

Date: Tuesday 25 February 2025
Time: 1.00pm
Meeting Room: Claris Conference Centre
Venue: 19 Whangaparapara Road
Claris
Aotea / Great Barrier Island

Aotea / Great Barrier Local Board OPEN MINUTE ITEM ATTACHMENTS

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Item 9.1 - Ted Scott
Tabled at the Aotea/
Great Barrier Local Board
meeting on Tuesday,
25 February 2025

Notes:

I am not here to criticise the board or individuals. My aim is to hopefully convey to the board members my concerns regarding the proposed screw pile moorings in Tryphena and Whangaparapara.

First on some of the history of the maritime developments and aspirations Islanders and Aotea/Great Barrier that appear to have been forgotten or lost, possibly in the transitions in the past from the original Great Barrier Island Council to what we have today the super city of Auckland.

Unfortunately, these transitions at the time were not recognised, the many aspirations and ideas generated by Islanders to move away from the selling and subdividing of land to make a living for example. Ideas which were recorded and deemed to be relevant for the future proofing of the Island but sadly have been lost over the years.

These included constructing an all tide ramp at Tryphena wharf, the current abutment is not a certified ramp and was built by myself and Basil Subritzky many years ago. This was a temporary measure which would suffice until a permanent concrete all tide structure with dolphins could be built at the end of the current freight handling are. This arrangement meant that it could also be used as a hard boat launching and an all tide ramp, something that, to my knowledge that does not exist anywhere in Tryphena this development would also accommodate the Coast Guard vessel which currently occupies the floating pontoon at the Tryphena wharf.

In the meantime, the locals made do with what we had. There were fishermen who used the wharf, commercial enterprises; Fullers tourist industry and Subritzky shipping. Local shipping commercial enterprises for freight and tourism, the Narvinga, Geoff Locker, locally run fishing charters and tour operators as well as the many visiting private launches and yachts. They all were using the wharf.

It is unfortunate that there is another player in how the harbour is operated, caleurpa. I endorse measures in place to attempt to prevent its spread. However, the reality is that the Hauraki Gulf is a great deal warmer than it has been in previous years. This is endorsed by the fact that evapo-transpiration of Gulf waters due to the increase in sea temperatures now makes it impossible on most days to see Waiheke Island, Rangitoto and the Sky Tower, something we have been able to do since my family settled here over forty years ago. This leads me to believe that the inevitable conclusion on caleurpa will be a management strategy and yes, I understand its impact on local businesses and tourism but it is my opinion that we as Islanders must look at an all encompassing strategy.

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Item 8.1

Attachment A

Some of the Community Board may remember that I was appointed the first “wharfinger” of Shoal Bay Wharf and spent many years in the role managing all the users of the wharf previously mentioned. With the cooperation of the then Service Manager, Margaret Stewart, we developed a management plan that operated successfully for many years. Communication was not as it is today, no cell phones. There was marine VHF radio (operated by Mr George Mason then later by Emmi Pratt) as well as the CB (citizen’s band) radio. Most of all was all parties worked collaboratively and we managed to utilise the wharf area where by visiting vessels could outside the hours of commercial operations be used to the benefit of both the visitors and the local community and businesses. Margaret Stewart and I were concerned that the visiting vessels and their crews would often anchor off shore and then row back to the beaches to visit the local clubs and restaurants. I found this was often a problem as many would end up alcohol and drug impaired attempting to row back their vessels with mixed results. In actual fact it was dangerous what they were doing.

Consequently, through word of mouth we let it be known that if boats wished to attend shore functions the Council did not have any objections to them using the Tryphena wharf and local transport operators (Martin Gillard and Paul Pye) to drive them to and from functions. This system worked very well and I had on many occasions over thirteen vessels rafted together at the wharf. I was never in a position of confrontation with any of them as it was plainly understood what we were providing was for their well-being and it was recognised that alcohol and small dinghies is a recipe for disaster.

