that the Application ensures that the footpath on the boundary of Sir Peter Blake Parade in Sub Precinct C continues round to Cross Street, allowing for the safe transportation of 8m – 18m rowing skiffs by student athletes.

6.2. TGSRC request that a safety, risk and usability study is undertaken prior to the reconstruction of the pavement around the Bayswater Marina Boat Ramp, with required actions implemented (that align to leading practice and Auckland Council / Auckland Transport guidelines) to ensure unrestricted safe access to the Bayswater Marina Boat Ramp before, during and after construction.

6.3. TGSRC request that within the Demolition Methodology, section IV, an assessment is completed to understand and remove any limitations that may impact rowing skiffs and vehicles towing safety boats to have unrestricted access the Bayswater Marina Boat Ramp each day, and all year round.

6.4. TGSRC request that the Application includes how it will comply with the Hauraki Gulf Marine Park Act section 7 and 8 which includes providing easy access to the Hauraki Gulf – particularly on how rowing skiffs and safety boats will have unrestricted access the Bayswater Marina Boat Ramp each day, and all year round.

6.5. TGSRC request that the Application details how the 15m legally required water proximity will be maintained.

6.6. TGSRC request that the Application details how during the three stages safe, direct and unrestricted access to the Bayswater Marina Boat Ramp will be provided to TGSRC and the public.

6.7. TGSRC request that the Application details the risk analysis and planned mitigation activities to ensure the unrestricted access and continued safety for all users of the Bayswater Marina Boat Ramp during all construction work.

6.8. TGSRC request that the Application details the impact that the development of the retaining wall detailed in attachment 3.2 Engineering Drawings Part 2 will have on the Blue Shed and details the risk mitigations that will be in place regarding the retaining wall limiting TGSRC's unrestricted and safe access to the Bayswater Marina Boat Ramp.

6.9. TGSRC request that the Application redesigns the tight bend from the proposed Sir Peter Blake Parade to Cross Street in alignment to leading practice and Auckland Council / Auckland Transport guidelines to increase visibility and allow for vehicles towing boats and boat trailers to reverse on to the boat ramp safely.

6.10. TGSRC request that the Application details the safety and traffic calming precautions (that align to leading practice and Auckland Council / Auckland Transport guidelines) that will be put in place to ensure the safety of TGSRC

athletes who will need to cross these roads and potentially walk on them whilst carrying their rowing skiffs to access the Bayswater Marina Boat Ramp.

6.11. TGSRC request that the Application details the safety and traffic calming precautions (that align to leading practice and Auckland Council / Auckland Transport guidelines) that will be put in place to ensure the safety of TGSRC athletes and all other pedestrians, cyclists, and road users against the forecasted increase of 570 vehicle movements and 90 truck movements on the proposed Sir Peter Blake Parade and Cross Street.

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: No

Supporting information:

Takapuna Grammar School Rowing Club NOTIFIED RESOURCE CONSENT SUBMISSION_20211118142703.699.pdf

NOTIFIED RESOURCE CONSENT SUBMISSION FOR 21 SIR PETER BLAKE PARADE. BAYSWATER

Answers to submission details on behalf of Takapuna Grammar School Rowing Club.

THIS SUBMISSION:

- Opposes the application in whole or in part.

SPECIFY THE ASPECTS OF THE APPLICATION YOU ARE SUBMITTING ON:

- Consultation.
- Continued water access via the Bayswater Marina Boat Ramp.
- Safe access to the Bayswater Marina Boat Ramp.

WHAT ARE THE REASONS FOR YOUR SUBMISSION?

1. Background

- 1.1. Takapuna Grammar School Rowing Club (TGSRC), as an incorporated society, is a voluntary organisation offering the rowing experience to all interested year 8 – year 12 students from local schools.
- 1.2. TGSRC has occupied the building known as the Blue Shed (noted in the Application as Auckland Council Reclamation) for the last 19 years and operate its daily rowing programme from Bayswater.
- 1.3. TGSRC currently comprises a membership of over 250 athletes, coaches and parents, and has been an integral part of Takapuna Grammar School sport for over 90 years.
- 1.4. TGSRC prides itself on making the sport of rowing available to any TGS student and stands by its policy of 'all those who want to row, can row.'
- 1.5. The club is run by a voluntary committee and has enjoyed considerable success at school and club level and has produced world champions and medal-winning Olympic athletes and coaches.
- 1.6. In the 2020/21 season, the club's results included two national titles, the retention of the position as the highest performing co-ed rowing programme in the North Island, six athletes selected to join the regional rowing programme, and two athletes selected to start their journey on the New Zealand high performance pathway.

2. Consultation

- 2.1. The application for resource consent and assessment of environmental effects states; 'Over the period since 2017, efforts have been made to consult with the local community on future development plans for the Marina land.'
- 2.2. As part of the local community and a daily user of the Bayswater Boat Ramp, it is of great concern and key to note, that TGSRC has not been included in this consultation and have not been engaged to have the opportunity to understand and provide input to the overall vision for the site.
- 2.3. It is disappointing that the timelines for reviewing the application documentation and compiling a response have been restricted to when the impacted community have been in lockdown due to the impacts of the COVID-19 pandemic. This has significantly impacted TGSRC's ability to undertake a robust consultation approach with club members and to compile a thorough response.

3. Continued Access To The Bayswater Marina Boat Ramp

- 3.1. Currently, the underlying zone of land within the precinct is Marina zone and Public Open space zone. The primary purpose of the zone is to provide access to the harbour by way of the boat ramp, to provide for the boats moored at the marina and marine related activities as well as the Bayswater ferry service.
- 3.2. TGSRC notes from historical consents that the land at the top of the ramp is privately owned by Bayswater Marina, with the requirement that it remains open to the public to use.
- 3.3. Currently, the water access via the boat ramp is one of few public access points onto the Waitemata harbour that can be accessed at any depth point. It is crucial to water-based activities including rowing, fishing, recreational boating, windsurfing, sailing. The Application specifies that rowing activities 'elsewhere' at the site will not be impacted. But a key part of rowing, and marine activities is access to the boat ramp at all times.
- 3.4. Without unlimited access to the Bayswater Marina Boat Ramp, TGSRC would have to close as it would no longer be able to provide opportunities for current and future club members to experience and train in the sport of rowing.
- 3.5. With 80 registered student-athletes TGSRC has been a significant user of the Bayswater Marina Boat Ramp since 2002, utilising the Bayswater Marina Boat Ramp daily from 4.45am for rowing skiff and safety boat launches all year round.
- 3.6. Rowing skiffs are carried by athletes from the Blue Shed to the Bayswater Marina Boat Ramp. They do this by carrying the rowing skiffs across the car park (currently out of scope for the development) up a small ramp that connects the carpark in Sub Precinct C, through the corner of the proposed Sir Peter Blake Parade and Cross Street and then onto the ramp.
- 3.7. Safety boats are towed from the back of a vehicle and follow the same route as our athletes with rowing skiffs. However, to pass over the small ramp TGSRC has an agreement with the current Marina Management team who allow us to remove a large metal bollard (highlighted in figure 1) each day to get our vehicles (usually 4x4's) through and our safety boats to the boat ramp.
- 3.8. The processes outlined in both 3.6 and 3.7 of this response both require more space than a footpaths access to the boat ramp as figure 10 in the assessment of effects document shows.
- 3.9. It is not clear if the footpath on the boundary of Sir Peter Blake Parade in Sub Precinct C continues around to Cross Street.
- 3.10. It is also not clear if the pathway or work undertaken in the development will replace the bollard that is currently on the small ramp that connects the carpark to the proposed corner of Sir Peter Blake Parade and Cross street (highlighted in figure 1) and if there will still be accessible via the small ramp for vehicles towing safety boats to use the Bayswater Marina Boat Ramp.
- 3.11. It is noted that the land directly around the Bayswater Marina Boat Ramp is owned by the marina, the site boundary extends along the footpath in front of the old wharf. The application proposes "A direct physical connection to the water" but the use of these public areas and boardwalk will be 'easement' access rights, i.e., no guarantee of water access in the early morning.
- 3.12. It is noted that within the Application, the pavement around the boat ramp will be 'reconstructed to suit the development' however there is no information provided with regards to limiting access to the Bayswater Marina Boat Ramp or the impact that this reconstruction will have, both during and after the reconstruction.
- 3.13. Within the Demolition Methodology, section IV the Application has highlighted that security and construction fencing will be placed 'near the existing boat ramp'. It is not clear if this fencing will generate any limitations for rowing skiffs (that are between 8 -

18 meters long) and vehicles towing safety boats to access the Bayswater Marina Boat Ramp.

- 3.14. The Application states that it complies with the Hauraki Gulf Marine Park Act sections 7 and 8 which includes providing easy access to the Hauraki Gulf. The application for resource consent states that “improved access to the seaward edge of the Bayswater precinct” is part of the plan. However, no plans or plan is conveyed as to how this access will be maintained through the construction and development of the land. The staging plan shows no guarantee of access to the boat ramp during the building of the apartment and terrace housing and landscaping.
- 3.15. This water access and coastal strip includes the legally required marina berth holder’s car parking which the submission says have a “low level of use.” By taking away all the ferry parking for housing these 210 carparks will certainly be at capacity from 6:40 am - 7:30 pm when peak commuter traffic for the ferry will use them as only 32 car spaces have been set aside for visitors including to a cafe. Therefore, the 15m legally required water proximity will not be the case for most of the day.
- 3.16. TGSRC recommend that prior to the approval of the Application the ownership of the Bayswater Marina Boat Ramp is transferred from Bayswater Marina to Auckland Council as a community asset, ensuring the longevity of public access to the water.

4. Safe Access To The Bayswater Marina Boat Ramp

- 4.1. The current documentation does not detail how during the three stages of construction safe and direct access to the boat ramp will be provided for our student-athletes who carry rowing skiffs ranging from 60kg - 100kg on their shoulders from the Blue Shed and down the ramp to access the water.
- 4.2. Without unlimited and safe access to the Bayswater Marina Boat Ramp TGSRC will no longer be able to provide opportunities to experience and train in the sport of rowing to current and future club members and would have to close.
- 4.3. The Application does not outline how construction work will impact public access rights to the Bayswater Marina Boat Ramp and does not contain any content regarding the risk analysis and planned mitigation activities to ensure the continued safety of all users of the ramp.
- 4.4. It is noted that within the Application the pavement around the boat ramp will be ‘reconstructed to suit the development’ however there is no information provided regarding the impact that this reconstruction will have on our athlete’s ability to transport our rowing skiffs to the Bayswater Marina Boat Ramp safely both during and after the reconstruction.
- 4.5. Within Attachment 3.2 Engineering Drawings Part 2 the development of a retaining wall on the boundary of the proposed Sir Peter Blake Parade is documented, however, the details of the boundary wall will not be provided until the building consent stage. As the current occupiers of the Blue Shed which is next to the boundary line for the proposed retaining wall TGSRC would like some more information on the impact that the development of this wall will have on the Blue Shed.
- 4.6. TGSRC have some significant concerns regarding vehicles towing safety boats navigating the right bend from the proposed Sir Peter Blake Parade to Cross Street and safely manoeuvring into the Bayswater Marina Boat Ramp, given its location on a right bend in the road with restricted visibility. This concern is heightened when considering that these vehicles will need to reverse onto the Bayswater Marina Boat Ramp safely.
- 4.7. The proposed bus turning area has a potential for conflict and increased queuing for student-athletes carrying boats down the Bayswater Marina Boat Ramp, buses turning, vehicles with boat trailers accessing the Bayswater Marina Boat Ramp, pedestrians and

cyclists, and it would be good to understand what approaches can be put in place to minimise conflict and ensure safety.

- 4.8. The forecasted increase of 570 vehicle movements and 90 truck movements on the proposed Sir Peter Blake Parade and Cross Street presents significant concern regarding the safety of TGSRC athletes who will need to need to cross these roads and potentially walk on them whilst carrying their rowing skiffs to access the Bayswater Marina Boat Ramp. It is not clear in the documentaon what safety precaouns will be put in place to ensure the safety of all road and footpath users.

WHAT DECISIONS AND AMENDMENTS WOULD YOU LIKE THE COUNCIL TO MAKE?

5. Decisions

- 5.1. TGSRC recommend that prior to approval of the Applicaon, the ownership of the boat ramp is transferred from the Marina to Auckland Council as a community asset, ensuring the longevity of public access to the water.
- 5.2. TGSRC recommend that prior to approval of the Applicaon that the vehicle access to the proposed corner of Sir Peter Blake Parade and Cross Street is agreed to retained via the exisng small r amp (noted in Figure 1) from the out of zone carpark.
- 5.3. TGSRC recommend that if the Applicaon is processed and granted, that the Applicaon is redesigned to:
 - 5.3.1. Significantly provide for the core funcons of the zone.
 - 5.3.2. BeTer enable growth of the marina and the provision of opportunities for the local community to partake in water sports in the future.
 - 5.3.3. Provide uninterrupted access for TGSRC and the public to use the marina access the Bayswater Marina Boat Ramp as it is intended.

