

Te Pātaka o Rākaihautū
Banks Peninsula Community Board
MINUTES ATTACHMENTS

Date: Monday 4 April 2022
Time: 1:00pm
Venue: Held by Audio / Video Link

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main points

1. staff introduced new evidence without consultation
2. preferred option A has been further modified
3. revised plans are visually intrusive to the historic landscape and harbour setting
4. plan alterations have not been consulted on nor has the Akaroa Design Review Panel reviewed them

Akaroa Wharf. Block Model image of wharf concept looking southwest
Wharf overview.

Staff Report - March 25 2022

- Option A disadvantage: providing commercial and casual users with a temporary structure; damage to existing buildings and access across the wharf for business owners
- Key consultation themes; does not include cruise ships and tenders (a subject of community concern expressed during consultation and in submissions)
- The next design stage will be developed in partnership with Ōnuku Rūnanga without further consultation or right of public submission

available March 25 2022, however
submissions closed Jan 31 2022

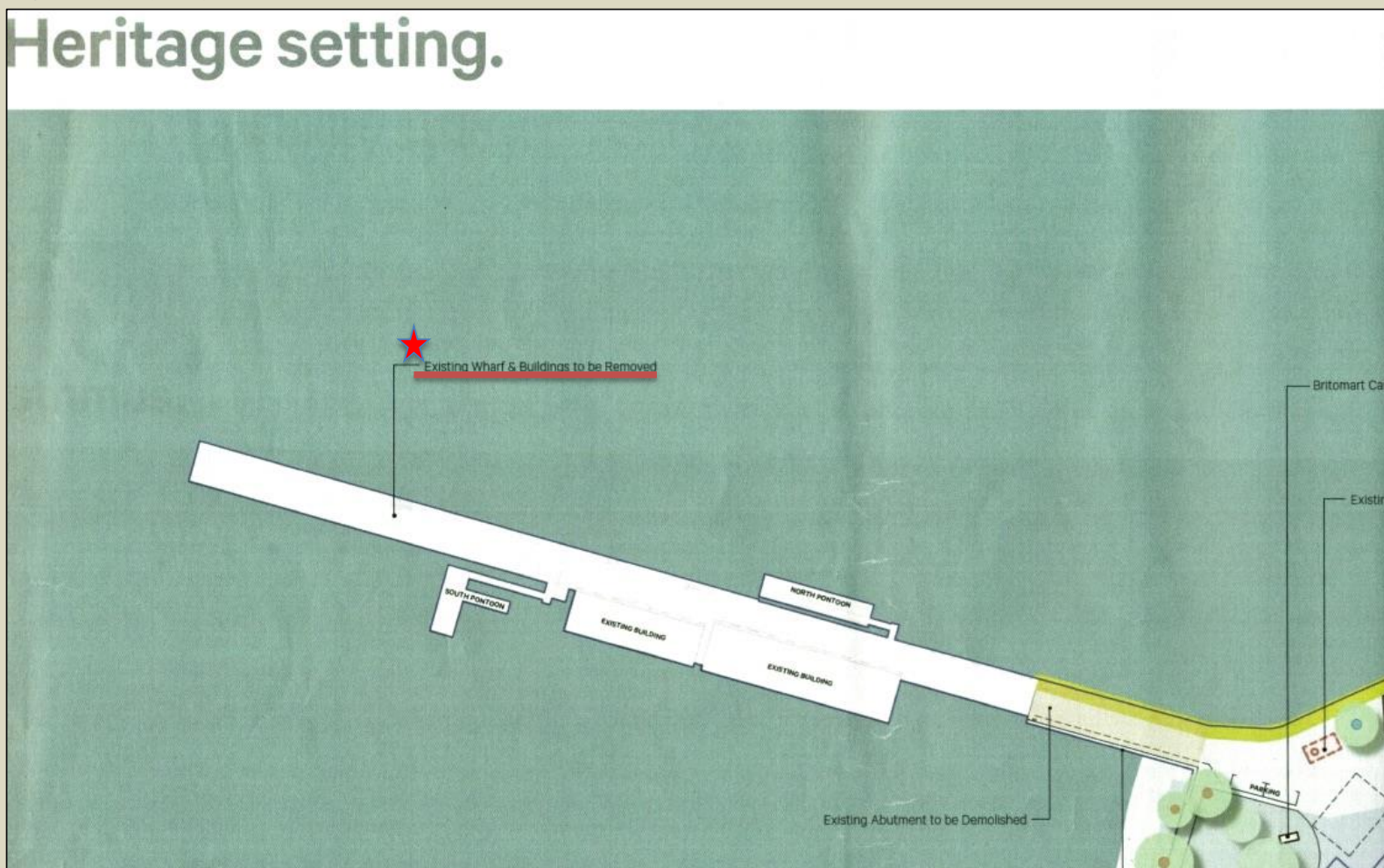


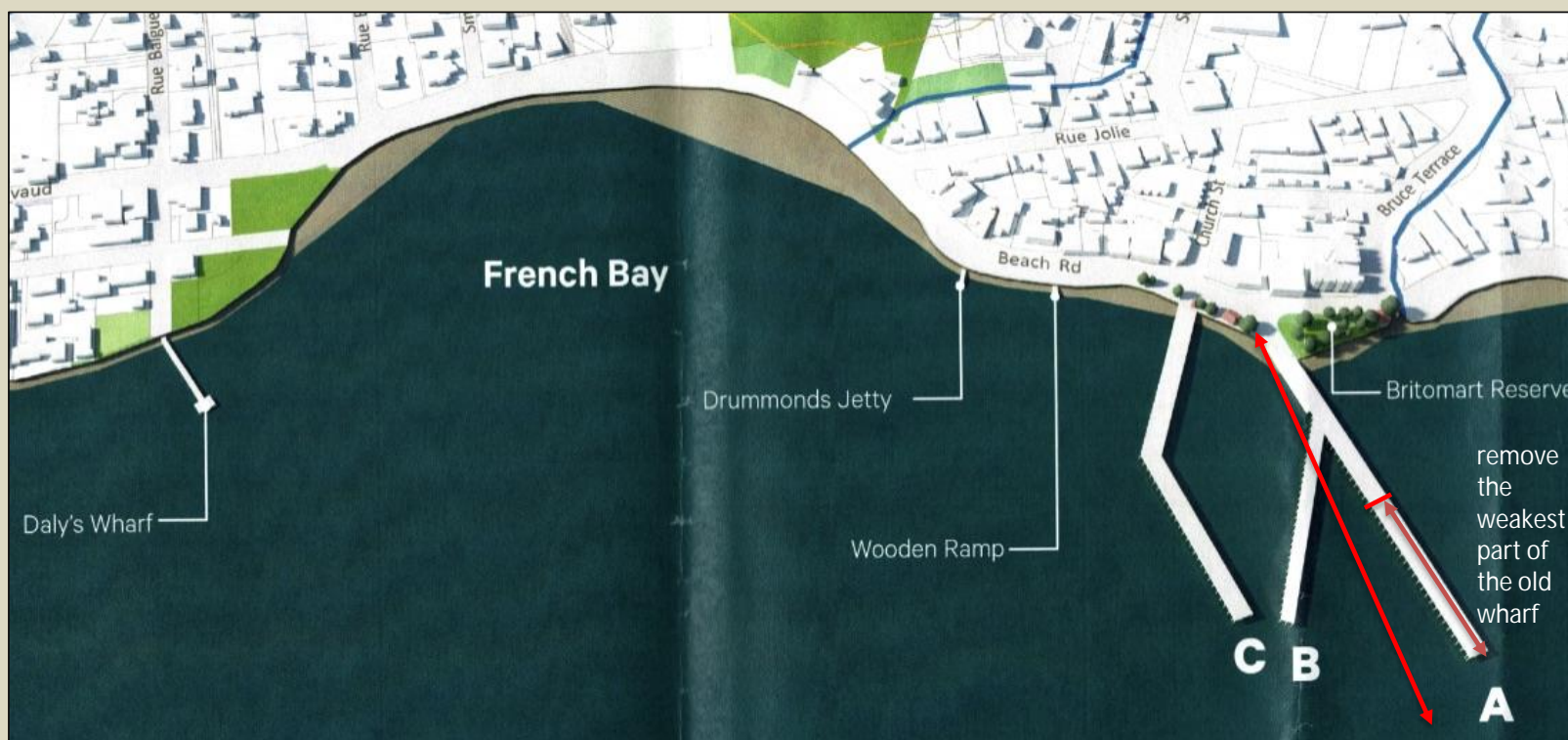
Akaroa wharf replacement concept below - September 6, 2021
as publicly consulted with submissions closing Jan 31 2022

(note buildings to be removed)

Revised Option A, available on March 25, 2022, is significantly
different

Heritage setting.