A Coast Guard vessel now stationed at Aotea / Great Barrier is a wonderful safety feature for the Island and I thank those individuals who worked and fought for one to be located on Island. When it was originally envisaged the suggestion was that the new proposed ramp would be able to accommodate a trailer based rescue vessel with a full blown shed and tractor launching capability. At the time Council engineer and consultant, Mr Peter Reed came to the Island and it was investigated all the possibilities in Tryphena and Whangaparapara. It became generally accepted that Tryphena was the best site to develop a freight port. Mr Reed did raise reservations of the suitability of the road to wharf as the loadings on heavy trucks and buses on the coast road could give rise to the collapse of the elevated sections from Gooseberry Flat to the wharf. It was his opinion that twin differential axils would create a higher risk of road collapse than standard four wheel trucks of lighter laden weights.

At the time all Island freight was loaded and off loaded by forklifts onto Island based vehicles with only the occasional freight or tanker on the barge. Even the petrol tankers were twin axel and not six wheelers.

You may be thinking what has this got to do with the proposed screw moorings?

Well, it has everything to do with screw moorings. A system was worked out in the past and was working, whereby visiting pleasure vessels were welcome at the Tryphena Wharf and also with the cooperation of George Mason at Whangaparapara able to respectively use both wharves. Tryphena wharf successfully allowed visiting vessels and their crews when required to access the shops, the clubs, the restaurants, walkways and on occasions medical assistance from the local GP, Ivan Howie. Also sometimes make arrangements to moor their vessels on their own anchors or available local unused moorings, within designated mooring areas, should they have to return to the mainland or sudden weather changes made it dangerous to stay at anchor.

Our whole relationship with visitors to the Island was to promote a friendly and caring attitude. It worked successfully and at times there were as many as thirteen vessels rafted up to Tryphena wharf. Later, with the pontoon which is now occupied by the Coast Guard, in my opinion it would be relatively easy to extend this pontoon. Then, if and when a ramp is constructed for freight handling and vehicle access on and off the barge the wharf area could easily be developed as a controlled zone for visiting pleasure craft and possibly a future revenue growth zone including fuel, water and future electric charging points.

I do think that the funds needed to erect screw pile moorings will show next to no economic benefit when compared to what has happened in the past. My position as wharfinger involved public relationships with boat owners and the public at large. From my experience boat owners never really plan to come to an island with any intention to go ashore to buy products other than fuel or possibly fresh vegetables. The concept of pre booking a mooring would be as always, subject to weather and boat owners' preferences. It is extremely rare to find a pleasure vessel on the gulf that adheres to a strict schedule, whereby they can be in any place at any particular time. Especially on a mooring known notoriously for fickle weather events such as the "evening fresh", this wind often develops at the head of the bay. In fact this evening fresh was responsible for the beaching and grounding of the 'Spirit of New Zealand and to my knowledge five other vessels. The southerly 'fresh' regularly manifests during the warm summer evenings and poses a dangerous condition for any vessel anchored close to the shore.

There appears to be conjecture as to the effectiveness of screw piles, were developed from an idea from 300-400BC, patented by Alexander Mitchell in 1833 especially when the design illustrated in the Aotea Advocate indicates the absence of ground tackle (normally heavy chain in permanent moorings) and instead showed a floating painter (rope) supported by floats to a mooring buoy. In any sort of mooring the ground chain purpose is to prevent shock loads being exerted / transmitted to the weight or fastening. The gravitational weight of the chain prevents this shock loading. I believe, that the proposed moorings suggested into an unknown sea bed is to say the least a gamble as there appears to be no geotechnical study or core samples taken to

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estimate the holding factors of the sea bed. I was informed, years ago, that there is quite large fresh water aquifer discharging from an underground source along most of Tryphena inner harbour. I am unable to prove veracity of this as the geo tech engineer who told me this was involved in sinking several fresh water bores on Island including one at "Bob and Tipi's". It would be interesting to know more of the geo tech information regarding Tryphena Harbour.