6. Amendments

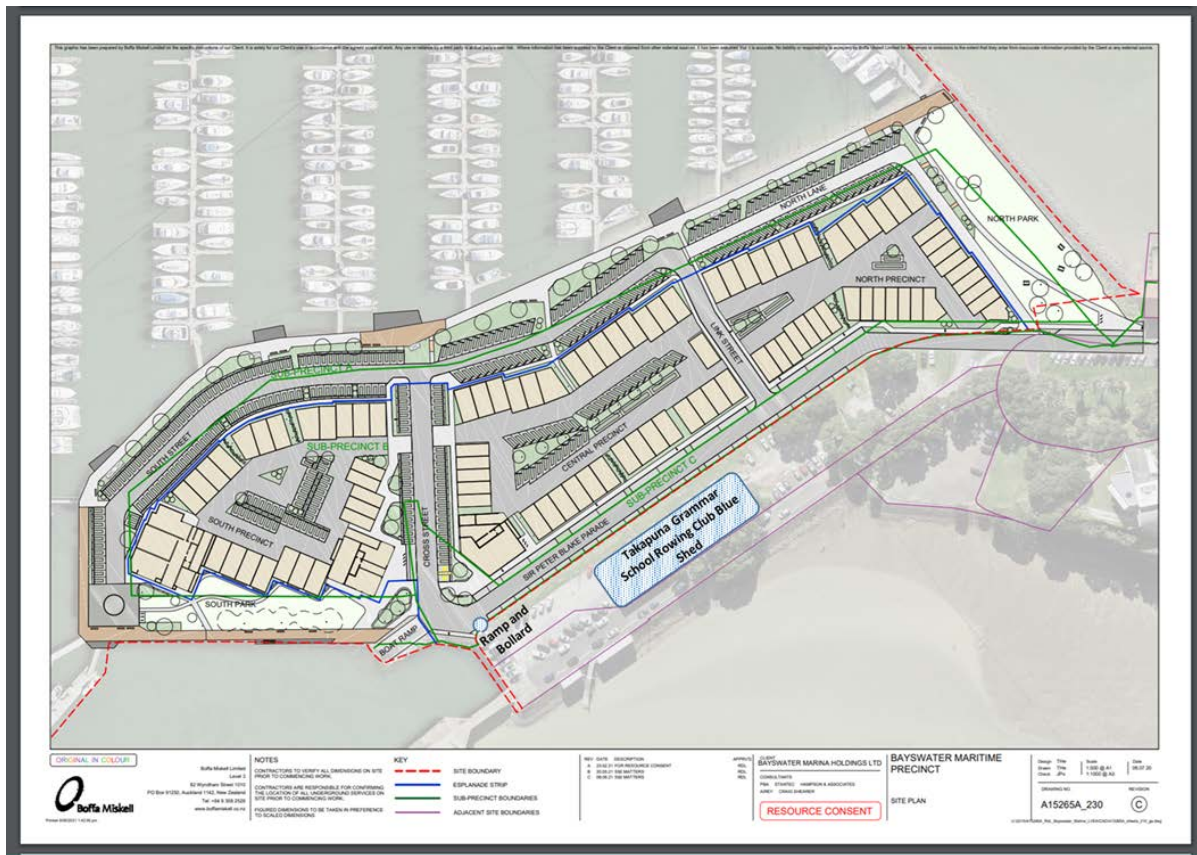
- 6.1. TGSRC request that the Applicaon ensures that the footpath on the boundary of Sir Peter Blake Parade in Sub Precinct C connues round to Cross Street, allowing for the safe transportaon of 8m – 18m r owing skiffs by student athletes.
- 6.2. TGSRC request that a safety, risk and usability study is undertaken prior to the reconstruon of the pavement around the Bayswater Marina Boat Ramp, with required acons implemented (that align to leading pracce and Auckland Council / Auckland Transport guidelines) to ensure unrestricted safe access to the Bayswater Marina Boat Ramp before, during and aj er construon.
- 6.3. TGSRC request that within the Demolion Methodology, secon IV, an assessment is completed to understand and remove any limitaons that may impact rowing skiffs and vehicles towing safety boats to have unrestricted access the Bayswater Marina Boat Ramp each day, and all year round.
- 6.4. TGSRC request that the Applicaon includes how it will comply with the Hauraki Gulf Marine Park Act secon 7 and 8 which includes providing easy access to the Hauraki Gulf – parcularly on how rowing skiffs and safety boats will have unrestricted access the Bayswater Marina Boat Ramp each day, and all year round.
- 6.5. TGSRC request that the Applicaon details how the 15m legally required water proximity will be maintained.
- 6.6. TGSRC request that the Applicaon details how during the three stages safe, direct and unrestricted access to the Bayswater Marina Boat Ramp will be provided to TGSRC and the public.



- 6.7. TGSRC request that the Application details the risk analysis and planned mitigation activities to ensure the unrestricted access and continued safety for all users of the Bayswater Marina Boat Ramp during all construction work.
- 6.8. TGSRC request that the Application details the impact that the development of the retaining wall detailed in Attachment 3.2 Engineering Drawings Part 2 will have on the Blue Shed and details the risk mitigations that will be in place regarding the retaining wall limiting TGSRC's unrestricted and safe access to the Bayswater Marina Boat Ramp.
- 6.9. TGSRC request that the Application redesigns the right bend from the proposed Sir Peter Blake Parade to Cross Street in alignment to leading practice and Auckland Council / Auckland Transport guidelines to increase visibility and allow for vehicles towing boats and boat trailers to reverse on to the boat ramp safely.
- 6.10. TGSRC request that the Application details the safety and traffic calming precautions (that align to leading practice and Auckland Council / Auckland Transport guidelines) that will be put in place to ensure the safety of TGSRC athletes who will need to cross these roads and potentially walk on them whilst carrying their rowing skiffs to access the Bayswater Marina Boat Ramp.
- 6.11. TGSRC request that the Application details the safety and traffic calming precautions (that align to leading practice and Auckland Council / Auckland Transport guidelines) that will be put in place to ensure the safety of TGSRC athletes and all other pedestrians, cyclists, and road users against the forecasted increase of 570 vehicle movements and 90 truck movements on the proposed Sir Peter Blake Parade and Cross Street.

APPENDICIES

7. Figure 1



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Thursday, November 18, 2021 1:46:13 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13294] Submission
Attachments: Takapuna Grammar School Rowing Club NOTIFIED RESOURCE CONSENT SUBMISSION_20211118143046.371.pdf (1.25 MB)

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Ji Shao

Organisation name:

Contact phone number: 0212243908

Email address: shaoji34@hotmail.com

Postal address:

2A Birchfield Road Hauraki
Hauraki
Auckland 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

- Consulta.on.
- Con.nued water access via the Bayswater Marina Boat Ramp.
- Safe access to the Bayswater Marina Boat Ramp.

What are the reasons for your submission?

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

5. Decisions

- 5.1. TGSRC recommend that prior to approval of the Application, the ownership of the boat ramp is transferred from the Marina to Auckland Council as a community asset, ensuring the longevity of public access to the water.
- 5.2. TGSRC recommend that prior to approval of the Application that the vehicle access to the proposed corner of Sir Peter Blake Parade and Cross Street is agreed to be retained via the existing small ramp (noted in Figure 1) from the out of zone carpark.
- 5.3. TGSRC recommend that if the Application is processed and granted, that the Application is redesigned to:
 - 5.3.1. Significantly provide for the core functions of the zone.
 - 5.3.2. Better enable growth of the marina and the provision of opportunities for the local community to partake in water sports in the future.
 - 5.3.3. Provide uninterrupted access for TGSRC and the public to use the marina access the Bayswater Marina Boat Ramp as it is intended.
6. Amendments
 - 6.1. TGSRC request that the Application ensures that the footpath on the boundary of Sir Peter Blake Parade in Sub Precinct C continues round to Cross Street, allowing for the safe transportation of 8m – 18m rowing skiffs by student athletes.
 - 6.2. TGSRC request that a safety, risk and usability study is undertaken prior to the reconstruction of the pavement around the Bayswater Marina Boat Ramp, with required actions implemented (that align to leading practice and Auckland Council / Auckland Transport guidelines) to ensure unrestricted safe access to the Bayswater Marina Boat Ramp before, during and after construction.
 - 6.3. TGSRC request that within the Demolition Methodology, section IV, an assessment is completed to understand and remove any limitations that may impact rowing skiffs and vehicles towing safety boats to have unrestricted access to the Bayswater Marina Boat Ramp each day, and all year round.
 - 6.4. TGSRC request that the Application includes how it will comply with the Hauraki Gulf Marine Park Act section 7 and 8 which includes providing easy access to the Hauraki Gulf – particularly on how rowing skiffs and safety boats will have unrestricted access to the Bayswater Marina Boat Ramp each day, and all year round.
 - 6.5. TGSRC request that the Application details how the 15m legally required water proximity will be maintained.
 - 6.6. TGSRC request that the Application details how during the three stages safe, direct and unrestricted access to the Bayswater Marina Boat Ramp will be provided to TGSRC and the public.
 - 6.7. TGSRC request that the Application details the risk analysis and planned mitigation activities to ensure the unrestricted access and continued safety for all users of the Bayswater Marina Boat Ramp during all construction work.
 - 6.8. TGSRC request that the Application details the impact that the development of the retaining wall detailed in Attachment 3.2 Engineering Drawings Part 2 will have on the Blue Shed and details the risk mitigations that will be in place regarding the retaining wall limiting TGSRC's unrestricted and safe access to the Bayswater Marina Boat Ramp.
 - 6.9. TGSRC request that the Application redesigns the right bend from the proposed Sir Peter Blake Parade to Cross Street in alignment to leading practice and Auckland Council / Auckland Transport guidelines to increase visibility and allow for vehicles towing boats and boat trailers to reverse on to the boat ramp safely.
 - 6.10. TGSRC request that the Application details the safety and traffic calming precautions (that align to leading practice and Auckland Council / Auckland Transport guidelines) that will be put in place to ensure the safety of TGSRC athletes who will need to cross these roads and potentially walk on them whilst carrying their rowing skiffs to access the Bayswater Marina Boat Ramp.
 - 6.11. TGSRC request that the Application details the safety and traffic calming precautions (that align to leading practice and Auckland Council / Auckland Transport guidelines) that will be put in place to ensure the safety of TGSRC athletes and all other pedestrians, cyclists, and road users against the forecasted increase of 570 vehicle movements and 90 truck movements on the proposed Sir Peter Blake Parade and Cross Street

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? No

If other people make a similar submission I will consider making a joint case with them at the hearing: No

Supporting information:

Takapuna Grammar School Rowing Club NOTIFIED RESOURCE CONSENT SUBMISSION_20211118143046.371.pdf

NOTIFIED RESOURCE CONSENT SUBMISSION FOR 21 SIR PETER BLAKE PARADE. BAYSWATER

Answers to submission details on behalf of Takapuna Grammar School Rowing Club.

THIS SUBMISSION:

- Opposes the application in whole or in part.

SPECIFY THE ASPECTS OF THE APPLICATION YOU ARE SUBMITTING ON:

- Consultation.
- Continued water access via the Bayswater Marina Boat Ramp.
- Safe access to the Bayswater Marina Boat Ramp.

WHAT ARE THE REASONS FOR YOUR SUBMISSION?

1. Background

- 1.1. Takapuna Grammar School Rowing Club (TGSRC), as an incorporated society, is a voluntary organisation offering the rowing experience to all interested year 8 – year 12 students from local schools.
- 1.2. TGSRC has occupied the building known as the Blue Shed (noted in the Application as Auckland Council Reclamation) for the last 19 years and operate its daily rowing programme from Bayswater.
- 1.3. TGSRC currently comprises a membership of over 250 athletes, coaches and parents, and has been an integral part of Takapuna Grammar School sport for over 90 years.
- 1.4. TGSRC prides itself on making the sport of rowing available to any TGS student and stands by its policy of 'all those who want to row, can row.'
- 1.5. The club is run by a voluntary committee and has enjoyed considerable success at school and club level and has produced world champions and medal-winning Olympic athletes and coaches.
- 1.6. In the 2020/21 season, the club's results included two national titles, the retention of the position as the highest performing co-ed rowing programme in the North Island, six athletes selected to join the regional rowing programme, and two athletes selected to start their journey on the New Zealand high performance pathway.

2. Consultation

- 2.1. The application for resource consent and assessment of environmental effects states; 'Over the period since 2017, efforts have been made to consult with the local community on future development plans for the Marina land.'
- 2.2. As part of the local community and a daily user of the Bayswater Boat Ramp, it is of great concern and key to note, that TGSRC has not been included in this consultation and have not been engaged to have the opportunity to understand and provide input to the overall vision for the site.
- 2.3. It is disappointing that the timelines for reviewing the application documentation and compiling a response have been restricted to when the impacted community have been in lockdown due to the impacts of the COVID-19 pandemic. This has significantly impacted TGSRC's ability to undertake a robust consultation approach with club members and to compile a thorough response.

3. Continued Access To The Bayswater Marina Boat Ramp

- 3.1. Currently, the underlying zone of land within the precinct is Marina zone and Public Open space zone. The primary purpose of the zone is to provide access to the harbour by way of the boat ramp, to provide for the boats moored at the marina and marine related activities as well as the Bayswater ferry service.
- 3.2. TGSRC notes from historical consents that the land at the top of the ramp is privately owned by Bayswater Marina, with the requirement that it remains open to the public to use.
- 3.3. Currently, the water access via the boat ramp is one of few public access points onto the Waitemata harbour that can be accessed at any depth point. It is crucial to water-based activities including rowing, fishing, recreational boating, windsurfing, sailing. The Application specifies that rowing activities 'elsewhere' at the site will not be impacted. But a key part of rowing, and marine activities is access to the boat ramp at all times.
- 3.4. Without unlimited access to the Bayswater Marina Boat Ramp, TGSRC would have to close as it would no longer be able to provide opportunities for current and future club members to experience and train in the sport of rowing.
- 3.5. With 80 registered student-athletes TGSRC has been a significant user of the Bayswater Marina Boat Ramp since 2002, utilising the Bayswater Marina Boat Ramp daily from 4.45am for rowing skiff and safety boat launches all year round.
- 3.6. Rowing skiffs are carried by athletes from the Blue Shed to the Bayswater Marina Boat Ramp. They do this by carrying the rowing skiffs across the car park (currently out of scope for the development) up a small ramp that connects the carpark in Sub Precinct C, through the corner of the proposed Sir Peter Blake Parade and Cross Street and then onto the ramp.
- 3.7. Safety boats are towed from the back of a vehicle and follow the same route as our athletes with rowing skiffs. However, to pass over the small ramp TGSRC has an agreement with the current Marina Management team who allow us to remove a large metal bollard (highlighted in figure 1) each day to get our vehicles (usually 4x4's) through and our safety boats to the boat ramp.
- 3.8. The processes outlined in both 3.6 and 3.7 of this response both require more space than a footpath access to the boat ramp as figure 10 in the assessment of effects document shows.
- 3.9. It is not clear if the footpath on the boundary of Sir Peter Blake Parade in Sub Precinct C continues around to Cross Street.
- 3.10. It is also not clear if the pathway or work undertaken in the development will replace the bollard that is currently on the small ramp that connects the carpark to the proposed corner of Sir Peter Blake Parade and Cross street (highlighted in figure 1) and if there will still be accessible via the small ramp for vehicles towing safety boats to use the Bayswater Marina Boat Ramp.
- 3.11. It is noted that the land directly around the Bayswater Marina Boat Ramp is owned by the marina, the site boundary extends along the footpath in front of the old wharf. The application proposes "A direct physical connection to the water" but the use of these public areas and boardwalk will be 'easement' access rights, i.e., no guarantee of water access in the early morning.
- 3.12. It is noted that within the Application, the pavement around the boat ramp will be 'reconstructed to suit the development' however there is no information provided with regards to limiting access to the Bayswater Marina Boat Ramp or the impact that this reconstruction will have, both during and after the reconstruction.
- 3.13. Within the Demolition Methodology, section IV the Application has highlighted that security and construction fencing will be placed 'near the existing boat ramp'. It is not clear if this fencing will generate any limitations for rowing skiffs (that are between 8 -

18 meters long) and vehicles towing safety boats to access the Bayswater Marina Boat Ramp.