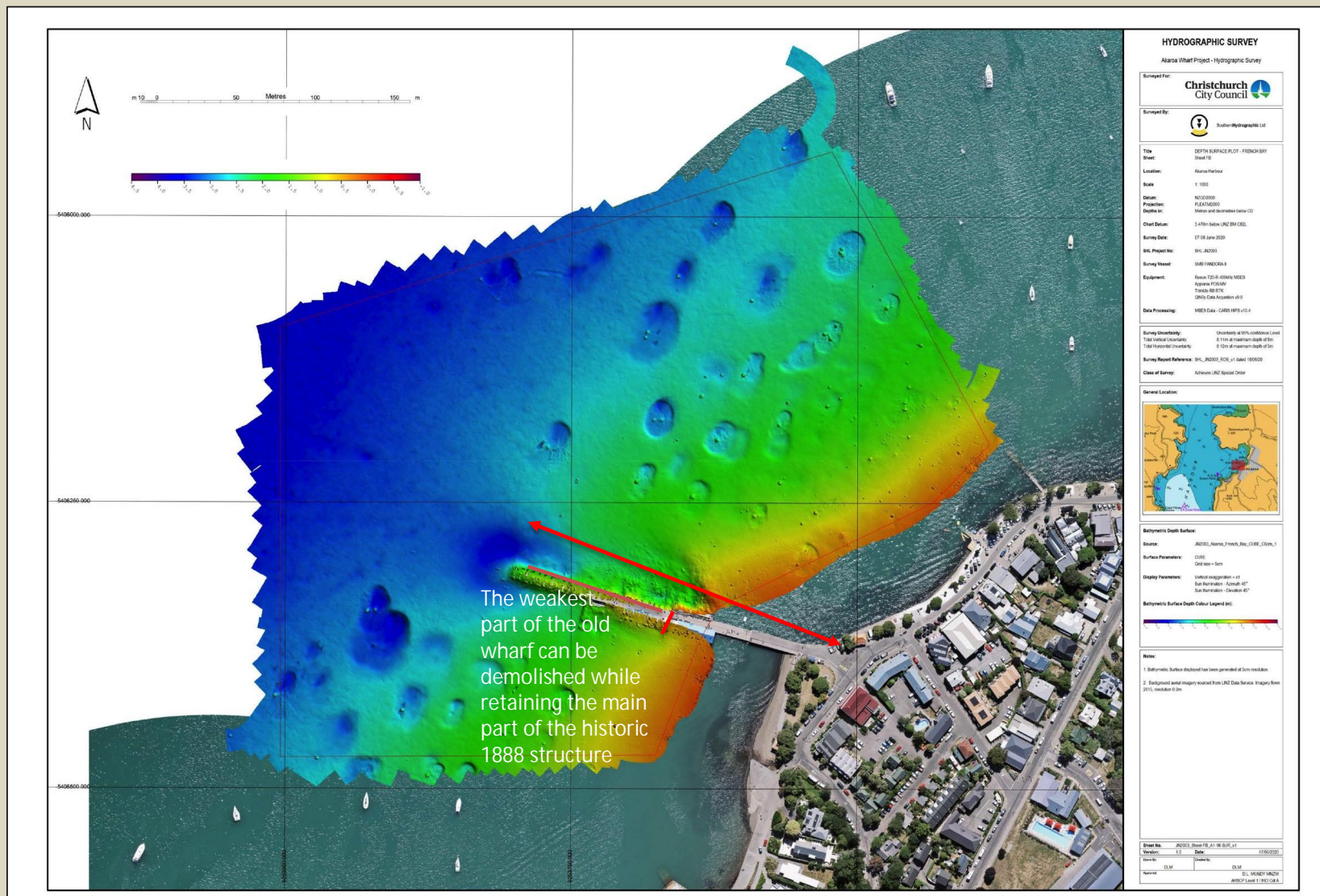




Option A, demolition and rebuilding in the historic wharf's footprint (staff's preferred option) - raises serious problems for casual users as well as for the building owners and commercial operators during the 12-18 construction phase

