

**BEFORE THE ENVIRONMENT COURT / I MUA I TE KOOTI TAIAO O  
AOTEAROA**

**AT WELLINGTON**

**UNDER** the Resource Management Act 1991

**A N D**

**IN THE MATTER** of an appeal under Schedule 1, clause 14(1) of the Act

**BETWEEN** **CENTREPORT LIMITED & CENTREPORT PROPERTIES  
LIMITED**

**(ENV - 2019 - WGN - )**

**Appellant**

**GREATER WELLINGTON REGIONAL COUNCIL**

**Respondent**

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**NOTICE OF STRAITNZ BLUEBRIDGE LIMITED  
WISH TO BE PARTY TO APPEAL**

**9 OCTOBER 2019**

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**Counsel instructed:**  
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**SECTION 274 NOTICE OF PERSON'S WISH TO BE PARTY TO PROCEEDINGS  
BEFORE THE ENVIRONMENT COURT**

**TO: THE REGISTRAR  
ENVIRONMENT COURT  
WELLINGTON**

**STRAITNZ BLUEBRIDGE LIMITED (Bluebridge)** wish to be a party to the appeal by CentrePort Limited and CentrePort Properties Limited against a decision of the Respondent on the Greater Wellington Proposed Natural Resources Plan (PNRP).

Bluebridge is a person who has an interest in the proceedings that is greater than the interest the general public has, on the grounds that:

1. The appeal is focused on obtaining viable consenting pathways to realise the strategic potential of port assets. It seeks, among other things, to amend the PNRP provisions as they apply to the Inter-Island and Glasgow Wharves in the Commercial Port Area. This is equally important to Bluebridge.
2. Bluebridge operates a ferry service between Wellington and Picton. Its two vessels, the Straitsman and the Strait Feronia carry passengers, vehicles and significant levels of freight across Cook Strait up to four times daily. It is nationally important infrastructure. It has a critical role providing national resilience in the supply chain between the North and South Islands.
3. Bluebridge operates from the Commercial Port Area adjacent the Thordon Container Terminal:
  - Its Wellington Passenger Terminal is located at 50 Waterloo Quay.
  - Its two vessels predominantly berth on Kings Wharf.
  - The adjacent Finger Wharf, Glasgow Wharf is used for freight marshalling. Up to 60 truck and trailer units can be marshalled on the wharf and then moved to Kings Wharf for loading. At

times the vessels berth to the south of Glasgow Wharf, in which case the freight rolls on from the marshalling area.

- The next Finger Wharf, Inter-Island Wharf, is used for marshalling private vehicles for the 400 passengers each vessel is capable of carrying. These vehicles then move to Kings Wharf (or at times Glasgow Wharf) for loading.
4. For safety and efficiency reasons it is essential that passenger and commercial freight vehicles are kept separate during loading, with passenger vehicles marshalled for loading on the Inter-Island Wharf and commercial freight vehicles marshalled on Glasgow Wharf. Glasgow Wharf is therefore essential to the Bluebridge ferry operation, as is the Inter-Island Wharf and Kings Wharf. Any limitation on the ability to utilise these wharves would seriously compromise Bluebridge's ability to provide the level of capacity and resilience required for national freight and passenger demand across Cook Strait.
  5. The Decisions Version of the PNRP has a direct impact on the future operations of Bluebridge including, but not limited to, the addition of Glasgow Wharf to Schedule E2.

Bluebridge is not a trade competitor for the purposes of section 308C or 308CA of the Resource Management Act 1991 (**Act**).

Bluebridge is interested in the parts of the proceeding relating to:

1. Policies P46 and P47;
2. Rules 168, 169, 171, 172;
3. Schedule E2;
4. Map 32.

Bluebridge supports the relief sought.

Bluebridge agrees to participate in mediation or other alternative dispute resolution of the proceedings.

STRAITNZ BLUEBRIDGE LIMITED, by its counsel:



**Signature:**

**B S Carruthers**

**Date:**

9 October 2019

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**TO:**

Registrar, Environment Court, Auckland

**AND TO:**

The Appellant, Respondent and Applicant