

Submission of the Auckland City Centre Residents' Group

Notified Resource Consent Application

BUN60327622

CST60327623 and DIS60327717

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

Auckland Transport has applied for resource consent to construct, operate and maintain six new ferry berths on the western side of Queens Wharf within the Downtown Ferry Basin (Piers A-F), undertake modifications to the existing ferry terminal buildings (located at existing Pier 1 and Pier 2) and historic shelter, and remove existing Piers 3 and 4.

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The Auckland City Centre Residents' Group (CCRG) recognises the importance and value of ferries as a vital part of the transport infrastructure of Auckland. However we oppose the application, with particular focus on the configuration of ferries along the entire length of the western edge of Queens Wharf.

We seek that this application and its proposal be amended through the inclusion of changes to other Downtown projects, namely the "Downtown Public Space." Leaving the area close to Quay St reserved for ferry operations can minimise the impact of ferry infrastructure at the northern end and western edge of Queens Wharf, in favour of securing a world class open recreational public space for all to enjoy.

We rely heavily on both the City Centre Master Plan 2012 and Waterfront Plan 2012, Central Wharves Precinct. Within these documents there has always been a very clear intention for a public space on Queens Wharf.

"Queens Wharf was purchased jointly by the government and the former Auckland City Council to deliver three initiatives:

- A high-quality cruise terminal
- A major event space
- An **impressive public open space** reflecting the culture and heritage of Auckland and New Zealand"

(Waterfront Plan 2012, pg. 61)

While subsequent refreshing of plans may have watered down the adjective attributed to the public space on Queens Wharf, it is our inescapable conclusion that this application and the programme of projects proposed for Downtown area, completely fail to prioritise planning for an "impressive public open space" on Queens Wharf.

For clarity, public space on Queens Wharf does not feature as a project in its own right and is in our opinion referenced as an afterthought. This is completely out of alignment with the Waterfront Plan and the intention of the original purchase of Queens Wharf.

The Auckland City Centre Residents Group oppose this application for the following reasons:

1. This application comes as part of a raft of inter-connected proposals known as the Downtown Projects, and consenting of one needs to be in conjunction with decision-making and consenting of others.
2. That the intent of the purchase of Queens Wharf in 2009 included the objective of improved public open space on Queens Wharf and that this intent is at risk of being lost in lieu of maritime transport infrastructure, if it does not also feature as a specific priority programme, in conjunction with other projects at this time.
3. Insufficient consideration has been given to an appropriately sized public recreational space (a “third space”) at the northern end and western edge of Queens Wharf and its potential benefit in the development of a world class city.
4. CCRG seeks consideration that the proposed extended public space (downtown Projects Proposal) parallel to Quay St (including the Quay St Waterfront Park and second stage on the northern front of the Ferry Building) does not proceed in its current form. While it is not part of this application, its construction facilitates the capture of the entire western edge of Queens Wharf for ferries. Additionally we believe that expenditure on a genuine public space should be at the end of Queens Wharf, away from the noise and height of the city, not next to a road and in an area that will have a significant movement of people simply moving between transport hubs of trains, ferry and buses.
5. Ferry berthing should be retained as close to the commuter embarkation/destination of Quay St as possible.
6. CCRG cannot agree with the conclusions of the social assessment (“7.11 Social Effects” - Application for Resource Consent & Assessment of Environmental Effects, Tattico Ltd, November 2018, pg. 78). The proposal shifts the water’s edge, some metres away and hidden behind transport infrastructure, for the vast majority of this edge of the wharf. It increases the volume of commuter not recreational pedestrian traffic on the wharf. These are significant social impacts and a departure from the current state of a recreational promenade with direct connection to the water.
7. We do not accept that the current consent proposal has only minor impact on the visual amenity from the western edge of the wharf. It is noted that no visual representation/photo has been provided in the documentation of the view through the proposed infrastructure from Queens Wharf across to Princes Wharf. The opposite view from Princes Wharf is supplied and it is clear that there is significant visual disruption (Proposed Downtown Ferry Basin Redevelopment, Stage 1, Isthmus November 2018, “Viewpoint 1 – Proposed” pg.5).
8. We feel that the application’s assertion that commuters will enhance the wharf utilisation with their presence denies the notion that if there were an alternative (being a genuine recreational public space) the public, residents, tourists and workers wouldn’t make better use of the space, i.e., build a genuine public space and they will come.

9. It is of concern to continue to see reference in documentation relating to Queens Wharf of plans for cruise industry buses circulating the entire length of the wharf, when their passengers enter and exit far down the wharf from the Quay St end of Shed 10. This is completely unnecessary in our view but it clearly negates use of the northern end of the wharf for open public space.
10. In general there is an almost complete absence of reference in the documentation and its assessments to the impact on and needs of the local residential community, whose numbers will soon surpass that of Whangarei, and the genuine need for open recreational space for these people living in a dense urban setting with a very poor ratio of open space to population.

CCRG Recommended Alternative

- a) The retention of ferry berthing along Quay St, though not progressing the proposed public space within the Downtown Projects planning, and an improved reconfiguration of piers 1- 4
- b) A reduction in the length of the proposed ferry saw-tooth berths along the western edge of the wharf
- c) A comprehensive approach be taken that places all Queens Wharf outcomes, as stated in the Waterfront Plan 2012, at the centre of decision-making
- d) The prioritising and clear securing of an appropriately-sized public recreational space at the northern and western edge end of Queens Wharf
- e) A clear delineation of pedestrian access onto the wharf that follows the line of Queen St to the end of the wharf
- f) That all but essential transport be limited to the southern and eastern sides of Queens Wharf

We would welcome the opportunity to speak in support of our submission at a public hearing.

Auckland City Centre Residents Group Proposed Space Use

