

**BEFORE THE DECISION-MAKING COMMITTEE  
AT AUCKLAND**

**IN THE MATTER** of the Exclusive Economic Zone and Continental Shelf  
(Environmental Effects) Act 2012

**AND**

**IN THE MATTER** of an application for a marine dumping consent by  
Coastal Resources Limited to dump dredged material at  
a deep-sea site east of Great Barrier Island

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**STATEMENT OF EVIDENCE OF DAVID THOMAS BOERSEN  
ON BEHALF OF EMPIRE CAPITAL LIMITED**

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## **BACKGROUND**

### **Qualifications and experience**

1. My full name is David Thomas Boersen. I am the Property and Development Manager for the Empire Capital group of companies. I manage the consenting and development processes for the group and provide strategic overview on consenting and policy matters.
2. I have some ten years' experience in the field of property and development, leading large resource consenting and construction teams, to deliver a variety of development and redevelopment projects for a large international company. Prior to this I worked as a planning consultant. I have over six years' experience in consultant and senior planner roles, working for local government (in policy), and consulting to local, regional, and central government and the private sector both in policy and resource management planning fields.
3. I hold a Master's degree in Geography (hons) from University of Auckland. I am an associate member of the NZPI, and founding member of the Auckland Young Planners group.
4. I am authorised to give this evidence on behalf of Empire Capital group of companies. Empire Capital is the owner and operator of three marinas:
  - Bayswater Marina
  - Hobsonville Marina
  - Pine Harbour Marina
5. In addition, Empire Capital operates a number of supporting companies that facilitate the operation of the marinas or contract to the marinas, including Dredging New Zealand.

### **Scope of my evidence**

6. My evidence today will:
  - Provide an overview of the marinas owned by the Empire Capital group;
  - Assess the importance of dredging and disposal of marina sediments to the marinas;
  - Outline employment implications if there is no viable disposal option;

- Request clarification on the conditions and scope of material to be disposed of at the Northern Disposal Area should consent be granted;
- Provides conclusions.

## **Overview of the Marinas**

7. Messers Wilson, McInnes and Russell have provided individual summaries of each of our marinas. Collectively our marinas have rights to occupy almost 50 hectares of coastal marina area and over 16 hectares of land. The landside and waterside operations, operate in a symbiotic relationship each supporting and facilitating the other. In addition to providing storage for boats the marinas are now recognised as public transport nodes, as is the case in our three marinas (and others throughout the region). It is important to understand that the CRL consent application is not just important to the areas where boats are berthed and approach channels – all infrastructure and activities around the marinas are reliant on the continuous dredging programmes aimed at maintaining safe all-tide access.
8. The boats kept in any marina must be able to safely enter and exit the marina, including any channels leading to or from the marina. To do this they must have sufficient draught (space underneath boat to the sea floor) to safely manoeuvre, and this is directly related to the size of the boat and depth of the water. Where there is not enough natural depth, the seafloor is dredged to provide this depth. Due to the nature of the estuarine environment in which most of our Auckland marinas were established most require dredging in order to achieve navigable depths. Mr Thompson will outline the marinas in Auckland that require dredging, and each of Messrs Wilson, McInnes and Russell will provide an overview of the dredging that is completed at our marinas. The dredged material needs to be disposed of, and the current consented disposal site managed by CRL is the only option for the disposal of this dredged material. The requirements of the Empire Capital group marinas consume a large portion of the current disposal site capacity. Based on the consented dredging capacities further disposal capacity is required in the medium to long term.
9. The marinas provide a niche employment and service role. At each of our marinas (and others throughout the region) clusters of business have been established to service and maintain these boats, and the marine industry in general. For example, at Pine Harbour landside facilities are used to service boats from our own marina, but also specialist craft including

ferries used for public transport, the police vessels, coast guard vessels to name but a few. These activities would not be able to practically occur at these locations if there was not the possibility of access to and storage on water at this location.