- 3.14. The Application states that it complies with the Hauraki Gulf Marine Park Act sections 7 and 8 which includes providing easy access to the Hauraki Gulf. The application for resource consent states that “improved access to the seaward edge of the Bayswater precinct” is part of the plan. However, no special conditions or plan is conveyed as to how this access will be maintained through the construction and development of the land. The staging plan shows no guarantee of access to the boat ramp during the building of the apartment and terrace housing and landscaping.
- 3.15. This water access and coastal strip includes the legally required marina berth holder’s car parking which the submission says have a “low level of use.” By taking away all the ferry parking for housing these 210 carparks will certainly be at capacity from 6:40 am - 7:30 pm when peak commuter traffic for the ferry will use them as only 32 car spaces have been set aside for visitors including to a cafe. Therefore, the 15m legally required water proximity will not be the case for most of the day.
- 3.16. TGSRC recommend that prior to the approval of the Application the ownership of the Bayswater Marina Boat Ramp is transferred from Bayswater Marina to Auckland Council as a community asset, ensuring the longevity of public access to the water.

4. Safe Access To The Bayswater Marina Boat Ramp

- 4.1. The current documentation does not detail how during the three stages of construction safe and direct access to the boat ramp will be provided for our student-athletes who carry rowing skiffs ranging from 60kg - 100kg on their shoulders from the Blue Shed and down the ramp to access the water.
- 4.2. Without unlimited and safe access to the Bayswater Marina Boat Ramp TGSRC will no longer be able to provide opportunities to experience and train in the sport of rowing to current and future club members and would have to close.
- 4.3. The Application does not outline how construction work will impact public access rights to the Bayswater Marina Boat Ramp and does not contain any content regarding the risk analysis and planned mitigation activities to ensure the continued safety of all users of the ramp.
- 4.4. It is noted that within the Application the pavement around the boat ramp will be ‘reconstructed to suit the development’ however there is no information provided regarding the impact that this reconstruction will have on our athlete’s ability to transport our rowing skiffs to the Bayswater Marina Boat Ramp safely both during and after the reconstruction.
- 4.5. Within Attachment 3.2 Engineering Drawings Part 2 the development of a retaining wall on the boundary of the proposed Sir Peter Blake Parade is documented, however, the details of the boundary wall will not be provided until the building consent stage. As the current occupiers of the Blue Shed which is next to the boundary line for the proposed retaining wall TGSRC would like some more information on the impact that the development of this wall will have on the Blue Shed.
- 4.6. TGSRC have some significant concerns regarding vehicles towing safety boats navigating the tight bend from the proposed Sir Peter Blake Parade to Cross Street and safely manoeuvring into the Bayswater Marina Boat Ramp, given its location on a tight bend in the road with restricted visibility. This concern is heightened when considering that these vehicles will need to reverse onto the Bayswater Marina Boat Ramp safely.
- 4.7. The proposed bus turning area has a potential for conflict and increased queuing for student-athletes carrying boats down the Bayswater Marina Boat Ramp, buses turning, vehicles with boat trailers accessing the Bayswater Marina Boat Ramp, pedestrians and

cyclists, and it would be good to understand what approaches can be put in place to minimise conflict and ensure safety.

- 4.8. The forecasted increase of 570 vehicle movements and 90 truck movements on the proposed Sir Peter Blake Parade and Cross Street presents significant concern regarding the safety of TGSRC athletes who will need to need to cross these roads and potentially walk on them whilst carrying their rowing skiffs to access the Bayswater Marina Boat Ramp. It is not clear in the documentaon what safety precauons will be put in place to ensure the safety of all road and footpath users.

WHAT DECISIONS AND AMENDMENTS WOULD YOU LIKE THE COUNCIL TO MAKE?

5. Decisions

- 5.1. TGSRC recommend that prior to approval of the Applicaon, the ownership of the boat ramp is transferred from the Marina to Auckland Council as a community asset, ensuring the longevity of public access to the water.
- 5.2. TGSRC recommend that prior to approval of the Applicaon that the vehicle access to the proposed corner of Sir Peter Blake Parade and Cross Street is agreed to retained via the exisng small r amp (noted in Figure 1) from the out of zone carpark.
- 5.3. TGSRC recommend that if the Applicaon is processed and granted, that the Applicaon is redesigned to:
 - 5.3.1. Significantly provide for the core funcons of the zone.
 - 5.3.2. BeTer enable growth of the marina and the provision of opportunities for the local community to partake in water sports in the future.
 - 5.3.3. Provide uninterrupted access for TGSRC and the public to use the marina access the Bayswater Marina Boat Ramp as it is intended.

6. Amendments

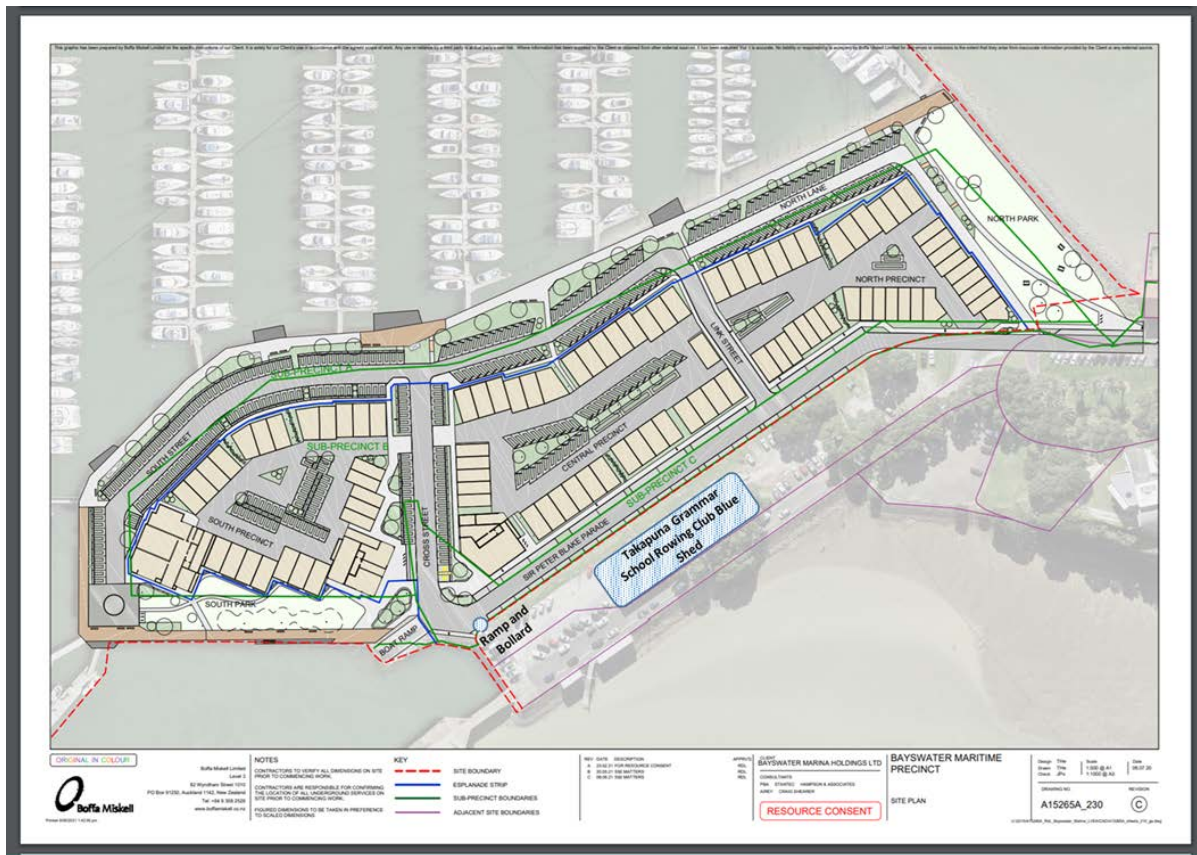
- 6.1. TGSRC request that the Applicaon ensures that the footpath on the boundary of Sir Peter Blake Parade in Sub Precinct C connues round to Cross Street, allowing for the safe transportaon of 8m – 18m r owing skiffs by student athletes.
- 6.2. TGSRC request that a safety, risk and usability study is undertaken prior to the reconstruon of the pavement around the Bayswater Marina Boat Ramp, with required acons implemented (that align to leading pracce and Auckland Council / Auckland Transport guidelines) to ensure unrestricted safe access to the Bayswater Marina Boat Ramp before, during and aj er construon.
- 6.3. TGSRC request that within the Demolion Methodology, secon IV, an assessment is completed to understand and remove any limitaons that may impact rowing skiffs and vehicles towing safety boats to have unrestricted access the Bayswater Marina Boat Ramp each day, and all year round.
- 6.4. TGSRC request that the Applicaon includes how it will comply with the Hauraki Gulf Marine Park Act secon 7 and 8 which includes providing easy access to the Hauraki Gulf – parcularly on how rowing skiffs and safety boats will have unrestricted access the Bayswater Marina Boat Ramp each day, and all year round.
- 6.5. TGSRC request that the Applicaon details how the 15m legally required water proximity will be maintained.
- 6.6. TGSRC request that the Applicaon details how during the three stages safe, direct and unrestricted access to the Bayswater Marina Boat Ramp will be provided to TGSRC and the public.



- 6.7. TGSRC request that the Application details the risk analysis and planned mitigation activities to ensure the unrestricted access and continued safety for all users of the Bayswater Marina Boat Ramp during all construction work.
- 6.8. TGSRC request that the Application details the impact that the development of the retaining wall detailed in Attachment 3.2 Engineering Drawings Part 2 will have on the Blue Shed and details the risk mitigations that will be in place regarding the retaining wall limiting TGSRC's unrestricted and safe access to the Bayswater Marina Boat Ramp.
- 6.9. TGSRC request that the Application redesigns the right bend from the proposed Sir Peter Blake Parade to Cross Street in alignment to leading practice and Auckland Council / Auckland Transport guidelines to increase visibility and allow for vehicles towing boats and boat trailers to reverse on to the boat ramp safely.
- 6.10. TGSRC request that the Application details the safety and traffic calming precautions (that align to leading practice and Auckland Council / Auckland Transport guidelines) that will be put in place to ensure the safety of TGSRC athletes who will need to cross these roads and potentially walk on them whilst carrying their rowing skiffs to access the Bayswater Marina Boat Ramp.
- 6.11. TGSRC request that the Application details the safety and traffic calming precautions (that align to leading practice and Auckland Council / Auckland Transport guidelines) that will be put in place to ensure the safety of TGSRC athletes and all other pedestrians, cyclists, and road users against the forecasted increase of 570 vehicle movements and 90 truck movements on the proposed Sir Peter Blake Parade and Cross Street.

APPENDICES

7. Figure 1



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Thursday, November 18, 2021 1:46:28 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13295] Submission
Attachments: BUN60373319 Chandler Submission.pdf (327.41 KB)

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Kym and Peter Chandler

Organisation name:

Contact phone number: 021488065

Email address: peter.chandler.nz@gmail.com

Postal address:

42 Merani Street
Narrow Neck
Auckland 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

Effects on the operation and use of the existing boat ramp - please refer to the appended supporting letter for more details

What are the reasons for your submission?

Please refer to the appended supporting letter

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

Please refer to the appended supporting letter

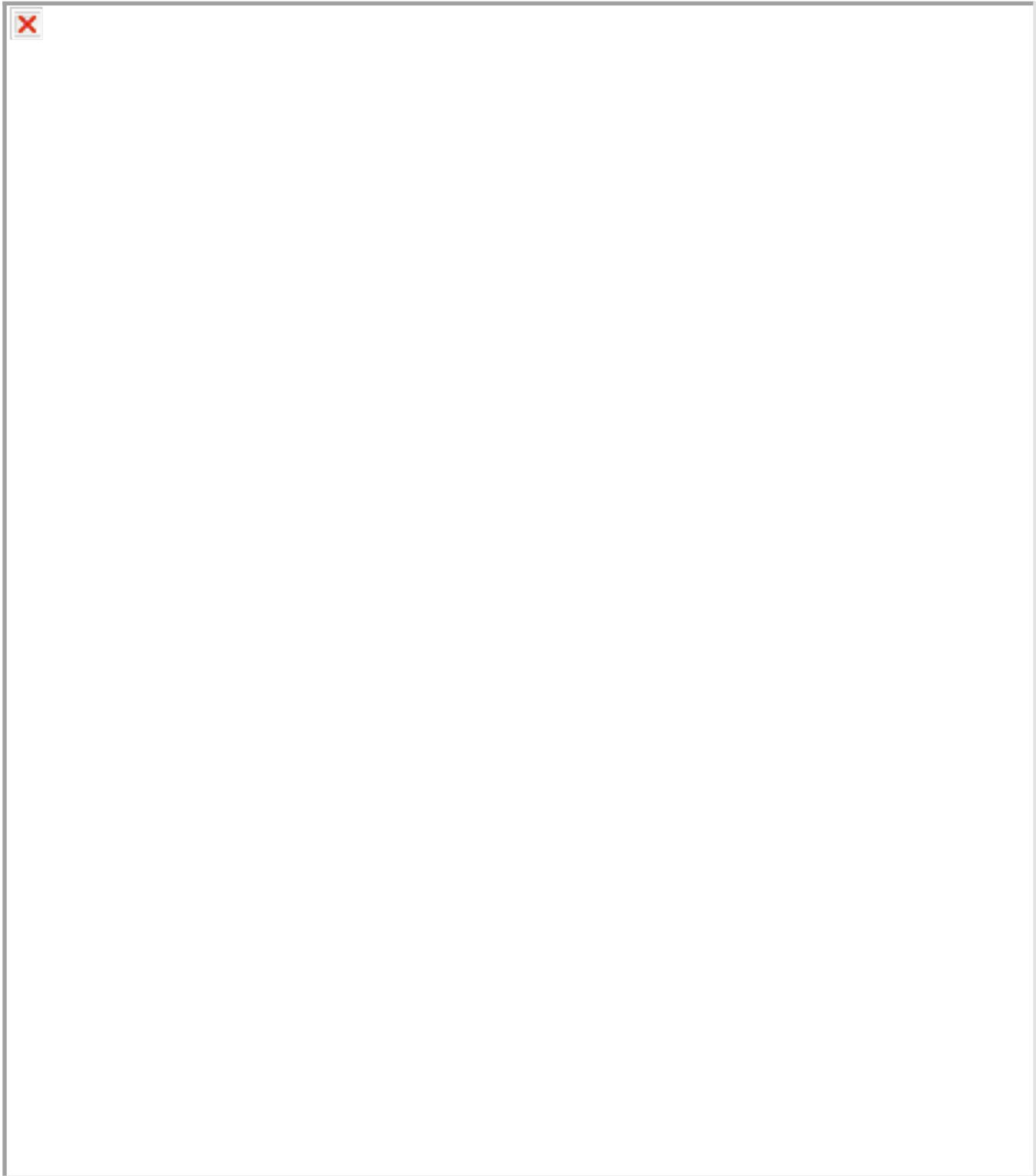
Are you a trade competitor of the applicant? I am not a trade competitor of the applicant.

