

**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

**STATEMENT OF EVIDENCE OF SHANE JOHN MCINNES
ON BEHALF OF HOBSONVILLE MARINA LIMITED**

INTRODUCTION

1. My name is Shane McInnes and I currently hold the role of Marina Manager, at Hobsonville Marina. I have held this role for over 3 years along with Facility Manager at the same marina for 2 years beforehand. Prior to this I had a 15 year career in island conservation with the Department of Conservation. The bulk of this was in the Hauraki Gulf Marine Park. I am also currently a trustee for an island conservation group in the marine park.
2. My role is to manage the administration and operational requirements of the marina. I have a team of seven that assist in the day to day management of the marina.

PURPOSE AND SCOPE OF EVIDENCE

3. My evidence today will:
 - a. Provide an overview of Hobsonville Marina
 - b. Provide an overview of the dredging undertaken at the marina
 - c. Provide summary of effects if the marina was not dredged
 - d. Confirm our intention to continue to dredge the marina for the foreseeable future

HOBSONVILLE MARINA OVERVIEW

4. Hobsonville Marina, formerly Westpark Marina, was established in 1985 following an Act of Parliament known as the 'Waitemata City Council (West Harbour) Empowering Act 1979'. It provided for the development of the marina and associated reclamation. In 1987 a Seabed Licence was granted to Waitemata City Council for the use and occupation of the foreshore and seabed within Westpark Marina. At the time the council granted a sub-licence to Westpark Marina to occupy and use the site.
5. We have also recently obtained a new Resource consent (REG- 2014-643) which provides for the occupation and dredging of Hobsonville Marina until 2049.
6. The marina today has some 592 berths generally occupied by the corresponding number of vessels. The vessels are generally owned by private individuals and are used for recreational purposes.
7. In addition to the marina operations following additional activities operate at the marina:

- a. Ferry service
 - b. Boat haulout/maintenance
 - c. Trailer Boat storage
 - d. Retail and Office facilities
 - e. Public boat ramp
8. The ferry service is operated by Belaire Ferries. It currently operates Monday – Friday each week, between the hours of 0700hrs and 1925hrs with 14 return sailings to the down town ferry terminal each day. The ferry service operates from within the marina, with passengers embarking and disembarking the various vessels from berths C01 and C02. This requires the ferry vessels to navigate the main fairway, and then down the fairways between Piers B, C and D. The ferry service carried 146,170 passengers to the end of June 2018, an increase of 78% since 2014. The size of the vessels being used are currently the largest possible with the depth of the marina.
9. We operate both a 35 ton and 75 ton boat lifter. This allows for vessels to be lifted from the water and either temporarily or semi-permanently stored; for maintenance or repair purposes, or storage purposes. Temporary removal may be for a matter of hours (hull or propeller cleaning) or days (hull repaint). Semi-permanent removal may be for engine or vessel refurbishment, and/or significant repair works taking up to 12-18months depending on the scope of the works and the size of the vessel.
10. The hardstand area of the marina has some 10 businesses located on site, who currently employ approximately 60 persons. In addition we have a further 298 contractors registered to work on vessels whilst they are in the marina or on the hardstand. While some of the work completed is discretionary (ie cosmetic repainting), the majority of the work completed is essential works required to keep the vessels in a seaworthy condition.
11. The trailer park has space for up to 40 boats dependent on size. People who use this facility are generally those who do not have space at home to park their boats. The storage is only 230 metres away from the public boat ramp.

OVERVIEW OF DREDGING UNDERTAKEN AT HOBSONVILLE MARINA

12. Dredging is undertaken annually. We currently hold consents to remove 20,000m³ from the marina annually (REG- 2014-643, expiry 2049), and we hold a further consent (CST60309392, expiry 2053) which allows us to remove 5,000m³ from the channel which connects the marina to open water.
13. We dredge from the marina to maintain design depth of 2 metres at chart datum.
14. We undertake the channel dredging to maintain a safe, navigable channel for marina users, ferries and boat ramp users. The channel is part of Henderson Creek which moves over time and can become hard to navigate.
15. I understand you will hear from Mr Mark Thompson, General Manager, Dredging New Zealand Limited on the process of how the dredging is undertaken.

