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FILE NO. 473.

HOBSON BAY - PROPOSED FUTURE DEVELOPMENT.

Including: Proposed Lake and alternative
reclamation proposals.

VARIOUS.

24th. February 30

The Superintendent.

HOBSON BAY.

(Letter from Auckland City Council 11.12.29 and Hobson Memorial Park Committee 7.2.30).

The Auckland City Council and the Hobson Memorial Park Committee desire to know under what conditions the Harbour Board would vest in the Council approximately 100 acres of Hobson Bay enclosed by the main drainage sewer, at the foot of Brighton Road.

It is suggested that this should be reclaimed by spoil obtained from the area lying outside the sewer and inside the new railway embankment. Approximately 1,370,000 cubic yards of solid spoil would be required to raise the general level to 3 feet high water spring tides.

Special plant would be required to transfer the spoil from outside the sewer into the area to be reclaimed and the cost of this alone would not be less than £70,000 to £80,000.

To raise the area to a level of 4ft. 6ins above H.W.S.T. would require an additional 274,000 cubic yards of spoil, costing from £14,000 to £17,000.

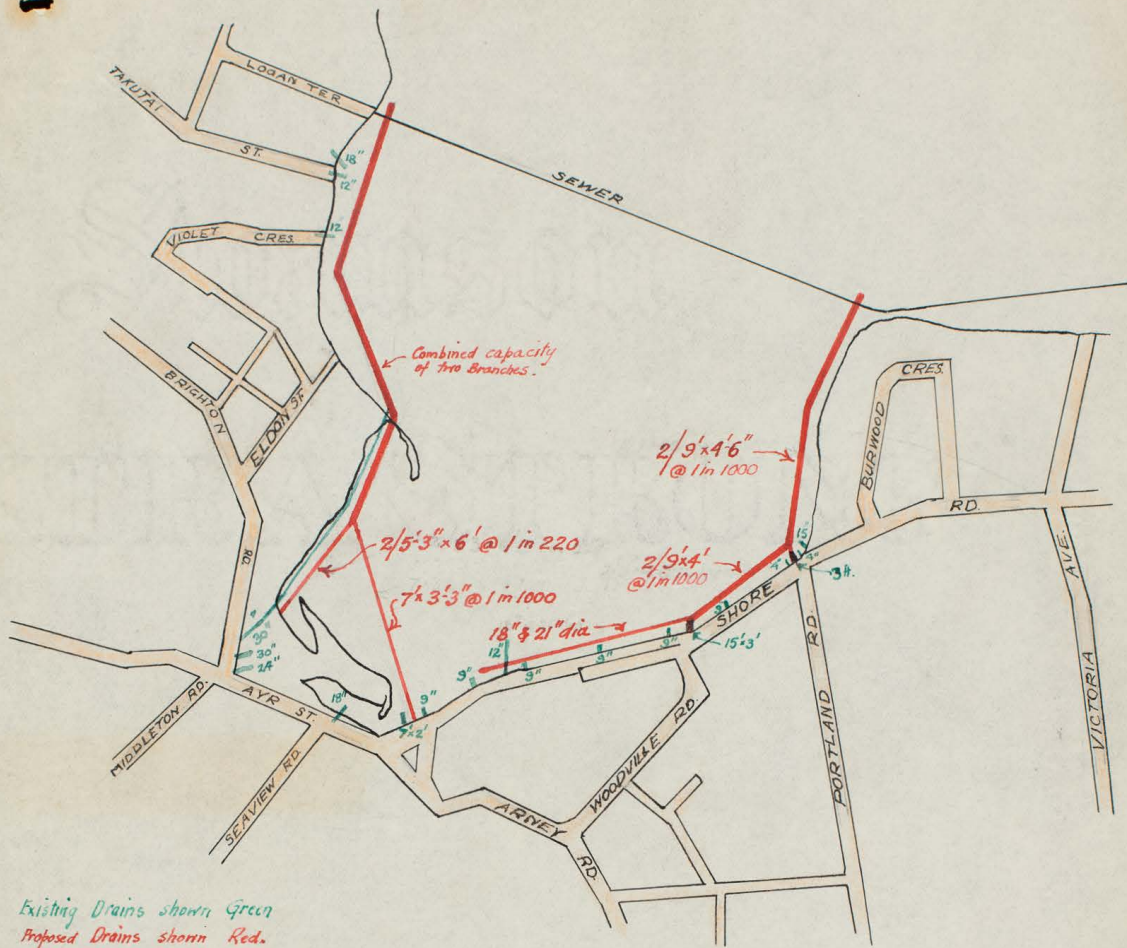
Before reclamation could be undertaken it would be necessary to provide storm water drains to collect the discharge from the numerous outfalls at present discharging along the shore at Beach Road. It would also be necessary to construct a retaining bank along the line of the sewer which in itself has not been designed to act as a retaining wall.

The design of the necessary storm water drains would require very careful investigation to determine the capacity and form of construction, and I have not endeavoured to prepare an estimate for this, but it would undoubtedly be a costly item; as would also the construction of the bank on the outer face, so that by the time the land was reclaimed the capital charge per acre would be high, particularly when the area of roads etc. is deducted.

A considerable part of the area could no doubt be reclaimed at its existing level by the construction of banks to exclude the tidal waters, with flood-gates and drains to deal with surface water. All foul drainage would require pumping and the City Council might not favour a reclamation of this nature.

I know of no immediate use for this area which need deter the Board from acceding to the request.

ENGINEER TO THE BOARD.



Existing Drains shown Green
Proposed Drains shown Red.

Proposed Reclamation at Hobson Bay
From Shore Rd to City Sewer.

Proposed Scheme of covered stormwater drains to serve the Area.

City Engineer's Estimate in 1930 for drains
as shown on the above sketch

£ 80,000

Information per phone from Mr Tyler 11.3.38.

HOBSON BAY.

RECLAMATION SCHEME.

MANY INTERESTS AFFECTED.

Star — 20/10/30

CITY COUNCIL TO DECIDE.

Much data has been prepared in reference to cost of reclaiming Hobson Bay. A Hobson Bay Beautification Society and a Hobson Bay Preservation Committee are in existence; the Harbour Board has considered various aspects of the question, and representations have been made to the City Council with a view to certain work being done. There are proposals for the use of a certain area by the A. and P. Association, and opponents of a reclamation scheme have instituted a movement to have the bay converted into a lake.

Estimates have been prepared in respect to certain work, and Mr. N. G. Gribble, secretary of the New Zealand Land Settlement and Development League has written to the City Council stating that figures supplied to him by the Public Works Department indicate that the whole or the area on the shore side of the sewer, comprising approximately 100 acres, could be reclaimed to a height of 1 ft above high water level for a sum of approximately £70,000. If the area were reclaimed to a height of 3 ft, the approximate cost would be £100,000. Figures given by an engineering firm, with whom negotiations had been conducted, were:—For filling a quantity of approximately 600,000 cubic yards, at 1/9 per cubic yard; from 800,000 to 1,000,000 cubic yards, 1/6 per cubic yard.

"Dropped Out."

"I have been informed by Mr. L. P. Leary, chairman of the Hobson Bay Preservation Committee," states Mr. Gribble, "that, as indicated to your committee, he feels that at this point in the negotiations the committee must drop out, and the question of tenure must be arranged between the City Council and the Harbour Board. The details of estimated costs and the details on behalf of my principals should be arranged between the City Council and myself. I shall be delighted to confer with any parties whom you may indicate as acting on behalf of the council, and at the same time will care for negotiations between the Agricultural and Pastoral Association, and any of the other authorities who may enter into the proposals as possible lessees of a portion of the area.

"It is, of course, understood that none of these people would have an exclusive right to any portion of the area except on certain specified occasions, which would enable them, in the case of the A. and P. Association, for instance, to take a 'gate' during their show fixtures. Roughly, it appears to me that the council may look for reimbursement from the proposal under the following heads:—(a) An annual rental from certain responsible organisations, estimated at £3000 per annum; (b) increased rating from surrounding land, the valuation of which must be tremendously increased by the establishment of such a fine asset in the locality; (c) sundry fees and charges received from special events for which provision will be made.

A. and P. Association.

"In addition, I think it should be emphasised that the A. and P. Association proposes to spend, if a satisfactory tenure is arranged, some £50,000 to £60,000 in erecting buildings which will form the nucleus of permanent exhibition buildings, which will be essential, but which under the circumstances would not require to be erected by the City Council.

"I may say that there is an element of urgency in the matter, as some of those with whom I have been in treaty must make a move shortly to obtain a permanent location for carrying on their activities, and if an arrangement is not made for Hobson Bay we may miss the opportunity for all time to assure their establishment on this ground."

HOBSON BAY.

Star — 31/10/30
RECLAMATION SCHEMES.

COST DEEMED TOO HIGH.

The parks committee of the City Council has had before it for a considerable period improvement schemes for Hobson Bay, but owing to the heavy expenditure involved, the committee reported to last night's meeting of the council that it had no recommendation to make.

The city engineer, Mr. J. Tyler, submitted a report outlining two proposals. The cost of one was estimated at £373,630, including reclamation, grassing, buildings, etc., and the other £110,770. His report concluded: "It will thus be seen that the expenditure required to reclaim this particular area is from £1900 to £2370 per acre, and this high cost, in my opinion, is not justified, and work of this character can best be carried out economically when undertaken in connection with other works, or the area reclaimed gradually as filling offers."

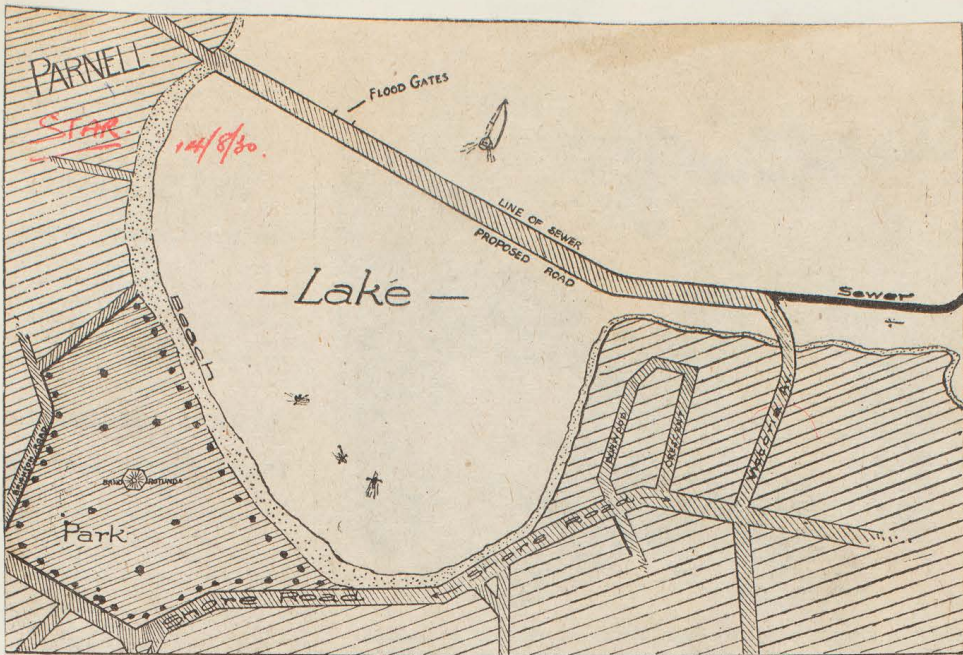
HOBSON BAY.

Star — 1/11/30

It is hard to understand why the New Zealand Land Settlement League is entering into this controversy with proposals identical with the Preservation Society, i.e., reclaiming and commercialising this area. Mr. Gribble, in estimating the cost of reclaiming the area at £70,000, states that interest would be covered by rentals from leases and extra rates from surrounding properties. I can assure Mr. Gribble that if this area is reclaimed and commercialised the value of properties would decrease instead of increase. The value in surrounding properties lies in the fact of their having water frontages. My society claims that expenditure of £70,000 to £100,000 is unwarranted for many years to come, and that if the £6000 already available for blocking up the sewer was utilised, a salt water lake would then be available, which would be of inestimable value to the whole of Auckland.

D. R. WALKER,

For the Hobson Bay Beautification Society.



RECLAMATION OF HOBSON BAY.—An alternative scheme for the reclamation of this area has been prepared by the Hobson Bay Beautification Society, and will be submitted to the City Council this evening. This scheme differs from that of the Hobson Bay Preservation Committee in that it proposes to reclaim immediately only a small portion of the area bounded by the sewer, leaving the remainder as a lake. Access between Victoria Avenue and Parnell is provided in a road alongside the sewer.

LAKE PROPOSED.

Star 14.8.30
FUTURE OF HOBSON BAY.

BEAUTIFICATION SCHEME.

RECLAMATION OF TIDAL AREA.

The reclamation of the inner portion of Hobson Bay, which is bounded by Shore Road, is proposed in a scheme that is to be submitted to the Parks Committee of the Auckland City Council on Tuesday next by the Hobson Bay Beautifying Society. The outstanding feature of the scheme is a tidal lake fed by a flood gate.

There have been several proposals relative to the disposal of the Hobson Bay area, and all have something to commend them. One made recently by the Hobson Bay Preservation Committee concerned the reclamation of all the present mud flat in order to provide a home for future exhibitions, possibly a showground, and more playing areas.

Thirty Acres of Park.

The latest scheme is that the City Council should take over the control of Hobson Bay from the Auckland Harbour Board with a view to its development. It is pointed out by the Beautifying Society that there is a sum of £6000 on deposit with the Harbour Board to liquidate claims for loss of riparian rights, and for the blockage in of the sewer. The society has allowed an area for a park in their plan, portion of which not above high water could be gradually reclaimed. They estimated this area at 30 acres. The park is bounded on both sides by public roads, so that the plan involves no liability for riparian rights. The expenditure of the £6000 would be sufficient to construct a road along the line of the existing sewer, thus giving needed excess between Victoria Avenue and Parnell. It is felt by members of the society that the formation of a salt water lake and park at Hobson Bay (provision for which is made) would be of enormous benefit to the whole of Auckland.

The scheme of the society differs from that tendered by the preservation committee, in that it is not intended to fill in the entire mud-flat. The committee favour the reclaiming of all that corner

of the bay that lies inside the sewer, from Parnell to the point of land below Burwood Crescent, Remuera.

Disfigurement in Recent Years.

There was a time—only a few years ago—when Hobson Bay at high water was a picturesque portion of Auckland Harbour. On the Parnell side, and at the foot of Victoria Avenue (then known as Wilson's Beach) there were sandy beaches much frequented by bathers and picnickers. Auckland's big sewer gave the first disfiguring touch to the bay. Next came the construction of the eastern railway outlet, diagonally across the bay, and coincidentally an outer barrier, the building of the waterfront road across the mouth of the bay to link the eastern harbour suburbs. How to deal with the segments of the bay that are left has been a subject of fruitful discussion. With consistent enterprise the Railway Department suggested that a fine area of flat land could be made available for one of those smoky storehouses for engines. Aesthetic Auckland frowned severely at the idea, and from residents on the waterfront of the bay and Remuera came an insistent request that beautification should play a prominent part in any scheme of the future.

The alternative schemes for creating a park in the south-western part of Hobson Bay, prepared by the Hobson Bay Preservation Committee and the Hobson Bay Beautifying Society, are to be investigated by the city engineer, Mr. J. Tyler, who will present a full report upon them. This course has been decided upon by the Parks Committee of the City Council, which has the matter in hand. The object is to obtain full technical information on both projects before any further action is taken. H. 20.8.30

HOBSON BAY PARK.

"PLENDID OPPORTUNITY."

Star — 30/7/30
STUMBLING BLOCK FINANCE.

COUNCIL ANSWERS DEPUTATION.

A plea that the Auckland City Council take up the efforts of the Hobson Bay Park Preservation Committee to establish a park in the southern end of Hobson Bay, was made by a deputation from the committee to the parks committee of the Auckland City Council yesterday afternoon.

"This is a splendid opportunity for the people of Auckland," declared Sir George Fowlds, the first speaker. The site, he declared, was ideal for the purposes for which it was proposed to be used. It was near the heart of the city, and for that reason was doubly convenient. The deputation believed that the area could be reclaimed at a little cost to the city, and he urged

that the matter should be definitely taken up by the council. They had obtained a more favourable offer from the Auckland Harbour Board, and he thought it was time for the council to act.

"We know that the public want this done," said Mr. L. P. Leary. "The Harbour Board are prepared to negotiate, and we have prepared a plan which is acceptable to at least one public body. The principals of the Agricultural and Pastoral Association have seriously put before its members the consideration of shifting the activities of the association to the area, if the plan is proceeded with, and the association is prepared to pay a minimum rental of £1500 a year."

Mr. Leary said that the riparian rights of the property owners concerned were a minor consideration.

If the council was not satisfied with the proposals of the Harbour Board, Mr. Leary suggested that the council ask the board definitely what were its purposes. He was sure that both bodies could co-operate with sympathetic adroitness possible to local bodies agreed on a certain point.

There was one other aspect, Mr. Leary said. In Auckland there was not a fitting memorial to the person who had founded the city, and given it its name. The present scheme provided an excellent opportunity for suitably honouring Hobson.

"This committee is sympathetic to the aims of the deputation," replied the chairman of the parks committee, Mr. J. B. Paterson, "but the stumbling block is finance." Contrary to the statement of Sir George Fowlds, that the cost to the city would not be great, the chairman thought rather that the opposite would be true. The cost could only be met by a loan. It was a question of ways and means. The committee would consider the matter and inform the deputation of its decision later.

HOBSON BAY RECLAMATION.

Star — 30/7/30
I would like to raise a protest against the Hobson Bay reclamation scheme. In the first place it is an utter absurdity with Auckland so well endowed with grounds to spend £70,000 to £100,000 further park with the country in the final state it is. Surely the long-suffering are burdened enough as it is. This part area could be converted into a beautiful water lake without any expenditure to payers. Six thousand pounds for the bit in of the sewer is at present on deposit. If these were done we should then have available to the public a swimming, paddling and boating area far beyond what any other in New Zealand has. There is a fair area above high-water mark available for picnic, etc. With this area and the beaches beside this lake would be an attraction to the city of Auckland. In the summer months the tide is in people now come from all over the city to picnic and swim on these beaches. In the past few years we have been gradually losing all our water frontages one by one. I trust the public will not stand idly by while yet another is being taken away.

D. R. WALTON

Is the City Council seriously considering spending £75,000 on another sports ground while there are thousands practically starved in Auckland? Dredging a reclamation area will not find employment for more than two or three men operating the dredging.

A WORKER

THE ORAKEI BASIN.

Star — 8/8/30
The City Council has taken the right course in deciding to complete the lease of the Orakei Basin for fifty years. This period of time will allow for the utilisation of the area in the public interest in some permanent way, and no doubt it can be prolonged. The basin, including the estuary, contains about 136 acres, and though the Council has not yet decided what it means to do with this new public reserve, there is plenty of scope for the constructive imagination here. A "marine park," suitable for boating on a small scale, with a motor drive around it, would be a welcome addition to our municipal "breathing spaces"; and if reclamation is practicable within reasonable financial limits there is a splendid chance for the creation of an athletic ground which might become one of the most attractive possessions of the city. These developments may be left for the future; in the meantime, the City Council has done well to seize its opportunity.

HOBSON BAY.

Star — 30/7/30
We publish to-day two letters protesting against the expenditure, at such a time as this, of public money on a park in Hobson Bay. The motive that prompts the protest is one to be respected, but this is one of those opportunities that do not wait for better times. But for the agitation organised by members of the Hobson Bay Preservation Committee it is almost certain that the whole of the enclosed area in the bay would have been turned into railway yards and a factory area, and posterity would have cursed this generation for permitting such a development at the front door of the city. The Preservation Committee have re-opened the question of making a recreation ground in the south-western area, and it is to be hoped that suitable arrangements can be made for the adoption of the plan. There does not seem to be any necessity for proceeding with the scheme at once, but if possible part at least of the enclosed area should be set aside for a public reserve. That the city will need more such spaces is obvious, and it should be borne in mind that this is the last of the usable level areas on the waterfront near the centre of the city. If shortage of money prevents this development Auckland will regret it, so the scheme should be most carefully re-considered in all its bearings.

HOBSON BAY.

J. T. — 7/8/30
I have read with interest the proposal to reclaim portions of Hobson Bay, but the question arises in my mind, why fill the area in? Filling in is probably going to cost from £400 to £1000 per acre, and I am certain is quite unnecessary. Most of Holland is below high-water mark, and a lot of it below low-water mark, but the pastures in Holland are quite as dry as the usual pasture in New Zealand; furthermore, I and my sons, acting as Yates Reclamations, Ltd., have recently reclaimed 200 acres of mud flats in the Manukau Harbour. The centre of the mudflat is twelve feet deep at high tide. We have put a filling across the mouth of the creek for a length of ten chains, and have successfully blocked out the tide, having flood gates to control the drainage of the rain water. By treating Hobson Bay in this way instead of being a high financial undertaking, involving £40,000 to £100,000, it would become a matter of a few thousands only, and this cheaper scheme is much more likely to pass the vote of the ratepayers than the very much more expensive and unnecessary one involving filling. All that is required is a mudbank on each side of the sewer; it should be on each side, I think, so as not to endanger straining the concrete sewer with a concrete culvert and flood gate.