Do you want to attend a hearing and speak in support of your submission? No

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

Supporting information:

BUN60373319 Chandler Submission.pdf



18 November 2021

Submission on BUN60373319 at 21 Sir Peter Blake Parade

To Whom it may Concern,

We are writing to express our opposition in part to the application BUN60373319 at 21 Sir Peter Blake Parade for 121 residential dwellings, offices, marine retail and industry and up to two cafes/restaurants.

Overall, we have no concern with the residential development of this area, and consider it a great location given its close proximity to the frequent public transport network of the Bayswater Ferry. We do, however, have significant concerns with respect to the effects the proposed development will have on the functionality of the existing boat ramp due to the design of the car-and-boat trailer parking for the development site. The Bayswater boat ramp is, in our opinion, the most user-friendly boat-ramp in the surrounding area due to its protected location (it is not subject to swells to the same degree as Torpedo Bay or Takapuna for example), wide open ramp, and marina structures that enable easy pick-up of the trailer driver once launched.

The Baywater Marina Precinct provides for residential *development "subject to these activities being assessed through a resource consent process to assess the effects of the proposal on the use and function of the precinct for"* the primary purpose of the precinct to *"provide for marina, ferry terminal and marine related activities, including associated parking and facilities."* The current proposal, we believe, will detrimentally affect the existing boat ramp function (a marine-related activity) due to the poor parking arrangements provided for car-and-boat trailer parking.

Of particular note:

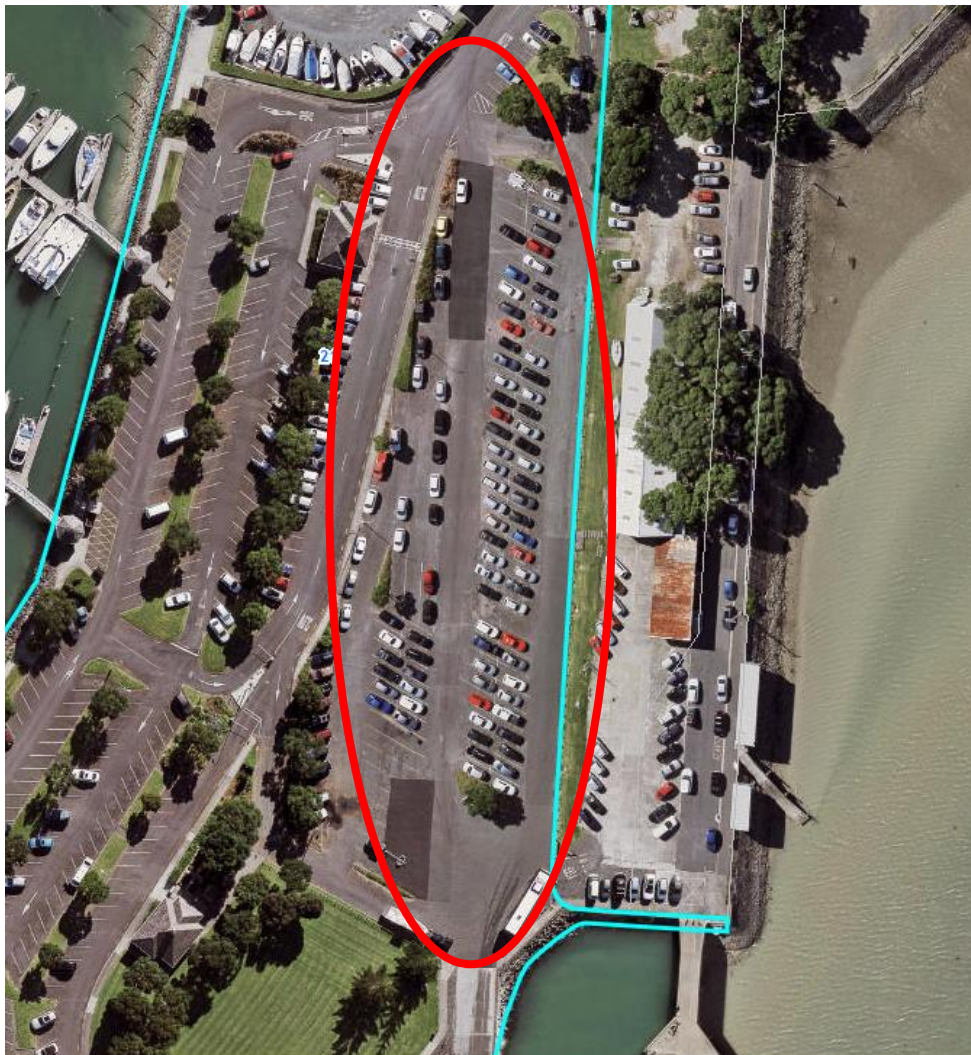
Parking Design

- The proposed car-and-boat parking is exclusively provided as parallel parking spaces. This is likely to cause significant issues as parallel parking a trailer is something even experienced people struggle with. None of the existing parallel parks available at the marina are ever occupied by car-and-boat trailer parking. They always exclusively use the angled parking spaces available.
- Reversing sightlines with boats on a trailer are poor. There is therefore a relatively high likelihood of minor impacts with other parked vehicles when trying to use parallel parks.
- The parking spaces provided offer sixteen 12m long spaces and four 13m long spaces. Tracking has been provided by the applicant for a boat of 4.5m long with a trailer of 5.5m long (total car + boat length of 10.5m). This is considered to be significantly too short for the majority of boat owners that use the boat ramp for launching:
 - We have checked with the owners of two local boat shops (Rogers Boat Shop and Fish City in Albany) as to the average boats sold in the North Shore. They have confirmed that this is between 5-6m boat, with a trailer length of 6.3-7.3m. Combined with the 85th percentile vehicle at 4.89m, this is a total length of 11.19 – 12.19m.
 - Most vehicles that people use to tow a boat are longer than the 85th percentile vehicle.

The AUP: OP does not specify a required trailer length, and as such it would, in our opinion, be appropriate to consider the context of users of the boat ramp in determining the appropriate tracking for assessment (noting that the application is discretionary overall). We would therefore seek that parallel parking tracking curves for car + trailer lengths of at least an 11.19-12.19m combined vehicle length be provided. We put forward that this will just not practically be possible as proposed, which will render all of the spaces unusable for most users.

Parking Provision

- The Assessment of Environmental Effects states that there is presently only 15 car-and-boat parking spaces on site at present. There are significantly more than that available, sitting at somewhere between 40-50 angled car-and-boat parks (or ~100 standard car parking spaces). All of the angled parking spaces directly to the north of the boat-ramp itself offer car-and-boat parking (even if not exclusively for this purpose):



Whilst we acknowledge the AUP: OP only requires a total of 20 car-and-boat parking spaces within this precinct, we consider that it would be worth considering the effects of the loss of some half (if not more) of the existing parking available on the function of the existing boat ramp.

Safety and Efficiency Concerns

- A number of the parallel parks are provided on the main entry road into the wider development complex (Sir Peter Blake Drive). The submitted traffic assessment anticipates the development will generate 73 trips during peak hour, and 730 trips on a daily basis from the residential users alone. Traffic volumes are therefore expected to be relatively high. With car-and-boat users struggling to parallel park into these parks, they are likely to cause obstructions to traffic flow across both directions of traffic (noting the tracking curves provided) that is likely to adversely affect overall traffic safety and efficiency outcomes in this area.
- There doesn't appear to be any dedicated waiting area for launching/retrieving boats. This will therefore occur on the main road. Again, this will cause obstructions to general traffic movement on the public roading network that should be considered. In our experience the launching/retrieval process usually takes approximately 5 minutes in preparation for launch, 5 minutes to launch, and 5 minutes to retrieve and secure boat safely for road transport. This will particularly be an issue at peak times where multiple boat users are waiting to use the ramp, which does occur relatively frequently during summer months in our experience.
- The access point to the boat ramp is at a more than 90° bend in the road. Have sightlines been considered around this corner? Vehicles launching or retrieving boats will be effectively reversing around/across this corner. They already have very poor visibility due to the obstructions of the trailer. This could exacerbate this and cause some significant safety issues for the public network.

Other

- There doesn't appear to have been any consideration given to the additional demand the lack of parking and poor parking options will cause on other nearby boat ramps, in particular Takapuna where this is the only comparable boat ramp in the area. There may be wider effects beyond just the Bayswater boat ramp as a result.

We have reviewed the application information (including in particular the traffic assessment) and the Council s92 requests for information included in the notification package and note that very little consideration appears to have been given to date to the practicality of the proposed car-and-boat trailer parking. We consider that this needs significantly more assessment to ensure the function of the existing boat ramp is appropriately maintained (as the precinct requires), and seek that design changes are accommodated to provide for more functional and accessible parking that better meets the likely demand.

We would therefore request that the following further information and design changes be provided to address the above identified issues:

- Provision of a more comprehensive assessment of effects with respect to the proposed boat parking, in terms of practicality of parallel parks, size of spaces provided, location of parking spaces, reduction from existing parking spaces etc;
- Modifications to include at least some (preferably all) angled car-and-boat parking spaces to alleviate the pressure of parallel parking.

- Ensuring that all car-and-boat parking spaces are of a sufficient dimension to adequately meet the demands/users of the boat ramp, being to provide for suitable tracking for at least a 5.5m long boat and allowing larger vehicles than the typical 85th percentile.
- Where parallel parks are proposed (although we would first and foremost seek these be removed entirely from the proposal), we would seek that additional length be provided to make them easier and more practical to use for all levels of experience. We would suggest a tolerance of at least 3m (rather than the ~1-1.5m currently provided) would be required given the realities of parallel parking a trailer.

We appreciate the opportunity to submit on this application. We do not wish to be heard at a hearing, however would consider having our position presented as part of a joint submission if other similar submitters were interested.

Kind Regards,

Kym and Peter Chandler

Prepared by: Emma Chandler

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Thursday, November 18, 2021 2:01:00 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13297] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Rubin and Peta Levin

Organisation name: Private Individuals

Contact phone number: 4456487 02102451974

Email address: thelevins1@gmail.com

Postal address:

18A King Edward Pde, Devonport
Auckland 0624
Auckland 0624 0624

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

Proposal to redevelop the existing marina into the Bayswater Maritime Precinct.

What are the reasons for your submission?

The area is a Marina Precinct. Currently the provisions of a Marina Precinct and zoning provided by the Auckland Unitary Plan protect this area. The development is also contradicts the N Costal Policy Provisions. and the development of residential townhouses and apartments would limit the current amenities and facilities. There are already limited options for parking and launching trailer sailers or small boats on the North Shore. This area services an extended catchment area that with increased infill housing, apartments and town houses demand for a local existing resource will continue to grow.

The proposed development will have a direct and detrimental impact on berth holders at the marina and will make

parking and servicing and loading of boats will become more difficult and problematic. The use of Public Transport is to be encouraged. Currently a Park and Ride facility exists. This development will remove this option and will make access to ferries more limiting and difficult. The one way system of roading does not appear to be safe, Currently parking is limited this development further reduces parking. Parking and access for recreational users and marina berth holders will be limited and is insufficient.

Local residents have seen the steady removal of boating facilities (Removal of the Devonport Yatch Club Wharf, the slip at the bottom of Spring street and reducing maintenance of the dingy lockers adjacent to the slipway.) This development further erodes opportunities for small boat owners.

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

That the application be declined. That any changes be in keeping with the Auckland Zoning and provisions of the Marina Precincts and that it must comply with the Coastal Policy Statement 2010.

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:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Thursday, November 18, 2021 2:15:59 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13298] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Gwenn Nedelec

Organisation name:

Contact phone number: 021525699

Email address: gwenn.nedelec@sccn.co.nz

Postal address:

2 Domain Street
Devonport
Auckland 0624

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

Consultation.
Continued water access via the Bayswater Marina Boat Ramp.
Safe access to the Bayswater Marina Boat Ramp.

What are the reasons for your submission?

1. Background
 - 1.1. Takapuna Grammar School Rowing Club (TGSRC), as an incorporated society, is a voluntary organisation offering the rowing experience to all interested year 8 – year 12 students from local schools.
 - 1.2. TGSRC has occupied the building known as the Blue Shed (noted in the Application as Auckland Council Reclamation) for the last 19 years and operate its daily rowing programme from Bayswater.

1.3. TGSRC currently comprises a membership of over 250 athletes, coaches and parents, and has been an integral part of Takapuna Grammar School sport for over 90 years.

