

Community Reference Group

Minutes of Meeting held on 11 April 2018 at 5.30 p.m.

Venue: Tamaki Room, Ports of Auckland Building

Present:

Name	Organisation
Tom Mullen	Parnell Community Committee
Mike Blackburn	Parnell Community Committee
Tim Coffey	Auckland City Centre Residents group (CCRG)
Ardeth Lobet	Auckland City Centre Residents group (CCRG)
Sally Giles	Mirage Apartments, The Strand
Lyn Eden	Dilworth Terrace
Terry Anderson	Dilworth Terrace
Dennis Knill	Gladstone Apartments
Rick Ellis	Gladstone Apartments
Graham Bush	Campaign for Better Transport
Luke Niue	Parnell Community Committee
Diane Edwards	Ports of Auckland
Morgan MacFadyen	Ports of Auckland
Tony Gibson	Ports of Auckland
Matt Ball	Ports of Auckland

Apologies: Bob Tait, Gay Richards, Pippa Cooms, Grant Turner, Wayne Thompson, Reinhold Goeschl, Alistair Kirk, Craig Sain, Wayne Mills

Business update – Tony Gibson, CEO

The previous meeting's minutes were unable to be located and so were unable to be reviewed.

Tony Gibson discussed brown marmorated stink bugs (BMSB) briefly. He explained the issue was the responsibility of the Ministry of Primary Industries (MPI) and noted that it had impacted on port operations. MPI had to develop a process for dealing with the presence of BMSB on vessels, which involves vessel fumigation and partial discharge, with vehicles going through heat treatment. This impacts on discharge time and can slow down operations.

Draft 30-year Master Plan – Matt Ball, Head of Communications

Matt Ball discussed the port's Draft 30-year Master Plan. The plan was launched in November last year and was open for public feedback and comment. It was communicated to the public through traditional media, a three-month advertising and social media campaign, there was a special zone at SeePort, a dedicated website www.masterplan.poal.co.nz, and the port also engaged in meetings with key stakeholders including the Community Reference Group, Auckland Council, The Royal New Zealand Yacht Squadron, port staff, and others. The consultation process isn't over and the port will continue to seek feedback and engage with stakeholders on the individual projects.

Awareness of the plan was assessed through polling by UMR in December, with 29% of Aucklanders aware of the plan. Mike Blackburn asked if the data was collected from the wider Auckland region which was confirmed.

Of those who gave feedback on the plan via the master plan website, 57% were supportive and 29% opposed. The port also reached out to the over 350 people who had contacted the port expressing opposition to the Bledisloe extension in 2015. Of those 350+ people, 11 responded, with mixed opinions.

Mike Blackburn asked if there was any confusion with other waterfront issues, for example the America's Cup. Matt explained that yes, for many people, Ports of Auckland are automatically associated with anything to do with the waterfront, even when the issue or event is not related to it – as is the case with the America's Cup.

Matt then discussed the Master Plan project summary.

Project priorities and sequence:

- Car handling building – consent in 2018, complete late 2019
- Construct Bledisloe North Berth – approx. 2019/2021
- Demolish Shed 51 and part of Bledisloe B1 Wharf – early 2020
- Engineering workshop – planning approx. 2020, construction 2021/22
- Relocate ships from Captain Cook to Bledisloe North – approx. 2021
- Construct roof top park on car building – after Bledisloe North
- Deepen channel – dependent on shipping needs
- Remove Marsden and deepen Cook/Bledisloe Basin – after 2022
- New port office – after 2022

'Hotel' – within 5-10 years.

Substantial discussion then followed around the various projects. Mike Blackburn asked if resource consent is required for the car handling building. Matt Ball and Tony Gibson said it is non-notifiable, but the port is voluntarily seeking public engagement.

Car handling facility:

Mike Blackburn asked if the car handling facility will simply be for cars to sit in or will there be other value-adding processes happening during the 'sitting' time. Matt Ball explained the building will be a processing facility, which Tony Gibson added meant there could be value adding opportunities. The building's vehicle capacity is likely to be 1,500 - 2,000 depending on if vehicles are new or used.

Luke Niue asked if conceptual drawings will be shared with the Community Reference Group. Tony Gibson advised they will be shared when they're complete, but they were currently still a few weeks away from being presented to the board.

Luke Niue asked if it's binding or required for the port to consult. Matt Ball advised no it's not, but the port wants to engage in consultation. Luke added that the shared sentiment amongst the Community Reference Group members was concern over the visual impact of the car handling facility and they would like to be further consulted.

Mike Blackburn suggested putting a temporary park in front of the car handling building to show the port is committed to the project and highlighted that no completion date for the rooftop park project was advised. He also asked how the port's plans align with Auckland Council. Matt Ball explained the port has had really good dialogue with Auckland Council to ensure council and port plans for the waterfront aligned, which they do. There are some questions remaining about the nature and operation of the park and hotel, and discussions with council are ongoing.