Alternatively - the red line shows an approximate area for the new wharf

- placing the new wharf in proximity allows the old wharf to remain in active use; it would continue to provide access to both Black Cat and the Blue Pearl Gallery; the businesses may wish to assume responsibility of maintaining the historic structure for the next 20-25 years
- retaining the historic wharf is the preferred option of the Akaroa Main Wharf Conservation Plan 2019
- the end of the old wharf, the weakest point, could be removed allowing more space between the two structures



The red arrow shows the approximate location of the new wharf in proximity to the historic 1888 structure. It is evident the depth is sufficient to provide access to floating pontoons on either side of the new wharf in a similar manner to the old historic structure.

- Staff determined without consultation: Benefits of Option A (report page 16) is to 'Take an integrated approach to cruise ship access (with the development of Lyttelton Wharf) for both Akaroa and Lyttelton to maximise visitor spend and value added opportunities'
- Consultation and submissions raised the issue of cruise ships and tenders but these comments have been ignored by staff
- Legal implications include the building owners continued right of access across the wharf to their premises in the long term and during construction

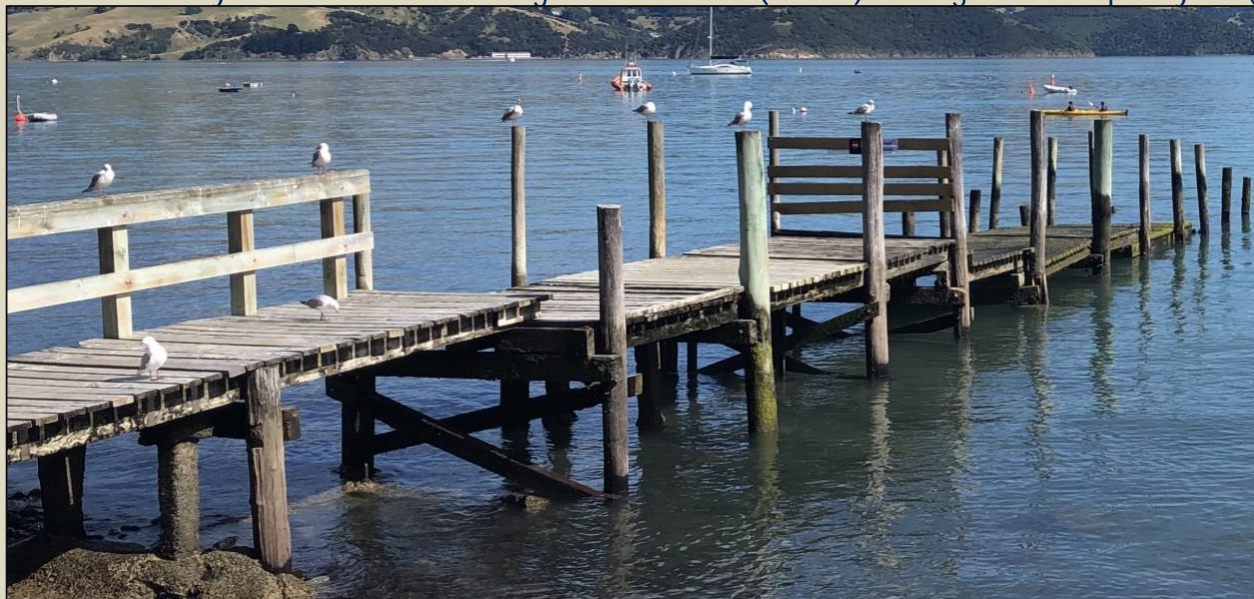
Discussions have focused on repairing and extending Drummond's Jetty in principle, below, as a temporary facility for commercial operators and public use but no commitment has been made



the jetty is underwater at high tide due to rising sea levels
it is also narrow and 1.6 meters wide



Drummond's Jetty suffered storm damage in June 2015 (above) and again in the past year (below)



It is unlikely repair funds will be sufficient to rebuild and extend the jetty to accommodate sea level rise and the requirements of commercial operators. The jetty will need to be extended to accommodate the large Black Cat boat. The extension and floating pontoon will likely require consent from ECan – where will the money come from?