Another concern I have relates to insurance. It would seem the Council has not either thought or mentioned this. The Local Board stated in their response to my initial questions that about these moorings there is no intention for this project to be a "commercial activity". This now begs the question what if something goes wrong? As the owners of these moorings the Council / Local Board is a commercial entity and as such has a commercial liability in all its actions and endeavours. As I mentioned before there already have been groundings in Tryphena Harbour and it can happen again. There is also the question as to why the Local Board should be seen to be subsidising moorings for, for mainly Auckland based boat owners to be able to easily access retail outlets etc. Especially when the costs to keep these vessels in Auckland marinas are range from between \$1,000 - \$2,000 per month or \$350 (casual) per day?

I do think that we as a community and with their input and assistance from the Local Board we can develop a plan that can grow not only a visitor industry but also local businesses that are more suitable in the changing world we are facing and experiencing right now.

Following the meeting I had yesterday with the Local Board, represented by Izzy Fordham and Chris Olivier, as well as a Skype call with Auckland City Representatives, I was alarmed by a statement from Izzy. I asked about the research claiming that local retail businesses located in Tryphena were suffering financial effects due to Calaurpa. My question was how the conclusions from this research reached were and which research methodology was used. The response from Izzy was "oh I went and asked them". This is not valid research but could be considered canvassing or taking a poll of opinion. And cannot in any way be a driving mechanism to initial the installation of "temporary moorings" and the use of public funds.



Decision of the Aotea / Great Barrier Local Board

This decision has been made under delegated authority by: Chairperson Izzy Fordham and Deputy Chairperson Chris Ollivier on Friday 21 February 2025.

Urgent Decisions delegation resolution: GBI/2022/121

The use of the Urgent Decisions delegation was authorised by the Chairperson, Deputy Chairperson and Tristan Coulson - Local Area Manager. The authorisers are satisfied that the decision is required urgently, and it is not practicable in the circumstances to call an extraordinary or emergency meeting of the local board.

The Aotea / Great Barrier Local Board input for Auckland Council's submission on the Local Government (Water Services) Bill is due prior to its next business meeting scheduled on Tuesday 25 February 2025.

Subject: Aotea / Great Barrier Local Board input for Local Government (Water Services) Bill submission

That the Aotea / Great Barrier Local Board:

- a) whakarite / provide the attached input to be appended to the final Auckland Council submission on the Local Government (Water Services) Bill.

Izzy Fordham
Chairperson
Aotea / Great Barrier Local Board

Chris Ollivier
Deputy Chairperson
Aotea / Great Barrier Local Board

Aotea / Great Barrier Local Board feedback on the Local Government (Water Services) Bill submission

Background

Aotea / Great Barrier Island lies 90km northeast of Auckland City and is sentinel at the entrance to the Hauraki Gulf and within the Hauraki Gulf Marine Park.

Ngāti Rehua Ngātiwai ki Aotea are mana whenua of Aotea, Hauturu (Little Barrier Island), the Pokohinu Islands (Mokohinau Islands), and other outlying islands and rocky outcrops.

Aotea / Great Barrier Island is large in size being 28,500 hectares and encompasses 52 rocky outcrops including Rakitu (Arid) Island, a 253-hectare Scenic Reserve. Over 60 per cent of the island is Department of Conservation (DoC) estate; 43 per cent of which is the Aotea Conservation Park.

The island has a permanent population of 1251 residents (2023 Census) and one of the lowest median household incomes across the Auckland region. Transport and freight to and from the island is either by plane, a 35-minute flight one way, or by ferry a four-and-a-half-hour trip one way. There is no on-island public transport.

Aotea / Great Barrier does not have reticulated water, power or public transport. People live off-the-grid; running their own power, water, septic and drainage systems. The island does have limited public stormwater infrastructure predominantly relating to transport infrastructure. Every building consent includes stormwater management.

Aotea / Great Barrier Local Board feedback

- a) Have concerns that the proposed access regime could result in significant additional costs and inefficiencies, and increase council's service levels to delivery non-urgent works by 2-3 times that of current settings.
- b) Recommend that the existing regime is fit for purpose and works well, balancing the needs to provide water infrastructure while protecting the rights of landowners. If it must be moved to the Local Government Water Services legislation, a similar approach should be considered.