

Memo

To: David Wren, Reporting Planner Kennedy Point Marina Application

From: Waiheke Local Board

Date: 20 January, 2017

Subject: Feedback on the resource consent application for the Kennedy Point Marina

1. Local Board Members share serious concerns about the impact of a marina on the Putiki Bay environment and its potential for compromising future increased commercial and community use of what is quite limited public land in the immediate vicinity. If a marina is to be contemplated, it must be significantly smaller than proposed and Council must ensure that all environmental impacts are rigorously mitigated. Financial and environmental safeguards should be imposed to hold the developers fully accountable for the occupancy of the marina.
2. The Waiheke Local Board in its long term plan 2014 advocated for protection of the environment and stated:

“We will work to protect, maintain and enhance our magical islands, land, coastline, wetland and marine environments for Auckland’s future generations.”

It wishes to ensure that this equally applies at Kennedy Point.

3. The board has recently adopted the Essentially Waiheke Refresh 2016, a public consultation document which set out to capture concerns, aspirations and a vision for the future of Waiheke. Over 650 island groups and individuals were consulted during the course of the refresh exercise.

One of the pillars of the vision for Waiheke is “The protection of our natural island environment, which is an essential part of a wider Maritime Park”.

Concerns expressed by Waiheke residents included:

- Water quality, both fresh water and the marine coastal environment
- Growing levels of littering (land/sea) and pollution including boat waste going directly into the sea, harmful chemicals being used or dumped, noise and light pollution
- Further damage to biodiversity
- And from the Mana Whenua perspective – activities which disrespect culturally sensitive sites

In addition actions from Essentially Waiheke 2000/2005 included:

- Avoiding contaminant discharges into the coastal environment
 - Securing critically important land with high environmental impact in public ownership through council covenants, financial contributions, esplanades and land/easement purchase
4. Board members were asked to consult with their networks, to gauge community views on the marina. The board and Waiheke community has a strong view that if any development occurs at Kennedy Point, needs and benefits must be clearly proven.
 5. **Scale** - the proposed marina is too large for the intended location in Putiki Bay adjacent to the Kennedy Point wharf area. The scale of the project will have impacts on commercial maritime activity, recreational use of the area, the future development of the commercial transport hub, impact on ingress/egress to the harbour and traffic effects.
 6. **Adverse effects on the environment (including ecology, character, amenity, landscape)** - the board is very concerned about the environmental impacts of the proposal which are extremely difficult to mitigate, despite the assurances of the applicant's supporting documentation. The board questions the establishment of a marina within the Hauraki Gulf Marine Park, which was established to protect the natural environment of the Gulf. There are many examples of unanticipated consequences of major coastal developments around the New Zealand coastline and the harbour needs to be carefully safeguarded from these risks. The previous board advocated for a marine reserve in this bay and the current board needs assurance that the marina will not impact on any future reserve's potential environmental benefits.

Environment concerns of members include:

- a. The risk of accelerated sedimentation of the bay as a result of the incursion of the breakwater into the bay, thereby narrowing the entrance and altering the existing tidal flows. There could be potential increased silting of beaches, seagrass beds and aquaculture sites
- b. The anti-fouling substances used on the boats in the proposed marina may have a negative impact on the seabed and sea-life
- c. Further degradation of the visual amenity of the local area with the beach and local area losing its semi-rural undeveloped character
- d. Noise pollution from boat masts and marina activities
- e. Light pollution from boats and piers
- f. End of life damage – the land and seabed would need to be restituted and regenerated at the end of life of the marina.

Before the application is allowed to proceed, further analysis should be done to determine whether a smaller/reconfigured/modified marina would reduce its environmental impact.

It is recognised that there are potential environmental benefits of the proposal including the removal of the swing moorings at Kennedy Point which can cause benthic damage, the provision of

pump-out facilities for permanent and visiting boats, the provision of domestic and marine refuse facilities for boaties and the provision of public toilets.

The board also recommends that if the marina is approved, it should meet the highest ecological standards and become a benchmark for ecologically-sensitive marinas. This would include, but not be limited to: careful control of the use of harmful chemicals by users of the marina and during construction, the establishment of a community trust to undertake environmental activities, careful control of noise pollution emanating from the marina, approval of low-level lighting only to control light pollution and other control of environmental hazards and nuisances caused by the marina. Any trust established should be island-based, community-driven and have sufficient resources to fund significant marine environmental projects.

The board also recommends that a significant bond be set which will safeguard the environment and potentially be used to contribute to the cost of rectifying any environmental damage, any necessary dredging and the management of end of life restitution.

7. Private occupation of marine area/restricting public use - the board is concerned about the private occupation of a public space, the restriction that this imposes on public access and the advantage this affords to a small number of private individuals.

The board is concerned about the rights of current swing mooring holders and recommends that they be offered an equitable deal within the new marina.

Given that the marina will be occupying public space, members expect that public access should be maintained with public safety ensured.

8. Economic Benefits – some board members accept that there may be economic benefits from the development but that there will also be opportunity costs. Given that this is the main vehicular and freight gateway, the marina may significantly impact future economic opportunities if it prevents development of the port facility.

9. Traffic congestion – this is a major concern for the people of Waiheke Island including some of those in support of the proposal. There is significant congestion already and the board is concerned about increased road traffic generated as a result of the marina. It is noted that Auckland Transport has a current proposal to extend the second vehicular ramp at Kennedy Point, which is likely to increase traffic when barges are loading and unloading.

10. Parking Issues- car parking is already well short of demand and this is expected to become much more so in future. Cars and boat trailers are often parked on grass berms and roadsides in the summer period and weekends, effectively reducing the road-width. The proposed floating pontoon makes provision for a limited number of vehicles, which will may prove insufficient at busy times, resulting in a further burden on the Kennedy Point carpark and a nuisance and hazard to the Kennedy Point Rd residents.

The board recommends that an analysis of the potential impacts of the proposed marina on traffic and parking be undertaken and that an agreed plan be put in place as part of the consenting process. The funding for any additional impacts created by the marina needs to be paid for by the applicant.

11. **Impact on water-related recreation** - there does not appear to be a report on the recreational uses of the bay and what impact the marina might have on these. Anecdotally this is an area where people fish off the rocks, go swimming, kayaking and boating. ***The board asks that the applicant be requested to prepare a report on existing recreational uses of the bay and the likely impacts the marina will have on this, including any resulting recommendations.***

12. **Optimal Location** - the applicant considers Kennedy Point the best place for a deep water marina, however, information on other possible locations has not been provided. ***Given the limited space at Kennedy Point, we request a report from Auckland Transport on other possible locations for a marina on Waiheke and an evaluation of their advantages and disadvantages.***

13. **Future port/wharf development** – the board notes that services and facilities at this port are already inadequate and unsafe. The future development of the marina, and particularly its scale, must not compromise the future development of this port for freight-handling, passenger movement, traffic movement, parking and public amenity. ***The board recommends that a report be requested on possible future options for development of the port and the potential of the proposed marina to compromise these.***

13. **Community Consultation** - given the importance of the issue to the future of the island and the fact that there has been inadequate community consultation, the board is considering commissioning a representative survey of residents and ratepayers and expects that when completed, it will be accepted as a legitimate input to the consenting process.