

**Auckland City Centre Resident's Group**

12 October 2018 at 14:44      Gmail - aklccrg@gmail.com

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**Queens Wharf Mooring Dolphin Submission**

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To: Mayor Phil Goff, Nikki Kaye MP, Councillor Chris Darby, Councillor Mike Lee, Pippa Coom (Chair, Waitematā Local Board), Shale Chambers (Dep Chair, Waitematā Local Board), Cc: Adam Parkinson (Sec CCRG)

Hello All,

I am attaching a submission on the above RC proposal that the City Centre Resident's Group are a part of.

While we are very keen to work with Council on all development in the city centre, the proposal to remove yet more public space for shipping purposes is something we simply cannot support. Council initiated the sale of QE11 square for good commercial reasons and these are understood as the square would have suffered yet more shading from the increased height of the HSBC building.

However, we believe the public should have been directly consulted on what alternate public space they would want the funds to be spent on, and this has not happened.

One off 'drop in sessions' is not consultation as it does not offer alternate options.

As it is, the proposal to create a one-off Waterfront Park on Quay Street has quite perverse outcomes as it forces ferries further along Queens wharf and thus increases the demand for extensions into the harbour from the end of that wharf (see Planning Committee agenda September 2017).

If we want a world class city we must have world class public spaces as these are the places that people visit, photograph, remember and share with friends – public spaces are the identifier of cities and Queens wharf is our single most important waterfront public space. \$27m from the sale of QE11 square and \$9m of CCTR funding can be the start of a truly memorable, unique, Auckland public space that immediately says 'Welcome to Our Place' – and this cannot be achieved with cruise ships extending 90m beyond the wharf on both sides.

The mooring dolphin proposal on Queens wharf forces Auckland to pitch to the lowest common denominator i.e. the biggest ships with the most people who spend the least money and stay the shortest time.

Where is the evidence that this is the best strategy for Auckland – economically and environmentally?

What is the economic cost of losing Queens wharf as a high quality international public space compared to the costs of servicing the large cruise ships from elsewhere in the port for a few days each year?

Surely, we can be more creative than this.

If POAL can't provide berths for cruise ships, why would Auckland not use modified waka (covered in and mechanical) to ferry passengers from ship to shore and tell our story on the short journey i.e. leverage our difference rather than compete against the cheapest.

Overall, we think Auckland has better options for its prime public waterfront space than huge cruise ships sticking out 90m beyond Queens wharf and serviced by wall to wall buses.


We would welcome the opportunity to meet and discuss our concerns further including the proposed public space on Quay Street that so compromises the decades long heritage and environment values of the ferry basin and Queens wharf.

Nga mihi

Noelene Buckland Chair CCRG

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