

# Community Reference Group

**Minutes of Meeting held on Wednesday 1 December 2021 at  
5.30pm**

**Venue: Microsoft Teams online meeting**

**Present:**

<b>Name</b>	<b>Organisation</b>
Matt Ball	Ports of Auckland
Alistair Kirk	Ports of Auckland
Rosie Mercer	Ports of Auckland
Rob Hopkins	Ports of Auckland
Harriet O'Hara	Ports of Auckland
Nigel Ironside	Ports of Auckland
Ardeth Lobet	City Centre Residents' Group
Bruce Barton	Local resident
Gayle Bennett	Emily Place
Mike Blackburn	Parnell Community Committee
Michael McKeown	City Centre Residents' Group
Paul McLuckie	148 Quay Street
Tim Coffey	Local Resident
Jarrold Hepi	

**Apologies:** Wayne Thompson, Rick Ellis, Dennis Knill

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## Agenda

TIMING	AGENDA ITEM	OWNER	SLIDE
5:30pm	Welcome and confirmation of last meeting's minutes	Matt Ball	1
5:35pm	Engineering Building	Alistair Kirk & Rob Hopkins	4
5:45pm	COVID-19 Update	Alistair Kirk	6
6:00pm	General business update	Matt Ball	7
6:15pm	AOB	Matt Ball	8
6.30pm	Close	Matt Ball	9

### Open:

Matt Ball opened the meeting at 5.35pm and reminded everyone of meeting etiquette for using Microsoft Teams.

The minutes of the previous meeting were confirmed and the agenda for the current meeting presented at 5.35pm.

Matt Ball rearranged the agenda so that the engineering building update was the first item on the agenda, due to Rob Hopkins needing to attend another meeting later in the evening.

### Engineering building update – Alistair Kirk and Rob Hopkins

Alistair Kirk provided some background as to why we are constructing a new engineering workshop. He explained that the current workshops are down to the west near where Holcim is, and there is currently a mix of very old buildings in this area (the green area on the map below). The existing engineering buildings and structures in the surrounding area have a roof that is too low for the new automated straddle carriers and are not up to having the roof raised.

Within the master plan, we are constructing a new engineering workshop which will be located near the Fergusson container terminal. The reason for this is that we need a new building that is designed to store the blue automated straddle carriers, as these are taller and can stack containers four-high (our current yellow manual straddles can only stack three-high). It is not feasible to increase the height of the roof of the current engineering building.

Alistair talked further about how POAL's master plan includes reconstructing the main office building at Fergusson. The plan is to co-locate our office and engineering buildings so that they are alongside each other. Currently our workspaces are split, which presents some cultural issues, so we want to bring everyone together.

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Alistair Kirk introduced Rob Hopkins, who manages the port infrastructure team. Rob looks after all the day to day maintenance around the port, plus all of our developments – the Bledisloe car handling building is a recent example of a development that Rob has led. Rob is leading this project which covers the engineering workshop and the new office building, as we want these two buildings to be aligned.

Before handing over to Rob, Alistair referred to the slide (pictured below) which shows a bird's eye view of the location of the current engineering building and the site for the new building (inset).



**Rob Hopkins – Civil Infrastructure Manager at POAL (Ports of Auckland Ltd) – Development plans for the new engineering and office buildings**

Rob shared a presentation on the concept layout of the building that our architect has developed. It is just a concept at this stage, however there are some aspects of the building that are fixed, due to the size and height of the automated straddle carriers. There are some adjacent storage facilities for the spare parts for the straddles, as well as some office space for the engineers - these are the operational drivers for the dimensions of the building. Rob expressed that we are open to ideas and feedback about the external design of the building, namely, the look and feel and the materiality.

Rob began sharing slides that have been drawn up by our architect.

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The architects have based their designs around:

- Making improvements to the operational use of the building
- Improving the port's relationship with Auckland
- Creating a permeable port boundary
- Being sustainably led and zero emissions
- Getting the most efficient building within the current area that we have
- Creating a building that is functional as well as an engaging and interesting piece of architecture

Rob explained that our intention is to take the building through the Auckland Council Urban Design panel to get their review on the architecture and design of the building, and to incorporate any suggestions that they may have. We will also be consulting with Iwi and the community on the design of the building.