1.4. TGSRC prides itself on making the sport of rowing available to any TGS student and stands by its policy of 'all those who want to row, can row.'

1.5. The club is run by a voluntary committee and has enjoyed considerable success at school and club level and has produced world champions and medal-winning Olympic athletes and coaches.

1.6. In the 2020/21 season, the club's results included two national titles, the retention of the position as the highest performing co-ed rowing programme in the North Island, six athletes selected to join the regional rowing programme, and two athletes selected to start their journey on the New Zealand high performance pathway.

2. Consultation

2.1. The application for resource consent and assessment of environmental effects states; 'Over the period since 2017, efforts have been made to consult with the local community on future development plans for the Marina land.'

2.2. As part of the local community and a daily user of the Bayswater Boat Ramp, it is of great concern and key to note, that TGSRC has not been included in this consultation and have not been engaged to have the opportunity to understand and provide input to the overall vision for the site.

2.3. It is disappointing that the timelines for reviewing the application documentation and compiling a response have been restricted to when the impacted community have been in lockdown due to the impacts of the COVID-19 pandemic. This has significantly impacted TGSRC's ability to undertake a robust consultation approach with club members and to compile a thorough response.

3. Continued Access To The Bayswater Marina Boat Ramp

3.1. Currently, the underlying zone of land within the precinct is Marina zone and Public Open space zone. The primary purpose of the zone is to provide access to the harbour by way of the boat ramp, to provide for the boats moored at the marina and marine related activities as well as the Bayswater ferry service.

3.2. TGSRC notes from historical consents that the land at the top of the ramp is privately owned by Bayswater Marina, with the requirement that it remains open to the public to use.

3.3. Currently, the water access via the boat ramp is one of few public access points onto the Waitemata harbour that can be accessed at any tide point. It is crucial to water-based activities including rowing, fishing, recreational boating, windsurfing, sailing. The Application specifies that rowing activities 'elsewhere' at the site will not be impacted. But a key part of rowing, and marine activities is access to the boat ramp at all times.

3.4. Without unlimited access to the Bayswater Marina Boat Ramp, TGSRC would have to close as it would no longer be able to provide opportunities for current and future club members to experience and train in the sport of rowing.

3.5. With 80 registered student-athletes TGSRC has been a significant user of the Bayswater Marina Boat Ramp since 2002, utilising the Bayswater Marina Boat Ramp daily from 4.45am for rowing skiff and safety boat launches all year round.

3.6. Rowing skiffs are carried by athletes from the Blue Shed to the Bayswater Marina Boat Ramp. They do this by carrying the rowing skiffs across the car park (currently out of scope for the development) up a small ramp that connects the carpark in Sub Precinct C, through the corner of the proposed Sir Peter Blake Parade and Cross Street and then onto the ramp.

3.7. Safety boats are towed from the back of a vehicle and follow the same route as our athletes with rowing skiffs. However, to pass over the small ramp TGSRC has an agreement with the current Marina Management team who allow us to remove a large metal bollard (highlighted in figure 1) each day to get our vehicles (usually 4x4's) though and our safety boats to the boat ramp.

3.8. The processes outlined in both 3.6 and 3.7 of this response both require more space than a footpaths access to the boat ramp as figure 10 in the assessment of effects document shows.

3.9. It is not clear if the footpath on the boundary of Sir Peter Blake Parade in Sub Precinct C continues around to Cross Street.

3.10. It is also not clear if the pathway or work undertaken in the development will replace the bollard that is currently on the small ramp that connects the carpark to the proposed corner of Sir Peter Blake Parade and Cross street (highlighted in figure 1) and if there will still be accessible via the small ramp for vehicles towing safety boats to use the Bayswater Marina Boat Ramp.

3.11. It is noted that the land directly around the Bayswater Marina Boat Ramp is owned by the marina, the site boundary extends along the footpath in front of the old wharf. The application proposes "A direct physical connection to the water" but the use of these public areas and boardwalk will be 'easement' access rights, i.e., no guarantee of water access in the early morning.

3.12. It is noted that within the Application, the pavement around the boat ramp will be 'reconstructed to suit the development' however there is no information provided with regards to limiting access to the Bayswater Marina Boat Ramp or the impact that this reconstruction will have, both during and after the reconstruction.

3.13. Within the Demolition Methodology, section IV the Application has highlighted that security and construction fencing will be placed 'near the existing boat ramp'. It is not clear if this fencing will generate any limitations for rowing skiffs (that are between 8 - 18 meters long) and vehicles towing safety boats to access the Bayswater Marina Boat Ramp.

3.14. The Application states that it complies with the Hauraki Gulf Marine Park Act section 7 and 8 which includes providing easy access to the Hauraki Gulf. The application for resource consent states that "improved access to the seaward edge of the Bayswater precinct" is part of the plan. However, no stipulations or plan is conveyed as to how this

access will be maintained through the construction and development of the land. The staging plan shows no guarantee of access to the boat ramp during the building of the apartment and terrace housing and landscaping.

3.15. This water access and coastal strip includes the legally required marina berth holder's car parking which the submission says have a "low level of use." By taking away all the ferry parking for housing these 210 carparks will certainly be at capacity from 6:40 am - 7:30 pm when peak commuter traffic for the ferry will use them as only 32 car spaces have been set aside for visitors including to a cafe. Therefore, the 15m legally required water proximity will not be the case for most of the day.

3.16. TGSRC recommend that prior to the approval of the Application the ownership of the Bayswater Marina Boat Ramp is transferred from Bayswater Marina to Auckland Council as a community asset, ensuring the longevity of public access to the water.

4. Safe Access To The Bayswater Marina Boat Ramp

4.1. The current documentation does not detail how during the three stages of construction safe and direct access to the boat ramp will be provided for our student-athletes who carry rowing skiffs ranging from 60kg - 100kg on their shoulders from the Blue Shed and down the ramp to access the water.

4.2. Without unlimited and safe access to the Bayswater Marina Boat Ramp TGSRC will no longer be able to provide opportunities to experience and train in the sport of rowing to current and future club members and would have to close.

4.3. The Application does not outline how construction work will impact public access rights to the Bayswater Marina Boat Ramp and does not contain any content regarding the risk analysis and planned mitigation activities to ensure the continued safety of all users of the ramp.

4.4. It is noted that within the Application the pavement around the boat ramp will be 'reconstructed to suit the development' however there is no information provided regarding the impact that this reconstruction will have on our athlete's ability to transport our rowing skiffs to the Bayswater Marina Boat Ramp safely both during and after the reconstruction.

4.5. Within attachment 3.2 Engineering Drawings Part 2 the development of a retaining wall on the boundary of the proposed Sir Peter Blake Parade is documented, however, the details of the boundary wall will not be provided until the building consent stage. As the current occupiers of the Blue Shed which is next to the boundary line for the proposed retaining wall TGSRC would like some more information on the impact that the development of this wall will have on the Blue Shed.

4.6. TGSRC have some significant concerns regarding vehicles towing safety boats navigating the tight bend from the proposed Sir Peter Blake Parade to Cross Street and safely manoeuvring into the Bayswater Marina Boat Ramp, given its location on a tight bend in the road with restricted visibility. This concern is heightened when considering that these vehicles will need to reverse onto the Bayswater Marina Boat Ramp safely.

4.7. The proposed bus turning area has a potential for conflict and increased queuing for student-athletes carrying boats down the Bayswater Marina Boat Ramp, buses turning, vehicles with boat trailers accessing the Bayswater Marina Boat Ramp, pedestrians and cyclists, and it would be good to understand what approaches can be put in place to minimise conflict and ensure safety.

4.8. The forecasted increase of 570 vehicle movements and 90 truck movements on the proposed Sir Peter Blake Parade and Cross Street presents significant concern regarding the safety of TGSRC athletes who will need to need to cross these roads and potentially walk on them whilst carrying their rowing skiffs to access the Bayswater Marina Boat Ramp. It is not clear in the documentation what safety precautions will be put in place to ensure the safety of all road and footpath users.

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

5. Decisions

5.1. TGSRC recommend that prior to approval of the Application, the ownership of the boat ramp is transferred from the Marina to Auckland Council as a community asset, ensuring the longevity of public access to the water.

5.2. TGSRC recommend that prior to approval of the Application that the vehicle access to the proposed corner of Sir Peter Blake Parade and Cross Street is agreed to retained via the existing small ramp (noted in Figure 1) from the out of zone carpark.

5.3. TGSRC recommend that if the Application is processed and granted, that the Application is redesigned to:

5.3.1. Significantly provide for the core functions of the zone.

5.3.2. Better enable growth of the marina and the provision of opportunities for the local community to partake in water sports in the future.

5.3.3. Provide uninterrupted access for TGSRC and the public to use the marina access the Bayswater Marina Boat Ramp as it is intended.

6. Amendments

6.1. TGSRC request that the Application ensures that the footpath on the boundary of Sir Peter Blake Parade in Sub Precinct C continues round to Cross Street, allowing for the safe transportation of 8m – 18m rowing skiffs by student athletes.

6.2. TGSRC request that a safety, risk and usability study is undertaken prior to the reconstruction of the pavement around the Bayswater Marina Boat Ramp, with required actions implemented (that align to leading practice and Auckland Council / Auckland Transport guidelines) to ensure unrestricted safe access to the Bayswater Marina Boat Ramp before, during and after construction.

6.3. TGSRC request that within the Demolition Methodology, section IV, an assessment is completed to understand

and remove any limitations that may impact rowing skiffs and vehicles towing safety boats to have unrestricted access the Bayswater Marina Boat Ramp each day, and all year round.

6.4. TGSRC request that the Application includes how it will comply with the Hauraki Gulf Marine Park Act section 7 and 8 which includes providing easy access to the Hauraki Gulf – particularly on how rowing skiffs and safety boats will have unrestricted access the Bayswater Marina Boat Ramp each day, and all year round.

6.5. TGSRC request that the Application details how the 15m legally required water proximity will be maintained.

6.6. TGSRC request that the Application details how during the three stages safe, direct and unrestricted access to the Bayswater Marina Boat Ramp will be provided to TGSRC and the public.

6.7. TGSRC request that the Application details the risk analysis and planned mitigation activities to ensure the unrestricted access and continued safety for all users of the Bayswater Marina Boat Ramp during all construction work.

6.8. TGSRC request that the Application details the impact that the development of the retaining wall detailed in attachment 3.2 Engineering Drawings Part 2 will have on the Blue Shed and details the risk mitigations that will be in place regarding the retaining wall limiting TGSRC's unrestricted and safe access to the Bayswater Marina Boat Ramp.

6.9. TGSRC request that the Application redesigns the tight bend from the proposed Sir Peter Blake Parade to Cross Street in alignment to leading practice and Auckland Council / Auckland Transport guidelines to increase visibility and allow for vehicles towing boats and boat trailers to reverse on to the boat ramp safely.

6.10. TGSRC request that the Application details the safety and traffic calming precautions (that align to leading practice and Auckland Council / Auckland Transport guidelines) that will be put in place to ensure the safety of TGSRC athletes who will need to cross these roads and potentially walk on them whilst carrying their rowing skiffs to access the Bayswater Marina Boat Ramp.

6.11. TGSRC request that the Application details the safety and traffic calming precautions (that align to leading practice and Auckland Council / Auckland Transport guidelines) that will be put in place to ensure the safety of TGSRC athletes and all other pedestrians, cyclists, and road users against the forecasted increase of 570 vehicle movements and 90 truck movements on the proposed Sir Peter Blake Parade and Cross Street.

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? No

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

Supporting information:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Thursday, November 18, 2021 2:15:59 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13299] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Karin Kozuka

Organisation name: Takapuna Grammar School Rowing Club

Contact phone number: 0225837932

Email address: Karink.6867@gmail.com

Postal address:

30 Ewen Alison Avenue
Devonport
Auckland 0624

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

- Consultation.
- Continued water access via the Bayswater Marina Boat Ramp.
- Safe access to the Bayswater Marina Boat Ramp.

What are the reasons for your submission?

1. Background

1.1 Takapuna Grammar School Rowing Club (TGSRC), as an incorporated society, is a voluntary organisation offering the rowing experience to all interested year 8 – year 12 students from local schools.

1.2 TGSRC has occupied the building known as the Blue Shed (noted in the Application as Auckland Council 000

Reclamation) for the last 19 years and operate its daily rowing programme from Bayswater.

1.3 TGSRC currently comprises a membership of over 250 athletes, coaches and parents, and has been an integral part of Takapuna Grammar School sport for over 90 years.

1.4 TGSRC prides itself on making the sport of rowing available to any TGS student and stands by its policy of 'all those who want to row, can row.'

1.5 The club is run by a voluntary committee and has enjoyed considerable success at school and club level and has produced world champions and medal-winning Olympic athletes and coaches.

1.6 In the 2020/21 season, the club's results included two national titles, the retention of the position as the highest performing co-ed rowing programme in the North Island, six athletes selected to join the regional rowing programme, and two athletes selected to start their journey on the New Zealand high performance pathway.

2. Consultation

2.1 The application for resource consent and assessment of environmental effects states; 'Over the period since 2017, efforts have been made to consult with the local community on future development plans for the Marina land.'

2.2 As part of the local community and a daily user of the Bayswater Boat Ramp, it is of great concern and key to note, that TGSRC has not been included in this consultation and have not been engaged to have the opportunity to understand and provide input to the overall vision for the site.

2.3 It is disappointing that the timelines for reviewing the application documentation and compiling a response have been restricted to when the impacted community have been in lockdown due to the impacts of the COVID-19 pandemic. This has significantly impacted TGSRC's ability to undertake a robust consultation approach with club members and to compile a thorough response.

3. Continued Access To The Bayswater Marina Boat Ramp

3.1 Currently, the underlying zone of land within the precinct is Marina zone and Public Open space zone. The primary purpose of the zone is to provide access to the harbour by way of the boat ramp, to provide for the boats moored at the marina and marine related activities as well as the Bayswater ferry service.

3.2 TGSRC notes from historical consents that the land at the top of the ramp is privately owned by Bayswater Marina, with the requirement that it remains open to the public to use.

3.3 Currently, the water access via the boat ramp is one of few public access points onto the Waitemata harbour that can be accessed at any tide point. It is crucial to water-based activities including rowing, fishing, recreational boating, windsurfing, sailing. The Application specifies that rowing activities 'elsewhere' at the sight will not be impacted. But a key part of rowing, and marine activities is access to the boat ramp at all times.

