

**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 GARETH EDWARD WILSON
ON BEHALF OF BAYSWATER MARINA LIMITED**

INTRODUCTION

1. My name is Gareth Wilson and I currently hold the role of Marina Manager at Bayswater Marina. I have held this role for 3 years. Prior to this, I held the position of Operations Manager for 2 years, also at Bayswater Marina. Before becoming a marina professional, I worked as a professional sailor from 1999 with over 50,000 ocean going miles under my belt. The last vessel I worked on was a 40m private sail boat named Janice of Wyoming, position held was Mate.
2. My role is to manage the operations and administrative requirements of Bayswater Marina. I lead a team of eight that assist in the day to day running of the marina and various marine service businesses.

PURPOSE AND SCOPE OF EVIDENCE

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

Bayswater Marina Overview

4. The Bayswater Marina was established in 1993, by way of resource consent/permit 18/W/238. In general it provides for the construction and operation of a commercial marina.
5. We have also recently obtained two new resource consents (REG – 2138631 & 42548) & (REG – 2139225) these provide for occupation & dredging until 2049.
6. The marina today has some 419 berths generally occupied by the corresponding number of vessels which are mostly private recreational vessels.
7. In addition to the marina operations, the following additional activities operate at the marina:
 - a. Ferry service
 - b. Boat fuelling
 - c. Boat maintenance
 - d. Boat storage
 - e. Waste collection

8. The ferry service is operated by Fullers Ferry's. It currently operates 7 Days a week, between the hours of 0640 and 2225 with services generally leaving every 30 minutes to 1 hour for the downtown ferry terminal, and returning every 30 minutes to 1 hour. The ferry service operates from within the marina, with the ferry terminal located at the entrance of the marina next to the fuel pier situated on the eastern corner.
9. Vessel fuelling occurs from the dedicated fuel pier located at the entrance of the marina. We have 3 dispensers 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 necessary for them to operate. The fuel service use is not limited to just vessels berthed within our marina, with the service utilized by the wider recreational and commercial boating community.
10. We have several tenancies on site from Boat Sales, Charter and Vessel Mechanics. There is also a trailer park that caters for 70 boats around the 7m range.
11. There are 10 people that work in and around the marina and the various businesses onsite. In addition there are 53 businesses registered to undertake work directly for the marina company, and a further 248 contractors who work in the marina for our clients.

OVERVIEW OF DREDGING UNDERTAKEN AT BAYSWATER MARINA

12. Dredging is undertaken as required and is a 'restricted discretionary activity'. We currently hold a consent (REG – 2139225) to remove 5,000m³ per annum from the marina, with a provision for up to 175,000m³ over 35 years. This consent expires in 2049.
13. We dredge from the marina to maintain four sections in the marina. Levels are 2m, 2.2m, 2.4m and 2.5m, all measurements are at chart datum.
14. We undertake dredging in the channel to maintain a safe navigable approach to the marina.
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 alternatives other than disposing dredged materials at 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 is able to be dried out, suitable for loading into a truck. At 5,000m³ to be dredged from the marina, there is no drying site suitable in the marina area.
- Logistically, land disposal is not a viable option as there are far too many variables and hurdles to jump.
- Transportation would turn into a major issue in itself. If we were to dredge our full 5000 m³ on one year, the amount of trucks required would be 714 each way moving 7m³ each time. This would require 1428 truck movements in total. If you are not familiar with Lake Road's traffic congestion I can tell you moving 1428 trucks through this road would be a very difficult task in its self, let alone trying to complete the job in the contractors dredging window.
- Sediment cannot be used as clean fill, and there is only one suitable site from Bayswater that could be utilized, that being Hampton Downs.
- Economically, this is not a viable option for BML
- The second option, not dredging, is discussed in the following section.

EFFECTS OF NOT DREDGING

18. If we were to cease dredging, the marine sediments would begin to build up within the marina. If no dredging took place from now, I would estimate in 10 years' time the sediment levels to be at .8, rendering the marina virtually unusable for yachts from low to mid tide. Sailing vessels make up at least 50% of Bayswater's clientele. With accretion levels continuing it would only be a matter of years before the marina was totally unusable.
19. Not being able to meet our obligations and keep the marina at design depth, would effectively be the end of the marina, displacing 419 vessels into a market already struggling to berth its current supply. This would be catastrophic, not only for boaties but those many small businesses who forge a living from said vessels and related services.
20. As sediment levels rise this would eventually displace the Bayswater Ferry. I estimate 400 to 500 commuters catch the ferry daily with obviously the same amount returning in the evening. If the ferry could no longer operate due to tidal constraints, the already gridlocked Lake Road could be moved to breaking point with the extra traffic forced onto this road not to mention Auckland traffic in general coming under further strain.

CONFIRMATION OF INTENTION TO CONTINUE DREDGING

21. Bayswater Marina Ltd will continue to dredge under the provision of the current consent, as the marina's existence relies on the fact that management provides the appropriate depth and safe navigable waters within its confines.
22. In saying this, Bayswater Marina Ltd can only continue to dredge if there are suitable options that are economical and within reach to dispose of dredged materials. I do not see any alternative other than to utilize the on water disposal site proposed by Coastal Resource Limited so I support the application.

Gareth Edward Wilson

31st October 2018