Rob then spoke about the location plan of the building to give some context to where this new building will be. Rob referred to the image on the slide which shows the proposed location of the building (highlighted in orange, see image below). The new location is near the intersection of The Strand and Quay Street/Tamaki Drive.



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Emphasis has been placed on bringing the new office building and the engineering building together with cohesion, to provide a good-looking entire structure - also making sure the engineering building does not look like a half complete project while the office building is created.

Rob further emphasised that we want to deliver a design that is consentable and of high-quality design. Not just functional, but an attractive piece of architecture in the community – also promoting our sustainability goals.

Rob then took the group through the mapping drawings of the new engineering and office buildings (*please refer to the recorded presentation to get a more comprehensive understanding*).

### **Key dimensions/features:**

- The building is likely to be big rectangular block, driven by the shape and dimensions of the straddle carriers.
- Two stages: 1. Workshop building, 2. Office building
- The office building will feature carparks in the bottom floor - the height demand for this building is lower because there are no straddles.
- In the middle of the development there is an area for storage and spare parts.
- To achieve consistency in the way these buildings look, the architect wants to line up the height of the buildings by creating a **light and view shaft**
- One section of the building can provide pedestrian access to Tamaki Drive.
- There is a jaunty angle to provide a design feature – something cool and interesting to look at.
- Adding external features such as view shafts for the public, will break up the mass and bulk of the structure.
- There is a focus on maximizing the amount of light the building can get for the office staff.

### **Rob then handed back to Alistair.**

Alistair Kirk referred to other projects that the port has created, such as the Bledisloe car handling building and LED wall – emphasizing that we want to make these new buildings attractive and aesthetically pleasing.

**Community input** – Alistair mentioned that we want input from the community, iwi, and from the CRG. He stressed that the location and size of the building is determined by our operational needs, and we only want input on the design/external look of the building.

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Certain areas of the new buildings will be open to the public at the Quay st level – this is part of us integrating the development into the city and we want people to interact with this space, such as looking at the views, etc.

We will work with Matt Ball in terms of how we get the feedback, but we are looking at mid-late Feb, as we intend to take the designs to the Auckland Council Urban Review panel in March.

### **Matt welcomed questions about the Engineering building**

Mike Blackburn asked what consent do we need?

Rob Hopkins answered: We need permission around storm water discharge and potentially any contamination we find in reclaimed land, the building itself is located on port land/in a discretionary area.

Bruce Burton asked what is the height of the straddle workshop building?

Alistair Kirk answered: 21m from ground level, a lower level than Tamaki Drive, as Tamaki Drive is roughly 8m from port ground level.

Gayle Bennett asked who the architect is?

Rob Hopkins answered: Plus Architects – the same company who designed the car handling building.

Tim Coffey asked if integrating any other services has been considered, such as a bus stop?

Alistair Kirk answered: When we get the designed more advanced, we will be reaching out to Auckland Transport (AT) to talk about bus stops. It will be an interesting conversation with AT because they currently can't fit a cycle lane in that area.

Tim followed up – He thinks we should get in early with AT so we can plan access. If we want to make it a community hub, anything better than what is currently present is would be good.

Mike Blackburn asked where does the funding come from? Is it restricted, and is that why we aren't doing the development it all at once?

Alistair Kirk answered: POAL is self-funding the project. It's staged because we have a lot of competing capital expenditure projects happening. We don't have the money to build it all at once.

We then moved on to COVID-19 response.

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## **COVID-19 response – Alistair Kirk**

We have been putting a lot of work into aligning POAL controls to the new traffic light system, under the New Zealand COVID-19 Protective Framework. The port is unique because we are a border, whereas the traffic light system is focused on community risk. Our previous controls have served us well and we will still maintain our operational bubbles at Red, however, there is some relaxing of this at Orange and then the bubbles will be gone at Green. We will allow more office staff on-site at Red, then more at Orange and everyone at Green.