3.4 Without unlimited access to the Bayswater Marina Boat Ramp, TGSRC would have to close as it would no longer be able to provide opportunities for current and future club members to experience and train in the sport of rowing.

3.5 With 80 registered student-athletes TGSRC has been a significant user of the Bayswater Marina Boat Ramp since 2002, utilising the Bayswater Marina Boat Ramp daily from 4.45am for rowing skiff and safety boat launches all year round.

3.6 Rowing skiffs are carried by athletes from the Blue Shed to the Bayswater Marina Boat Ramp. They do this by carrying the rowing skiffs across the car park (currently out of scope for the development) up a small ramp that connects the carpark in Sub Precinct C, through the corner of the proposed Sir Peter Blake Parade and Cross Street and then onto the ramp.

3.7 Safety boats are towed from the back of a vehicle and follow the same route as our athletes with rowing skiffs. However, to pass over the small ramp TGSRC has an agreement with the current Marina Management team who allow us to remove a large metal bollard (highlighted in figure 1) each day to get our vehicles (usually 4x4's) though and our safety boats to the boat ramp.

3.8 The processes outlined in both 3.6 and 3.7 of this response both require more space than a footpaths access to the boat ramp as figure 10 in the assessment of effects document shows.

3.9 It is not clear if the footpath on the boundary of Sir Peter Blake Parade in Sub Precinct C continues around to Cross Street.

3.10 It is also not clear if the pathway or work undertaken in the development will replace the bollard that is currently on

the small ramp that connects the carpark to the proposed corner of Sir Peter Blake Parade and Cross street (highlighted in figure 1) and if there will still be accessible via the small ramp for vehicles towing safety boats to use the Bayswater Marina Boat Ramp.

3.11 It is noted that the land directly around the Bayswater Marina Boat Ramp is owned by the marina, the site boundary extends along the footpath in front of the old wharf. The application proposes "A direct physical connection to the water" but the use of these public areas and boardwalk will be 'easement' access rights, i.e., no guarantee of water access in the early morning.

3.12 It is noted that within the Application, the pavement around the boat ramp will be 'reconstructed to suit the development' however there is no information provided with regards to limiting access to the Bayswater Marina Boat Ramp or the impact that this reconstruction will have, both during and after the reconstruction.

3.13 Within the Demolition Methodology, section IV the Application has highlighted that security and construction fencing will be placed 'near the existing boat ramp'. It is not clear if this fencing will generate any limitations for rowing skiffs (that are between 8 - 18 meters long) and vehicles towing safety boats to access the Bayswater Marina Boat Ramp.

3.14 The Application states that it complies with the Hauraki Gulf Marine Park Act section 7 and 8 which includes providing easy access to the Hauraki Gulf. The application for resource consent states that "improved access to the seaward edge of the Bayswater precinct" is part of the plan. However, no stipulations or plan is conveyed as to how this access will be maintained through the construction and development of the land. The staging plan shows no guarantee of access to the boat ramp during the building of the apartment and terrace housing and landscaping.

3.15 This water access and coastal strip includes the legally required marina berth holder's car parking which the submission says have a "low level of use." By taking away all the ferry parking for housing these 210 carparks will certainly be at capacity from 6:40 am - 7:30 pm when peak commuter traffic for the ferry will use them as only 32 car spaces have been set aside for visitors including to a cafe. Therefore, the 15m legally required water proximity will not be the case for most of the day.

3.16 TGSRC recommend that prior to the approval of the Application the ownership of the Bayswater Marina Boat Ramp is transferred from Bayswater Marina to Auckland Council as a community asset, ensuring the longevity of public access to the water.

4. Safe Access To The Bayswater Marina Boat Ramp

4.1 The current documentation does not detail how during the three stages of construction safe and direct access to the boat ramp will be provided for our student-athletes who carry rowing skiffs ranging from 60kg - 100kg on their shoulders from the Blue Shed and down the ramp to access the water.

4.2 Without unlimited and safe access to the Bayswater Marina Boat Ramp TGSRC will no longer be able to provide opportunities to experience and train in the sport of rowing to current and future club members and would have to close.

4.3 The Application does not outline how construction work will impact public access rights to the Bayswater Marina Boat Ramp and does not contain any content regarding the risk analysis and planned mitigation activities to ensure the continued safety of all users of the ramp.

4.4 It is noted that within the Application the pavement around the boat ramp will be 'reconstructed to suit the development' however there is no information provided regarding the impact that this reconstruction will have on our athlete's ability to transport our rowing skiffs to the Bayswater Marina Boat Ramp safely both during and after the reconstruction.

4.5 Within attachment 3.2 Engineering Drawings Part 2 the development of a retaining wall on the boundary of the proposed Sir Peter Blake Parade is documented, however, the details of the boundary wall will not be provided until the building consent stage. As the current occupiers of the Blue Shed which is next to the boundary line for the proposed retaining wall TGSRC would like some more information on the impact that the development of this wall will have on the Blue Shed.

4.6 TGSRC have some significant concerns regarding vehicles towing safety boats navigating the tight bend from the proposed Sir Peter Blake Parade to Cross Street and safely manoeuvring into the Bayswater Marina Boat Ramp, given its location on a tight bend in the road with restricted visibility. This concern is heightened when considering that these vehicles will need to reverse onto the Bayswater Marina Boat Ramp safely.

4.7 The proposed bus turning area has a potential for conflict and increased queuing for student-athletes carrying boats down the Bayswater Marina Boat Ramp, buses turning, vehicles with boat trailers accessing the Bayswater Marina Boat Ramp, pedestrians and cyclists, and it would be good to understand what approaches can be put in place to minimise conflict and ensure safety.

4.8 The forecasted increase of 570 vehicle movements and 90 truck movements on the proposed Sir Peter Blake Parade and Cross Street presents significant concern regarding the safety of TGSRC athletes who will need to need to cross these roads and potentially walk on them whilst carrying their rowing skiffs to access the Bayswater Marina Boat Ramp. It is not clear in the documentation what safety precautions will be put in place to ensure the safety of all road and footpath users.

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

5. Decisions

5.1 TGSRC recommend that prior to approval of the Application, the ownership of the boat ramp is transferred from the Marina to Auckland Council as a community asset, ensuring the longevity of public access to the water.

5.2 TGSRC recommend that prior to approval of the Application that the vehicle access to the proposed corner of Sir Peter Blake Parade and Cross Street is agreed to retained via the existing small ramp (noted in Figure 1) from the out of zone carpark.

5.3 TGSRC recommend that if the Application is processed and granted, that the Application is redesigned to:

5.3.1 Significantly provide for the core functions of the zone.

5.3.2 Better enable growth of the marina and the provision of opportunities for the local community to partake in water sports in the future.

5.3.3 Provide uninterrupted access for TGSRC and the public to use the marina access the Bayswater Marina Boat Ramp as it is intended.

6. Amendments

6.1 TGSRC request that the Application ensures that the footpath on the boundary of Sir Peter Blake Parade in Sub Precinct C continues round to Cross Street, allowing for the safe transportation of 8m – 18m rowing skiffs by student athletes.

6.2 TGSRC request that a safety, risk and usability study is undertaken prior to the reconstruction of the pavement around the Bayswater Marina Boat Ramp, with required actions implemented (that align to leading practice and Auckland Council / Auckland Transport guidelines) to ensure unrestricted safe access to the Bayswater Marina Boat Ramp before, during and after construction.

6.3 TGSRC request that within the Demolition Methodology, section IV, an assessment is completed to understand and remove any limitations that may impact rowing skiffs and vehicles towing safety boats to have unrestricted access the Bayswater Marina Boat Ramp each day, and all year round.

6.4 TGSRC request that the Application includes how it will comply with the Hauraki Gulf Marine Park Act section 7 and 8 which includes providing easy access to the Hauraki Gulf – particularly on how rowing skiffs and safety boats will have unrestricted access the Bayswater Marina Boat Ramp each day, and all year round.

6.5 TGSRC request that the Application details how the 15m legally required water proximity will be maintained.

6.6 TGSRC request that the Application details how during the three stages safe, direct and unrestricted access to the Bayswater Marina Boat Ramp will be provided to TGSRC and the public.

6.7 TGSRC request that the Application details the risk analysis and planned mitigation activities to ensure the unrestricted access and continued safety for all users of the Bayswater Marina Boat Ramp during all construction work.

6.8 TGSRC request that the Application details the impact that the development of the retaining wall detailed in attachment 3.2 Engineering Drawings Part 2 will have on the Blue Shed and details the risk mitigations that will be in place regarding the retaining wall limiting TGSRC's unrestricted and safe access to the Bayswater Marina Boat Ramp.

6.9 TGSRC request that the Application redesigns the tight bend from the proposed Sir Peter Blake Parade to Cross Street in alignment to leading practice and Auckland Council / Auckland Transport guidelines to increase visibility and allow for vehicles towing boats and boat trailers to reverse on to the boat ramp safely.

6.10 TGSRC request that the Application details the safety and traffic calming precautions (that align to leading practice and Auckland Council / Auckland Transport guidelines) that will be put in place to ensure the safety of TGSRC athletes who will need to cross these roads and potentially walk on them whilst carrying their rowing skiffs to access the Bayswater Marina Boat Ramp.

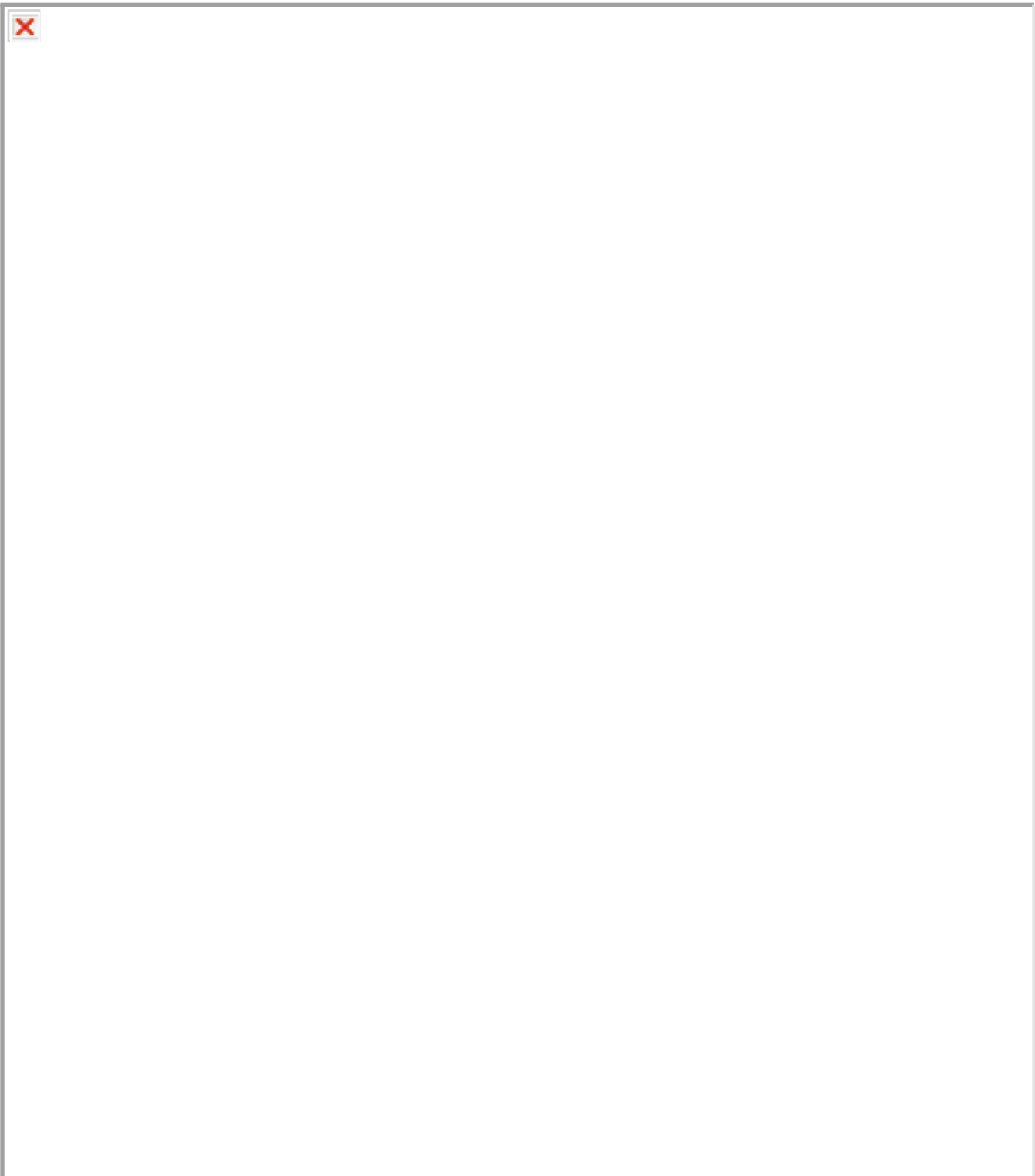
6.11 TGSRC request that the Application details the safety and traffic calming precautions (that align to leading practice and Auckland Council / Auckland Transport guidelines) that will be put in place to ensure the safety of TGSRC athletes and all other pedestrians, cyclists, and road users against the forecasted increase of 570 vehicle movements and 90 truck movements on the proposed Sir Peter Blake Parade and Cross Street.

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? No

If other people make a similar submission I will consider making a joint case with them at the hearing: No

Supporting information:



From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Thursday, November 18, 2021 2:31:48 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13300] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Kenneth John Cameron

Organisation name:

Contact phone number: 021 731781

Email address: k.john.cameron@gmail.com

Postal address:

23 Jubilee Avenue
Devonport
Auckland 0624

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

3. BUN60373319 - Bayswater Marina Holdings Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities.

What are the reasons for your submission?

4. I OPPOSE the Application for the following reasons:

- (a) The Application directly contradicts the purpose and provisions of the marina precinct and zoning as currently provided for within the Auckland Unitary Plan, along with the natural hazards provisions.
- (b) The Application directly contradicts the New Zealand Coastal Policy Statement 2010.
- (c) The redevelopment, as the design currently sits, will have significant impacts on the usability of the marina for berth

holders and the public as the parking and access to the boat ramp and berths will become difficult and pinched. There is also a lack of loading and preparation areas for boats.

