

**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 KENT ANDREW RUSSELL
ON BEHALF OF PINE HARBOUR MARINA LIMITED**

INTRODUCTION

1. My name is Kent Russell and I currently hold the role of General Manager, at Pine Harbour Marina. I have held this role for six years. I have also managed the ferry operations out of Pine Harbour prior to Sealink taking over the business in 2014.
2. My role is to manage the marina facilities, tenancies and services including the dry stack and haulout. I have a team of 12 that assist in the day to day management of the marina and various marine service businesses.

PURPOSE AND SCOPE OF EVIDENCE

3. My evidence today will:
 - a. Provide an overview of Pine Harbour 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

PINE HARBOUR OVERVIEW

4. Pine Harbour Marina was established in 1988, under consent granted under the Town and Country Planning act 1977 and a Seabed Licence between the former Manukau City Council and the marina consent holder. The marina now operates under a Coastal permit 39483. It generally provides for 570 wet berths, 200 dry stack slips.
5. The marina has also been granted a resource consent, P46128 which provides for the dredging of the marina basin and access channel until June 2050.
6. The marina is currently running at between 99 and 100% occupation, housing predominantly privately owned recreational vessels.
7. The following additional activities also operate at the marina:
 - a. Commuter ferry service
 - b. Vessel fuelling
 - c. Vessel haul out/maintenance
 - d. Marine related trade activities
 - e. Retail and office facilities.

8. The ferry service is operated by Sealink. It currently operates Monday to Friday each week, between the hours of 6.20am and 11.40pm with 20 to 22 return sailings to the down town ferry terminal daily. The ferry service operates from two piers within the marina. This requires the ferry vessels to navigate the main fairway of the marina from A to H piers and then through to the channel access.
9. Vessel fuelling occurs from a dedicated berth located adjacent to E pier. We have three pumps allowing for vessels to come alongside the pier and pump fuel directly into vessels. This is a safe and efficient means to transfer fuel into the vessels. The fuel pier is not limited to just vessels berthed within the marina, with the service used by the wider recreational and commercial boating community.
10. Pine Harbour Marine Services operate a 40 and 50 ton travel lift. This allows for vessels to be lifted from the water on a temporarily or longer term basis for maintenance or repair purposes. Temporary removal may be for a matter of hours for (hull or propeller cleaning) or days for (hull antifoul paint). Other work may include engine repairs/ removal and vessels refurbishment. Significant repair works can take up to 12-18 months depending on the scope of the works and the size of the vessel.
11. The hardstand area of the marina has 11 businesses located on site, and currently employ approximately 40 persons. In addition, there is a further 80 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 is essential and required to keep the vessels seaworthy.
12. A negative lift forklift is also operation, used to lift and dry store vessels on land based storage racks. This saves the vessel owner on in water maintenance costs, specialist tow vehicles, limited residential vessel parking and from limited access and parking at boat ramps.

OVERVIEW OF DREDGING UNDERTAKEN AT PINE HARBOUR MARINA

13. Dredging is currently undertaken annually in order to maintain the marina basin and access channel.
14. We currently hold a consent to remove 13,000m³ of dredging from the marina annually and a cumulative total of 455,000m³ up until June 2050.
15. The existing marina dredging consent requires for the disposal at sea as the effects of other forms of disposal including on land disposal where assessed at the time of the consent and were less favourable.
16. The marina basin is dredged to a design depth of 1.8 to 2.4 meters.
17. We undertake the channel dredging to maintain a safe navaigable channel for marina users.

18. I understand you will hear from Mr Mark Thompson, General Manager, Dredging New Zealand Limited on the process of how the dredging is undertaken.