DISPOSAL OPTIONS

16. There are few alternatives to disposal of the dredge material to sea. Options include land disposal and not dredging at all.
17. The first option has been assessed but is simply not viable from an economic perspective. The problems encountered with this option include:
 - The material would need to be stored for some time so it able to be dried out, suitable for loading into a truck. At 25,000 m³ to be dredged from the marina and channel per annum, we have no site at the marina where such storage could occur. Potentially storage may cause odour problems and the water running off the storage area would likely need treatment before being discharged back into the sea, or alternatively would need to be discharged to the wastewater network.
 - Land disposal would require multiple handling of the material – onto the barge, transport to a wharf, offloading onto a truck, transport to an approved site. The transport costs alone would be prohibitively expensive. There is no wharf facility at Hobsonville Marina for loading trucks so an alternative site would need to be located.
 - Transportation via busy roads. At say 7m³ per truck, 25,000m³ per annum would require 3,571 truckloads. Total traffic movements per day would be twice that number, 7,142 heavy vehicle movements per day (vmpd). As the dredging normally occurs over a six-week period,

working 6 days per week this equates to 198 heavy vmpd on the local road network, or 22 heavy vehicle movements per hour over a nine hour day. This is likely to create a heavy burden on the local and regional road network.

- Selection of appropriate disposal site may also be problematic. Based on the mixed nature of the material it is likely not to be suitable fill material that could be built upon, and would most likely therefore be required to be trucked some 88km to Hampton Downs.
- The cost of land disposal is prohibitive. This includes multiple handling costs, drying the material out so it is suitable for land disposal, transport charges, cleanfill fees.
- The environmental impacts of land disposal, considering all the complexities in achieving it, would far exceed that of disposal outside the coastal marine area.

18. The second option, not dredging, is discussed in the following section.

EFFECTS OF NOT DREDGING

19. If we were to cease dredging the marine sediments would begin to build up within the marina. The thickness of sediment accumulating throughout the marina during one year is 0.1 metre (Loomb, 2001). Given that sediment accumulation is not even across the marina, I estimate it would take approximately 4 years for the marina to become navigable only in the upper half of the tidal range for a large portion of boats. This would significantly curtail the use of the boats kept at the marina. Use would become governed by tide cycles, which may not necessarily coincide with the times people may wish to take or return their vessels to the marina. With time the sediment would continue to build up and smaller boats would also soon experience the same problem.

20. Without all tide access, quite simply, there would be no marina. Auckland has a huge demand for marina berths at present and rehoming over 500 vessels is not something that can be done. This would reduce the number of people being able to partake in recreational activities on the Waitemata Harbour and further afield. The public boat ramp would become unusable, the local supporting marine industry would suffer due to the scarceness of areas to service vessels in Auckland.

21. The lack of water depth would quickly impact on ferry operations also. Without sufficient water depth the ferry would only be able to operate during 2 hours either side of high tide. This would result in an inconsistent and unreliable ferry service. We would expect ferry patronage to immediately drop. This

in turn would put more pressure on our roading network due to the ferries being unable to operate from Hobsonville Marina.

22. The local shopping centre that we operate would also suffer lack of patronage as a result of the decrease in marina users and commuter traffic.

CONFIRMATION OF INTENTION TO CONTINUE DREDGING

23. Hobsonville Marina Limited aims to continue dredging the marina and channel in compliance with the relative consents as it is an essential operational task to maintain the facility, not only for our berth holders but for the wider marine industry and boating community as a whole.

24. However, we can only do so if there continues to be a viable option for disposing of dredged material. I do not see any alternative but to dispose of the material within a marine environment. With near shore sites no longer being available, I see no alternative to disposal in sites outside the coastal marina area as proposed by Coastal Resource Limited.

Shane John McInnes

31 October 2018

REFERENCE

Lomb, C.A.M; (2001). Muddy Sedimentation in a Sheltered Estuarine Marina, Westpark Marina, Auckland, New Zealand. *Masters Thesis. Pp 171*