Tom Mullen asked about the demolition of the CESCO building, on the corner of Quay Street and Tinley Street. Matt Ball advised the area is going to be used as a secondary security processing unit, so as to ease congestion on the intersection.

Luke Niue asked about the Toyota building currently on Bledisloe Wharf and asked why Toyota have a special building and if this would be replicated within the new facility. Matt Ball and Tony Gibson said Toyota have a very old lease and long-standing relationship with the port, but specifics pertaining to the use of the new facility was not currently available.

Mike Blackburn asked if the construction of the car handling facility was likely to encourage a surge in manufacturing brought onto the port Tony Gibson said this was not the case.

Hotel

Matt Ball advised the hotel will be a partnership and the port will lease, not sell, the land. Luke asked about seawall upgrade. Matt advised it's a council led project.

Engineering Workshop:

Rick Ellis asked if the new engineering workshop will be the same height/size of the temporary engineering workshop. Matt advised it will likely be approximately the same (roughly 18m high), however we cannot confirm at this stage. Mike Blackburn asked if it will be see through/visible/concept visual for the public to have some insight. Matt Ball and Tony Gibson again advised we don't have this information at this stage without the designs being created, however Tony said visibility into the building would probably be included. POAL is planning to work with the community on the design at an early stage.

Channel Deepening

Tom Mullen clarified that shipping design is changing and asked what the ports projections and expectations are. Tony Gibson advised we work closely with customers and yes shipping changing. Matt Ball advised that the port's commitment to end reclamation will require the disposal of dredged material at sea and/or in landfill.

Automation Update – Matt Ball, Head of Communications

Matt gave an update on progress with automation, as per the attached presentation.

- Truck grid conversion is in process
- The reefer container wash area has been relocated to increase container handling space
- Hatch platforms have been installed on three cranes, which adds extra operational space to the ground as vessel hatch platforms are able to be stored above ground
- The port now has 10 automated straddle carriers (A-strads) in various stages of assembly and testing. The remaining 17 are to come
- The A-strad test area on Fergusson North is complete. We will organise to take the Community Reference Group to see it in the near future

The operation of the new refrigerated container (reefer) gantries on the south-eastern corner of Fergusson has been delayed to May/June 2018. Tom Mullen asked about the rationale for the new reefer area location. Tony Gibson explained the reefers were previously on the northern end of Fergusson, but needed to be relocated in order to accommodate ships on the northern berth. Further discussion about the reefer gantries ensued around the quantity of gantries, how they would be lit and their capacity. Tony and Matt advised that two are currently in the process of construction and a third will be built centrally, all with the capacity to be stacked four containers high. Terry Anderson and Lyn Eden expressed concern that the reefers would block local residents' views.

Rick Ellis asked what the due diligence was to announce the gantries. Tony and Matt explained it has been a part of the plan, but there hasn't been a graphic created to visualise it.

Dennis Knill pointed out that residents will be frustrated with the view being blocked. He expressed understanding that it was within the port's rights to construct the gantries, but it was still going to be an eyesore and he has already received a lot of feedback and complaints from neighbours. Matt advised that it would have been good to have been able to offer more visuals and warning in advance and this was an oversight which we would

learn from. He also advised that the company is hiring a community engagement advisor to improve this aspect of the port's work.

Dennis Knill asked if the results of the materiality forum the Community Reference Group participated in in December 2017 could be shared, especially from their session. Matt advised this should be fine.

Terry Anderson asked why the construction of the park and hotel are so far behind the construction of the car handling facility, as without the park and hotel the car handling facility on its own would be an eyesore. Matt advised it's to do with the port's available resource to manage the projects. Terry then asked if the park really will be built, a sentiment echoed by other members of the group. Tony Gibson and Matt Ball both reiterated the port's commitment to creating the green space and assured that it would be constructed, the timing was simply a result of the process.

Luke Niue enquired as to what mitigation tools the port would be using to soften the exterior appearance of the car handling building. Matt Ball advised that this would be shared when the plans were available.

Sally Giles requested renders of the Master Plan structures in time for the next Community Reference Group meeting. Matt advised we would work to have these available.

AOB

Matt posed to the group that the size of the group has decreased over time and called for suggestions to increase attendance, suggesting perhaps we should change the venue. Luke Niue said hosting the meeting at the port was easier. Tim Coffey suggested working with local boards and utilising their resources, such as websites and databases to promote the group and share information.

Luke Niue suggested using more 3D imagery and renders, as opposed to birds-eye-view plans would be able to give people a better perception of what's happening. He specifically asked if any such imagery had been created for the three new cranes on Fergusson North as seen from Parnell and of vessels being 'parked' in the harbour. Matt Ball advised these had not been created but was something we would do.

Tom Mullen asked when the Government's port study would be released. Tony Gibson said the port had been advised it would be a 'quick study' and would only take six months.

The meeting closed at 6.44pm.

Next meeting: Wednesday 11 July

Actions:

- Collate materiality study results to share
- Create 3D imaging of Fergusson North with cranes as seen from Parnell
- Produce renders to be shared with the Community Reference Group for all Master Plan projects