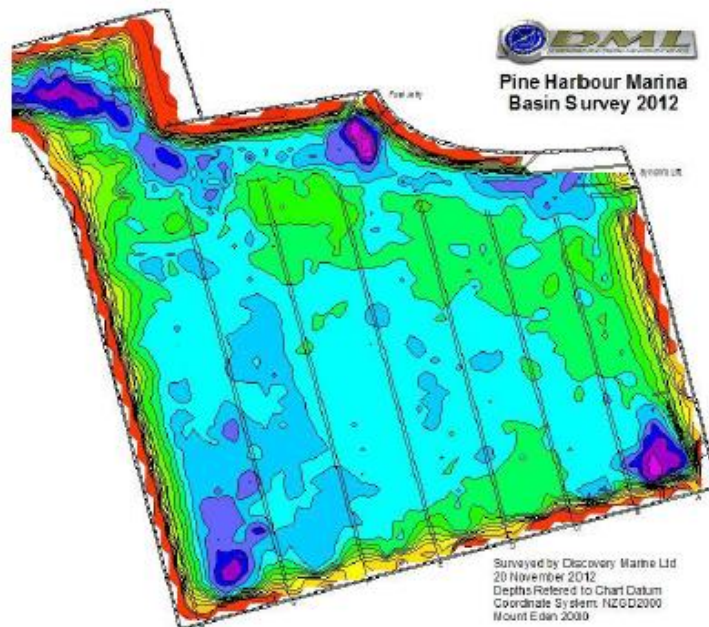
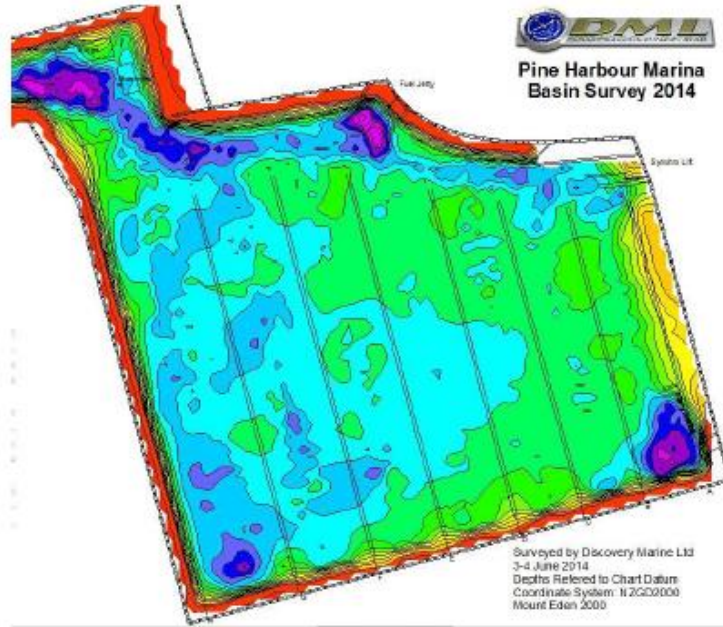
EFFECTS OF NOT DREDGING

19. If we were to cease dredging the marina sediment would continue to build up within the marina. The effects of no dredging would affect customers within 3 years starting with deep draft keel boats and also affect areas of the marina where sediment accumulates more rapidly. By 4 years the majority of keel boats and a number of motor yachts and launches would experience restricted access around mean low water.
20. We are unable to reach a small portion of the marina with the dredging equipment due to equipment access constraints. The area was originally 2.4m deep in 201X but now is only 0.5mtr deep at mean low water spring. This demonstrates that if dredging was to cease, very soon the marina would become ineffective and largely unusable as this example illustrates. Sedimentation is a rapid process in most marina basins.
21. Sediment can accumulate at around 0.2 to 0.4mtrs in 1 year in certain areas of the marina and piers which would significantly restrict access to these areas if not dredged regularly. On average the accumulation is between 0.1 and 0.3 metres over 2 years within the marina basin. (See fig 1 of chart below, the colours showing the change over a 2 year period from 2012 to 2014).
22. The effects of limited or restricted dredging has been experienced at Pine Harbour after recent storm events in Auckland. An increase of sediment movement and build up in the access channel was noted prior to the commencement of dredging for the season. Customers of larger draft vessels (2mtr +) had reportedly waited for up to 2 hours from mean low water to access the marina channel.
23. The reduction in water depth from no dredging would quickly affect ferry operations resulting in delays as a result of recreational vessel congestion/restrictions in fairways and common access routes. Regular schedule interruptions would occur on and around low tides placing more pressure on the road network at these times. The hardstand haul out operations would be significantly reduced

around low water. Lifts would also be restricted to hauling shallower draft vessels.



Annex A: 2014 and 2012 Marina Survey Coloured Depth Images



CONFIRMATION OF INTENTION TO CONTINUE DREDGING

24. It is essential that Pine Harbour Marina Limited continues to dredge and dispose of the dredging material from the marina and channel at sea using an appropriate nearby site. The marina intends to comply with the relative consents to maintain the operation of the facility for the berth holders, marine industry and boating community.
25. With ongoing dredging the marina also needs a viable marine disposal option. At present the only option available is the Northern Disposal Area, operated by Coastal Resources Limited. In my opinion it is critical for the marina sector that this option is retained. I also know that the capacity of the site is limited to 50,000m³ per annum. From my knowledge of the marina industry the site will not have enough capacity to cater for future requirements. Pine Harbour alone, at potentially 13,000m³ per annum, would take up 25% of this capacity, and we are just one of many marinas in the Auckland and Waikato regions that would wish to access the site. Potentially ports may also wish to access the site.
26. I support the application and wish to see it granted.

Kent Russell

1 November 2018