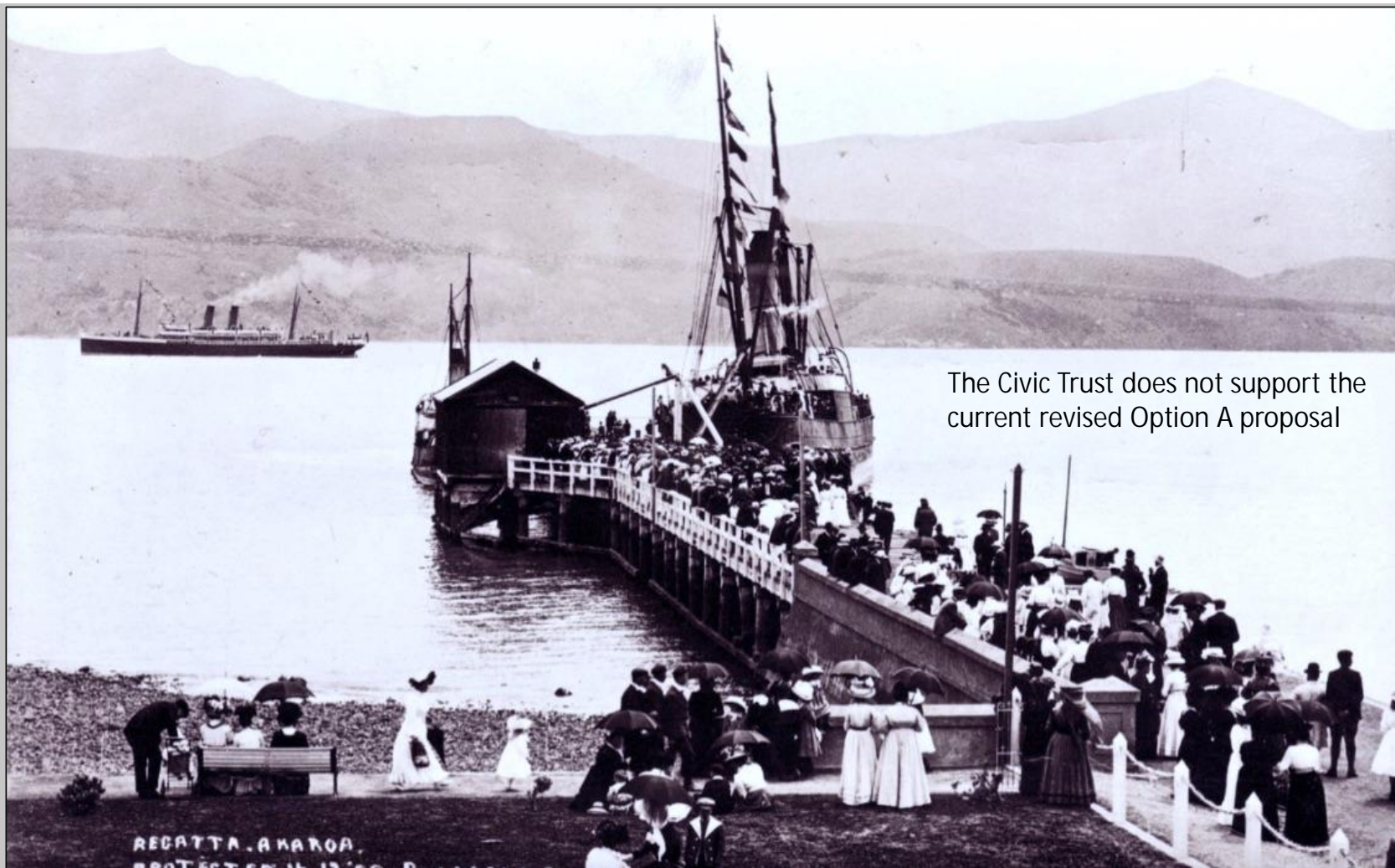


access to Drummond's Jetty is via a narrow footpath along Beach Road

unloading fish and supplies to boats will be difficult as well as securing dingies to the jetty if rebuilt as a temporary/permanent facility