The upgrading of our aircon is almost complete – this will generate fresh airflow and help with ventilation in the office.

The Emergency Management Team (EMT) deals with COVID-19 incidents. We have had three staff members test positive for COVID-19 in the last month, and two other parties who work on the port. We also deal with staff who have to isolate, which is an ongoing challenge for us as a business. The number of port staff isolating at one time can fluctuate between 5-10, with up to 30 people at home isolating in one instance during the current lockdown. The reduction in staff isolation from 30 to 5-10 aligns with wider community vaccination levels.

We continue to work with staff to ensure border staff are all fully vaccinated – and we can confirm everyone is now fully vaccinated. We have regular ongoing testing of border staff, and depending on their role they will get tested every 7 or 14 days. We are investigating rapid antigen testing; however, this has some big hurdles which we are working through now.

### **Alistair invited questions around the port's COVID-19 response**

#### ***Paul McLuckie asked about the three COVID cases on the port earlier this month***

Alistair Kirk answered: They were all double vaccinated and contracted COVID-19 from members in their households. They all had mild symptoms.

### **General Business Update - Matt Ball**

**Sparky** - Our electric tug boat, Sparky, performed a successful bollard pull test, managing over 70tonns on battery. Sparky won't arrive until march or April next year (2022). Delays in the supply chain due to COVID-19 mean Sparky won't be here this side of Christmas as we were originally hoping

**Safety** - This has been a big issue for us. CHASNZ (Construction Health & Safety New Zealand) undertook a survey and asked us to redo it recently. The

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results were very pleasing, and we can see a positive shift in most indicators from the original survey.

**Lighting rig** – As part of our work to improve safety, stevedores suggested a lighting rig at the container terminal to improve light for staff working on board ships at night. Our engineers built this lighting rig and it has been successfully trialled.

**CEO** - We are down to the final candidates for the new CEO position. [*Post meeting update: Our new CEO will be Roger Gray, currently the Lyttelton Port Company CEO. Roger starts in April.*]

**Automation** - We are now at level 1.5 of our automation project. We will be undertaking testing and training of staff in the lead up to Christmas.

**Hydrogen at the port** – A Hyundai truck arrived in NZ and refuelled at POAL. There are five hydrogen fuel cell trucks coming into the country and they will all use the ports hydrogen refuelling station.

**Channel deepening** - There are several court cases currently underway, which will take us to June next year. These are cases for the judicial review for the disposal of the dredging material and appeals against our resource consent for channel dredging. We will provide updates.

## **Any Other Business?**

### **Questions**

Tim Coffey asked if we have a final date for our automation project?

Matt Ball answered: June 30, 2022, and we are still aiming for this.

Bruce Barton asked how the utilisation of the car park building is going?

Matt Ball answered: It is very well used – sometimes 100% full, other times not full.

Bruce Barton asked about adding noise and air quality issues to the agenda as a permanent item. The sound is louder due to lockdown. He mentioned previous discussions about what Otago ports are doing to reduce sound. Matt Ball answered: He is happy to have it as a regular agenda item.

Nigel Ironside answered: In terms of ambient noise monitoring, we don't have any current plans, but we have monitored a couple of vessels over the last month while at berth – we are creating a list. There are two problem ships – but it does depend on the cargo, as reefers (refrigerated containers) use more generators.

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We have a watchlist – we are requiring advanced info on the cargo that ships have, and we trying to match this with our expected noise levels – this way we can update people and inform them of potential noises they can expect. We have joined a working group with ports across NZ on these issues. We don't regulate the ships, but collectively we can work together with shipping lines to improve the noise. We will add this to the agenda for the next CRG meeting.

Mike Blackburn asked what the cost of our automation project is?

Matt Ball answered and put it into context: The total sum of our capital investment over the last few years including a new wharf, new cranes and automation is a little over 300 million. The specific cost of the automation project can't be disclosed due to our deal with the supplier.

Mike Blackburn asked if there is any work being done on the cars in the carpark building? Matt Ball said no, it is just storage.

**Matt Ball thanked the group and closed the meeting at 6:37pm.**