(d) The Application reduces the arrangement of facilities which are available for berth holders and the effect of this on liveaboards especially seems to have been entirely overlooked.

(e) Details for new pier accesses is limited, but pier access for boaters loaded up with gear will become noticeably further, less safe and more difficult to navigate.

(f) As proposed, the security system of the marina will change from a gate pass system to a security monitored system. However, it is unclear how this system will work and who will pay the ongoing security costs.

(g) It is unclear how the ownership structure of the marina precinct will work and ongoing costs if the berth holder facilities are included in the common areas of the residential and commercial spaces. It is likely a residential majority will manage the Body Corporate who will manage the common areas, including public access.

(h) No land-based boat storage, marine recreational activities and marine support services are provided for in the redevelopment. The marina and land-based facilities are irreplaceable as coastal resources are scarce in Auckland with demand increasing. The marina is part of a regional resource and potentially the best location for marina expansion in Auckland.

(i) There are a number of issues with the construction phase of the development (including the building of individual dwellings) which is expected to last for 10 -15 years. These issues include access to boats, facilities and parking, noise issues within the marina itself which will significantly affect berth holders who choose work on boats or liveaboard, and construction debris and dust causing damage to boats.

(j) The roading layout of the proposed redevelopment is unsafe and unworkable as it relies on a one-way street system, where all cars/trailers are to be parked perfectly and does not provide enough sensible parking for berth holders or the public, or for other modes of transport.

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

5. I seek the following decision from the consent authority:

(a) that the Application be declined.

(b) Notwithstanding the relief sought in (a), if the Application is processed and granted, that:

i. the Application be redesigned to significantly provide for the core functions of the zone;

ii. better enable growth of the marina in the future; and

iii. provide for berth holders, liveaboards and the public to use the marina area as it was intended.

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? No

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

Supporting information:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Thursday, November 18, 2021 2:46:13 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13301] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: sarah webb

Organisation name:

Contact phone number: 0272843063

Email address: sarahtw@outlook.com

Postal address:

26 glen road
stanley point
auckland 0624

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

- Consultation.
- Continued water access via the Bayswater Marina Boat Ramp.
- Safe access to the Bayswater Marina Boat Ramp.

What are the reasons for your submission?

1. Background

1.1 Takapuna Grammar School Rowing Club (TGSRC), as an incorporated society, is a voluntary organisation offering the rowing experience to all interested year 8 – year 12 students from local schools.

1.2 TGSRC has occupied the building known as the Blue Shed (noted in the Application as Auckland Council

Reclamation) for the last 19 years and operate its daily rowing programme from Bayswater.

1.3 TGSRC currently comprises a membership of over 250 athletes, coaches and parents, and has been an integral part of Takapuna Grammar School sport for over 90 years.

1.4 TGSRC prides itself on making the sport of rowing available to any TGS student and stands by its policy of 'all those who want to row, can row.'

1.5 The club is run by a voluntary committee and has enjoyed considerable success at school and club level and has produced world champions and medal-winning Olympic athletes and coaches.

1.6 In the 2020/21 season, the club's results included two national titles, the retention of the position as the highest performing co-ed rowing programme in the North Island, six athletes selected to join the regional rowing programme, and two athletes selected to start their journey on the New Zealand high performance pathway.

2. Consultation

2.1 The application for resource consent and assessment of environmental effects states; 'Over the period since 2017, efforts have been made to consult with the local community on future development plans for the Marina land.'

2.2 As part of the local community and a daily user of the Bayswater Boat Ramp, it is of great concern and key to note, that TGSRC has not been included in this consultation and have not been engaged to have the opportunity to understand and provide input to the overall vision for the site.

2.3 It is disappointing that the timelines for reviewing the application documentation and compiling a response have been restricted to when the impacted community have been in lockdown due to the impacts of the COVID-19 pandemic. This has significantly impacted TGSRC's ability to undertake a robust consultation approach with club members and to compile a thorough response.

3. Continued Access To The Bayswater Marina Boat Ramp

3.1 Currently, the underlying zone of land within the precinct is Marina zone and Public Open space zone. The primary purpose of the zone is to provide access to the harbour by way of the boat ramp, to provide for the boats moored at the marina and marine related activities as well as the Bayswater ferry service.

3.2 TGSRC notes from historical consents that the land at the top of the ramp is privately owned by Bayswater Marina, with the requirement that it remains open to the public to use.

3.3 Currently, the water access via the boat ramp is one of few public access points onto the Waitemata harbour that can be accessed at any tide point. It is crucial to water-based activities including rowing, fishing, recreational boating, windsurfing, sailing. The Application specifies that rowing activities 'elsewhere' at the sight will not be impacted. But a key part of rowing, and marine activities is access to the boat ramp at all times.

3.4 Without unlimited access to the Bayswater Marina Boat Ramp, TGSRC would have to close as it would no longer be able to provide opportunities for current and future club members to experience and train in the sport of rowing.

3.5 With 80 registered student-athletes TGSRC has been a significant user of the Bayswater Marina Boat Ramp since 2002, utilising the Bayswater Marina Boat Ramp daily from 4.45am for rowing skiff and safety boat launches all year round.

3.6 Rowing skiffs are carried by athletes from the Blue Shed to the Bayswater Marina Boat Ramp. They do this by carrying the rowing skiffs across the car park (currently out of scope for the development) up a small ramp that connects the carpark in Sub Precinct C, through the corner of the proposed Sir Peter Blake Parade and Cross Street and then onto the ramp.

3.7 Safety boats are towed from the back of a vehicle and follow the same route as our athletes with rowing skiffs. However, to pass over the small ramp TGSRC has an agreement with the current Marina Management team who allow us to remove a large metal bollard (highlighted in figure 1) each day to get our vehicles (usually 4x4's) though and our safety boats to the boat ramp.

3.8 The processes outlined in both 3.6 and 3.7 of this response both require more space than a footpaths access to the boat ramp as figure 10 in the assessment of effects document shows.

3.9 It is not clear if the footpath on the boundary of Sir Peter Blake Parade in Sub Precinct C continues around to Cross Street.

3.10 It is also not clear if the pathway or work undertaken in the development will replace the bollard that is currently on the small ramp that connects the carpark to the proposed corner of Sir Peter Blake Parade and Cross street (highlighted in figure 1) and if there will still be accessible via the small ramp for vehicles towing safety boats to use the Bayswater Marina Boat Ramp.

3.11 It is noted that the land directly around the Bayswater Marina Boat Ramp is owned by the marina, the site boundary extends along the footpath in front of the old wharf. The application proposes "A direct physical connection to the water" but the use of these public areas and boardwalk will be 'easement' access rights, i.e., no guarantee of water access in the early morning.

3.12 It is noted that within the Application, the pavement around the boat ramp will be 'reconstructed to suit the development' however there is no information provided with regards to limiting access to the Bayswater Marina Boat Ramp or the impact that this reconstruction will have, both during and after the reconstruction.

3.13 Within the Demolition Methodology, section IV the Application has highlighted that security and construction fencing will be placed 'near the existing boat ramp'. It is not clear if this fencing will generate any limitations for rowing skiffs (that are between 8 - 18 meters long) and vehicles towing safety boats to access the Bayswater Marina Boat Ramp.

3.14 The Application states that it complies with the Hauraki Gulf Marine Park Act section 7 and 8 which includes providing easy access to the Hauraki Gulf. The application for resource consent states that "improved access to the seaward edge of the Bayswater precinct" is part of the plan. However, no stipulations or plan is conveyed as to how this access will be maintained through the construction and development of the land. The staging plan shows no guarantee of access to the boat ramp during the building of the apartment and terrace housing and landscaping.

3.15 This water access and coastal strip includes the legally required marina berth holder's car parking which the submission says have a "low level of use." By taking away all the ferry parking for housing these 210 carparks will certainly be at capacity from 6:40 am - 7:30 pm when peak commuter traffic for the ferry will use them as only 32 car spaces have been set aside for visitors including to a cafe. Therefore, the 15m legally required water proximity will not be the case for most of the day.

3.16 TGSRC recommend that prior to the approval of the Application the ownership of the Bayswater Marina Boat Ramp is transferred from Bayswater Marina to Auckland Council as a community asset, ensuring the longevity of public access to the water.

4. Safe Access To The Bayswater Marina Boat Ramp

4.1 The current documentation does not detail how during the three stages of construction safe and direct access to the boat ramp will be provided for our student-athletes who carry rowing skiffs ranging from 60kg - 100kg on their shoulders from the Blue Shed and down the ramp to access the water.

4.2 Without unlimited and safe access to the Bayswater Marina Boat Ramp TGSRC will no longer be able to provide opportunities to experience and train in the sport of rowing to current and future club members and would have to close.

4.3 The Application does not outline how construction work will impact public access rights to the Bayswater Marina Boat Ramp and does not contain any content regarding the risk analysis and planned mitigation activities to ensure the continued safety of all users of the ramp.

4.4 It is noted that within the Application the pavement around the boat ramp will be 'reconstructed to suit the development' however there is no information provided regarding the impact that this reconstruction will have on our athlete's ability to transport our rowing skiffs to the Bayswater Marina Boat Ramp safely both during and after the reconstruction.

4.5 Within attachment 3.2 Engineering Drawings Part 2 the development of a retaining wall on the boundary of the proposed Sir Peter Blake Parade is documented, however, the details of the boundary wall will not be provided until the building consent stage. As the current occupiers of the Blue Shed which is next to the boundary line for the proposed retaining wall TGSRC would like some more information on the impact that the development of this wall will have on the Blue Shed.

4.6 TGSRC have some significant concerns regarding vehicles towing safety boats navigating the tight bend from the proposed Sir Peter Blake Parade to Cross Street and safely manoeuvring into the Bayswater Marina Boat Ramp, given its location on a tight bend in the road with restricted visibility. This concern is heightened when considering that these vehicles will need to reverse onto the Bayswater Marina Boat Ramp safely.

4.7 The proposed bus turning area has a potential for conflict and increased queuing for student-athletes carrying boats down the Bayswater Marina Boat Ramp, buses turning, vehicles with boat trailers accessing the Bayswater Marina

Boat Ramp, pedestrians and cyclists, and it would be good to understand what approaches can be put in place to minimise conflict and ensure safety.

4.8 The forecasted increase of 570 vehicle movements and 90 truck movements on the proposed Sir Peter Blake Parade and Cross Street presents significant concern regarding the safety of TGSRC athletes who will need to need to cross these roads and potentially walk on them whilst carrying their rowing skiffs to access the Bayswater Marina Boat Ramp. It is not clear in the documentation what safety precautions will be put in place to ensure the safety of all road and footpath users.

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

5. Decisions

5.1 TGSRC recommend that prior to approval of the Application, the ownership of the boat ramp is transferred from the Marina to Auckland Council as a community asset, ensuring the longevity of public access to the water.

5.2 TGSRC recommend that prior to approval of the Application that the vehicle access to the proposed corner of Sir Peter Blake Parade and Cross Street is agreed to retained via the existing small ramp (noted in Figure 1) from the out of zone carpark.

5.3 TGSRC recommend that if the Application is processed and granted, that the Application is redesigned to:

5.3.1 Significantly provide for the core functions of the zone.

5.3.2 Better enable growth of the marina and the provision of opportunities for the local community to partake in water sports in the future.

5.3.3 Provide uninterrupted access for TGSRC and the public to use the marina access the Bayswater Marina Boat Ramp as it is intended.

6. Amendments

6.1 TGSRC request that the Application ensures that the footpath on the boundary of Sir Peter Blake Parade in Sub Precinct C continues round to Cross Street, allowing for the safe transportation of 8m – 18m rowing skiffs by student athletes.

6.2 TGSRC request that a safety, risk and usability study is undertaken prior to the reconstruction of the pavement around the Bayswater Marina Boat Ramp, with required actions implemented (that align to leading practice and Auckland Council / Auckland Transport guidelines) to ensure unrestricted safe access to the Bayswater Marina Boat Ramp before, during and after construction.

6.3 TGSRC request that within the Demolition Methodology, section IV, an assessment is completed to understand and remove any limitations that may impact rowing skiffs and vehicles towing safety boats to have unrestricted access the Bayswater Marina Boat Ramp each day, and all year round.

6.4 TGSRC request that the Application includes how it will comply with the Hauraki Gulf Marine Park Act section 7 and 8 which includes providing easy access to the Hauraki Gulf – particularly on how rowing skiffs and safety boats will have unrestricted access the Bayswater Marina Boat Ramp each day, and all year round.

6.5 TGSRC request that the Application details how the 15m legally required water proximity will be maintained.

6.6 TGSRC request that the Application details how during the three stages safe, direct and unrestricted access to the Bayswater Marina Boat Ramp will be provided to TGSRC and the public.

6.7 TGSRC request that the Application details the risk analysis and planned mitigation activities to ensure the unrestricted access and continued safety for all users of the Bayswater Marina Boat Ramp during all construction work.

6.8 TGSRC request that the Application details the impact that the development of the retaining wall detailed in attachment 3.2 Engineering Drawings Part 2 will have on the Blue Shed and details the risk mitigations that will be in place regarding the retaining wall limiting TGSRC's unrestricted and safe access to the Bayswater Marina Boat Ramp.

6.9 TGSRC request that the Application redesigns the tight bend from the proposed Sir Peter Blake Parade to Cross Street in alignment to leading practice and Auckland Council / Auckland Transport guidelines to increase visibility and allow for vehicles towing boats and boat trailers to reverse on to the boat ramp safely.

6.10 TGSRC request that the Application details the safety and traffic calming precautions (that align to leading practice and Auckland Council / Auckland Transport guidelines) that will be put in place to ensure the safety of TGSRC athletes

who will need to cross these roads and potentially walk on them whilst carrying their rowing skiffs to access the Bayswater Marina Boat Ramp.

6.11 TGSRC request that the Application details the safety and traffic calming precautions (that align to leading practice and Auckland Council / Auckland Transport guidelines) that will be put in place to ensure the safety of TGSRC athletes and all other pedestrians, cyclists, and road users against the forecasted increase of 570 vehicle movements and 90 truck movements on the proposed Sir Peter Blake Parade and Cross Street.