1. The requirements of commercial operators as well as casual users should have been accommodated at the start of the process (not after submissions closed) with regard to a temporary structure and providing adequate access
2. Black Cat and Blue Pearl should have had confirmation regarding their right of access across the wharf at an early stage of the proposal, prior to submissions closing
3. The wharf has been consulted on for over 2-3 years yet important issues have yet to be resolved
4. Resolving long standing problems at this late date will likely increase costs



The Civic Trust does not support the current revised Option A proposal

The historic 1888 wharf is the focal point of Akaroa's Historic Area photo courtesy Akaroa Museum
retaining the strongest part would provide access to existing buildings, a working area for commercial operators and members of the public in the short and long term
and it would comply with Conservation Plan recommendations
a new wharf in close proximity will likely be a less expensive and more sensible option
than rebuilding Drummond's Jetty to accommodate public and commercial use in our view

Akaroa Wharf verbal submission draft notes

Michael de Hamel April 4 2022

I urge the Board not to approve the plan recommended by staff, and to ask that more work be done before any final decisions are made, realising that this may result in a delay to the project.

First of all I have concerns about the process.

1. The plan as presented to the Board today is substantially different to the one consulted on. In particular that applies to the locations and sizes of the proposed floating landings, which are far more intrusive on the landscape and seascape than earlier proposed. The plans shown for consultation showed relatively benign floating structures. The plan shown today has them intruding over a wide area, including close to areas currently used for moorings.
2. A second concerning factor is item 3.6 which says that staff are working in partnership with Onuku Runanga on design of the new wharf with specific consideration of the cultural significance and opportunities of the new wharf. That, put simply, means that even if the Board were to approve a plan today, then it could be changed by staff and the Runanga. Instead of the Board having the final say on approval it would be the Runanga. The Board needs to wait to make its decision about whether to recommend that the project proceed until after the Runanga has made any changes.
3. This item is in effect the 'go ahead' for the wharf project. I can see no indication that the recommended version has received the approval or consent of Heritage NZ, or a sign-off by the Akaroa Design and Appearance Advisory Committee. The Community Board or the Council could find they have approved a project and design which was in breach of the heritage rules. Alternatively they might find that modifications to suit heritage and design needs make it depart even further from the plan which was consulted on, making a mockery of the consultation process. Furthermore the Board would be in a difficult position if it had approved the construction of a new wharf structure and then found that consent was not available for the demolition of the historic one or for the design of the new one.

My submission

The plan being considered is the result of asking the wrong question. Instead of asking 'how do we provide a wharf in Akaroa to replace the rotten one?' the question should have been 'how can we retain this heritage structure while providing for its functions?'

The Wharf's main function, currently and likely in the future, is as a pier for walking out on, which also gives pedestrian access to retail spaces and floating landing stages and provides a fuelling and unloading platform for smaller fishing vessels.

I note that the Fishermens' Association says that consideration is being given to relocating fuelling and unloading functions to Drummonds Wharf while the Main Wharf is being rebuilt. This means that in effect those functions are not essentially located at the Main Wharf. Actually Drummonds Wharf probably doesn't have the water depth needed, and in my submission I suggested that these functions could be relocated to Wainui, where there has been pressure for many years for the facilities to be upgraded.

If that is done, then the structural requirements for the Akaroa Main Wharf become a lot less stringent.

In particular the structure under deck would only actually need to bear the weight of a series of gantries, not unlike the ones which currently give access to the floating landing stages or form the walkway to Childrens Bay. It would be achievable by sinking a line of steel piles (like the ones currently to moor the landing stages) down the centre of the wharf to take the weight, and then spanning between them. That would be far cheaper and easier than rebuilding the entire wharf.

If indeed there is a need for heavier vessels to moor alongside (eg Tug Lyttelton, Spirit of New Zealand) then rebuilding the last couple of bents as a relatively simple 'dolphin'-type structure at the end of the Wharf would provide both the strength and the deep water needed. Further inshore there is not enough draft for larger vessels anyway, and rebuilding or strengthening the structure to take them would be a waste of money. Wainui, without conflict with tourists and pedestrians, is a much safer location for heavyweight commercial activity.