10. In addition, there are other activities reliant on the marinas remaining operational. For example, at Pine Harbour there are significant new housing areas that have recently been developed or are proposed. These areas are zoned as Mixed Housing Suburban and Terrace Housing and Apartment Building areas. The attraction is the public transport node - provided by the ferries at the marina.
11. All marinas also have a public access and public recreation function. Increasingly they are becoming foci for communities for recreation purposes. These can be for both passive and active recreational activities; but also can be used in conjunction with a range of other amenity activities for a variety of uses. Examples can range from the extensive boardwalks of Westhaven to the quiet grassed areas of Pine Harbour marina to the entertainment precinct that is located adjacent to the Viaduct marina.
12. The marinas themselves are also hubs for the recreational boating activities. Our marinas are the recreational hubs for over 1,500 boat owners, usually boat owning families, for a range of activities from just sailing and cruising, fishing, racing, learning to sail, diving to but name a few.
13. The boats are kept in the marina as it is generally not practicable to manoeuvre the boats in and out of the water due to their overall size, weight and configuration once things like keels, propellers and masts are taken into consideration. The water space is of first and foremost importance as it provides suitable space for the mooring of the boats. Marinas are a spatially and resource efficient way to safely and securely store a large number of boats that cannot be practically removed from the water. We have observed a pattern over the last decade of the demand for larger berths to accommodate a generally larger number of bigger boats, leading to these boats requiring a greater draught. This makes dredging more important in marinas.
14. The establishment of new marinas in Auckland is a non-complying activity, whilst expansion of existing marinas is a discretionary activity. This means that the establishment of any new marinas in the near future is unlikely, due to the complex nature of the consenting process,

while existing marinas are likely to be retained or expanded. Therefore there is likely to be an ongoing demand for the services provided by the existing marinas and accordingly there will be ongoing demand for them to be maintained – including for ongoing dredging.

## **Employment Implications**

15. In addition to the some 60 people employed by the Empire Capital group of companies some 200 people are directly employed by companies located and operating from our marinas. In addition we estimate a further 400-500 are employed by various business that undertake work at the marina. This we believe is conservative as there is a long list of businesses that would be directly affected if the marinas could not continue as operating marinas including:

- Electricians;
- Plumbers;
- Builders;
- Marine electricians;
- Insurers;
- Riggers;
- Pontoon manufacturers;
- Marina maintenance businesses;
- Piling contractors;
- Dredging operators;
- Boatbuilders;
- Marine engineers;
- Boat importers;
- Boat valets;
- Chandleries;
- Café operators;
- Sailmakers;
- Steel fabricators;
- Marina component suppliers;
- Specialist timber suppliers;
- Boat Painters;
- Rope suppliers;
- Boat brokers;
- Boat hireage companies
- Fuel companies
- Bar/ restaurant
- Ferry
- Seafarer training business
- Upholsterers

16. Should the marinas be discontinued as result of the accumulation of sediment in the marinas making them unviable, we are of the opinion that a large percentage of these business would close and the employment opportunities would be lost.

17. The key to sedimentation being prevented from occurring at all of our marinas is not only ongoing dredging but the ability to efficiently and economically dispose of the dredged material. As other evidence for our group has emphasised, the only option available is the Northern Disposal Area, operated by Coastal Resources Limited.

18. It is critical for all of our marinas and indeed the wider sector that this option is not only retained but increased. The capacity of the site is currently limited to 50,000m<sup>3</sup> per annum. This is grossly inadequate. The Empire Capital Group of companies alone potentially can take up

43,000m<sup>3</sup> per annum of that capacity, leaving just 7,000m<sup>3</sup> for dredged material derived elsewhere in Auckland and parts of the Waikato region.

19. If the capacity is not significantly changed, we will soon reach a crisis in capacity of dredging disposal. In my reading of the various technical reports accompanying the application the site can accommodate significant increases in dumping of dredged material provided appropriate safeguards are taken in terms of the quality of material and methods of disposal. Overall the effects have been shown to be acceptable in terms of the requirements of Exclusive Economic Zone and Continental Shelf (Environmental Effects) Act 2012.

20. I therefore support the application and wish to see it granted.

### **Specific Submission Points raised by Empire Capital**

21. In our submission we specifically sought to clarify the conditions and scope of the consent. Empire Capital would like clarification of the material able to be disposed of at the site. For example, will this include material dredged from the sea that has been stockpiled for a period of time?

### **Conclusions**

22. We have submitted in support of the CRL application and we maintain our support for their application. The current consent does not have the capacity to accommodate the long-term marine disposal needs for material being dredged from various sites around Auckland, with additional material likely from the Waikato region;

23. In some instances, material has been dredged from the seabed and stockpiled for later disposal. Provided this material achieves the specified quality standards set for the MDA, stockpiled marine sediments should also be able to be disposed of at the MDA.

24. We support the application and we seek that approval be granted for the application.

David Boersen

1 November 2018