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:

From: NotifiedResourceConsentSubmissionOnlineForm@donotreply.aucklandcouncil.govt.nz
Sent on: Thursday, November 18, 2021 3:16:43 AM
To: CentralRCSubmissions@aucklandcouncil.govt.nz
CC: Craig@craigshearer.co.nz
Subject: BUN60373319 [ID:13303] Submission

We have received a submission on the notified resource consent for 21 Sir Peter Blake Parade Bayswater 0622.

Details of submission

Notified resource consent application details

Property address: 21 Sir Peter Blake Parade Bayswater 0622

Application number: BUN60373319

Applicant name: Bayswater Marina Holdings Limited

Applicant email: Craig@craigshearer.co.nz

Application description: Submission closing date: Auckland Council must receive your submission no later than Friday, 19 November 2021. The submission period has been extended by 8 working days at the request of the applicant pursuant to s37 of the Resource Management Act. For Further details, please refer to the letter confirming the extension dated.

Bayswater Marina Limited has applied for resource consents to develop the landward portion of Bayswater Marina with terraced and apartment buildings, with associated landscaping, open space, roads, infrastructure, earthworks, unit title subdivision and commercial activities. Overall, the proposal is a Discretionary activity.

Submitter contact details

Full name: Debbie van Rensburg

Organisation name:

Contact phone number: 02102265866

Email address: debvr66@gmail.com

Postal address:

21 Norwood Rd, Bayswater
Bayswater, AUCKLAND
Bayswater, AUCKLAND 0622

Submission details

This submission: opposes the application in whole or in part

Specify the aspects of the application you are submitting on:

- . Consultation.
- Continued water access via the Bayswater Marina Boat Ramp.
- Safe access to the Bayswater Marina Boat Ramp.

What are the reasons for your submission?

1. Background
 - 1.1. Takapuna Grammar School Rowing Club (TGSRC), as an incorporated society, is a voluntary organisation offering the rowing experience to all interested year 8 – year 12 students from local schools.
 - 1.2. TGSRC has occupied the building known as the Blue Shed (noted in the Application as

Auckland Council Reclamation) for the last 19 years and operate its daily rowing programme from Bayswater.

1.3. TGSRC currently comprises a membership of over 250 athletes, coaches and parents, and has been an integral part of Takapuna Grammar School sport for over 90 years.

1.4. TGSRC prides itself on making the sport of rowing available to any TGS student and stands by its policy of 'all those who want to row, can row.'

1.5. The club is run by a voluntary committee and has enjoyed considerable success at school and club level and has produced world champions and medal-winning Olympic athletes and coaches.

1.6. In the 2020/21 season, the club's results included two national titles, the retention of the position as the highest performing co-ed rowing programme in the North Island, six athletes selected to join the regional rowing programme, and two athletes selected to start their journey on the New Zealand high performance pathway.

2. Consultation

2.1. The application for resource consent and assessment of environmental effects states: 'Over the period since 2017, efforts have been made to consult with the local community on future development plans for the Marina land.'

2.2. As part of the local community and a daily user of the Bayswater Boat Ramp, it is of great concern and key to note, that TGSRC has not been included in this consultation and have not been engaged to have the opportunity to understand and provide input to the overall vision for the site.

2.3. It is disappointing that the timelines for reviewing the application documentation and compiling a response have been restricted to when the impacted community have been in lockdown due to the impacts of the COVID-19 pandemic. This has significantly impacted TGSRC's ability to undertake a robust consultation approach with club members and to compile a thorough response.

3. Continued Access To The Bayswater Marina Boat Ramp

3.1. Currently, the underlying zone of land within the precinct is Marina zone and Public Open space zone. The primary purpose of the zone is to provide access to the harbour by way of the boat ramp, to provide for the boats moored at the marina and marine related activities as well as the Bayswater ferry service.

3.2. TGSRC notes from historical consents that the land at the top of the ramp is privately owned by Bayswater Marina, with the requirement that it remains open to the public to use.

3.3. Currently, the water access via the boat ramp is one of few public access points onto the Waitemata harbour that can be accessed at any tide point. It is crucial to water-based activities including rowing, fishing, recreational boating, windsurfing, sailing. The Application specifies that rowing activities 'elsewhere' at the site will not be impacted. But a key part of rowing, and marine activities is access to the boat ramp at all times.

3.4. Without unlimited access to the Bayswater Marina Boat Ramp, TGSRC would have to close as it would no longer be able to provide opportunities for current and future club members to experience and train in the sport of rowing.

3.5. With 80 registered student-athletes TGSRC has been a significant user of the Bayswater Marina Boat Ramp since 2002, utilising the Bayswater Marina Boat Ramp daily from 4.45am for rowing skiff and safety boat launches all year round.

3.6. Rowing skiffs are carried by athletes from the Blue Shed to the Bayswater Marina Boat Ramp. They do this by carrying the rowing skiffs across the car park (currently out of scope for the development) up a small ramp that connects the carpark in Sub Precinct C, through the corner of the proposed Sir Peter Blake Parade and Cross Street and then onto the ramp.

3.7. Safety boats are towed from the back of a vehicle and follow the same route as our athletes with rowing skiffs. However, to pass over the small ramp TGSRC has an agreement with the current Marina Management team who allow us to remove a large metal bollard (highlighted in figure 1) each day to get our vehicles (usually 4x4's) though and our safety boats to the boat ramp.

3.8. The processes outlined in both 3.6 and 3.7 of this response both require more space than a footpaths access to the boat ramp as figure 10 in the assessment of effects document shows.

3.9. It is not clear if the footpath on the boundary of Sir Peter Blake Parade in Sub Precinct C continues around to Cross Street.

3.10. It is also not clear if the pathway or work undertaken in the development will replace the bollard that is currently on the small ramp that connects the carpark to the proposed corner of Sir Peter Blake Parade and Cross street (highlighted in figure 1) and if there will still be accessible via the small ramp for vehicles towing safety boats to use

the Bayswater Marina Boat Ramp.

3.11. It is noted that the land directly around the Bayswater Marina Boat Ramp is owned by the marina, the site boundary extends along the footpath in front of the old wharf. The application proposes "A direct physical connection to the water" but the use of these public areas and boardwalk will be 'easement' access rights, i.e., no guarantee of water access in the early morning.

3.12. It is noted that within the Application, the pavement around the boat ramp will be 'reconstructed to suit the development' however there is no information provided with regards to limiting access to the Bayswater Marina Boat Ramp or the impact that this reconstruction will have, both during and after the reconstruction.

3.13. Within the Demolition Methodology, section IV the Application has highlighted that security and construction fencing will be placed 'near the existing boat ramp'. It is not clear if this fencing will generate any limitations for rowing skiffs (that are between 8 - 18 meters long) and vehicles towing safety boats to access the Bayswater Marina Boat Ramp.

3.14. The Application states that it complies with the Hauraki Gulf Marine Park Act section 7 and 8 which includes providing easy access to the Hauraki Gulf. The application for resource consent states that "improved access to the seaward edge of the Bayswater precinct" is part of the plan. However, no stipulations or plan is conveyed as to how this access will be maintained through the construction and development of the land. The staging plan shows no guarantee of access to the boat ramp during the building of the apartment and terrace housing and landscaping.

3.15. This water access and coastal strip includes the legally required marina berth holder's car parking which the submission says have a "low level of use." By taking away all the ferry parking for housing these 210 carparks will certainly be at capacity from 6:40 am - 7:30 pm when peak commuter traffic for the ferry will use them as only 32 car spaces have been set aside for visitors including to a cafe. Therefore, the 15m legally required water proximity will not be the case for most of the day.

3.16. TGSRC recommend that prior to the approval of the Application the ownership of the Bayswater Marina Boat Ramp is transferred from Bayswater Marina to Auckland Council as a community asset, ensuring the longevity of public access to the water.

4. Safe Access To The Bayswater Marina Boat Ramp

4.1. The current documentation does not detail how during the three stages of construction safe and direct access to the boat ramp will be provided for our student-athletes who carry rowing skiffs ranging from 60kg - 100kg on their shoulders from the Blue Shed and down the ramp to access the water.

4.2. Without unlimited and safe access to the Bayswater Marina Boat Ramp TGSRC will no longer be able to provide opportunities to experience and train in the sport of rowing to current and future club members and would have to close.

4.3. The Application does not outline how construction work will impact public access rights to the Bayswater Marina Boat Ramp and does not contain any content regarding the risk analysis and planned mitigation activities to ensure the continued safety of all users of the ramp.

4.4. It is noted that within the Application the pavement around the boat ramp will be 'reconstructed to suit the development' however there is no information provided regarding the impact that this reconstruction will have on our athlete's ability to

Takapuna Grammar School Rowing Club

4

Takapuna Grammar School Rowing Club . Notified Resource Consent Submission Template For 21 Sir Peter Blake Parade.

transport our rowing skiffs to the Bayswater Marina Boat Ramp safely both during and after the reconstruction.

4.5. Within attachment 3.2 Engineering Drawings Part 2 the development of a retaining wall on the boundary of the proposed Sir Peter Blake Parade is documented, however, the details of the boundary wall will not be provided until the building consent stage. As the current occupiers of the Blue Shed which is next to the boundary line for the proposed retaining wall TGSRC would like some more information on the impact that the development of this wall will have on the Blue Shed.

4.6. TGSRC have some significant concerns regarding vehicles towing safety boats navigating the tight bend from the proposed Sir Peter Blake Parade to Cross Street and safely manoeuvring into the Bayswater Marina Boat Ramp, given its location on a tight bend in the road with restricted visibility. This concern is heightened when considering that

these vehicles will need to reverse onto the Bayswater Marina Boat Ramp safely.

4.7. The proposed bus turning area has a potential for conflict and increased queuing for student-athletes carrying boats down the Bayswater Marina Boat Ramp, buses turning, vehicles with boat trailers accessing the Bayswater Marina Boat Ramp, pedestrians and cyclists, and it would be good to understand what approaches can be put in place to minimise conflict and ensure safety.

4.8. The forecasted increase of 570 vehicle movements and 90 truck movements on the proposed Sir Peter Blake Parade and Cross Street presents significant concern regarding the safety of TGSRC athletes who will need to need to cross these roads and potentially walk on them whilst carrying their rowing skiffs to access the Bayswater Marina Boat Ramp. It is not clear in the documentation what safety precautions will be put in place to ensure the safety of all road and footpath users.

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

5. Decisions

5.1. TGSRC recommend that prior to approval of the Application, the ownership of the boat ramp is transferred from the Marina to Auckland Council as a community asset, ensuring the longevity of public access to the water.

5.2. TGSRC recommend that prior to approval of the Application that the vehicle access to the proposed corner of Sir Peter Blake Parade and Cross Street is agreed to retained via the existing small ramp (noted in Figure 1) from the out of zone carpark.

5.3. TGSRC recommend that if the Application is processed and granted, that the Application is redesigned to:

5.3.1. Significantly provide for the core functions of the zone.

5.3.2. Better enable growth of the marina and the provision of opportunities for the local community to partake in water sports in the future.

5.3.3. Provide uninterrupted access for TGSRC and the public to use the marina access the Bayswater Marina Boat Ramp as it is intended.

6. Amendments

Takapuna Grammar School Rowing Club

5

Takapuna Grammar School Rowing Club . Notified Resource Consent Submission Template For 21 Sir Peter Blake Parade.

6.1. TGSRC request that the Application ensures that the footpath on the boundary of Sir Peter Blake Parade in Sub Precinct C continues round to Cross Street, allowing for the safe transportation of 8m – 18m rowing skiffs by student athletes.

6.2. TGSRC request that a safety, risk and usability study is undertaken prior to the reconstruction of the pavement around the Bayswater Marina Boat Ramp, with required actions implemented (that align to leading practice and Auckland Council / Auckland Transport guidelines) to ensure unrestricted safe access to the Bayswater Marina Boat Ramp before, during and after construction.

6.3. TGSRC request that within the Demolition Methodology, section IV, an assessment is completed to understand and remove any limitations that may impact rowing skiffs and vehicles towing safety boats to have unrestricted access the Bayswater Marina Boat Ramp each day, and all year round.

6.4. TGSRC request that the Application includes how it will comply with the Hauraki Gulf Marine Park Act section 7 and 8 which includes providing easy access to the Hauraki Gulf – particularly on how rowing skiffs and safety boats will have unrestricted access the Bayswater Marina Boat Ramp each day, and all year round.

6.5. TGSRC request that the Application details how the 15m legally required water proximity will be maintained.

6.6. TGSRC request that the Application details how during the three stages safe, direct and unrestricted access to the Bayswater Marina Boat Ramp will be provided to TGSRC and the public.

6.7. TGSRC request that the Application details the risk analysis and planned mitigation activities to ensure the unrestricted access and continued safety for all users of the Bayswater Marina Boat Ramp during all construction work.

6.8. TGSRC request that the Application details the impact that the development of the retaining wall detailed in attachment 3.2 Engineering Drawings Part 2 will have on the Blue Shed and details the risk mitigations that will be in place regarding the retaining wall limiting TGSRC's unrestricted and safe access to the Bayswater Marina Boat Ramp.

6.9. TGSRC request that the Application redesigns the tight bend from the proposed Sir

Peter Blake Parade to Cross Street in alignment to leading practice and Auckland Council / Auckland Transport guidelines to increase visibility and allow for vehicles towing boats and boat trailers to reverse on to the boat ramp safely.

6.10. TGSRC request that the Application details the safety and traffic calming precautions (that align to leading practice and Auckland Council / Auckland Transport guidelines) that will be put in place to ensure the safety of TGSRC athletes who will need to cross these roads and potentially walk on them whilst carrying their rowing skiffs to access the Bayswater Marina Boat Ramp.

6.11. TGSRC request that the Application details the safety and traffic calming precautions (that align to leading practice and Auckland Council / Auckland Transport guidelines) that will be put in place to ensure the safety of TGSRC athletes and all other pedestrians, cyclists, and road users against the forecasted increase of 570 vehicle movements and 90 truck movements on the proposed Sir Peter Blake Parade and Cross Street.

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? No

If other people make a similar submission I will consider making a joint case with them at the hearing: No

Supporting information: