

## Community Reference Group

Date: Wednesday 11 July 2018  
 Time: 5.30pm  
 Location: Tamaki Room - Ports of Auckland Limited, Ports of Auckland Building, Sunderland Street, Mechanics Bay, Auckland

### Present

Name	Organisation
Lyn Eden	Dilworth Terrace
Terry Anderson	Dilworth Terrace
Yvonne Theurkauf	Mirage Apartments
Tim Coffey	Auckland City Centre Residents group (CCRG)
Bob Tait	Friends of the Earth New Zealand
Mike Blackburn	Parnell Community Committee
Luke Niue	Parnell Community Committee
Graham Bush	Campaign for Better Transport
Cheryl Adamson	Parnell Business Association
Stephen Wagstaff	Auckland Yacht & Boating
Diane Edwards	Ports of Auckland
Nigel Ironside	Ports of Auckland
Morgan MacFadyen	Ports of Auckland
Matt Ball	Ports of Auckland
Jordan Hurinui	Ports of Auckland
Huia Hema	Ports of Auckland

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## Apologies

Name	Organisation
Pippa Coom	Waitemata Local Board
Dennis Knill	Gladstone Apartments
Rick Ellis	Gladstone Apartments
Ardeth Lobet	Auckland City Centre Residents group (CCRG)
Dimitris Margaritis	Auckland City Centre Residents group (CCRG)

## Discussion/actions

1.	<p><b>Welcome &amp; confirmation of last meeting's minutes – Matt Ball</b></p> <p>From the last minutes, Mike Blackburn requested the materiality results are shared. There was a discussion about best vantage point for updated renders, and a question asking the cost. It was agreed that as Dennis Knill had requested the renders, the vantage point should be from Dennis's building at street level, and as requested by Luke Niue - also a street view from Quay Street from the Ferry Building.</p> <p>Street view for the car handling building is currently available but needs to be updated to the new size.</p> <p>There was discussion about showing what potentially the whole wharf site might look like instead of singular buildings on their own. Matt assured we would show what was in the Master Plan - as this is all that will be done.</p> <p>Tim Coffey added that the Auckland City Centre Residents group (CCRG) were passionate that the green space on top of the car handling building (CHB) be constructed at the same time as the CHB so that the benefit of the construction is available as soon as possible. He provided examples of other green spaces within the Vero Building and Princes Wharf public spaces.</p>
2.	<p><b>Introduction to Jordan Hurinui – Senior Community Engagement Advisor</b></p> <p>Matt introduced Jordan Hurinui who has been brought in to gain and maintain a high level of community engagement. There will be a focus on public participation, and the IAP2 Framework is currently being introduced, to gain understanding and formulate strategies for engagement.</p> <p>Initial feedback from the CRG should be directed to Jordan, particularly with Master Plan projects.</p> <p>Jordan has quite an in depth range of experience with Ports of Auckland – coming from operational and commercial areas of the business previously.</p> <p>IAP2 is the International Association for Public Participation.</p> <p>Jordan can be contacted on <a href="mailto:hurinuij@poal.co.nz">hurinuij@poal.co.nz</a> or +64 27 204 3150</p>
3.	<p><b>Update on Master Plan Projects – specifically Automation, Dredging Disposal, Car Handling Building</b></p>

**Automation - Diane Edwards**

We now have eight automated straddles (A-Strads) in the test area, being calibrated and ensuring they are working as they should. POAL is currently conducting a weekly tour in to the test area for staff.

IT are busy ensuring the systems we currently have in place will be able to talk to systems post-automation.

Safety for our people, visitors and everyone working on the port is priority - with a body of work being done to achieve this.

A program is under way to look at what Automation means for our staff, with a large change program in place. Staff are being trained and taught about other roles at the port, and also for roles outside Ports of Auckland. We have a corporate responsibility in regards to training; we still don't know exactly how many job losses there will be as this is a hybrid model not implemented anywhere else in the world. There will still be manned straddles (M-Strads).

A lot of time is being invested in Cyber Security - to protect against hacking - and we are working with world experts to ensure no-one can take charge without our knowledge. Block Chain is also being explored.

Mike Blackburn asked about security to combat illegal imports such as drugs, current EDI systems will remain in place, meaning MPI and Customs will continue their security measures.

Bob Tait asked about liability post-automation; is it POAL, suppliers of the equipment or programs? Diane responded that we are working through the governance structure regarding who takes responsibility at which part of the process. Controls have been built in so the default position if anything is not as it should be for an A-Strad is to just stop. This project is a challenge as it is the first hybrid mix so there is no best practice standard - POAL is developing its standards and putting high effort into health and safety. There will be extra cameras installed to ensure people don't wander in to the wrong place.

There was discussion and questions around ACC premiums, POAL does self-insure as well as ACC, and are aware that our risk profile will rise.

Mike Blackburn asked automation will be less noisy and will light levels drop? Diane responded that the lights can be reduced in the stacking areas where the A-Strads operate. The new poles that are visible are not just for lighting, but for other technology required for operating the A-Strads. Certain parts of the wharf and port will still need to be lit for people working. We are changing to LED. A-Strads won't have lights.

**Matt Ball:**

The Reefer (refrigerated container) gantries near the main office building are nearly complete. They are not directly part of automation, but are part of the capacity project. New cranes will likely arrive in late September.

Commented [MM1]: Confirm date

**Dredging disposal - Nigel Ironside**

Commented [MM2]: Please check all of this with Nigel

Currently POAL dredges approximately 50k m<sup>3</sup> of marine sediments every 2 years to maintain existing safe berths and channel approaches to the Port. Also over next 10-20 years POAL expects to need to undertake capital dredging, and remove approximately 1.3m m<sup>3</sup> of material to deepen the navigation channel and approaches to the Port to accommodate the new and increasingly larger vessels servicing Auckland and the NZ market. With the completion of the Fergusson Terminal over the next 12 - 18 months, POAL requires to find alternative disposal solutions for this dredged material.

POAL are considering all disposal options for this material but as a backup business

continuity measure intend to apply for a 35 year disposal consent to the EPA for disposal at the designated dump site 27 nautical miles east of Cuvier Island. . An introductory leaflet was handed out. The leaflet has been prepared to assist with stakeholder consultation prior to the application being made. It explains the consent process and the technical work being undertaken to support the application.

Mike asked if this is Resource Consent - Nigel responded that it isn't Resource Consent under the RMA but a permit issued by the EPA under the EEZ Act.

The area of the disposal site is 15 km<sup>2</sup>. The site has been in use since after the war for disposal of old vessels, ammunition and dredged material from around the Auckland region. It is very deep, so our knowledge of the ecology is based on surface investigations. This data will be used as part of our application.

It was asked If our decision was solely based on cost - Nigel confirmed cost is a major consideration but other issues including the difficulty of handling the material for disposal on land are also considerations.

Mike asked if there will be any effect on surrounding area? The site is well outside the 12 mile limit in between 500m to 1200m water depth.

Bob advised that Friends of the Earth NZ were looking at the end destination - issues involve the impact of the dredging and surrounding areas of the gulf, and the effect of barges transporting it out. Saying the site is too deep is not acceptable. Nigel advised that the material can't go west to Coromandel because of the depth and steepness of the disposal site, and because of the currents.

Port of Tauranga puts theirs off the edges of the harbour. Their material is sand and mud - and they have an inshore disposal location which has been approved.

Graham asked if POAL has been asked by AT or NZTA for use of land for spoil? Matt responded - we have talked to them about using us as intermediate point and sending material further by rail.

#### **Car Handling Building - Jordan Hurinui**

Jordan Hurinui showed a presentation. The purpose of the car handling building is to mitigate restraints around capacity and is a recommendation coming out of the Port Future Study, POAL is now at the point of proposing the building that will be used for storing cars as well as MPI and Customs handling. Planned size has been reduced to 75m x 110m.

POAL has applied for Resource Consent - for disposal of what will be coming out of the site - this was applied for on Friday 6 July 2018.

Next step: early August we will be going to the Urban Design panel and Māori liaison to give ideas of the visage. POAL is looking for feedback from CRG and stakeholders for visage/façade design ideas. There are weight and airflow constraints - 50% airflow permeability required to cope with combustion engines. Structure design is fixed by these constraints - we are looking for feedback for the look.

Mike Blackburn asked what is happening on the ground floor - Yvonne Theuerkauf responded that this will be operational and used for cars, as well as all the other levels. There was a concern that POAL is planning by stealth - Matt reassured that we are not. The Auckland Council planning committee have endorsed the Master Plan, but they have their own plans for after 2050 - and we are not to interfere with that.

The question was asked - how do we proceed with the CRG group to get their feedback. Terry Anderson responded that he would need to see a potential design in order to provide feedback - Jordan responded that we will get feedback then work on a design to share. There was a concern about a lack of consultation - Matt reassured that's what we are in the process of now, and we are constrained operationally only - not with how the façade looks. Images in the presentation are just a starting point. The visuals will show

	<p>what the park will look like on the roof.</p> <p>Luke Niue raised the following points:</p> <ul style="list-style-type: none"> <li>- Tony Gibson said he would talk to the car Industry and determine the industry projections for the next 5-10 years. Jordan advised all of that data is available In the NZIER whichh is available on our website.</li> <li>- A top New York architect was approached to design the hotel, why was this not done with the car handlingk building as well? He is concerned that POAL is not using skilled designers, where is their input and what finish to they recommend? Matt responded that we are still using Plus Architects, the New York group; the render provided is their input and the recommendation is permeated aluminium panelling - see top image on page 8 of the slide. Completion date isn't until 2020 - there ls time for input and feedback regarding the design - would the group like POAL to present some designs?</li> <li>- Cost of constructing the CHB? Matt Ball advised It will be \$20-30 million. Roof strengthenig and ensuring structural support for the rooftop park has contributed to this high cost. But the park is definitely happening.</li> <li>- Can the building be repurposed when POAL leave Auckland? Yes.</li> </ul> <p>Mike mentioned that instead of being viewed as a utilitarian building - it should be looked at as a piece of art, and cited examples like Orange building, Guggenheim (suggested by Lyn). We should make the design brief - art/sculpture. Could create a street of art.</p> <p>The question was asked - where does Toyota go? Matt responded that this hasn't been discussed. The Toyota building will be decreasing in size with partial demolition of the half that is closest to the water for better access to berth B2. There is no seismic issues with the Toyota building.</p> <p>There is no specific budget set yet for the carpark building façade. The group would like POAL to send a pack with images, plans with layout and an outline of where we go from here.</p> <p><b>ACTION:</b> POAL to share NZIER data with CRG  <b>ACTION:</b> POAL to send out packs to CRG with images, plans with layout and an outline of where we proceed from here  <b>ACTION:</b> Jordan will send out elevations of Gladstone Rd streel level view, and the street level view back towards the ferry building along Quay St, with hotel removed &amp; carpark adjusted to reduced size. With new façade as a starting point</p>
<p><b>4.</b></p>	<p><b>6:05 Channel deepening – requested by Bob Tait, Friends of the Earth</b></p> <p>POAL will not be using blasting, we will just be digging out the channel. The last round of deepening proved that we can effectively use dredging and blasting is not necessary, Nigel Ironside gave his absolute assurance.</p>
<p><b>5.</b></p>	<p><b>6:10 Ship loading noise – requested by Luke Niue, Parnell Community Committee</b></p> <p>Luke mentioned that Tony Gibson undertook in March/April this year that he would look at constraining the loading of scrap metal ships until 7.00pm Monday to Saturday - currently operations are allowed until 9.00pm. Did the group agree to allow Sunday - Luke definitely would not have agreed to Sunday. Nigel responded that the operating hours for loading heavy scrap (SR 1 and iron plate grades) had been revised to 7am to 9pm Monday to Saturday and for scrap steel 7am to 11pm - 7 days per week.. Luke had forwarded an email, a stevedore had advised that he was loading heavy metal up to 11pm on a Sunday. Nigel thought that there had not been any heavy metal loaded here for months. Jordan stated that it was a Sunday but operations ceased at 8.30 - Luke disagrees and was aware of noise events going through until just after 10.00pm.</p>

	<p>Readings have been done at an average of 70, with a peak of 83 which meets allowable levels. Matt Ball needs to share the email from Luke with Nigel so he can investigate and share with the stevedores.</p> <p>Luke asked can we reduce hours down to 7pm or earlier, and not allow loading on Sundays? He also asked if there is a cost to POAL or the shipping line when constraining loading times? Cost to shipping depends on the vessels departure times, additional unplanned days berthed is a cost to the lines. Sunday loading is not ok.</p> <p>Luke asked for resolution regarding the heavy metal/plate loading times, and asked how many shipments of heavy are we doing over a year?</p> <p><b>ACTION:</b> Matt Ball - share Luke's email re Heavy Metal loading noise on a Sunday night with Nigel Ironside</p> <p><b>ACTION:</b> POAL to find out how many heavy metal shipments there will be over the year and report back to CRG, also to find resolution to loading finish times and days</p>
6.	<p><b>6:15 Ship parking in the gulf – requested by Luke Niue, Parnell Community Committee</b></p> <p>It has been noticed that a high number of ships are parking in the gulf and seems to be increasing. POAL earlier responses have been tough, Luke would like to see protocols applying to where ships can park in the gulf, and what options there are to put them further out. There was a situation of seven ships anchored in a stepped fashion – could these not be pushed out further away from land?</p> <p>In response, the Harbour Master (external to POAL) sets anchorage. We don't think that this will stop happening – if we can't put a ship in to a berth, we have to do something with it. Some people do enjoy seeing the shipping, particularly cruise ships.</p> <p>Yvonne mentioned the situation with seven vessels will have been because of the Brown Marmorated Stink Bug problem, which was a biosecurity issue and we could not allow the vessels in at a risk to our ecology. Moving forward regarding this problem, MPI is working in Japan at the root of the problem to mitigate the number of contaminated vessels coming here.</p> <p>Outside of the vessels with a biosecurity risk, the new more accessible berth at B2 (once Toyota building is partially demolished) will give more space for ships to berth.</p> <p>There was a discussion about vessels discharging untreated and treated sewerage in to the harbour. Matt advised that cruise ships have holding tanks and they are not allowed to discharge. Any discharge will be pollution from the city. Mike mentioned that all water testing is done at the beaches – it should be done in the harbour/wharves as well.</p> <p>Nigel advised that he frequently calls Watercare if any issues regarding stormwater discharge are noticed – sometimes they fix it, sometimes they don't. There was a discussion about whether or not POAL should be an advocate for water transparency and set baseline by testing. The response was that we do monitor the sediment quality which is a good indicator on the state of the water. This information is publically available. Steven Wagstaff advised that there is a website that publishes water quality ratings, and the council could be asked if more testing points should be included. There was no discussion about who might do this.</p> <p><b>ACTION:</b> Matt Ball will find out regarding the anchorage and talk to the Marine team to see if we can see plotting of where the ships were parked – not sure we can do this, and we won't know the reasons why they were parked in the gulf.</p>
7.	<p><b>6:20 Tamaki Drive cycle lane issues – requested by Luke Niue, PCC</b></p>

	<p>PCC has been engaging with AT and NZTA on the impact of the cycle lane at the Fergusson end. Does POAL have any concerns? Matt advised that Alistair Kirk is the best person to talk to – we did not see any plans prior to their publication and were only able to comment on a previous version. Primary concern for POAL is safety, we did ask for separation between cyclists and trucks, but a cycle bridge past the Solent St intersection was deemed too expensive.</p> <p>There was a request for any updates, and are there any plans for Quay St to the Strand? Apparently the cycle way is being extended through the traffic lights (at the Strand) and to narrow Quay St at the intersection. POAL has seen where it impacts the intersection of Tamaki Drive and Solent St – but not for The Strand.</p> <p>Are there any plans for Gladstone? We will need to check with Alistair, we have seen nothing in the public domain. Apparently there is discussion about reconfiguring the Strand to create a boulevard – Luke will loop Matt in to this.</p> <p><b>ACTION:</b> POAL check for any updates with Alistair Kirk  <b>ACTION:</b> Luke – share information with Matt/Jordan regarding The Strand reconfiguration</p>
8.	<p><b>6:25 Any other business</b></p> <ul style="list-style-type: none"> <li>• None</li> </ul> <p>The meeting closed at 7.30pm</p>

### Next meeting

Date: Wednesday 3 October

Time: 5.30pm

Location: Tamaki Room - Ports of Auckland Limited, Sunderland Street, Mechanics Bay, Auckland