E. YATES.

ORAKEI BASIN.

H. — 8.8.30
LEASE BY CITY COUNCIL.

FORMER DECISION REVERSED.

The future of Orakei Basin was the subject of a report made to the City Council last evening by the town clerk, Mr. J. S. Brigham. Referring to the decision of the council, reached on June 5, that it was not prepared to sign the agreement for the lease of the basin from the Harbour Board as a recreation reserve unless the Railway Department, which had cut off the basin from the sea by an embankment and weir, would indemnify it regarding any claim that might be made in connection with the riparian rights of owners abutting on the basin, Mr. Brigham stated that the Parks Committee had since recommended that the matter be re-considered with a view to having the lease executed.

The Finance Committee also recommended that the agreement be executed and this course was agreed to by the council.

H. HOBSON BAY. 30/7/30

It is well that the prospect of reclaiming a portion of Hobson Bay and creating there a public reserve has been given at length a practicable shape. In the scheme submitted yesterday to the Parks Committee of the City Council there is outlined a treatment of the area that is worthy of serious consideration, and the Hobson Bay Preservation Committee is to be thanked for its vigilance and initiative. As was said by one member of its deputation, its activities have been promoted by people representing the whole city, not merely those living in the vicinity of the bay; and the point was clearly made that what is done on the waterfront in this region concerns all citizens. The details of the particular scheme may require modification, but they provide a very useful groundwork for final planning, and their suggestions of artistic roading, a monument to Governor Hobson, a spacious recreation area and permanent buildings for exhibitions follow the general lines of an adequate treatment of the part to be reclaimed. As to the arrangement to be made between the Harbour Board and the City Council, this also may call for very careful review before the negotiations are completed. The attitude of the City Council in asking for the fee simple of the whole area rather than a lease has considerable justification on the score of financial necessity. Without a grant of that, the possibility of satisfactory treatment of the area might be prejudicially limited. This aspect of the matter ought to be borne in mind by both parties. However, in the new basis of negotiations proposed by the Harbour Board there is an augury of a satisfactory settlement of this crucial question. In the reopening of practical discussion there emerges a more definite hope that this part of the waterfront will ere long become an ornament of both harbour and city, and add as well to needed facilities for recreation and kindred purposes.

PARK IN HOBSON BAY.

SCHEME FOR RECLAMATION.

CITY COUNCIL APPROACHED.

H. 30/7/30
QUESTION OF EXPENSE.

The project to reclaim the south-western area of Hobson Bay, comprising about 100 acres, as a reserve and recreation ground, was reopened yesterday when an influential deputation representing the Hobson Bay Preservation Committee submitted to the Parks Committee of the City Council new conditions agreed to by the Auckland Harbour Board, which owns the area.

The Harbour Board originally declined to consider granting anything but a lease, and the City Council decided that it could not entertain the scheme unless the board would grant it the fee simple of the land. However, the deputation was able to place before the committee an offer by the board to consider favourably a proposal that after the reclamation and protection works had been completed it should grant the City Council the fee simple of the southern or landward half of the area and a lease of the remainder on the terms previously proposed for the whole, namely, for 50 years at a peppercorn rental, with the right of renewal for a further 50 years.

Benefit to Whole City.

Sir George Fowlds was spokesman for the deputation, which was introduced by Mr. G. W. Hutchison, a member of the council. It included Messrs. Charles Rhodes, C. J. Tunks, A. M. Ferguson, H. R. Jenkins, L. P. Leary, E. N. Ormiston, E. H. Northcroft and the Mayor of Newmarket, Mr. S. Donaldson. Messrs. W. W. Massey and W. F. O'Donnell attended on behalf of the Auckland Agricultural and Pastoral Association, which it had been proposed should establish exhibition buildings and a showground upon part of the area.

The Mayor, Mr. G. Baidon, was present, as were several councillors not on the Parks Committee.

Sir George Fowlds said the scheme was an important one from which the whole city would benefit if it were carried out. He felt that the council should take the opportunity now of acquiring a site which would be of the greatest possible use and value to the citizens in years to come as a sports ground and a place where shows and exhibitions could be held.

As an example of what might be done, Sir George mentioned the beautiful and commodious exhibition grounds at Toronto, where national industries fairs are held at regular intervals in permanent buildings.

Quotations for Dredging.

Mr. L. P. Leary emphasised the fact that the Hobson Bay Preservation Committee was a body representing the whole city and not merely people living in the neighbourhood of the bay. It had carried the matter about as far as was possible for an unofficial body, he continued, and it now looked to the City Council. It had obtained quotations for reclaiming the area by dredging and the prices ranged from 1s 6d a cubic yard upward. One contractor was prepared to accept payment in municipal debentures, which seemed to offer a good means of financing the scheme.

The Agricultural and Pastoral Association had intimated that it was prepared to lease part of the area as a show ground. Mr. Leary suggested that if the council did not approve the scheme in its present form it should confer with the Harbour Board and state what terms would be acceptable.

Finance and Title to Land.

The Mayor remarked that the cost of reclamation would probably be about £1000 an acre.

Mr. Ormiston replied that on data given by the Harbour Board the committee placed it at £300 or £400.

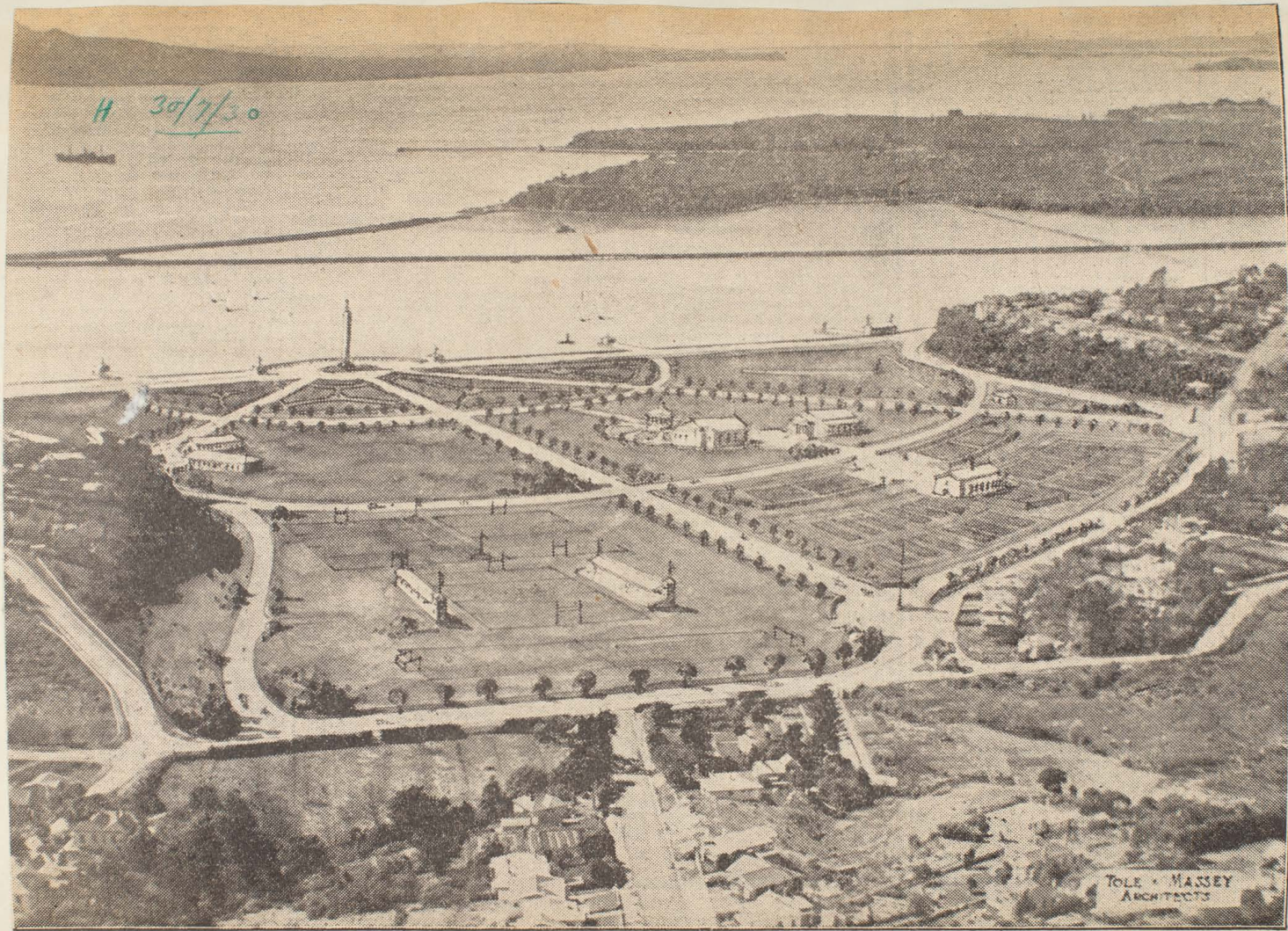
The chairman of the Parks Committee, Mr. J. B. Paterson, said the Harbour Board had been informed that nothing could be done unless the council were given the fee simple of the whole area.

The council had no reason to expect that moneys received for leases would meet the costs. No present recreation ground was paying its way. The two principal difficulties were over finance and the fee simple. However, the committee was sympathetic. It would go further into the matter and present a report in due course.

The Hobson Bay Preservation Committee has had a tentative layout of the area prepared by Messrs. Tole and Massey, architects. This provides for a waterfront road along the line of the main sewer. It is suggested that a monument to Captain William Hobson should be placed midway, with three straight roads radiating inland from it, two semi-circular roads intersecting them, and other roads along the side boundaries. The western area is allotted to showgrounds and permanent exhibition buildings, and the remainder to bowling greens, tennis courts, croquet lawns, a children's pond and other amenities.

A swimming bath and a boat landing are suggested on the waterfront parade, which is continued eastward to connect with the lower end of Victoria Avenue and possibly to extend still further.

(Sketches on back)



PROPOSED SCHEME TO RECLAIM A PORTION OF HOBSON BAY FOR CONVERSION TO A RECREATION RESERVE.

An impression of the reserve as it will appear when completed if present negotiations by the Hobson Bay Preservation Committee are successful.

—Plan prepared by Messrs. Tole and Massey from photograph by the Air Survey and Transport Company.

HOBSON BAY RESERVE.

SCHEME RECONSIDERED.

H. — 29/7/30
QUESTION OF FREEHOLD.

HARBOUR BOARD'S ATTITUDE.

The scheme for reclaiming the south-western portion of Hobson Bay for a recreation reserve has some prospects of fulfilment, following negotiations between the Hobson Bay Preservation Committee and the Auckland Harbour Board. Some time ago the board submitted conditions upon which it was prepared to lease the area to the City Council for 50 years at a peppercorn rental and to assist in the work of reclamation. The council, however, declined to consider the expenditure of any money upon the scheme unless the board was prepared to grant the fee simple of the land.

The Harbour Board has now informed the committee that the board-in-committee has decided to consider favourably a proposal that as soon as the full work of reclamation and protection is completed by the City Council the southern or landward half of the area asked for shall be granted in fee simple to the council, the balance to be held on lease by the board.

This scheme is to be submitted by the committee this afternoon to the Mayor, Mr. G. Baildon, and the Parks Committee of the City Council and it is hoped that as a result the whole matter will be reopened.

HOBSON BAY PARK.

Star — 29/7/30
BOARD MAKES NEW OFFER.

FREEHOLD OF 50 ACRES.

Another attempt is being made to enlist the Auckland City Council's help in getting a park area reclaimed in the southern part of Hobson Bay—that part which is skirted by Shore Road, and lies between Parnell and Lower Remuera. An influential deputation will wait on the Auckland City Council's parks committee this afternoon under the auspices of the Hobson Bay preservation committee to discuss a further offer that has been made by the Auckland Harbour Board.

Some time ago the board offered an area for a long term at a peppercorn rent, but this was refused by the council, which wanted the freehold. Now the board offers to give the freehold of 50 acres, and a long lease, at a peppercorn rental of a further 50 acres. This is considered quite satisfactory by the preservation committee, and this afternoon the deputation will put its case before the council's parks committee.

Roughly speaking the proposal is to reclaim all that corner of the bay that lies inside the sewer from Parnell to the point of land below Burwood Crescent, Remuera. A plan prepared by Messrs. Tole and Massey for the preservation committee shows this area, laid off attractively in playing fields, tennis courts, gardens and so on, with the necessary circulating avenues. A fine sweep of road would give access at the sea level, both from the Parnell side and from the Remuera side—new thoroughfares that would follow the line of the present cliffs. One great advantage that the proposed park would possess would be its accessibility from the large district including the Brighton Road part of Parnell, and the whole of the Remuera waterfront from Ayr Street and Seaview Road right round to Victoria Avenue, which would connect up with the seaward avenue at sea level.

HOBSON BAY RECLAMATION

PROPOSAL TO FORM CITY PARK

Star — 29/7/30

SPORTS FIELDS AND SHOW GROUNDS

If the plans of the Hobson Bay Preservation Society are realised, Auckland will have another glorious playground and one of the most lovely parks in the eastern part of the City.

The object is to reclaim an area of approximately 100 acres in Hobson Bay. This will include the present disfiguring mud-flats and low-lying land inside the sewer pipe-line which runs across the bay from Parnell to Remuera.

Negotiations between the Hobson Bay Preservation Society, the City Council, and the Harbour Board, have been proceeding for many months. Now, after many deputations and consultations, the Harbour Board, under certain conditions, is willing to assist with the proposals.

The scheme in hand is to raise the area in Hobson Bay above high water mark. This could be done, the society maintains, by dredging the outer area of the bay, beyond the sewer line, to a depth sufficient to make it an excellent harbour for small boats and using the spoil to fill in the required area.

If this is done the Harbour Board will require that the dredging is not done sufficiently far out to interfere with the new waterfront railway. A ramp will be necessary to protect the sewer which will also require to be sheathed inside. At present the sewer stands on piles. When it was first put down by the Drainage Board the sum of £6,000 was deposited as a guarantee that this work would be done when required. So far that money has not been touched, but if the scheme for reclaiming Hobson Bay becomes a reality the gaps between the piles on which the sewer stands will be filled in, thus forming a retaining wall to hold the dredge filling.

ESTIMATE OF £70,000

The cost of reclamation is estimated at between £70,000 and £75,000. It may be pointed out that an area of 65 acres was reclaimed for the Dunedin Exhibition site at a cost of 10½d a cubic yard.

One of the many advantages of reclaiming Hobson Bay will be the improved quick road access to the city. This, it is anticipated, will relieve the congestion through Newmarket. It is suggested in the scheme that the new waterfront road be linked with the reclaimed area in Hobson Bay by a road-link from the main thoroughfare along the foreshore of the bay with the waterfront road at Point Resolution, along the foot of the cliff.

Another great advantage, and a distinct benefit to the City, is that the Auckland Agricultural and Pastoral Association will lease 60 acres as a permanent home for its annual show. It is also thought that the Winter Show might be held there and any other functions organised by these two bodies. For the remainder of the year the showgrounds would be available for sports and other amusements.

A plan of the area which it is proposed to reclaim has been prepared for the society, and is reproduced elsewhere. This shows a wide thoroughfare running along the front of the future park, taking traffic from Victoria Avenue, Portland and other roads on the Remuera side to join the Waterfront Road at Point Resolution. Other roads, running through the park, link Shore Road with the pro-

posed new road, which is to be called Waitemata Parade.

In the middle of the park, on the new road, will be a monument of Hobson, with flower beds surrounding one half of it. Ample provision has been made for football, cricket and other playing fields, tennis courts, bowling greens, croquet lawns, a parking area for motor-cars, a bandstand, aquarium, tea kiosk and a playing field containing a model yacht pond for children. All these are in addition to the area which would be occupied by the A. and P. Association. It is expected that a good revenue would be obtained from these playing fields, though other sources of revenue have been considered.

AUCKLAND'S FRONT DOOR

At present Hobson Bay, at low water, is an eyesore and spoils the beauty of the City at that point. Auckland's front door should be attractive, and the residents of the areas surrounding Hobson Bay do not wish it to become a distasteful commercial area.

Certain proposals were made by the Harbour Board, which controls the bay, to the City Council, but these were refused by the council. The Harbour Board desired that before March 31 details of the construction work, with engineering data and costs, the period required for completion of the work and the annual programme, the arrangements for financing the scheme and the purposes for which the area was to be used and conditions of tenure should be laid before it. The board also requested that work be started before March 31, 1933; that the taking of filling should be subject to the board's approval; that the board and its interests be exempted from payment of rates and that the rights of all riparian owners be extinguished free of cost to the board.

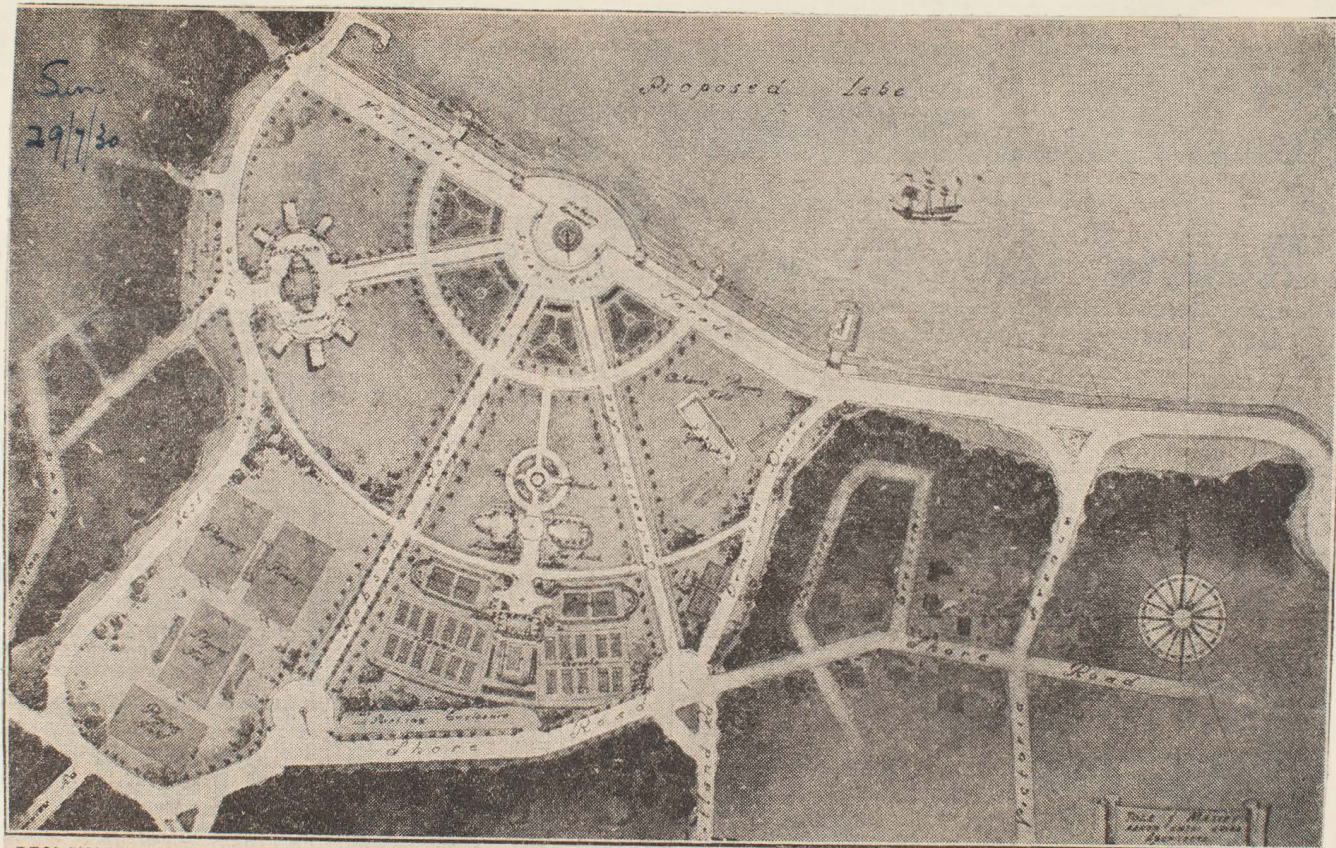
FAVOURABLE CONSIDERATION

After these and other conditions had been refused by the City Council, Mr. L. P. Leary and Mr. E. N. Ormiston called on the chairman of the Harbour Board and later received a reply that the board-in-committee decided that it would favourably consider the suggestion made that as soon as the full work of reclamation and protection was completed by the City Council the southern or landward half of the area asked for would be granted in fee simple to the council, the balance to be held on lease in accordance with the present proposals of the board.

With this offer in view the Hobson Bay Committee, together with representative and leading citizens from all parts of Auckland, will wait on the City Council Parks Committee this afternoon to urge its claims.

It is estimated that the dredging would occupy about 18 months and that the area would be ready for occupation within two or three years.

(Sketch on back)



RECLAIMING HOBSON BAY.—By reclaiming Hobson Bay, it is hoped to make one of the most attractive parks in the City. Negotiations are already under way between the Hobson Bay Preservation Committee, the Auckland Harbour Board and the City Council. The above plan (by Messrs. Tole and Massey) shows the proposed lay-out of the area after the reclamation.

H 23
24th. February 30

The Superintendent.

HOBSON BAY.

(Letter from Auckland City Council 11.12.29 and Hobson Memorial Park Committee 7.2.30).

The Auckland City Council and the Hobson Memorial Park Committee desire to know under what conditions the Harbour Board would vest in the Council approximately 100 acres of Hobson Bay enclosed by the main drainage sewer, at the foot of Brighton Road.

It is suggested that this should be reclaimed by spoil obtained from the area lying outside the sewer and inside the new railway embankment. Approximately 1,370,000 cubic yards of solid spoil would be required to raise the general level to 3 feet, high water spring tides.

Special plant would be required to transfer the spoil from outside the sewer into the area to be reclaimed and the cost of this alone would not be less than £70,000 to £80,000.

To raise the area to a level of 4ft. 6ins above H.W.S.T. would require an additional 274,000 cubic yards of spoil, costing from £14,000 to £17,000.

Before reclamation could be undertaken it would be necessary to provide storm water drains to collect the discharge from the numerous outfalls at present discharging along the shore at Beach Road. It would also be necessary to construct a retaining bank along the line of the sewer which in itself has not been designed to act as a retaining wall.

The design of the necessary storm water drains would require very careful investigation to determine the capacity and form of construction, and I have not endeavoured to prepare an estimate for this, but it would undoubtedly be a costly item; as would also the construction of the bank on the outer face, so that by the time the land was reclaimed the capital charge per acre would be high, particularly when the area of roads etc. is deducted.

A considerable part of the area could no doubt be reclaimed at its existing level by the construction of banks to exclude the tidal waters, with flood-gates and drains to deal with surface water. All foul drainage would require pumping and the City Council might not favour a reclamation of this nature.

I know of no immediate use for this area which need deter the Board from acceding to the request.

ENGINEER TO THE BOARD.

D R A F T .

AUCKLAND HARBOUR BOARD.

RE SOUTH WEST PORTION OF HOBSON BAY.

Chairman's motion

RESOLUTION:-

That the Board is agreeable to grant a lease to the Auckland City Council of the area inside the sewer between Parnell and Wilson's Point (approximately 100 acres) to be used as a Domain and Recreation Ground or for such other purposes as shall be approved by the Board for the term of 50 years at a peppercorn rent with a right of renewal for another 50 years on the following conditions:-

- (1) That before 31st. March, 1931, a scheme showing:-
 - (a) Details of construction work proposed (including drainage) with proper Engineering data and estimates of cost;
 - (b) The programme for such construction work indicating the period required to complete and the work proposed to be done each year;
 - (c) The arrangements for financing such scheme and programme;
 - (d) The purposes for which the land when reclaimed will be used and the conditions to be attached to any tenure of portions required for other than Domain or Recreation purposes, be submitted to the Board and such scheme be approved by the Board.

- (2) That work be started on the approved scheme before the 31st. day of March, 1931, and the scheme be carried out as to time and otherwise in accordance with the programme submitted or any variation of such scheme and programme that may be approved by the Board.

- (3) That the scheme shall define the area of the land to the Northward of the land applied for from which it is proposed to take material for filling, with the nature of dredging, depth to be dredged and engineering details of every kind, and the same as part of such scheme and programme shall be subject to the approval of the Board.

- (4) That the Board *cannot see its way to* does not consider it necessary to grant any lease of the land Northward of the land applied for, but will grant permission to dredge spoil therefrom for filling in accordance with the scheme and programme as approved.

- (5) That *That the Board with interest in the land be exempted from such etc* all rents or revenue received from the land and any buildings thereon shall be used to pay the interest and sinking fund on any loans for construction work, and on the maintenance and improvement of the said area and buildings thereon, and any surplus shall be applied to such public purpose in the interests of the City and the Board's electoral District as shall be approved by the Board.

- (6) That the rights of all riparian owners affected by the scheme be extinguished free of cost to the Board, and that no riparian rights shall attach to the said area. *That the Council retain the Bd of any liability whatsoever.*

- (7) That this resolution indicates the general principles of the Board's attitude on the application, and that matters of detail and conditions safeguarding the Board's interest and ensuring the carrying out of the arrangements arrived at shall be such as shall be required by the Board's technical and legal advisers.

- (8) That the Board's Engineer and Officers be authorised to co-operate with the Auckland City Council's Officers and give all assistance in regard to details that may be desired to enable any scheme and programme such as suggested to be formulated.

- (9) That any arrangements made be subject to enabling legislation being passed by Parliament to the costs of which the Board shall not be called on to contribute.

Suggested Hobson Memorial Park.

Area of Hobson Bay inside sewer = abt. 95 acres
Say 100 acres.
= 548000 cu. yds.

General level of area at present say 7'6" above H.W.S.T.
or 4'6" below H.W.S.T.

Filling required to raise area to 3ft above H.W.S.T.
= $548000 \times \frac{7.5}{3}$ = 1,370,000 Cub. yds.

1,370,000 C. yds @ 1/3 for pumping only = \$68,500
at 1/3 185,600

If raised to 4'6" above H.W.S.T.

Filling required = $548000 \times \frac{9}{3}$ = 1,644,000 C. yds

which @ 1/3 = \$82,200
at 1/3 102,700

Storm Water Mains say 80 chains @ \$600 per chain
\$48,000

Retaining Banks inside line of sewer

35 chains = 2310 lin ft @ 10 ft. 23,000

say 150,000

Drainage, grading, curbs, etc.

Auckland Harbour Board

MEMORANDUM

FROM

Drawing Office

To

17th February 1930

THE ENGINEER

Karaka-8367

AREA OF HOBSON BAY INSIDE SEWER AT FOOT
OF BRIGHTON ROAD

The area by planimeter from plan N° E-418 = 95.8 acres

The average level is 7.9ft. above L.W.S.T.

— " —

S.T. Spencer

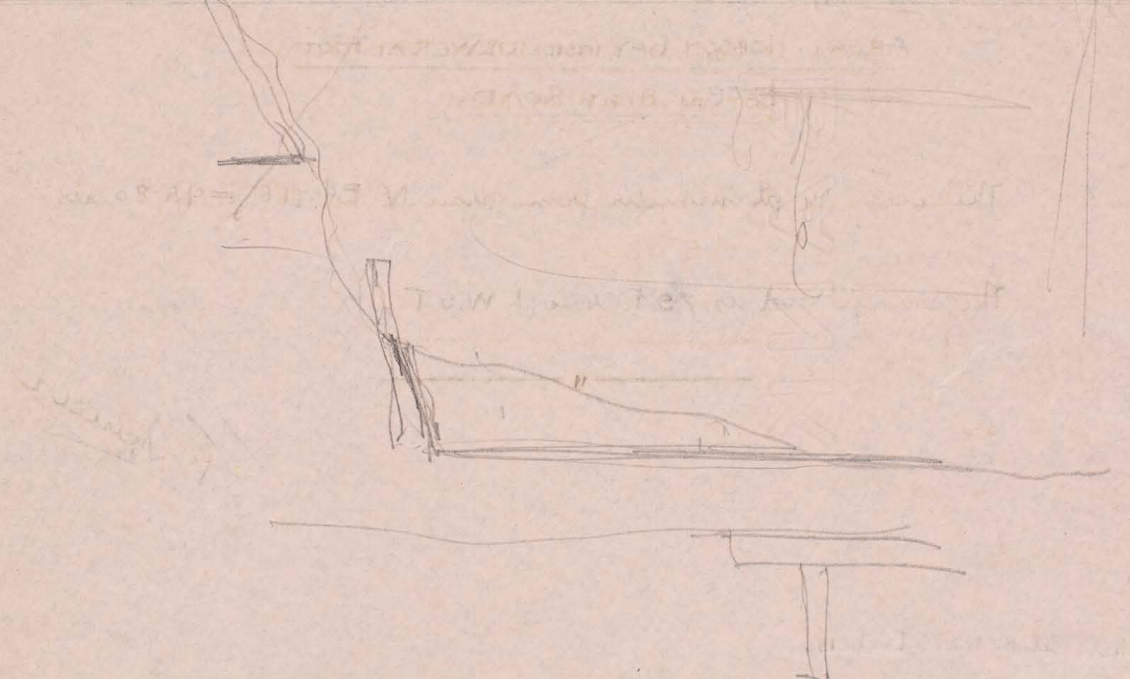
Auckland Harbour Board

MEMORANDUM

FROM

THE ENGINEER

17th February 1930



Approved: _____

Auckland Harbour Board

MEMORANDUM

FROM

Drawing Office

To

15th Feb 1930

THE ENGINEER

Karaka-8367

AREA OF HOBSON BAY INSIDE SEWER AT
FOOT OF BRIGHTON ROAD

The area by planimeter from plan N° B6998
is 95 acres

— " —

S.T. Spencer

Ref. Est. Br. (S.T.S) p. 155

H-73

EXTRACT FROM BOARD IN COMMITTEE'S RESOLUTIONS OF TUESDAY

11TH. FEBRUARY 1930.

1. HOBSON BAY RECREATION AREA.

Letter from Auckland City Council 11.12.1929 asking to be informed if, and under what conditions, the Board would be prepared to vest in the Council for recreation purposes an area of approximately 100 acres inside the western line of the sewer in Hobson Bay; also letter from Chairman of Hobson Park Memorial Committee 7.2.1930 in connection with the same matter.

That consideration be deferred until next meeting; the Superintendent, Engineer and Harbourmaster to report. Committee to visit the site.

4573.
VULCAN BUILDINGS,

Queen Street,
Auckland,
27th Nov. 1929.

COPY. *for Engineer*

The Mayor & Councillors,
Town Hall,
AUCKLAND.

Gentlemen,

Hobson Memorial Park.

The tentative plan and sketch drawings kindly prepared by Messrs. Tole & Massey, at the request of those who have interested themselves in the preservation of the area known as Hobson Bay, lies before you and we beg to submit, on the suggestion of His Worship the Mayor, certain proposals for consideration. It is thought that the subject should be taken in Committee until a further stage in the negotiations has been reached.

The block to which attention is drawn comprises approximately 100 acres and lies between Shore Road and the sewer line. This area is at the moment vested in the Auckland Harbour Board and if the proposals made by us are to be carried out, the City Council and the Board must undoubtedly come to an understanding. In order that the City may expend the money on the work, security of tenure is, we think, essential and we have suggested unofficially to members of the Harbour Board that the inner area be transferred to the City for a term of say 50 years in the first instance, at a peppercorn rental, with the right of renewal for another 50 years.

In order, however, that the inner area be reclaimed, it is necessary for some understanding to be arrived at so that the portion lying immediately outside the sewer may be available for the taking of spoil for filling. This would create a lake which would greatly add to the attractiveness of the scheme and we suggest it should be included in the lease asked for.

As there were difficulties in obtaining estimates of cost of the reclamation work, steps have been taken to obtain a price from a substantial New Zealand Company and on the basis they quote it would appear that for a sum of £60,000 to £100,000 *filling only* (according to height of filling) the area could be reclaimed to make it available for all time to the City as a Park and Recreation Ground.

We have worked on the supposition that once the area were available the City would undertake the necessary access and subdivisional roading and drainage; also put the land into a suitable condition for the purpose indicated. At the same time, in the plan submitted, provision is made for permanent exhibition buildings, tennis courts, football and cricket grounds, croquet and bowling lawns, children's playgrounds, etc. In a tentative way, proposals have been made to the Auckland Agricultural and Pastoral Association which has indicated through its executive officers, that it would be prepared to establish permanent buildings, the estimated cost of which exceeds £50,000, provided security of tenure were assured for a long period and to pay a very considerable annual rental.

The computation made points to an assured income from the sources mentioned of approximately £3,000 per annum, which, if the work could be done for the lesser amount named above, would cover interest on the cost of the project and if the sinking fund were made low enough, leave a very trivial sum to be found each year by the City to repay the sinking fund.

From inquiries made among members of the Harbour authorities, there appears to be a most sympathetic attitude existing, and by an arrangement between the City Council and Board, we believe this area could be handled on the lines indicated.

In view of the unrivalled possibilities offered to the City in this area it is urged that no time be lost in bringing the matter to finality and that the Harbour Board be immediately approached and a definite offer made on behalf of the City that if satisfactory terms are given, the block will be reclaimed and utilised for the purposes indicated. The plans and drawings prepared by Messrs. Tole & Massey have been submitted to Messrs. Grierson Aimer & Draffin who have enthusiastically approved of them.

The contractors state that they will be prepared to start on the area and complete their part of the undertaking within two or three years.

The improved access and shortening of route to a very large portion of Eastern suburbs and the general betterment of the locality afford additional reasons for favourable consideration by the City of the proposals made.

Assuring you of our desire to help in every way and trusting that the proposals may be favourably considered by the City Council.

Yours faithfully,

For the Hobson Bay Preservation Committee

L.P. Leary, Chairman.

James Coates
Fred Earl
Geo. H. Wilson
H.P. Richmond

Chas. Rhodes
Geo. Fowlds
O. Nicholson
E.M. Ormiston,
Hon. Secy.

EXTRACT FROM BOARDS RESOLUTIONS - TUESDAY 17TH. SEPT. 1929.

8. BOAT HARBOUR HOBSON BAY.

Letter from District Engineer, Public Works Department 11.9.1929 stating that the Royal New Zealand Yacht Squadron was asking that the area in Hobson Bay inside the Waterfront Road be set aside as a boat harbour, that this would necessitate the raising of the bridge 4 feet, and asking if the Board would contribute towards the cost.

That the matter be referred to the Board in Committee.

EXTRACT FROM BOARD'S RESOLUTIONS - TUESDAY 1ST. OCTOBER 1929.

1. BRIDGE, WATERFRONT ROAD, HOBSON BAY.

That the Board in Committee be given power to act.

EASTERN BOAT HARBOUR

Sum 18.9.29

UNFAVOURABLE REPORT ON HOBSON BAY PLAN

EXPENDITURE UNWARRANTED

The scheme proposed by the Royal New Zealand Yacht Squadron that a boat harbour should be formed in the triangular area between the Waterfront Road and the railway embankment in Hobson Bay came before the Harbour Board yesterday.

In a letter, the district engineer of the Public Works Department asked whether the board was prepared to contribute toward the cost of raising No. 2 bridge on the road 4 ft. to permit of launches passing beneath it.

The matter was urgent because the department proposed immediately to proceed with the bridge. If raised as proposed, it would permit launches rising 7ft. 6in. above the waterline to pass beneath. The estimated cost of raising the bridge ran from £668 for one foot to £5,709 for five feet. For four feet it was £3,437.

Reporting, the boards engineer, Mr. D. Holderness, said the design of the bridge as approved in April gave a clearance of 6ft 6in at mean high water. The area was dry at low water spring tide except for a channel leading to a bridge in the railway embankment. The channel was being dredged by the Public Works Department, an operation which might affect the use of the area by pleasure craft. The engineer considered that as the board had spent a large sum in connection with the St. Mary's Bay boat harbour it should not be called upon to spend more on a new scheme, particularly in view of the depth of water and means of access.

The board-in-committee will report.

HOBSON BAY.

HEIGHT OF BRIDGE.

Star 20.9.29.

QUESTION OF BOAT HARBOUR.

Mr. H. R. Jenkins, M.P., writes: "I was disappointed to read in Wednesday's "Star" a paragraph showing that the Auckland Harbour Board refused to contribute towards the extra cost of raising the bridge about to be constructed over Hobson Bay outlet so as to enable boats to pass underneath at any tide, the board indicating that provision had already been made to supply a boat harbour and giving as a reason the shallow nature of the bay when the tide is out. By this attitude the board is determined to add to and perpetuate the folly of the past in connection with this and similar areas in the locality. The surrounding shores promise to be the most popular and most thickly populated residential area about Auckland, and the time will come when another boat harbour will be a necessity. Why should these present and the future residents owning boats be compelled to keep them at the other end of the city in St. Mary's Bay when with little expense this area could be made available?"

"The time is not far distant when that area lying between the river on the west, the railway embankment on the north, and Orakei Road on the south, which to-day is practically a mud flat, will need to be reclaimed. This could be done by pumping out and deepening the 100 acres under question, in the one case making a deep water launch harbour, and in the other making a park of some 50 acres and more. Unless provision is made to enable dredging and other craft to pass under this projected bridge, it will be closed for all time. A yacht harbour is not asked for, for it would make the bridge too costly to enable boats with permanent masts to pass underneath. It is estimated that it will cost £3437 to raise the bridge an extra 4ft making in all 9ft 6in above high water. That is, in my opinion, a very small sum when the advantages that would eventually accrue are taken into account. This cost, I understand, would be divided between three or four different public institutions."

*(See also file 450
- Waterfront Road -)*

Yachtsmen Want

Sum 19.10.29

Better Moorings

MINISTER APPROACHED

LANDS' DEPARTMENT OFFER

Stressing the need for a suitable clearance under the bridge over the Hobson Bay portion of the road to Orakei, a deputation met the Hon. E. A. Ransom, Minister of Public Works, this morning.

As its leader, Mr. H. R. Jenkins, M.P., explained, it came to express thanks rather than to make a request, for it had been learned that the Government Lands Department had made a generous offer of assistance.

Introducing the deputation, Mr. Jenkins said that each year a portion had been clipped from the boat harbours of Auckland. The Harbour Board's boat harbour would soon be over-taxed, and the only one now left was the Hobson Bay area. If the bridge went over it, that, too, would be closed. It might be said that five-foot clearance had been given, but it was not nearly enough. Even 11 feet was only barely sufficient.

"I am pleased to be able to thank the Lands Department for the offer of £500 toward the cost of £1,000 to £1,200 for providing the bridge with an 11ft clearance," he added. "What we now want is local body support."

Mr. H. O. Wiles, commodore-elect of the Auckland Power Boat Association, said at least a 10ft clearance was necessary. The possible danger to traffic of high bridges could be got over by allowing only one-way traffic at a time. He was sure that the A.A.A. would co-operate willingly.

By dredging, a beautiful harbour could be secured, he added, instead of yachtsmen having to moor boats a long way from their homes.

Mr. C. Palmer, representing the yachting and boating interests generally, said the present scheme for a five-foot clearance would cause trouble and loss of life in the future. He claimed that definitely.

"Boating is a fine healthy sport, keeping our boys out of saloons and racecourses," said Mr. Wiles, in indicating the present attitude of the City Council toward the proposal.

"Well, it remains only for you to see what can be done here," said the Minister.

The deputation then withdrew.

17th. September 29

(Copy - Original
on Waterfront Road
file 450.)

The Superintendent.

- Proposed Boat Harbour Hobson Bay -

WATERFRONT ROAD BRIDGE - HOBSON BAY.

(Public Works Dept's. letter dated 11.9.1929.)

The plans of the waterfront bridges were submitted to the Board and approved on the 30th April 1929. The clearance provided at mean high water is 6.47 feet, high water springs rise 1.83 feet higher, and at this time the clearance is reduced to 4ft.8ins.

The Department states that representations have been made to have the bridge raised about 4 feet and they estimate the additional cost of this at,.....£3,437.10. 0.

The area inside the bridge will be dry at low water spring tides except for the channel which is being dredged by the Department, from the site of this bridge up to the bridge in the railway embankment; which fact must limit its use as a boat harbour.

The Board is spending a large sum of money in the construction of a properly equipped boat harbour at St. Mary's Bay, and I do not consider that it should be called upon to bear any part of the cost of raising the bridge in the waterfront roadway, particularly in view of the limitation of this site as regards depth of water and restricted access.

Letter returned herewith.

ENGINEER TO THE BOARD.

PAN-PACIFIC EXHIBITION

New Plan for Hobson Bay ^{12/29}

PERMANENT PARK AREA

(THE SUN'S Parliamentary Reporter)

PARLIAMENT BLDGS, Thursday.

That Hobson Bay should be drained and reclaimed, and turned into an exhibition park, just as Lake Logan in Dunedin was in 1925, is the suggestion of Mr. J. S. Fletcher, M.P., made to a reporter of *The Sun* today.

Mr. Fletcher claims that the time is ripe for Auckland to prepare for a pan-Pacific exhibition on the lines of the Dunedin one, with the building of a special park. After the exhibition the land could be turned over to the Auckland city and used as a pleasure ground and sports area, as Logan Park is, half of it being lent to the University. The Dunedin City Council has obtained the park from the Otago Harbour Board at a peppercorn rental, and now it is one of the finest playing areas in New Zealand.

Mr. Fletcher claims that Auckland could give employment to a large number of men in such work, and besides could erect on the ground a permanent exhibition building such as is desired by the executive of the Winter Show. This building could be used for the exhibition and then handed over to the Winter Show Committee, and the rent would eventually pay for its construction.

Mr. Fletcher suggested that the Mayor should call a meeting of those interested, and he could be assured of success in forming a company to run the exhibition. The proposal could be put through without expense to the public, and Auckland should provide a surplus for investors because of the greater population. The return in Dunedin to investors was 16s for £1, besides an enormous increase of trade in the city. After the formation of the company the aid of Japan, Dutch East Indies, Australia, United States, and Canada, in fact all the Pacific countries, could be sought.

Mr. Fletcher thinks that the success of such an exhibition would be a foregone conclusion.

KEEN INTEREST ROUSED

"EXCEEDINGLY BRIGHT IDEA"

Representative citizens, interviewed this morning, were unanimously of opinion that the suggestion made by Mr. Fletcher merited close investigation, while one or two expressed enthusiasm over the exhibition proposal.

"As a citizen, I consider the idea an excellent one, with great possible advantages to the future of Auckland's growth and progress," said Mr. W. H. Gummer, of Gummer and Ford, architects.

"As an architect, I should say that the idea of thus utilising Hobson Bay is an exceedingly bright one, demanding the fullest investigation. If the bay is formed for such a purpose, it will mean that this portion of the city is reserved for the public for all time, with appropriate facilities for recreation.

FIXING THE PROBLEM

"Moreover, whereas the future of the area may be left indefinite for a considerable time to come, this proposal would fix it. No citizen who has

the beauty and future of Auckland at heart could do otherwise but accept it."

Mr. Gummer, who is a member of the Town Planning Association, said that in mentioning the word "investigation" there was, of course, the question of cost. The site would have to be properly reclaimed, and the approach roads—their number and grade considered.

"I can see no objection to the site," he added. "There is no reason why an exhibition should necessarily be in the middle of the city, where possibly the surroundings would not be so suitable or beautiful. When people go to an exhibition, they do not dodge in and out. They go there for an afternoon or an evening, and a difference of even a quarter of an hour in travelling would be neither here nor there.

"For that matter, from the point of view of the trams, the distance to Hobson Bay is no greater than was the distance to the Domain, the site of the last exhibition."

CLOSE EXAMINATION

Mr. G. Finn, president of the Manufacturers' Association, said he was perfectly in sympathy with the idea that Hobson Bay should be converted into a park area—it was an ideal spot for that purpose. With regard to the exhibition proposal, the matter was purely one of opinion. It would be necessary for all sections of the community to take active part in such a scheme and the proposition would have to be given very full and careful investigation.

"IN FULL SUPPORT"

Mr. E. V. Blake, town-planning expert and member of the Town Planning Association, made the following statement:—

"Without a full survey of all factors affecting the city's development (which has not yet been made) it would not be wise at this stage to say what the ultimate development of the whole of the Hobson Bay area should be.

"I am in full support of the suggestion to reclaim a considerable area for the site of a great exhibition, and also as a memorial to Governor Hobson, the purposes to which this reclamation should afterwards be put, could be gone into more fully as the town plan of Auckland develops. I do not see how the whole of the Hobson Bay area can remain for all time as an open space, but there is no reason why with proper planning utility and beauty should not be combined."

DIFFICULT PROBLEM

The proposal has not yet been placed before the Auckland Harbour Board, but it is said that the question of reclamation presents a serious problem, as Hobson Bay is a much larger and more difficult proposition than was Lake Logan at Dunedin. Moreover, it is a question as to whether the board's dredges would be suitable for the work. Another aspect of the situation is claimed to be that the board has a full programme of work for its dredges extending over a period of years.

FUTURE OF HOBSON BAY.

H. 12.9.29

PETITION TO PARLIAMENT.

REPORT BY COMMITTEE.

[BY TELEGRAPH.—SPECIAL REPORTER.]
WELLINGTON, Wednesday.

A petition signed by Mr. G. Baildon, Mayor of Auckland, and others, and praying that no further reclamation for railway purposes should be allowed at Hobson Bay was reported on to the House of Representatives by the Railways Committee to-day.

As the subject of the petition was under consideration by the Government the committee stated that it had no recommendation to make.

DISFIGURING HOBSON BAY.

H. ————— 18/3/29

The deputation that waited on the Minister of Public Works with reference to Hobson Bay was fully justified in asserting that all Auckland was behind it. Its spokesmen naturally emphasised the concern of residents whose harbour outlook would be impaired by the placing there of railway assembling yards, but the matter is one of concern to the city at large. This fact was acknowledged by the Minister in his frank declaration that the question is one of vital interest to the whole community, that he himself views it as important, and that he will make representations accordingly to Cabinet. To the assertion of unanimous anxiety that Hobson Bay shall be preserved from commercial spoliation it may be retorted by some that the Harbour Board, which in part is representative of Auckland, has been a party to the project of reclamation and industrial use of the area, and that therefore the claim that the whole city is moved to protest can be dismissed as rhetorical hyperbole. At one time it was generally understood that the Harbour Board was bent on a speedy reclamation of the bay with a view to the erection of factories and warehouses on a portion of the land reclaimed. In July of 1927 its engineer, in a report sent on to local bodies for their comment, apparently spoke its mind. "The board will not be prepared," he said, "to alienate in any way its rights to the area which will be gradually reclaimed as space is required for the deposition of dredgings, and as the demand for flat land for industrial development close to the city and railway renders it desirable." As soon as what seemed to be a statement of the policy of the board was made public there was an outcry, which has not ceased. Since then, however, the Harbour Board has disclaimed any intention of putting such a project in early operation, and the city, for the time being, is of one mind about it.

So far as the Harbour Board is concerned, its programme for the next twenty years does not include the commercialising of the area, and there has been urged on its behalf that it has been the guardian of the people of Auckland in the conservation of the bay. To its vigilance has been attributed the fact that the area inside the railway embankment has not yet been reclaimed. Members of the board have avowed themselves to be anxious to save the beauties of the foreshore. As far as it goes, all this is evidence that the present board is prepared to abide by public opinion. Yet this gives citizens no guarantee at all that the commercialising project will be definitely and finally abandoned. The bed of the bay, included in the board's endowments in

1871, is part of the board's security to its bondholders, and at any time the board may feel constrained, therefore, to turn the area to profit-earning purposes. The temptation to do this may prove stronger than aesthetic tastes or even solemn promises, and in any event the board has but limited power to bind its successors. Statutory enactment has given the Harbour Board certain rights; nothing short of statutory enactment can give effect to Auckland's wish that for all time this remaining vestige of the beautiful bays of the city front shall be saved from absorption in a drab commercial quarter.

The intention of the Railway Department, however, was the particular subject of the protest voiced by the deputation. By an arrangement made in 1914, the department acquired rights to a considerable area for its purpose—the construction of the waterfront railway. If there had been acquired by the department merely the right to a strip sufficient for its necessary embankment, little could have been said. But it was to get, out of 350 acres to be reclaimed, 143 acres for shunting yards and engine sheds—the balance of the reclamation to be divided into 60 acres for a park and 147 acres for industrial and commercial buildings. Doubt has been raised as to whether the department will need its allotted acreage, and it is understood now that the intention is to use the assembling yards and their adjuncts for electric engines and thus obviate the smoke nuisance. These indications—they are no more than hints—of a modification of the departmental intentions may denote a readiness to bow to public opinion; but it would be foolish to desist from protest because of them. Thus modified, the project still makes an objectionable demand. Vast reclamation would still be necessary, and so vandalism be committed. Some members of the deputation contended that there were more economical locations for the contemplated assembling yards; if so, the reclamation project is wholly without even the semblance of warrant. Of one thing the Minister of Public Works has been justifiably assured: the people of this city will view as unforgivable desecration the disfiguring of this bay for the sake of merely utilitarian advantage.

HOBSON BAY'S FUTURE.

H. ————— 18/3/29

CLAIM FOR PRESERVATION.

STRONG PLEA TO MINISTER.

"DUST-BIN AT FRONT DOOR."

"There is probably no city in which natural beauty has been abused as it has in Auckland," said Mr. H. R. Jenkins, M.P., in introducing a very large deputation on the Hobson Bay railway assembly yards proposal to the Minister of Public Works, the Hon. E. A. Ransom, on Saturday.

Mr. Jenkins said the hints which had been thrown out regarding the Railways Department's intentions had produced a unanimous outcry. It was not a case of a few citizens taking exception to an unpleasant outlook. The proposal touched civic pride far afield. "The members of the deputation feel very keenly on the subject, and are of the opinion that when they met Mr. Coates before the election he treated them in a rather off-hand manner," he added. He hoped the new Minister would see how strongly public opinion was allied against further encroachment on the waterfront.

Mr. L. P. Leary said he had been requested to express the regrets of the Mayor, Mr. G. Baidon, for absence from the deputation. There was no hint of the ruination of Hobson Bay when the scheme started, Mr. Leary added. Citizens had regarded the bay as a recreation area which would come to them.

Unanimity of Opinion.

There was a civic clamour from all sections of the community when it became known that the area might be industrialised. All three Auckland newspapers were unanimous—a most unusual event. All shades of political opinion and all classes were joined. It was not a case of a few householders with a complaint. Prominent in the protests were members of the medical profession, lawyers, the trade unions. The voice of the clergy was strong—the Church of England, the Non-conformists and the Jewish Church were of one opinion.

"The front door is not the place for the dustbin—that sums up the arguments we wish to place before you," continued Mr. Leary. The objections might be passed off as trivial on the ground that a small corner was wanted for a few sheds. Once the nucleus was there, there might be no limit to the industrialisation of the diminishing waterfront. Residents of Remuera had bought their homes on the assumption that the outlook would remain unimpaired.

Restraining Hand Urged.

Town-planning regulations were not binding on the Harbour Board or the Government, and residents who feared the consequences of railway extensions could secure no protection through that channel. Such schemes were designed without full consideration being given to the irreparable damage to natural beauties. It was not for the public to instruct expert engineers in the selection of sites for necessary works. The engineers could solve the problem without giving the offence which progress with this scheme would entail.

"I think I can say without exaggeration that if the project is allowed to go further the bay will be turned into a plague spot," said Mr. Leary. "Men have schemes which are the darlings of their hearts, and I suggest a restraining hand should be put on them if this is their intention. We ask you of your mercy, sir, spare us this bay."

Minister's Appreciation.

Mr. P. H. Upton said Hobson Bay was one of the few spots left to delight the eye and earn the praise of the visitor to Auckland. He had personally pointed the bay out to a visitor from overseas, who had expressed horror that any scheme for industrialisation should be entertained.

Mr. J. Park said the proposal could not be justified on the grounds of economy.

Date 17-X-1928

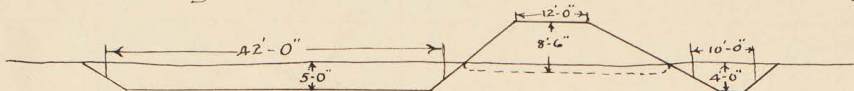
Estimate for Proposed Playing Area at Hobson Bay Between Main Sewer & Shore Road.

Description	Details	Quantity	Item	Rate	£	s.	d.
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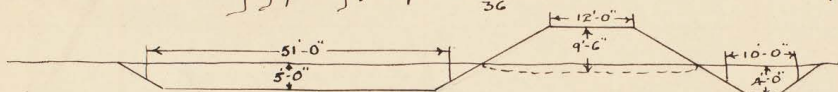


Area of section (filling) = $7 \times 12 = 84 + 7 \times 14 = 98$ = 182 sqft.
 Length of bank for section = 3,220 linft.
 Quantity in bank = $\frac{3220 \times 182}{27}$ = 21,705 cu yds.
 Area for pitching = $\frac{22 \times 3220}{9}$ = 7,871 sq yds.
 Quantity of paving 9" deep = $\frac{3220 \times 12}{36}$ = 1,073 cu yds.

200 cu yds for clay @ 2 1/2
 £ 500



Area of section = $8.5 \times 12 = 102 + 8.5 \times 17 = 145$ = 247 sqft.
 Length of bank for section = 927 linft.
 Quantity in bank = $\frac{927 \times 247}{27}$ = 8,480 cu yds.
 Area for pitching = $\frac{927 \times 27}{9}$ = 2,781 sq yds.
 Quantity of paving 9" deep = $\frac{927 \times 12}{36}$ = 309 cu yds.



Area of section = $9.5 \times 12 = 114 + 9.5 \times 19 = 180$ = 294 sqft.
 Length of bank for section = 1300 linft.
 Quantity in Bank = $\frac{1300 \times 294}{27}$ = 14,156 cu yds.
 Area of pitching = $\frac{1300 \times 29}{9}$ = 4,189 sq yds.
 Quantity of paving 9" deep = $\frac{1300 \times 12}{36}$ = 433 cu yds.

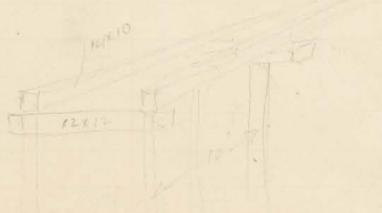
Total length of Bank		= 5,447 linft.					
" Quantity in Bank		= 44,341 cu yds.	2/6	5,542	12	6	
" Area of pitching		= 14,841 sq yds.	20/-	14,841	-	-	
" Quantity of paving 9" deep		= 1,815 cu yds.	5/-	9,075	453	15	
Drainage Culverts		10	@	£60/0	600	-	
Bridges	100 x 10	4	each	250	1,000	-	
Gangways.		8	@	£50/0	400	-	
					<u>£ 22,837</u>	7	6

Paving for concrete way 3500 linft @ 13.750

Total Cost

£ 22,837 - 7 - 6

per 1000 length of bank
 2 inches D of pipe 10/11
 12x12 x 10 2/11
 12x12 x 10 7/11
 10/11



40,000
 The Gulshan

SPOLIING HOBSON BAY.

SAVE THE HISTORIC SPOT.

PETITION TO PARLIAMENT.

DEPUTATION TO PRIME MINISTER.

It is the opinion of the Hobson Bay Preservation Committee that with the contemplated railway works the beauty of Hobson Bay is doomed.

With the object, therefore, of endeavouring to save this historic spot as much as possible some two hundred prominent Auckland business and professional men are about to petition Parliament asking that certain railway works should not be gone on with. By reclamation and public works already in progress it is contended that the beautiful sea front of Auckland has been spoiled in appearance, and it is desirable that further operations of a similar character should be abandoned. As a matter of fact, the fundamental principles provided for in the Town Planning Act, 1926, would be violated.

Among the signatories to the petition are Archbishop Averill, Bishop Cleary, members of the University College Council, Mayors of various boroughs, members of the Auckland branch of the British Medical Association and merchants, lawyers and engineers.

It is proposed to arrange an influential deputation to wait on the Prime Minister when he is next in Auckland.

Mr. J. S. Dickson, M.P. for Parnell, was waited on yesterday by a strong deputation and requested to present the petition to Parliament. It was explained to him what was the weight of the matter in the eyes of the public and that a previous threat as to the safety of Hobson Bay had been the subject of vigorous protest from all sections of the community.

Mr. Dickson said he would be pleased to present the petition, which would be given all publicity possible. He asked the members of the deputation if public opinion would be favourable to the proposed assembling yards being placed in the 45 acres of shallow water of Hobson Bay between the sewer and Orakei. He suggested it would not be so much of an eyesore there.

The members of the deputation said the object of the petition was to keep all railway buildings out of Hobson Bay altogether, because once any industrial centre of any sort was commenced there it would only be a matter of time before the whole bay was filled.

Mr. Dickson then made the statement that he was aware the Auckland City Council itself was proposing the commercialisation of the 45 acres in question by running a road roughly through the centre of it and selling the sites thereby created on both sides for commercial purposes. It appeared that so far this matter was only being considered in committee, but Mr. Dickson assured the deputation that such a scheme was in contemplation. He stated that he, as member for Parnell, was thoroughly in accord with the prayer of the petition and would bring it before Parliament at the earliest possible opportunity.

Citizens Sign

Strong Petition

HOBSON BAY PROPOSAL

PROJECTED RAILWAY WORKS

Supported by the signatures of over 200 Auckland people, a petition asking that certain railway works contemplated in Hobson Bay should not be gone on with, will be presented to Parliament by Mr. J. S. Dickson, M.P.

The petitioners say that the eastern suburbs of the city are now, or will be in the future, used almost exclusively for residential purposes, and that they lie on gently-sloping hills having a frontage to the Waitemata.

One of the first views of Auckland from the harbour is Hobson Bay and the railway works would involve the disfigurement of the prospect, both from land and sea, and would tend to create an industrial area.

"For many years, by reclamation and public works, the beautiful sea front of Auckland has been gradually altered in character and spoiled in appearance," continues the petition. "It is desirable that further operations of this character should be abandoned."

It adds in addition that the construction of the works would constitute a violation of the fundamental principles provided for in the Town-Planning Act, 1926, because of the disfigurement of the waterfront and the serious interference with the amenities of the neighbourhood.

COMMITTEE'S ACTIVITIES

The petition is the result of the activities of the Hobson Bay Preservation Committee, and on behalf of the committee it was presented to Mr. Dickson at 2.15 p.m. yesterday by Mr. L. P. Leary. Mr. Dickson said that he was thoroughly in sympathy with the petitioners.

Among those whose signatures support the petition are the Mayor (Mr. G. Baildon), Archbishop Averill and Bishop Cleary, members of the University College Council headed by the president (Sir George Fowlds), Mayors of various boroughs, members of the Auckland branch of the British Medical Association, and leading business men.

It is proposed to arrange an influential deputation to wait on the Prime Minister when he is next in Auckland.

SAVING HOBSON BAY.

PETITION TO PARLIAMENT.

RAILWAY WORKS PROJECT.

VIGOROUS PROTEST MADE.

A petition signed by over 200 prominent Auckland business and professional men, headed by the Mayor, asking that certain railway works contemplated in Hobson Bay should not be gone on with, will shortly be presented to Parliament by Mr. J. S. Dickson, M.P.

The petitioners state they have been informed it is the intention of the Railway Department to construct railway works, other than the through line already constructed, in Hobson Bay. The reasons given for asking that these should not be proceeded with are that the eastern suburbs of the city are now, or will be in the future, used almost exclusively for residential purposes, and that these suburbs lie upon gently sloping hills, having a frontage to the Waitemata.

One of the first views of Auckland on entering the harbour is Hobson Bay and the rising land surrounding it, and the construction of railway works would involve the disfigurement of the prospect of Hobson Bay, both from the land and from the sea, and would tend to create an industrial area. By reclamation and public works the beautiful sea front of Auckland had been gradually altered in character and spoiled in appearance, and it was desirable that further operations of this character should be abandoned.

In addition, the construction of the works would constitute a violation of the fundamental principles provided for in the Town Planning Act, 1926, because of the disfigurement of the waterfront and serious interference with the amenities of the neighbourhood.

The petition is the result of the activities of the Hobson Bay Preservation Committee, and it is proposed to arrange an influential deputation to wait on the Prime Minister when he is next in Auckland. Included among the petitioners are Archbishop Averill and Bishop Cleary, members of the University College Council, including the president, Sir George Fowlds, and professors; Mayors of various boroughs, members of the Auckland branch of the British Medical Association, including the president, Dr. G. B. Sweet; merchants, lawyers and engineers.

CITY AND HOBSON BAY.

NO COMMERCIAL PROPOSAL.

"BARKING UP THE WRONG TREE."

"Barking up the wrong tree," said the Mayor, Mr. G. Baildon, yesterday, in answer to a statement attributed to Mr. J. S. Dickson, M.P. for Parnell, that the Auckland City Council proposed to commercialise an area of 45 acres in Hobson Bay between the sewer and Orakei. Mr. Dickson was reported to have said the matter was still in the committee stage, but it was proposed to run a road through the centre of the area, and sell sites on both sides for commercial purposes.

"The only aspect under which we have discussed Hobson Bay is in connection with the scheme, whereby the Harbour Board is willing to give the council a long lease of a portion of the bay with the idea that it should be reclaimed for recreational purposes," added Mr. Baildon. "We certainly have no idea of commercialising the area."

AUCKLAND'S FORESHORE.

H. ————— 19/9/28
There is every reason for prompt action to make Parliament aware that it is the determination of Auckland to resist further attempts to disfigure the waterfront of the city. What has happened through many years is a matter of regrettable history in the main. Some things were inevitable in the advancement of the city, no doubt; but always there has been too little regard for the beauty of the waterfront on the part of those entrusted with power to work their will. Their methods have occasionally been so clandestine as to suggest that they were fully aware of the risk of encountering popular opposition; they have pursued their purpose with privacy until it was too late for protest to be of much avail. There has been so much of this sort of thing that a demand to know exactly all that is now contemplated is in order. In this instance there is an understanding that certain disfiguring work is projected in connection with railway developments. Citizens have a right to know precisely what is intended and to resist strenuously any detrimental project. The petition to Parliament is to be supported by an influential deputation to the Prime Minister; it should be charged with the duty of demanding a plain statement of facts and an assurance that respect will be paid to considerations other than those of departmental policy. Citizens should assert their right to know exactly what is being considered. It may be innocuous. On the other hand, it may be sheer vandalism. Not another inch of the foreshore should be exploited in the way that has become a discredit and a scandal. It may be too late in a few weeks, as heretofore, to present objection. Those in authority should be pressed to say what they propose, and if it be open to objection that objection should be presented in a fashion that cannot be safely gainsaid.

TO SAVE HOBSON BAY

PETITION TO PARLIAMENT

RECLAMATIONS OPPOSED.

(THE SUN'S Parliamentary Reporter)
WELLINGTON, Wednesday.

That no further reclamations be made for railway or industrial purposes in Hobson Bay is the plea of a petition presented to Parliament by Mr. J. S. Dickson yesterday. Archbishop Averill, Bishop Cleary, and the Mayor of Auckland are the first of 200 signatories, who point out that Parnell, Remuera, Orakei and Tamaki West are almost exclusively residential districts, the charm of which lies in the extraordinary natural beauty of the prospect over the harbour and Hauraki Gulf.

The passing of the Town-planning Act is cited as evidence of the Government's recognition of the wisdom and public duty of preserving objects of natural beauty, and of separating industrial from residential areas, and it is stated that the principles of that Act would be violated by the proposed works.

The petition was referred to the Railways Committee.

HARBOUR RECLAMATION THREATENED BEAUTY.

RAILWAY PLANS FEARED.

HOBSON BAY PROSPECT.

(By Telegraph.—Parliamentary Reporter.)

WELLINGTON, Wednesday.

That no further reclamation for railway purposes nor other public works be allowed in Hobson Bay is the request of 200 petitioners whose petition was presented to the House of Representatives by Mr. J. S. Dickson (Parnell). The list is headed by the Mayor and Town Clerk of Auckland Archbishop Averill, and Bishop Cleary and is supported by the heads of other religious denominations, the president of the Auckland University College, the president of the Chamber of Commerce, the Mayors of Newmarket, Mount Eden, Devonport, and Onehunga.

Petitioners have been informed that the Railway Department proposes to construct railway works other than the through line already in Hobson Bay, and they ask that such work be prohibited because the eastern Auckland suburbs are almost exclusively residential, substantially garden suburbs, and their chief attraction is the extraordinary natural beauty of the prospect over the Waitemata and Hauraki Gulf.

Two more paragraphs comment on the scenic value of the prospect over Hobson Bay, which petitioners fear may be disfigured both from land and sea, as further reclamation will tend to the creation of an industrial area in front of the attractive suburbs.

"For many years," they state, "by reclamation and public works the beautiful sea front of Auckland has been gradually altered in character and spoiled in appearance, and it is desirable that further operations of this character should be abandoned. The Government, by passing the Town Planning Act, have expressly recognised the wisdom and public duty of preserving objects of natural beauty, and of separating industrial from residential areas. The construction of such works will constitute a violation of the fundamental principles of the Town Planning Act, because of the disfigurement of the waterfront and of the serious interference with the amenities of the neighbourhood."

HOBSON BAY'S FUTURE.

FEARS OF DISFIGUREMENT.

PETITION TO PARLIAMENT.

BY TELEGRAPH.—SPECIAL REPORTER.
WELLINGTON, Wednesday.

The objections of the people of Auckland to the conversion of Hobson Bay into an industrial area were brought to the notice of Parliament to-day, when Mr. J. S. Dickson (Parnell) presented a petition asking that no further reclamation for railway purposes, buildings or public works should be allowed in the bay.

Headed by the signatures of the Mayor of Auckland, Mr. George Buildon, Archbishop Averill and Bishop Cleary, the petition carries the signatures of 197 other prominent residents, who point out that Parnell, Remuera, Orakei and Tamaki West are almost exclusively residential districts, the charm of which lies in the extraordinary natural beauty of the prospect over the harbour and Hauraki Gulf. They contend that this prospect would be disfigured by the conversion of the area for industrial purposes, and express the opinion that it is desirable that further reclamations on the sea front should be abandoned.

The passing of the Town-planning Act is cited as evidence of the Government's recognition of the wisdom and public duty of preserving objects of natural beauty, and of separating industrial from residential areas, and it is stated that the principles of that Act would be violated by the proposed works.

The petition was referred to the Railways Committee.

EXHIBITION PROJECT.

SUGGESTED FOR AUCKLAND.

STAR — 1/10/28
PLANNED FOR 1931.

SITE IN HOBSON BAY PROPOSED.

At a meeting of the Auckland Industrial Association to-day a scheme to hold an exhibition in Auckland three years hence was proposed by Mr. J. S. Fletcher. In introducing the matter, Mr. Fletcher said that some little time ago it was publicly announced that the Federal Government of Australia had decided to abandon the proposed Sydney Exhibition. Cabled inquiry elicited a reply from the Premier of New South Wales to the effect that the big Sydney Exhibition for 1931 was definitely off. He suggested that Australia's abandonment of this big show was Auckland's opportunity.

It was common knowledge that Auckland lacked facilities for holding exhibitions. For example, recently, the Winter Show was held in a wharf shed. Accommodation was limited, and facilities generally were lacking for a real exhibition. It was interesting to compare Toronto, which has enormous permanent buildings for exhibition purposes, and where great annual fairs are held, attracting visitors from all over the world. Recently it was reported in the Press that Dunedin proposed erecting permanent exhibition buildings to the value of £50,000. So impressed were the Dunedin people with the results of their big venture of 1925, that they had come to the conclusion that permanent exhibition buildings would be an asset to their city.

A Spirit of Optimism.

There was to-day in Auckland a great need for recreation grounds. As a result of the New Zealand and South Seas Exhibition a wonderful playing area of 65 acres had been added to the Dunedin City Sports Grounds. Here in Auckland there was on the foreshore in Hobson Bay a very large area, of at least a hundred acres, which would lend itself admirably for this purpose. The residents in that vicinity had clearly stated that they will not tolerate the establishment of railway shunting yards at their front door, and various proposals had been made as to how this area could be developed. He suggested that if permanent exhibition buildings were designed to harmonise with the nature of the locality, and huge playing fields made around them, a wonderful asset to the city would be created. In addition an art gallery, which would be a permanent attraction to every exhibition, could be erected. The locality was ideal for the purpose. It would be very near the new station and suitable access could easily be provided from the city. In connection with the suggestion to have the art gallery there a parallel can be drawn from the building of the art gallery in Glasgow, in Kelvin Grove Park, where several exhibitions have been held.

Out of a period of depression a big venture like this would give rise to a new spirit of optimism. There was a consensus of opinion as to Auckland's future greatness. An exhibition such as the one proposed would give an impetus to a great forward move. As distinctive from the New Zealand and South Seas Exhibition, the scope could be increased to include the Pacific Nations. The rapid development in the Pacific in recent years would give an impetus to such a proposal. The recent trade treaty with Japan might open up big outlets for some products, and such a scheme might well be utilised to foster friendly relations between the great Pacific Nations.

Co-operation Needed.

The New Zealand and South Seas Exhibition was financed by the floating of a company for £100,000. The City Council, Harbour Board, and other local bodies and prominent business men were approached, to take shares in this venture. It was clearly understood that no profits would be made by the shareholders, because if the exhibition had been successful in that respect, these were not to be used in the paying of dividends. The Dunedin Exhibition Company paid back 15% in the A., which means that Dunedin and Otago got a wonderful advertisement for £25,000, and, as already stated, a wonderful park has been added to the city. Such a scheme would require co-operation between the Auckland City Council, the Harbour Board, and the citizens of Auckland. Again Auckland's bigger population should tend to make the scheme more profitable. It was a fact that the present organisations responsible for the Winter Show had large sums of money available for exhibition buildings. It was known, too, that the Art Society has money to invest in an Art Gallery.

If the Harbour Board were to fill in or reclaim the Hobson Bay area, hand it over to the City Council at a peppercorn rental to utilise as playing areas, as was done by the Otago Harbour Board and the Dunedin City Council, any great difficulty would be removed. Support would be forthcoming from every sports organisation in the city, and we feel sure that the business people would realise the enormous advantage that would accrue from such a venture. One objection that might be raised was that it was too soon after the New Zealand and South Seas Exhibition, but the plan merely substituted Auckland as a venue for the exhibition in place of Sydney, where the exhibition was to take place in 1931. A big exhibition was to be held in Antwerp in 1930, from which doubtless many exhibits could be secured. The scheme would give an enormous amount of employment for skilled and unskilled labour alike, in the reclaiming of the area, and in the erecting and fitting of the exhibition buildings. Should these suggestions appeal to the community generally, and to your association particularly, and it was assumed after having interviewed several prominent men in the city that the idea was a good one, he suggested that the Mayor should call a meeting of those interested, as was done by the Mayor in Dunedin, when the Dunedin Exhibition project was launched.

Mr. Fletcher stated that the area between the sewer pipeline and the foreshore was over 80 acres, and this, with the tidal area on the other side of Shore Road, will prove an ample area for the proposed Exhibition. The cost of reclamation would not be excessive.

MAKING AN AIR PORT.

THE DUTY OF AUCKLAND.

FACILITIES FOR FLYING.

NEW USE FOR HOBSON BAY.

If Auckland is keen to hold her own with Wellington and Christchurch in the facilities she offers to commercial aviation she cannot afford to lose time in establishing a suitable aerodrome. Southern centres are moving in this direction, with an eye to encouraging inter-island air services and, eventually, trans-tasman ventures, and by selecting suitable areas of ground are preparing plans for air ports which will foster a new and very significant aid to commercial activity.

It may be taken for granted the first city in New Zealand to set apart an adequate area for an air port will be the first to see the initiation of regular air mail and passenger services, first between town and town and coast and coast, and, subsequently, between Australia and New Zealand. Squadron Leader Kingsford Smith and Flight-Lieutenant Ulm have already intimated their desire, after appropriate research, to establish a trans-tasman service of their own. Is Auckland to be the terminus for such flights, or will it be Christchurch or Wellington? If Auckland, then the early setting apart of a suitable area for an aerodrome is a matter for prompt consideration.

The Scarcity of Grounds.

The ground used by the Aero Club at Ihumata for the arrival of the Tasman fliers from Hawera is too inaccessible for permanent use as an aerodrome for commercial flying. It is 15 miles from the chief post office at Auckland, an important matter where the carriage of mails is concerned; it is six and a-half miles from the nearest railway station, at which express trains do not stop; and it is three and a-half miles off the nearest main road. Travellers by air would have to add a good three-quarters of an hour to their travelling time in order to reach the ground on departing or to reach their hotel on arriving.

That the acquisition of an ideal ground will not be an easy matter is indicated by the negative result of the appeal issued by the Aero Club just prior to the arrival of the Tasman air-men. Although an invitation was broadcast through the press for suggestions as to suitable landing-grounds not a single satisfactory reply was received. The task of the selectors is likely to be even more difficult than the problem of finding a new playing ground.

Site Close to City Wanted.

It is desirable, from the point of view of convenience of pilots and passengers, that an aerodrome should be situated as close to the city proper as space, safety and the value of property allows. The expansive flat area round Papatotote and Papakura is rather ruled out on account of its distance. So, too, is the rolling country on both banks of the Tamaki, while the unoccupied spaces in the Mount Wellington district are so rock-strewn as to add further obstacles to the undesirable feature of distance. There are, moreover, several possibilities much nearer home.

The air base at Hobsonville cannot be brought into the argument, as it will always be reserved for military purposes. The Auckland Domain must also be ruled out, as it is far too valuable a reserve for alienation at this late date to any commercial purpose. There are possibilities at One Tree Hill, provided the slope of the ground is no hindrance, and the question of using the Avondale racecourse is one that deserves some attention.

Hobson Bay Advantages.

One of the most useful and thoughtful suggestions concerns the practicability of establishing the aerodrome on the proposed Hobson Bay reclamation. The Harbour Board intends eventually to reclaim the basin between the railway embankment and the foreshore, and the future purpose to which the reclaimed land is to be put is already the subject of heated controversy. The retention of the area by the Harbour Board for aerial purposes would at once dispose of public opposition to the lease of the area for factory sites, for there would be no aesthetic objection to laying out the reclamation in turf.

It would be feasible, of course, to establish a base on other reclamations along the harbour front, and in this connection Stanley Bay has been mentioned. Whether the northern side of the harbour would be as acceptable for an aerodrome as the city side is a matter for the preference of the aviation interests concerned, but its situation, two miles across the water from the chief post office, cannot be compared with Hobson Bay for convenience.

A reclamation inside the railway embankment would provide a landing-ground free from obstructions, would afford a good take-off even for heavy transoceanic machines and could be reached by motor from Queen Street in five minutes. Whatever the choice is it is one which calls for immediate attention. The existence of a safe landing-ground, with suitable hangars for the accommodation of machines, will be a direct incitement to private enterprise, and will bring the day of commercial aviation as far as Auckland is concerned measurably closer.

19th. June 1928.

HOBSON BAY IMPROVEMENT SCHEME.

NOTES; on informal Meeting in His Worship the Mayor's Office on Monday 18th June 1928; Present:- His Worship the Mayor Mr. G. Baildon, Town Clerk Mr. J.S. Brigham, Mr. E.N. Ormiston, and Mr. W.J. Holdsworth, the Deputy Chairman of the Board Mr. M.H. Wynyard, and Mr D.Holderness Engineer to the Board.

The Meeting was arranged at the instigation of Mr. Ormiston who desired to put forward amended suggestions regarding the treatment of the area inside the Railway Embankment at Hobson Bay.

Mr. Ormiston indicated an area inside the main sewer which he suggested could be reclaimed at a cost of £300 to £400 per acre whereas he stated its value would be in the vicinity of £2,000 per acre. This area he stated would be required for playing fields etc. He took as his basis of cost, the cost of filling for the Devonport Borough Council at Stanley Bay.

In addition he suggested retaining the whole of the area inside the railway embankment at three-quarter tide level by the construction of weirs at existing bridge openings with sluice gates for emptying the lagoon from time to time.

Mr. Ormiston produced a letter from the Medical Officer of Health, stating that he (the Medical Officer of Health) considered it desirable to maintain the basin full of water and that this would do away with the offensive odours arising from the mud-flats with the sluicegates proposed.

With regard to the reclamation Mr. Ormiston believed that suitable plant for reclaiming could be brought into the area by dismantling and reassembling.

The Engineer to the Board pointed out that the figure of £300 per acre at Stanley Bay was for filling only and did not include stop-bank, levelling or draining; also that the ratio of length of bank to area reclaimed was greater in the site suggested at Hobson Bay than at Stanley Bay; and that the estimate was therefore quite unreliable. He also asserted that it would be quite impossible to maintain the artificial lake suggested in a sanitary condition and referred to the fact that even in the open harbour subject to ordinary tidal ebb and flow, the Health Department stated that the water was unfit for use in public swimming baths.

He claimed that shut in by a three-quarter tide wall and receiving the storm water drainage from 1,500 acres of city streets and property and also the storm overflows from the Auckland main sewer, it would be quite impossible to keep the area reasonably sanitary even with the construction and use of the sluice gates proposed.

The Deputy Chairman of the Board stated that he had come to the meeting at the request of Mr. Ormiston to hear what the latter had to put forward. He was of opinion that it might be a feasible

and economical scheme to reclaim the area inside the sewer by excluding tidal waters by means of stop banks and flood gates.

Existing storm water outlets would be provided for by leaving an opening in the bank and a channel back to the existing foreshore with stop banks on either side.

With regard to the matter generally however as the question of sanitation was involved very considerably he considered this should be referred to the expert or experts whom it was hoped would shortly be appointed to investigate the whole question of drainage and sewage disposal for Auckland and Suburbs.

Mr. Holdsworth stated that he was interested mainly from the Town-planning point of view. He would like to see the area retained as a lake, but he would naturally be guided by experts and would not advocate this if it were likely to be insanitary.

His Worship the Mayor stated that the City had no funds available and could not finance such a proposition from the general fund. He considered that the advocates of the proposals should give a clear statement of their schemes with estimates and method of financing.

In view of the Deputy Chairman's remarks it was generally decided to refer to the expert or experts investigating the drainage problem the consideration from the point of view of sanitation of any proposals for impounding the water inside the railway embankment and that no definite action should be taken until this was done.

H.H. Watkins Esq.,
Engineer & Secretary,
Auckland & Suburban Drainage Board,
AUCKLAND.

16th. September 27

Dear Mr. Watkins;

I have to thank you for yours of the 15th enclosing copy of your report of 21st ultimo to your Finance & Legal Committee.

I very much regret that the publicity given to this matter rendered such an explanation from you necessary.

As you have perhaps seen in the press, the Harbour Board has approved the formation of a lake but on terms which are never likely to be complied with.

There are more ways of killing a cat than cutting its head off.

Yours truly,

Committee that effect be given to my suggestion to obtain the opinion of the Board's Solicitor as to the authority and liabilities of the Board with regard to the suggested financing of the scheme, and also as to its liability in respect of the stormwater culverts referred to in the report.

When the opinion of the Board's Solicitor has been obtained the matter will be further considered by the Board.

Yours faithfully,



JR.

ENGINEER AND SECRETARY TO THE BOARD.

Auckland & Suburban Drainage Board.

TELEPHONE No. 46-325

ADDRESS CORRESPONDENCE
P.O. Box 208.

Cleave's Buildings (THIRD FLOOR)
High Street, Auckland,
N.Z.

September 15th.1927.

D.Holderness, Esq., M.Inst.C.E.,
Engineer,
Auckland Harbour Board,
AUCKLAND.

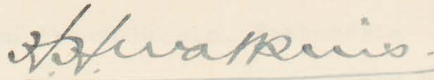
Dear Mr.Holderness,

I am forwarding herewith for your information copy of a report with reference to the projected artificial lake in Hobson Bay, which I submitted to the Finance & Legal Committee of the Board on the 25th.ult., and which was considered by the Board at its last ordinary quarterly meeting.

The Board adopted the recommendation made by the Committee that effect be given to my suggestion to obtain the opinion of the Board's Solicitor as to the authority and liabilities of the Board with regard to the suggested financing of the scheme, and also as to its liability in respect of the stormwater culverts referred to in the report.

When the opinion of the Board's Solicitor has been obtained the matter will be further considered by the Board.

Yours faithfully,



JR.

ENGINEER AND SECRETARY TO THE BOARD.

The Auckland and Suburban Drainage Board.

August 22nd. 1927.

The Chairman,
Finance & Legal Committee,
Auckland and Suburban Drainage Board,
AUCKLAND.

Sir,

re Hobson Bay Improvement Scheme.

I beg to submit for the information of the Finance & Legal Committee the following report with reference to a projected artificial lake in Hobson Bay, the formation of which is proposed to be financed by expending the sum of £6,500, or portion thereof, which is at present placed on Fixed Deposit in terms of a Deed of Agreement between the Auckland Harbour Board and the Drainage Board relative to a proposed retaining wall under the Main Sewer in Hobson Bay.

The matter was first considered by the Drainage Board at its ordinary quarterly meeting held on May 25th. last, when a communication from the Auckland Town Clerk and a report by the City Engineer, both in connection with the proposal, were received and referred to the Finance and Legal Committee for due consideration and report.

The Drainage Board would become concerned in the formation of the lake only as regards the following features:-

- (a) The suggestion that the scheme be financed by expending the sum of £6,500 referred to, or portion thereof.
- (b) The influence of the scheme upon the stability and maintenance of the length of the Main Sewer in Hobson Bay.
- (c) The possible contamination of the lake by stormwater which is discharged into Hobson Bay from the Drainage Board's sewer system.

In connection with the features referred to I have to advise as follows:-

- (a) That it would be necessary to obtain the consent of the Harbour Board to expend the sum of £6,500, or any portion thereof, as suggested, in lieu of the manner prescribed in the Deed of Agreement referred to; and further that it would probably be necessary to obtain legislation to validate any such expenditure and to release the Drainage Board of its obligation under Section 30 Sub-section 9 of "The Auckland and Suburban Drainage Act 1908".
- (b) That it is unlikely that the stability of the Main Sewer in Hobson Bay would be affected by the project but that the retention of the waters in the lake at the suggested level would render the Main Sewer somewhat less easy of access for its inspection and maintenance.
- (c) That there would be a possibility of the Drainage Board being required to ultimately provide culverts, involving considerable expenditure, to divert from the lake the flow of large volumes of stormwater discharged into Hobson Bay through overflow chambers on the Drainage Board's sewer system during times of heavy rainfall.

On June 20th. last, I discussed the project with the Auckland City Engineer, the Engineer to the Harbour Board and the Resident Engineer in charge of the Auckland-Westfield Railway constructional works. Following upon our deliberations a joint memorandum to the Chairman of the Harbour Board was drafted by the Engineer to the Harbour Board, who convened the meeting.

The memorandum was subsequently submitted to the Harbour Board and has been referred to at some length in the Press, special prominence having been given to the statement made in the memorandum that the area in question is suitable for commercial development if reclaimed. In this connection I have to state that the question as to whether the utilization of the area for such a purpose is desirable, or otherwise, was not discussed at the meeting of Engineers, although we agreed with the opinion expressed by the Engineer to the Harbour Board that portions of Hobson Bay could be economically developed for commercial purposes such as those which we understood were already contemplated by the Railway Department and the Harbour Board.

For some time past it has been common knowledge that the Railway Department intended to reclaim land for marshalling yards adjacent to the railway embankment now in process of formation across Hobson Bay. Further, I desire to refer to the fact that

a deputation received by the Harbour Board on May 25th. last in connection with the project, was definitely informed that there was every likelihood of land being reclaimed in Hobson Bay for the future development of the port, probably in five or ten years time.

The deliberations upon which the memorandum was drafted were restricted to the economical and sanitary aspect of the formation of the artificial lake, and the only recommendation contained in the memorandum reads as follows:-

"Under the circumstances we recommend the Harbour Board to adhere to its existing agreement with the Railway Department which provides free tidal flow into and out of the basin through two 160 feet wide bridge openings."

It is perhaps unfortunate that the memorandum should have been referred to at such length in the Press before the matter had received due consideration by the Auckland City Council and the Drainage Board. I am particularly desirous of taking this opportunity of correcting the erroneous impression which appears to have gained credence that I have recommended, or even favoured, the reclamation of land in Hobson Bay for commercial development.

Having regard to the fact that the project has not yet been finally considered by the Harbour Board, the Committee may consider it advisable to defer making any recommendation to the Drainage Board for the time being. I would suggest however that, in the meantime, the opinion of the Drainage Board's Solicitor be obtained as to the authority and liabilities of the Drainage Board with regard to the suggested financing of the scheme, and also as to its liability in respect of the stormwater culverts referred to herein.

I have the honour to be,

Sir,

Your obedient servant,

H.H. Watkins,

ENGINEER AND SECRETARY.



AS MAN MAKES IT: THE FOREGROUND OF AUCKLAND'S BEAUTIFUL HARBOUR AS SEEN FROM EDEN STREET
 We publish this picture as a warning of what will happen in Hobson Bay, if the present proposals of the Government and the Harbour Board are carried out.

POLICY OF THE BOARD.
 H. ——— 20-7-27
 "GUARDIAN OF THE BAY."

LOOKING TO FUTURE NEEDS.

REJOINDER TO CRITICISM.

A fuller statement with reference to Hobson Bay was made by Mr. Mackenzie at the meeting of the Harbour Board which followed the deputation to the chairman.

"The board has incurred a great deal of undeserved criticism in connection with Hobson Bay, and has been blamed for things which it has not done, or even suggested, in connection with the commercialisation of that area," said Mr. Mackenzie. "The board's scheme of harbour works does not include any reclamation there; it has, in fact, enough work on its hands for the next 25 years without worrying about the reclamation of that area. My remarks on the matter, which have been quoted against me, expressed only my own opinion, and referred, not to any immediate proposals, but to the necessity for conserving the area for the future needs of the board and the public.

"Captain Daldy, the first chairman of the board, in 1871, had the bed of Hobson Bay included in the board's endowments, and presumably he and others who were responsible for that act had in mind the future of the port when the area would be required for public purposes. It is included in the endowments which are mortgaged to the bond-holders of the board as security for its loans.

Vigilance of the Board.

"As a matter of fact, the Harbour Board has been the guardian of the people of Auckland in the conservation of the bay, and but for its vigilance the area inside the railway embankment might not have been conserved. It was the board of 1919 that first raised the question of openings in the embankment and insisted on bridges being provided so that there should be as little interference as possible with the ingress and egress of the tide.

"The Railways Improvement Authorisation Act, 1915, specified a solid embankment and reclamation across Hobson Bay, with openings as prescribed by the Minister of Marine; and the board, on the advice of its engineer, Mr. W. H. Hamer, asked for six bridge openings, varying from 100ft. to 300ft. wide, in this embankment. Owing to the proposal to build a waterfront road outside the railway embankment, however, this was later reduced to four bridges of 150ft. to 250ft. wide. Since then the residents of Parnell and Remuera have sought to vary the latter arrangement by providing locks and spillways and constructing an additional embankment, and the board asked for a report on the matter from the engineers to the four bodies most concerned. It has not, however, adopted that report, as has been assumed by its critics.

Land Taken by Proclamation.

"The board, although it owns the bed of the bay, had no say, apart from what has been stated above, in the proposals of the Railway Department or the City Council in regard to the embankments and proposed reclamations. The land was taken from it by proclamation under the Public Works Act, in accordance with the provisions of the Railways Improvement Authorisation Act, and the board did not even receive compensation for the area taken.

"The board claims to be the most widely representative local body in the Auckland province, as its members represent not only the shipping and commercial interests of the port, but also Auckland City and suburbs and the counties of Waitemata, Franklin, Manukau, Waikato, Waipa and Raglan. It can therefore, be trusted to look after the interests of the people of the province. Proof of this is found in the fact that the board has just agreed to give the Auckland City Council a lease for 100 years of the bed of Orakei basin, an area of 136 acres, and has offered to lease to it for recreation purposes an area of 76 acres inside the sewer."

In moving that the chairman's action in the matter be endorsed by the board, Mr Campbell Johnstone said the whole trouble was caused by the City Council trying to get something for nothing. It was not for the board to make provision in the direction indicated for playing areas. He had no doubt Hobson Bay would make a fine recreation area, but the board had to use its lands for revenue-producing purposes.

Attitude of City Council.

The policy of the board toward the City Council had always been a most generous one, said Mr. G. R. Hutchinson, who quoted the instance of Freeman's Bay, for which the City Council paid only £500 a year. If the City Council came forward with a practicable scheme, he had no doubt the board would give a larger area for recreation purposes at a reasonable rental, but it was unreasonable to suppose the board would give the land for nothing.

"The members of this board are just as anxious for the beautification of the harbour as are their severest critics," said Mr. J. B. Johnston. The board wanted the best scheme the engineers could suggest, but it had not yet had the opportunity to consider that report. If a reasonable scheme for the beautification of the bay were put before the board, even if the scheme was to operate only for a time, it would receive the sympathy of at least some members of the board. The titles to the land were vested in the board on trust, and the board had to be faithful to that trust, and look to the welfare of the port.

"It will be time enough to make a row when we have taken a definite stand to do a certain thing," commented Mr. E. W. Inder, who objected to the misinterpretation of the chairman's remarks to mean that the board had decided to use portion of the bay for commercial purposes.

The motion endorsing the chairman's action was carried.

UNDESERVED CRITICISM

HARBOUR BOARD AND HOBSON BAY

ATTITUDE OF CITY COUNCIL DISCUSSED

THE Harbour Board has incurred a great deal of undeserved adverse criticism in connection with Hobson Bay, and has been blamed for things which it has not done, or even suggested, regarding the commercialisation of that area."

These remarks prefaced a statement made to the Auckland Harbour Board yesterday by the chairman, Mr. H. R. Mackenzie, on a subject which is occupying the attention of many Aucklanders at present.

During the discussion which followed the reading of the statement some members stated that they were of opinion that the Auckland City Council was trying to get something for nothing.

Mr. Mackenzie, in enlarging on the remarks he made to a deputation yesterday said:—

The board's scheme of harbour works does not include any reclamation in Hobson Bay. It has, in fact, enough work on its hands for the next 25 years without worrying about the reclamation of that area. My remarks on the subject, which have been quoted against me, expressed only my own opinion and referred not to any immediate proposals, but to the necessity of conserving the area for the future needs of the board and the public.

Captain Daldy, the first chairman of the board, in 1871 had the bed of Hobson Bay included in the board's endowments, and presumably he and others who were responsible for that act had in mind the future of the port when the area would be required for public purposes.

It is included in the endowments which are mortgaged to the bondholders of the board as security for its loans.

GUARDIAN OF THE PEOPLE

As a matter of fact, the Harbour Board has been the guardian of the people of Auckland in the conservation of the bay. But for its vigilance the area inside the railway embankment might not have been conserved. It was the board of 1919 that first raised the question of openings in the embankment and insisted on bridges being provided so that there should be as little interference as possible with the ingress and egress of the tide.

The board claims to be the most widely representative local body in Auckland Province, as its members represent not only the shipping and commercial interests of the port, but Auckland City and suburbs and the counties of Waitemata, Franklin, Manukau, Waikato, Waipa and Raglan. It can therefore be trusted to look after the interests of the people of the province.

Proof of this is found in the fact

that the board has just agreed to give the Auckland City Council a lease for 100 years of the bed of Orakei Basin (136 acres), and has offered to lease to it for recreation purposes an area of 76 acres inside the sewer boundary.

"SOMETHING FOR NOTHING."

Mr. Campbell Johnston spoke of the way in which the newspapers had taken up the subject of Hobson Bay. He was of opinion that the City Council was trying to get something for nothing. If it wanted to do anything in the way of obtaining playing areas and a park there was plenty of ground beyond the city. The City Council in particular had not looked at the question in a broad way. It was necessary for the board to watch the harbour in the interests of shipping and future development.

Mr. G. R. Hutchinson said that the board had been most generous to the City Council. One instance was the fact that the council paid £500 a year for 37 acres of land at Freeman's Bay. For the time being the board was the trustee for the residents of Auckland, some of whom hardly seemed to realise the amount of money it had cost to obtain the present harbour. If the City Council came forward with a scheme of its own no doubt the Harbour Board would meet it, but to ask for an area without rental was absurd.

Mr. J. B. Johnston said that unintentionally perhaps the board had been placed in an unfair position before the public. The members of the board were just as aesthetic and anxious for the beauty and preservation of the foreshore as those who were indulging in criticism of the Harbour Board.

The board favoured a scheme of beautification, and in getting the engineers to make a report it was doing its best. Up to the present the board had been waiting for representations from the people who were concerned in the agitation, after which the subject would be discussed.

The board must be faithful to its trust and the requirements of the harbour must be provided for.

The chairman remarked that when the comments of various local bodies were available the whole question would be discussed and the board would give its decision.

Mr. E. W. Inder said that the remarks which had been made originally by the chairman had been misinterpreted.

H. HOBSON BAY. 22/7/27

Sir,—I consider we are lucky in having a few hard-headed, practical, progressive business men on the Auckland Harbour Board, men with enough vision to see 20 years ahead re the future requirement of this expanding city and its waterfront. Older countries can afford to be sentimental—they are established and have a fixed place in this busy world. Younger countries cannot—and have to fight for their place in the sun. The proposed reclamation of Hobson Bay for railway yards and factories, etc., is a sound commercial idea, which in a few years will greatly increase the values in Remuera and Parnell, and give employment to thousands of people in the not far distant future. F.M.

Sir,—I think there can be no two opinions, with considerate persons, as to the indebtedness of all to your efforts to maintain Hobson Bay as a portal worthy of such a magnificent city, which gives promise of being ever greater and greater. This is not merely a local matter, it is surely a concern of the whole Dominion. There is a point that cannot be too strongly stressed, and that is the industrialisation would greatly depreciate many properties, and one wonders if a claim for compensation from sufferers could be made good. Stress is also laid upon the cost of reclaiming that area for sports grounds. Would it be so? Is not the whole area practically level? One would think that there would be no difficulty in forming suitable serpentine channels, the banks of which would keep out waters coming from elsewhere, including the tides, and would leave level grounds which, with little labour, could be utilised, even at a level several feet below tide levels as is constantly done, for the pumping of what rain water would fall would be a small concern.

THANKS.

WEDNESDAY, JULY 20, 1927.

THE HOBSON BAY ISSUE.

SOME aspects of the question as to what shall be done with Hobson Bay were illuminatingly discussed yesterday, but the last word has by no means been said. The case for the conservation of the area as a scenic asset and its associated use for recreational purposes was well put by the deputation that waited on the chairman of the Harbour Board. In his reply, the chairman made it clear that neither in his own mind nor that of the board generally was there any intention to turn the area to commercial uses in the near future. Later in the day, the chairman read to the board a statement to the effect that the scheme of harbour works now contemplated does not include any reclamation there and that the board has been the guardian of the people of Auckland in the conservation of the bay. But for its vigilance, Mr. Mackenzie claimed, the area inside the railway embankment—for whose erection the board is, of course, in no way responsible—might not have been conserved. Further, he

averred that the board could be trusted to look after the interests of the people of the province, and cited as proof of its trustworthiness its lease to the City Council of the bed of the Orakei basin and its offer to lease to the council a further area on the shore side of the sewer. Discussing a motion to endorse the chairman's action in the matter—a motion whose purport and reference were not as obvious, however, as they might have been made—some members of the board avowed themselves as equally anxious with their severest critics to save the beauty of the harbour. All this is to the good. The body of citizen opinion behind the plea of the deputation has been expressed, and the board disavows any immediate or early intention of commercialising the bay. Nevertheless, the question remains practically where it was.

If the members of the deputation were satisfied with Mr. Mackenzie's reply they were very easily satisfied. There was no effective answer in the statement that the commercialising of the area was not included in the board's programme for the next twenty years, and that the question was one to be decided by the board in office twenty-five years hence. There stands against this statement the board's recent action in sending on to various local bodies its engineer's recommendation for the reclamation of the bay and the use of a large part of the reclaimed area in the erection of revenue-producing industrial and commercial buildings. If this is not the present board's intention, why did it send on that recommendation? If it is alien to the present board's intention, there is still less reason for sending it on. Referring to the chairman's considered statement, some members of the board evinced no doubt that the board had to use its lands for revenue-producing purposes. Of what avail against their expression of this opinion are their professions of care for the beautification of the harbour? Clearly, that beautifying is to them a secondary consideration. The deputation's point—that it ought not to be so considered—remains unmet. The declaration that "it will be time enough to make a row" when the board has decided to use the area in this way is also beside the point. Then the protest may be too late. Indeed, in such circumstances, the board might very well assume that in reaching its decision it could count on the acquiescence of citizens, and its members might turn upon objectors with "Why did you not make a row when the project was first mooted?" Never was a protest more in order or more timely than the one voiced by the deputation.

The truth is that in all such matters there is a need to think ahead—even more than twenty years ahead. Mr. Mackenzie's statement, prepared for the board's meeting, provides interesting proof of this. It was in 1871, he says, that the first chairman of the board had the bed of Hobson Bay included in the board's endowments, "and presumably he and others who were responsible for that act had in mind the future of the port when the area would be required for public purposes." Precisely. That is the way these things are done—by thinking and acting in advance. Now, as a result, the bed of the bay is included in the endowments mortgaged to the board's bond-holders as security for its loans; and so, presumably, the board feels itself under obligation to turn this area, to the utmost limit of possibility, to profit-earning purposes. Here is an instance abundantly justifying the present protest. It manifests the power of the dead hand. Because of what was done so long ago, the present board feels constrained to think of the revenue-producing capabilities of the area, looking to "the welfare of the port." Citizens should draw the moral. They must be on their guard against any action by the board that may similarly influence its successors, twenty or thirty years ahead. Their vigilance ought not to slacken because of any suggestion that, by that time, what has long been a beautiful bit of foreshore will be needed for commercial purposes through the city's expansion. It is for them to say now for what purposes they want this area kept, using their judgment in the light of approved town-planning principles. Unless they do this, they will be sadly to blame.

In the last resort, they—not the Harbour Board, nor the City Council, nor even a Government department—have the right to decide. The crucial point in the issue now raised, by the Harbour Board's sending of its scheme to other bodies for comment, is the relation of Hobson Bay to a comprehensive plan for future Auckland. All else in the discussion ought to be viewed as subsidiary to that. It is not a moment too soon to press that point, and there should not be risked a delay that would court eventually the rejoinder that it is too late to press it.

"HANDS OFF."

FUTURE OF HOBSON BAY.

RAILWAY YARDS NOT WANTED

ACTION BY CITIZENS.

Inced by the possibility that Hobson Bay may eventually be transformed into a noisy and smoky industrial area, a meeting of Auckland citizens, sufficiently large to pack the upstairs meeting hall of the Chamber of Commerce, last evening passed several resolutions, protesting against any proposal to further spoil the beauty of the waterfront, and favouring the conversion of the bay into an inland lake.

In admitting that money would have to be spent to convert the bay into a picturesque lake, the chairman, the Hon. George Fowlds, said that those responsible for carrying out the scheme could leave something worse than debts to their successors—they could leave missed opportunities. It must have come as a shock to many citizens, he said, to learn that Hobson Bay would probably become another Mechanics' Bay, or something worse—a noisy shunting yard.

Whether the time to grab the bay was near or far, it was for the people of Auckland to do something now, before it was too late, Mr. Fowlds continued. It might be something of an exaggeration to say that the bay was still a thing of beauty, but it certainly had wonderful possibilities. Surely sufficient sacrifice had already been made of the beautiful harbour shore.

The meeting, Mr. Fowlds finished, had not been called for the purpose of criticising any particular body. What was wanted was a good healthy public opinion to make known the wishes of the citizens in the preservation of the foreshore.

Possible Traffic Outlet.

In moving a resolution that the meeting should urge upon the City Council, the Auckland Harbour Board, and the Auckland Drainage Board the urgent necessity of converting Hobson Bay into an inland lake, along the lines of the No. 2 scheme submitted to the Harbour Board, Mr. H. P. Richmond detailed the proposal. Under this scheme a roadway, passing for a considerable portion of its length along the present sewer, might at some future date be formed. This would provide an alternative traffic route to and from the city, and thereby do much to obviate the present "bottle-neck" problem at Newmarket. The No. 2 scheme was a concrete and comparatively inexpensive one. It was felt that if Hobson Bay was earmarked for a purpose entirely different from an industrial area it would never drift back into one.

"I was a member of the deputation which waited on the Harbour Board recently, and my mind was very much more uneasy when I came away than before I went," said Mr. Richmond. "I had a very unpleasant impression that at the end of 25 years something very nasty might happen to the bay," he added. One member of the Harbour Board had advised the deputation to wait until it was decided to take the bay, and then to protest, but already a large strip had been snatched up by the Railway authorities. The people of Auckland wanted to know definitely what was going to be done, and they wanted to know now. (Applause.)

Peace or Horror?

Everyone living in the vicinity of the bay were entitled now to know whether the future vista was to be one of natural beauty or of smoke stacks; whether they would continue to enjoy the peace and quiet which existed to-day, or whether they would have the horror of whistles and railway bells all day and all night.

The suggestion that the people of Auckland should wait for twenty-five years to see what was going to be done with the bay was the very antithesis of modern town-planning, said Mr. Richmond. Also, people buying sections in the Orakei garden suburb wanted to know what they were going to look at—natural beauty or an industrial area.

Mr. Percy Upton seconded the motion. Local bodies, he said, were the people's representatives, and would do what the citizens wanted. He would venture to say that individually the members of the Harbour Board were no different than they themselves as regards the desire to keep the harbour beautiful. Anyone who could speak in favour of retaining Hobson Bay, and failed to do so, would be blamed by posterity if it disappeared. The citizens wanted, firstly, to let their representatives know that they were opposed to their views; and, secondly, to put forward a scheme which would preserve the bay.

A second motion, urging upon the Government the advisability of reconsidering the present scheme of utilising the reclaimed land in Hobson Bay for marshalling yards or other railway purposes, and suggesting the utilisation for that purpose of land further from the city, was moved by Mr. J. Osburne-Lilley.

Harbour Board's Attitude.

A letter from Mr. H. R. Mackenzie, chairman of the Harbour Board, was read by Mr. L. P. Leary. After apologising for his inability to attend, Mr. Mackenzie said that his remarks about Hobson Bay were that in the future it might be required for the board's own use and for public purposes. The board would not agree to hand over the whole area to anyone, but that did not refer to anything that had been suggested, viz., the granting of the area of 72 acres for recreation purposes and the lease to the City Council of Orakei Basin.

It was hard to know just what the letter meant, said Mr. Leary. It appeared to him that the board were not prepared to say that the bay was not going to be used for industrial purposes. It was better that the citizens should know now.

A third motion was proposed and seconded as follows: "That this meeting urges upon the local bodies concerned the desirability of calling a conference to decide the allocation of an area or areas in their territory suitable for manufacturing and commercial purposes, and also for recreation."

The three motions were then put to the meeting and carried unanimously. It was also suggested that steps be taken to form a "Hands Off Hobson Bay League," the matter being left in the hands of a committee, who are to further the proposals.

Tidal Lake for Hobson Bay

HARBOUR BOARD APPROVES

SCHEME ONLY TEMPORARY

APPROVAL of the proposed conservation of a portion of Hobson Bay as a threequarter tide lake was expressed by the Auckland Harbour Board at its meeting yesterday.

The scheme approved by the board provides for the construction of threequarter tide weirs so as to form a lake of about 240 acres.

The question came before the board in the form of a report of the board-in-committee in which the following recommendations were made:—

That subject to enabling legislation, the work of converting the bay into an inland lake on the lines of the second of the two schemes proposed should be approved, on condition that the Public Works Department would undertake to increase the bridge opening near Point Resolution to a sufficient width to provide that the current at all states of the tide should not be greater than under the existing arrangements.

BOARD SHEDS RESPONSIBILITY

That the Public Works Department or the Auckland City Council should give a satisfactory undertaking to carry out and complete the work within the amount of money at present on deposit in the names of the chairmen of the Drainage Board and the Harbour Board; that the City Council or some properly-constituted and responsible authority should accept full responsibility for the care, control and upkeep of the area and indemnify the Harbour Board against claims for all accidents, damage, loss or curtailment of riparian rights or other claims.

The report went on to state that the board's agreement to the work being undertaken is with the plain understanding that it will be only of a temporary nature, as the land will be required by the board at a future date.

The recommendations, which were adopted, will be referred to the board's solicitors for approval.

MR. BLOODWORTH'S OBJECTION

Disagreement with the clause stipulating that the Auckland City Council, or some other authority, should accept responsibility for the upkeep of the area was voiced by Mr. T. Bloodworth. "I can understand the recommendation if Hobson Bay were to be filled in for use as a park," said Mr. Bloodworth, "but why does the Harbour Board want to shed its responsibility for the upkeep of a salt-water lake, especially as the lake is to be allowed only temporarily?"

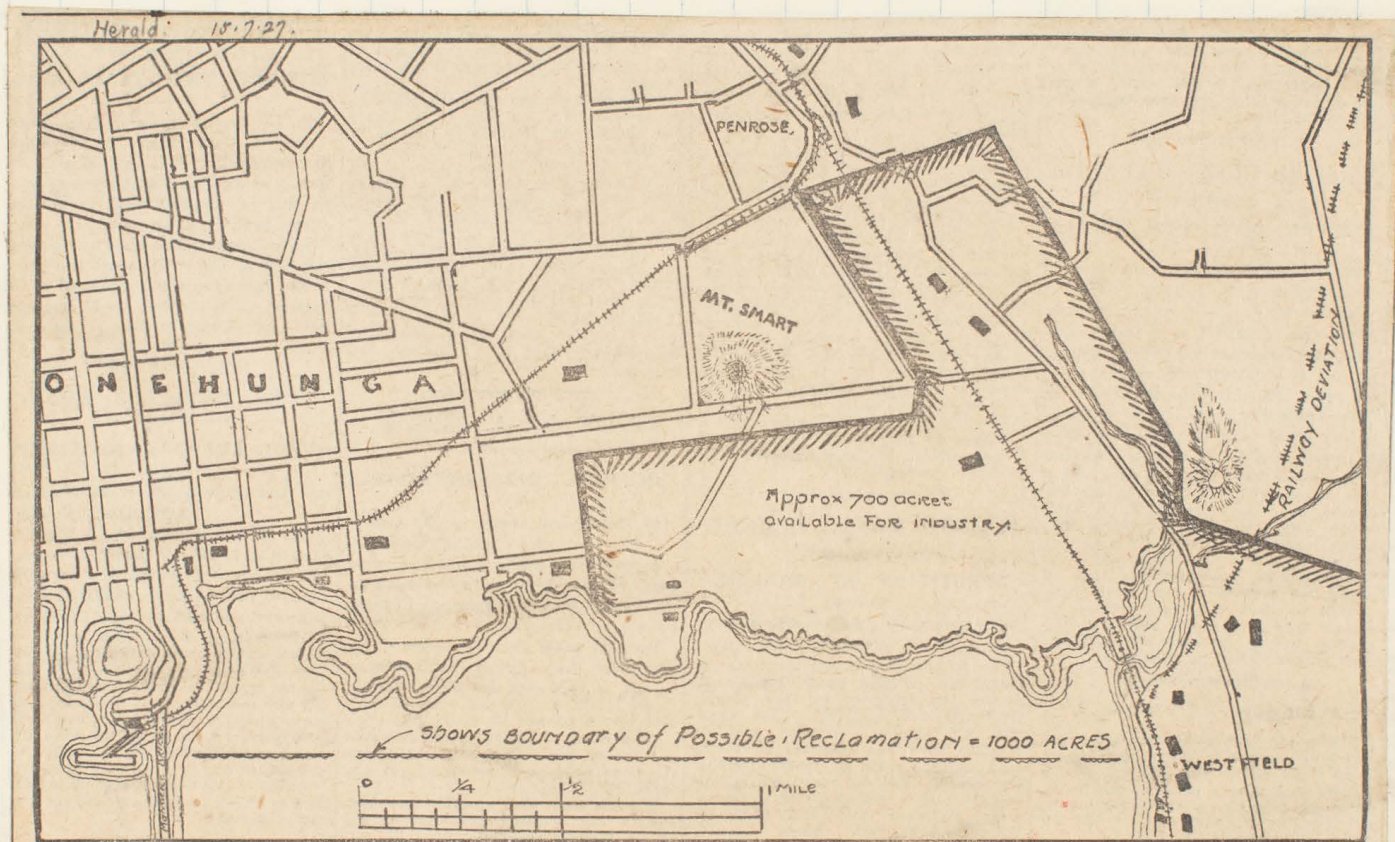
"The City Council was very pleased to take over the Orakei Basin," observed Mr. G. R. Hutchinson.

"Oh, but for a hundred years, though," replied Mr. Bloodworth.

"Do you suggest any amendment?" asked the deputy-chairman, Mr. M. H. Wynyard.

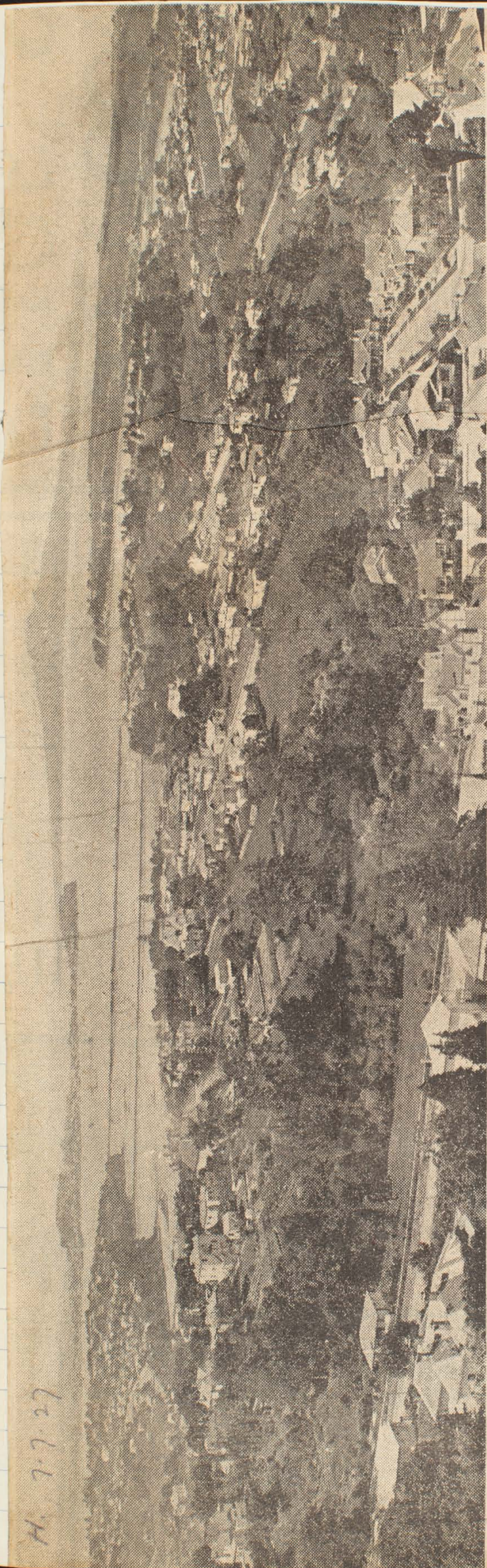
"No—I am only expressing my disagreement with one clause."

The report was then adopted, Mr. Bloodworth's objection being recorded.



AREA ON MANUKAU HARBOUR WITH SPECIAL ADVANTAGES AS A SITE FOR INDUSTRIAL ACTIVITIES.

The shaded portion of this map encircles the tract of over 700 acres forming, roughly, a triangle with its apices at Penrose, Westfield and the eastern part of Onehunga. This area is considered to be much more suitable and appropriate than Hobson Bay as an industrial centre. Existing factories are indicated by rectangular blocks.



ANOTHER SECTION OF AUCKLAND'S BEAUTIFUL WATERFRONT THREATENED WITH DISFIGUREMENT: THE HOBSON BAY AREA VIEWED FROM REMUERA photograph which shows the fine residential suburbs of Remuera and Parnell bordering on Hobson Bay (centre), which a conference of engineers has suggested should be reclaimed and converted into a factory area.

H. 7.7.27

H. 12.7.27
Sir,—Those in charge seem bent on making our beautiful harbour into a mere river, and on the disfiguration of all the once beautiful headlands and bays. As a resident of the North Shore I now realise we are living in a fool's paradise. Lately we have had the suggestion of the filling in of Shoal Bay to make approaches for a bridge. In addition, this land could be sold, they tell us, for enough "money" to pay for the bridge. Now, again, in Monday's HERALD, you show another scheme that would fill in a further basin, and one can almost picture the authorities jumping at this idea of a bridge, if, for no other reason than that it would give them the very excuse necessary to ruin the northern side of our harbour as well. One can more or less understand such an idea coming from a rival town, but where do the enemies, that we evidently have in our midst, come from? Besides its beauty, Auckland Harbour has always been a playground for the youth of this city, from the poorest to the wealthiest. It is fringed by thousands of homes, where the boats, from the finest yacht to the most humble canoe, can be looked after almost at the owner's back door. Twenty years ago it was a picture with its placid waters and its beautiful armllets, but what will it be but a dirty swift-running river, in only another 20 years even, if the same soulless commercialised spirit is allowed to go on unbridled and to continue in the absurd desolation of all and every natural beauty spot. The time is ripe when the people of Auckland should rise in a body and make themselves definitely heard and felt. Your timely leader has awakened some of us at last, and the sooner a citizens' vigilance society is formed to look after our beautiful and priceless inheritances, the better, not only for ourselves, but for our children to come.

W. A. JOHNSTON.

WATERFRONT CHANGES

H. 18/7/27
PRETTY BAYS OBLITERATED.

BEAUTIES OF EARLIER DAYS.

MAORI SONGS ON BEACH.

If Hobson Bay is reclaimed at some future time and devoted to industrial uses it will but share the fate of others nearer the city. St. George's Bay, Mechanics Bay, Official Bay, Commercial Bay, are now only names and memories. For 70 years or so the Auckland waterfront has suffered a straightening process by the cutting down of small promontories and the filling-up of bays between them.

The Hobson Bay discussion gives new interest to a pen-picture of Mechanics Bay as it was a decade after Auckland was established. The account is taken from a pamphlet published 25 or 30 years ago and attributed to Sir John Logan Campbell. The following are some extracts:—

"Upper Queen Street was a footpath leading through tangled fern across a deep gully, while Upper Symonds Street and Khyber Pass Road were only about to be formed by working parties of the 58th Regiment. The principal outlet to the country by which the whole traffic passed was Parnell. Newton and the whole district west of Hobson Street lay in a state of nature, with here and there a settler's residence in the expanse of ferns. Mr. Probert, in Newton, and Mr. Cox, in Cook Street and Freeman's Bay, were pioneers of civilisation in these benighted districts.

Scene in Mechanics' Bay.

"As for aristocratic Ponsonby, it was less known than Kikowhakarere. Its rival, Parnell, was then as now the sanctuary of Government officials and had a strong ecclesiastical flavour about it. A few houses were clustered on St. Barnabas' Point, while Bull's grocery, Tom Johnson's Windsor Castle, Mr. Vidal's, Mr. Elliott's, and Dr. Pollen's dwellings were leading features of the Parnell main road.

"Along the beach line of the city what changes have taken place in 50 years! In Mechanics Bay (Waipapa) at that date (1852) the tide laved the sandy beach of the Strand, lined from end to end with native canoes, whose owners, at their tents on the beach at the native hostelry, drove a brisk trade with produce and kept the bay jocund with song and jest and dance alike on the beach and in the raupo huts on the hill above the bridge. Here morning and evening might be heard from every tent the sounds of prayer and praise, while on the Sabbath day natives might be seen trooping in their blankets to St. Barnabas' Church on the point, where the Rev. Kissling ministered.

The Picturesque Sacrificed.

"Where the Union Sash and Door Factory stood till burned down, Mr. Henry Nicol and his shipwrights were busy turning out a coastal fleet for Auckland. Near the bridge were the saw pits of Messrs. Carson and Clark, the ropeworks of the late Mr. James Robertson, while on the flat was Ashby's flour mill, driven by the water-race from the Domain dam. In the spacious ropeworks the natives were feasted by a paternal Government on each 24th of May in honour of their Sovereign's birthday. On the crest of the hill in Alten Road stood St. Andrew's Church (the pulpit of which was then occupied by the Rev. John Inglis), and which had not then blossomed out as now with a steeple of the pepper-castor order.

"Change is all written now, and through the progress of events Mechanics Bay can scarcely be recognised as that of 1852. The railway locomotive now snorts and puffs where the canoe glided over the pellucid waters. The shipwright and his merry-men have gone, the miller and his mills are no more, a well-kept vegetable garden replaces the dam where a score of Maoris and Europeans were wont to swim. St. Barnabas' Church has gone and the point with its pohutukawa trees ablaze with bloom in Christmas time has been sacrificed to utilitarianism. The native hostelry is silent, dingy and deserted, for no more will be heard the sound of native hymn, song or dance. The children of nature have faded away before the hardier colonist."

PRESERVING HOBSON BAY.

PUBLIC MEETING ARRANGED.

A public meeting to protest against the proposal to utilise Hobson Bay for commercial and railway purposes has been convened by Sir James Coates, the Hon. G. Fowlds, Mr. C. Rhodes and Mr. G. H. Wilson and will be held in the Chamber of Commerce on Friday evening.

There is strong feeling that the bay should be preserved, or, if reclaimed, used as a recreation reserve. The ever-increasing growth of industrial activities on the harbour waterfront has become a momentous question and has aroused considerable opposition.

H. HOBSON BAY. 1979.

Sir,—It appears to be the intention of the Harbour Board to obliterate one of the few remaining bays on our harbour-front, and after the spoliation of Hobson Bay, the octopus will, no doubt, reach out its insidious tentacles toward Kohimarama and St. Heliers Bays. When these pretty pleasure resorts have disappeared, every picturesque feature on this side of the harbour will have been effaced for ever, and scores of belching chimney-stacks will pollute the whole of the surrounding residential areas, effectively proclaiming the baneful policy of the board for all time. Apart from the great pleasure and physical benefit which Hobson Bay affords to crowds of children and grown-ups who frequent it throughout the summer, there is a valuable scenic asset in this and the other bays above-mentioned. The Harbour Board, with its purely utilitarian views and commercialising ideas, appear to be perfectly indifferent to the appeals of those citizens of wider and more intelligent outlook who realise the true value of preserving the natural beauties of the Waitemata for the present and the future generations. I have lived here nearly half my life and still enjoy, as keenly as when I first saw it, the wonderful composition of light and colour, the gentle contours of the hills, the ever-green glades, the distant headlands softened in luminous haze, the warm purple shadows of woodland valleys, the shining waters of the gulf, and the kaleidoscopic changes wrought by the fleecy clouds of a summer sky, all as if some Divine artist were forever at work on a panoramic masterpiece. And we are to be compelled to exchange this for the sordid ugliness of shunting yards, smoke-begrimed engine sheds and air-polluting factories. Have the thousands who have made their homes around these beautiful bays no claim to consideration? In this connection we may as well ask what the town-planning boards or committees have to say upon this subject. Does it come within the scope of their functions to interpose, in the public interest and welfare, to prevent this threatened violation of our rights and heritage? If so, now is the time to justify their existence. It is high time that the people demanded that these "seats of the mighty" should be filled by men of wider vision.

E. F. WARREN.

FATE OF HOBSON BAY.

H. 207.27
COMMERCIAL UTILISATION.

"NOT FOR TWENTY YEARS."

POLICY OF HARBOUR BOARD.

DEPUTATION TO THE CHAIRMAN.

"There is nothing in the Harbour Board's programme for the next 20 years which has reference to the reclaiming of Hobson Bay with the object of using the area for commercial purposes. That is a question for the board in office 25 years hence to decide," said Mr. H. R. Mackenzie, chairman of the Auckland Harbour Board, yesterday, in reply to a deputation of about 50 citizens which waited upon him in reference to the future of Hobson Bay.

"We represent no particular body, except, perhaps, the citizens of the province," said Mr. L. P. Leary, in explaining the object of the deputation. It was felt the Harbour Board's intentions with regard to the future of Hobson Bay was a matter which vitally affected the city. It had been said that 60 acres of the area would be set apart for recreational purposes, although no definite area had been decided, and that the Railway Department would use 140 acres as marshalling yards. The deputation was concerned with the remaining area of about 175 acres, which might, or might not, be used for commercial purposes. It was recognised the board was not yet committed on the matter, and the deputation, therefore, made bold to come forward with the views of a very large body of citizens.

Auckland's Front Door.

The difficulties of the position were appreciated. It was known the Harbour Board had a duty to the city, and that the revenue from the 175 acres mentioned would be largely applied to the reduction of harbour dues. Yet the deputation asked that the scheme for utilising the area for commercial purposes should never be allowed to reach fruition. The deputation presented two considerations. Firstly, there was the viewpoint of the residents in the vicinity of Hobson Bay. People lived there because of the unsurpassed outlook, but if a large portion of the area was to be given over to angular buildings, smokestacks, and all the impedimenta of commerce, residents must in a sense regard their cherished outlook as doomed.

"But this is the most important consideration, and the strongest plea we can put forward," said Mr. Leary. "Our front door should be kept as our front door, and not be used for utilitarian purposes. We even make bold to suggest that the dues that might be derived from the area should be forgone. The Harbour Board is the trustee of the foreshore as much as of the harbour. Unfortunately, from one cause and another, over which the board had no control, all the bays have gone until this is the only one left.

"We are aware the Railway Department proposes to use land there for marshalling yards," Mr. Leary added. "That matter, we assure you, will be taken up in another place with the right authorities." It was realised the recent report on the area had been made by competent engineers, but it was suggested the report was given from a particular point of view—consideration of the Harbour Board's revenues more than anything else. If the question had been considered from the point of view of the city's welfare, the engineers might well have taken a different attitude.

Forming an Inland Lake.

It should still be possible to propound a scheme for forming an inland lake in the area that had been mentioned as suitable for commercial purposes. The difficulty of control of an inland lake was appreciated. It was suggested, however, that in view of the strong public opinion on the matter it would be a graceful act on the part of the board to hand over the area to the city.

As an alternative, the board might lend its friendly co-operation to the scheme by allowing the City Council to take a long lease at a low rental, giving the board the right of reoccupation one day, the board to reimburse the council for any expenditure incurred.

Archbishop Averill, who said he spoke purely as a private citizen, said that in a certain sense all were trustees of the very noble heritage and asset which the harbour was. The deputation did not seek to criticise the board, but to express a sentiment, a very strong sentiment, that all possible care should be taken to preserve the harbour, as far as possible, in the state in which it had been handed down from preceding generations.

Hobson Bay Safe For Twenty Years

CITIZENS' FEARS ANSWERED

"I CAN assure you that there is no danger of the commercialisation of Hobson Bay for at least 20 years."

IN these words the chairman of the Auckland Harbour Board, Mr. H. R. Mackenzie, concluded his reply to an influential deputation of 40 leading citizens of Auckland, headed by Archbishop Averill, Bishop J. M. Liston and Mr. L. P. Leary, which waited upon him this morning to ascertain his attitude with regard to the proposed utilisation of Hobson Bay for industrial purposes.

In opening the case for the deputation, Mr. Leary said that his supporters had come as representing no particular body, but they were there on behalf of the citizens of the province. As citizens they realised their sense of responsibility in pleading the protection of the city's natural beauties. They realised the Harbour Board had no control over the Railway Department's intentions, respecting the 140 acres to be used as marshalling yards, but they had come to inquire about the possible future of the 170 acres under the jurisdiction of the board.

"We realise your hands are not yet tied," said Mr. Leary, "and we are appreciative of your difficulties in the matter. We know that revenue derived from the commercialisation of 170 acres would be used in the reduction of harbour dues met we make bold to suggest that the scheme should never come to fruition."

CITY'S FRONT DOOR

He asked that the chairman should consider the question from two points of view. The first and lower consideration was a regard for the citizens whose property lay round the shores of the bay. Mr. Leary pictured the disfiguration of the area were it utilised for industry and commerce. Most of these people's worldly goods were represented by their property on the fringe of Hobson Bay and something very near and dear to them would be lost should the waters of the bay be obliterated.

The second and vastly more important aspect which most citizens wished to espouse was that the city's front door should be kept its front door and not be used for utilitarian purposes.

He suggested that the revenue derived from the industrialisation of the area might be well foregone.

Concerning the Railway Department's intentions with regard to the 140 acres, Mr. Leary said that would be dealt with at the proper place and at the proper time.

"We come to you in as friendly and as constructive a way as possible," continued the speaker, "and we would suggest the lake scheme in conjunction with the park proposal as being the most suitable, and if the matter were approached sympathetically a satisfactory plan might be evolved.

"It would be a graceful act if you could see your way to hand

over the whole area of the bay to the city," suggested Mr. Leary. "Failing that, perhaps the Auckland City Council could take over a long lease from the Harbour Board, and in the event of the bay being taken back by the board compensation would be made by the harbour authorities.

"We feel sure the difficulty can be overcome," concluded Mr. Leary, "and our heritage preserved to us for ever."

"OUR GLORIOUS HERITAGE"

"As a citizen of this no mean city of Auckland, I wish to endorse Mr. Leary's sentiments," said Archbishop Averill. "We are all trustees of the glorious heritage which has been handed down to us from our forefathers."

He assured Mr. Mackenzie they were not there to criticise the board but to express a strong sentiment urging that the bay should be retained in its present form. They were entirely in accord with the board in the lake-and-park plan.

Bishop Liston said that industrial progress promoted contentment among the people, but they could not disregard the uplifting influences of Nature. The natural beauty of Auckland should be preserved at the cost of sacrifice industrially.

ODIUM THROWN AT BOARD

Replying to the deputation, Mr. Mackenzie said he was impressed, as chairman by the representations of the speakers. He would like to clear up certain mistaken opinions of citizens.

"A lot of odium has been thrown on the board by various citizens," said Mr. Mackenzie, "but the Harbour Board is no more responsible for the Railway Department's proposals than you gentlemen are."

He went on to explain that his board had no say in the matter as to what the railways intended doing with the bay. The department took what portion of the area it wanted. That was all laid down in the railways' programme 14 years ago.

When the deputation spoke of the board presenting Hobson Bay to the city, it had to remember that persons holding Harbour Board debentures had to be considered.

Mr. Mackenzie stated that the cost of reclaiming the 72 acres for the park—not 60, as understood by the deputation—would be in the vicinity of £200,000, while to reclaim the whole of the area inside the railway embankment would involve an expenditure of £1,000,000—hence there was no prospect of the board making any move for at least 20 years. In the meantime it had a full programme of future works on which to concentrate.

The deputation warmly thanked Mr. Mackenzie for his sympathetic reception.

Need of Playing Areas.

"It would give us as much distress if Hobson Bay is turned into an industrial area as if Rangitoto were converted into a series of scoria hills," the Archbishop said. "We cannot have too many playing areas, and if part of the area suggested for industrial development could be given over to that purpose, the board can be assured of the full support of the citizens."

"A large city like Auckland has a social mission as well as a commercial one," said Bishop Liston. "The city could not have too many uplifting influences, of which its own beauty was surely one. The harbour was a wonderful asset of Nature and should be kept and jealously guarded, even at a sacrifice. The waterfront was a priceless possession to any city, and in that respect Auckland had been richly endowed as had few other cities in the world."

Auckland had the right to say, even to the Railway Department, that the city was a living, conscious thing, that its citizens were its rulers, and that the private rights of those who used the foreshore should blend, as far as possible, with the rights of the community.

No Early Commercialisation.

"I can assure you that such an influential deputation must impress me," said Mr. Mackenzie, in reply. He desired to clear up one matter. He had stated to a deputation which had recently waited upon him at Hobson Bay that in thirty years' time the area might be required for commercial purposes, and he assured the deputation that the board would give favourable consideration to the proposal that the area should be used as an inland lake until it was required for commercial purposes. "Rest assured that it has never been in the mind of the board to commercialise the area in the near future," he said. "Our next reclamation, which will probably be undertaken in about 15 years' time, is at a point near the Kauri timber mills for the purpose of straightening up the waterfront."

"The Railway Department never consulted the board when it started to put the new line through," said Mr. Mackenzie, "and we had no power to stop it."

The board was quite favourable to a scheme for a breakwater and lake, and he had no doubt a lake could be made. The area for recreation was 72 acres, and the cost of reclaiming even that area would be £200,000. Hobson Bay inside the embankment could not be reclaimed under £1,000,000, and a dredge alone would cost £20,000.

"I will be very pleased to lay your expression of opinion before the board for consideration," concluded Mr. Mackenzie.

CHAMBER OF COMMERCE VIEW.

NO ACTION IN THE MATTER.

The future of Hobson Bay was briefly discussed by the council of the Auckland Chamber of Commerce yesterday. The president, Mr. A. G. Lunn, said it was hardly a matter within the chamber's scope, and apparently it would be some 25 years before the locality could be converted to industrial use. The council decided to take no action.

1173

Mr. W.E. Bush,
City Engineer,
Town Hall,
AUCKLAND.

13th. July 27

Dear Sir;

I have to thank you for copy of report forwarded by you to the Town Clerk in reference to Hobson Bay.

I much regret that our joint report has been so misunderstood and has involved you in so much unnecessary discussion.

Yours truly,

ENGINEER TO THE BOARD.

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DUPLICATE

1914/541/

12th July, 1927.

Town Clerk.-

In reference to the proposals to construct an artificial lake in Hobson Bay and the reports that have appeared in the press relating thereto, I desire to state that the Engineer of the Harbour Board asked the Resident Engineer of the Public Works Department on the Railway Deviation Works, the Engineer & Secretary of the Auckland & Suburban Drainage Board and myself, to confer with him in reference thereto, at which conference the Engineer to the Harbour Board stated that the Harbour Board would not be prepared to alienate in any way its rights to the area, which would be gradually reclaimed as space was required for the deposition of dredgings and as the demand for flat land for industrial development close to the city and railway rendered it desirable, and he pointed out reclamation work being costly he considered that the area could not be economically developed for residences or recreation purposes, but that its proximity to the city and to the railway, together with other natural advantages rendered it particularly suitable for commercial development.

I raised the difficulty of obtaining access to the area, but he was certain that such could be satisfactorily overcome, and I understood, and I believe my colleagues of the Public Works Department and the Drainage Board also understood that it was the definite intention of the Harbour Board to reclaim this area for commercial purposes at some future date, and he asked our opinions on the effect of two alternative schemes:

1. To retain the whole of the area inside the Railway Embankment at a level somewhat below high water neap tide, by filling in underneath the present bridge openings to form weirs, and constructing a lock in conjunction with the weir near Point Resolution to allow ingress and egress for yachts and launches.
2. To construct a three-quarter tide wall so as to form a lake of about 240 acres in area, leaving about 50 acres along the Parnell foreshore with free access to the tide, in accordance with plan submitted to the City Council and forwarded to the Harbour Board.

The second of these was, of course, the scheme that was submitted by Mr. Packwood, Resident Engineer, of the Public Works Department, and which I reported on to Council on the 10th March last when the Council recommended that the work be approved provided the Auckland Harbour Board and Auckland and Suburban Drainage Board are agreeable that the project be financed from the amount of £6,500 previously earmarked by the Drainage Board for a retaining wall across Hobson Bay.

The Engineer to the Harbour Board further stated that if the scheme were carried out he was of the opinion that his Board would accept no responsibility for the control or maintenance of the area, and would only grant its consent to the proposal on the understanding that some properly constituted and

responsible authority such as the City Council would accept full responsibility for the care, control and upkeep of the area, and would indemnify the Harbour Board against claims for all accidents, damage, loss or curtailment of riparian rights or other claims, and on that understanding both Mr. Packwood and myself expressed the opinion that it was not a matter that the Department or the Council could accept responsibility for as we both felt that the matter was one for the Harbour Board.

Subsequently, Mr. Holderness sent up a Memorandum which he was addressing to the Chairman detailing what was dealt with at the Conference, and asked us each to sign it which we subsequently did, and as this was in the main a statement of what was expressed at the Conference as to the facts of the position, and our joint opinion of the effects of the two schemes, I could see at the time no reason for withholding my signature, although had I realised that the report was liable to be so misconstrued as it has been I should not have appended my name thereto.

(sgd.) W. E. BUSH

M. Inst. C. E.
City Engineer.



Town Hall
Auckland, N.Z.

IN YOUR REPLY PLEASE REFER
TO

July 12th, 1927.

R

AND ADDRESS ALL COMMUNICATIONS
CITY ENGINEER

B. Holderness Esq.,
Engineer,
Auckland Harbour Board,
AUCKLAND.

Dear Sir,

I am enclosing herewith for your information copy
of a report forwarded by me to the Town Clerk in reference
to the proposals to construct an artificial lake in Hobson
Bay and the reports that have appeared in the press relating
thereto.

Yours faithfully,

M. Inst. C. E.
City Engineer.

8.
1175
The Auckland & Suburban Drainage Board.

TELEPHONE NO. 45-925.

— 46-325.

ADDRESS CORRESPONDENCE

P.O. Box 208.

Cleave's Buildings (THIRD FLOOR),

High Street, Auckland,

N.Z.

June 28th.1927.

The Engineer,
Auckland Harbour Board,
AUCKLAND.

Dear Sir,

I am duly in receipt of copy of joint report dated
June 22nd.1927 in connection with proposals for creating
an artificial lake in Hobson Bay, for which please accept
my thanks.

Yours faithfully,

A. J. Watkinson.

JR.

ENGINEER AND SECRETARY TO THE BOARD.

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22nd. June 27

The Chairman.

ARTIFICIAL LAKE AT HOBSON BAY.

At a meeting convened by the Engineer to the Auckland Harbour Board on Monday 20th June, we considered the proposals for creating an artificial lake in Hobson Bay.

Two schemes were submitted for consideration as under:-

1. To retain the whole of the area inside the Railway Embankment at a level somewhat below high water neap tide, by filling in underneath the present bridge openings to form weirs, and constructing a lock in conjunction with the weir near Point Resolution to allow ingress and egress for yachts and launches.
2. To construct a three-quarter tide wall so as to form a lake of about 240 acres in area, leaving about 50 acres along the Parnell foreshore with free access to the tide, in accordance with plan submitted to the City Council and forwarded to the Harbour Board.

It has been suggested that the money deposited in the joint names of the Chairman of the Drainage Board and the Chairman of the Harbour Board for the purpose of constructing a retaining wall on the line of the main sewer in Hobson Bay should be diverted to provide the necessary funds for the works involved in the second scheme.

The whole area affected by the proposals is vested in the Auckland Harbour Board and the use to which it will ultimately be put and the method of its development have an important bearing upon the desirability of carrying out either of the proposals.

regard

In this, the Engineer to the Harbour Board states that the Harbour Board would not be prepared to alienate in any way its rights to the area, which will be gradually reclaimed as space is required for the deposition of dredgings and as the demand for flat land for industrial development close to the city and railway renders it desirable.

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Reclamation work is costly and it is considered that the area could not be economically developed for residential or recreation purposes but that its proximity to the city and to the railway together with other natural advantages render it particularly suitable for commercial development.

After a full discussion and subject to our individual views being taken as correctly indicating the policy of the bodies which we represent, we are unable to recommend the adoption of either scheme for the following reasons;

SCHEME NO.1. The amount of storm water discharging into Hobson Bay, including three storm overflows from the main drainage system, and the relatively small quantity of tidal water which would flow into the basin at high tides would in our opinion render the basin insanitary and undesirable.

The enclosed area would form a natural settling reservoir in which the deposition of silt would deleteriously affect the sea bottom and beaches.

There would be restrictions in the shape of locking charges for craft desiring to use the area as a harbour; this however would largely be offset by the increased period during which vessels could enter and leave the basin.

During the progress of the reclamation works, even if these were confined to relatively small sections of the area, the overflow of silt-charged water into the basin would spread over the lake and maintain it in an unsightly condition and create further objectionable deposits upon the beaches.

SCHEME NO.2. In this scheme the tidal flow would be much greater so that the risk of contamination from sewage would be considerably reduced.

The three-quarter tide wall would however have a material ponding effect tending to keep the water in the lake more discoloured with silt, than would be the case with the tide having free access as provided for by the bridge openings under the present arrangement.

Under this scheme there would still be a deposition of silt on the sea bed and beaches and the effect of reclamation works would be only slightly better than under scheme I.

The City Council could not assume control of the lake or expend money on its maintenance without securing legislative authority to do so; and the City Engineer considers that his Council would not be prepared to accept any such responsibility or charge.

The Engineer to the Harbour Board is of the opinion that his Board would accept no responsibility for the control or maintenance of the area, and would only grant its consent to the proposal on the understanding that some properly constituted and responsible authority such as the City Council would accept full responsibility for the care, control and upkeep of the area, and would indemnify the Harbour Board against claims for all accidents, damage, loss or curtailment of riparian rights or other claims.

The Public Works Department would not be prepared to carry out the work, or to assume any responsibility for control.

Under the circumstances we recommend the Board to adhere to its existing agreement with the Railway Department which provides free tidal flow into and out of the basin through two 160 feet wide bridge openings.

W. E. Rush

CITY ENGINEER.

J. H. Harris

ENGINEER & SECRETARY, AUCKLAND &
SUBURBAN DRAINAGE BOARD.

H. H. Adams

RESIDENT ENGINEER, AUCKLAND - WESTFIELD
RAILWAY WORKS.

J. H. Adams

ENGINEER TO THE AUCKLAND HARBOUR BOARD.

473
13th. June 27

The Superintendent.

HOBSON BAY.

SUGGESTION TO RETAIN THE WHOLE OF THE AREA INSIDE THE
RAILWAY EMBANKMENT AS AN ARTIFICIAL LAKE.

If the whole of the area inside the Railway Embankment at Hobson Bay is retained at a level somewhat below the level of H.W. neap tides, the Harbourmaster has suggested that a lock be installed at the site of the present bridge opening near Point Resolution.

Provided it is desirable to create such an artificial lake, this suggestion is an admirable one and would give extensive and safe harbourage to small craft with access - depending on the draft of boats desiring to enter or leave - extending over a considerable part of the tidal period.

In addition to the lock at this position it would be necessary to construct a weir, which with a weir at the site of the bridge about the middle of the bay would provide for the ingress and egress of a certain amount of tidal water at high tide and also for the discharge of storm water falling on and discharging into the lake.

The quantity of tidal water entering at each high tide would be relatively small. It is questionable however, whether such a lake would be an asset to the city.

Hobson Bay receives the storm water discharge from an area of approximately 1,500 acres in addition to the rainfall which would be deposited directly onto its own ^{water} surface.

The storm water falling within the catchment area would reach the lake heavily charged with mud and impurities which would transform it into a muddy lagoon which would take a long time to clear.

The silt brought down and carried in suspension in the Bay would gradually settle and the whole lake bottom would be covered with soft mud.

The first flush of storm water after dry periods is generally regarded as being as objectionable as strong sewage and in addition to several septic tank effluents already discharging into the Bay there would actually be a certain amount of domestic sewage discharged through the Drainage Boards Storm Water Overflow during periods of heavy rainfall.

While this is of no moment with the area a tidal one, it is very undesirable if the water is dammed up to form a lake.

H73

I have not yet gone into the question of the cost of the lock and weir, but in the event of the area being dammed up to form a lake, the provision for bridge opening in the waterfront road could be considerably modified and it might be possible to arrange for part of the money saved in this manner to be diverted to meet the extra cost of the lock and weir.

ENGINEER TO THE BOARD.

CAMPBELL'S POINT

JUDGE'S BAY

— PROPOSED LAKE AT HOBSON BAY —
— 10 cm. 1 in. —

Tidal Launch Harbour 30 ac

WATERFRONT ROAD

Proposed Tidal Launch Harbour

H O B S O N B A Y

Area inside Sewer 145 acres

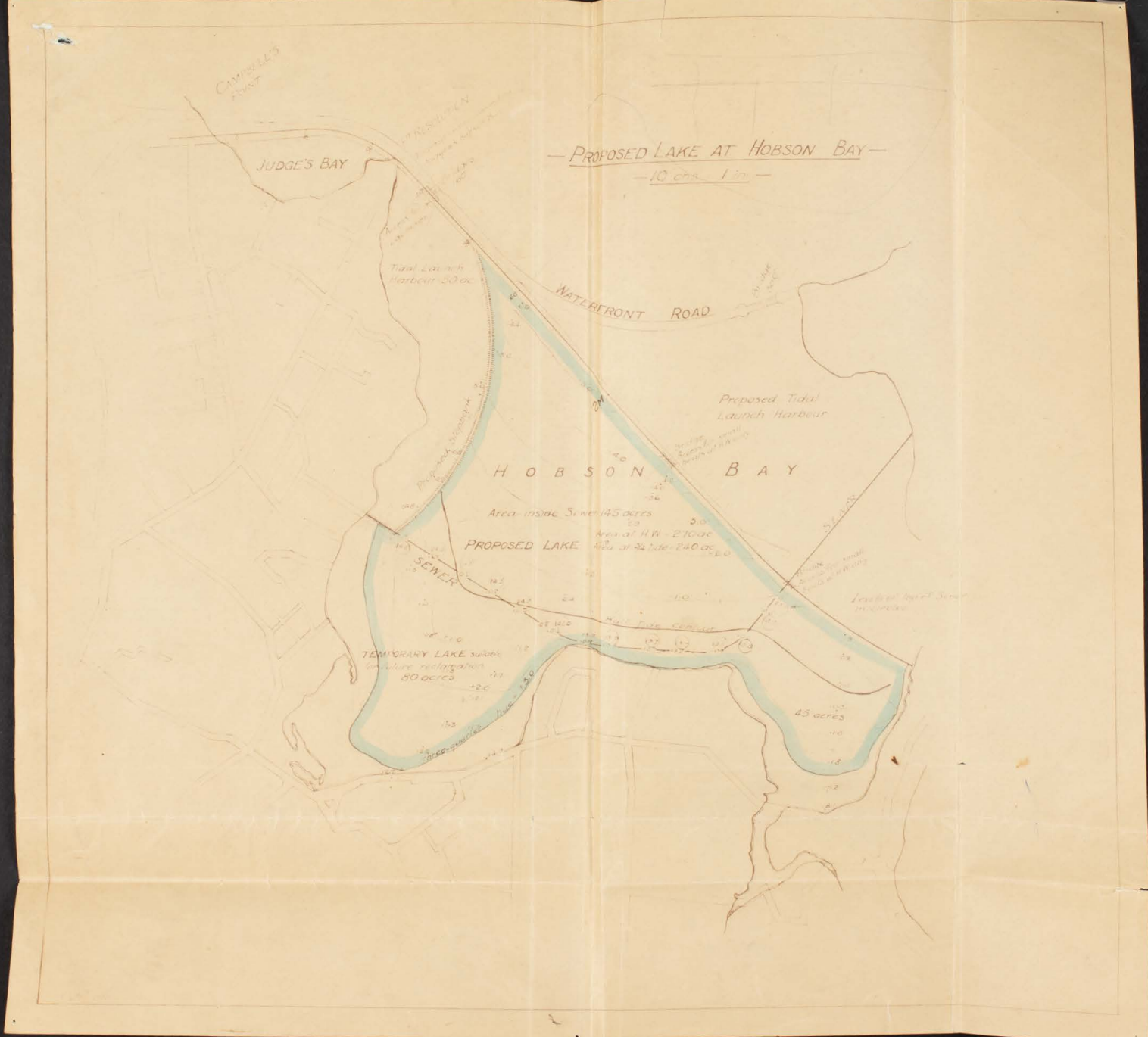
PROPOSED LAKE

Area at H.W. 210 ac
Area at L.W. 140 ac

SEWER

TEMPORARY LAKE
for water reclamation
80 acres

45 acres



HOBSON BAY LAKE.
H. 26/3/29
THE IMPROVEMENT SCHEME.

AN EMBANKMENT AND WEIR.

HARBOUR BOARD APPROACHED.

Standing on the Hobson Bay railway embankment yesterday afternoon, the chairman and members of the Auckland Harbour Board discussed with a large deputation of citizens the scheme for turning a considerable part of the bay into a three-quarter tide lake as a measure of beautification, and also for boating.

The chairman of the board, Mr. H. R. Mackenzie, intimated the board would consider the proposal sympathetically, but the work, if carried out, must not be regarded as permanent, seeing that the wharves must ultimately extend eastward and the development of the port was a first consideration.

The members of the deputation, about 30 in number, included residents of Parnell and Remuera, members of the Auckland City Council, and representatives of the Town Planning Association, the Auckland Chamber of Commerce, and other bodies. Many of them were taken from the city in one of the Harbour Board's launches, and others went from Campbell's Point on a Public Works Department construction train.

Launch Harbour and Lake.

The proposal is to construct a filling from the railway embankment parallel with, but some distance from, the Parnell cliffs until it meets the Drainage Board's main sewer. It will then be continued westward along the line of the sewer until it meets the beach. The area between the filling and the cliffs will form a tidal launch harbour, with access by way of a bridge set in the railway embankment. The rest of the bay inside the railway line will form the lake, and instead of the second bridge, which the Public Works Department will construct in the ordinary course, a weir will be provided, allowing the water level within to be kept at any minimum level that may be desired.

Among those present were Mr. R. H. Packwood, engineer in charge of the railway construction works; Mr. E. Casey, divisional railway superintendent; Mr. W. E. Bush, city engineer; and Messrs. D. Holderness and H. H. Watkins, engineers to the Harbour Board and Drainage Board respectively.

Sum of £6500 in Hand.

Mr. D. Donaldson, who acted as spokesman of the deputation said its members had no personal gain in view, but only the public interest. They felt that a large public work, such as the railway deviation, should not injure its surroundings. The scheme would greatly improve the appearance of the bay. It could be carried out with comparatively little work. The harbour board was not being asked to alienate a square foot of its endowment or to make any special expenditure. A sum of £6500 had been set aside by the Harbour Board and the Drainage Board a number of years ago for the construction of a wall under the main sewer. The engineers now said the wall was not necessary, and the deputation requested the board to promote a clause in the "washing-up" bill authorising the use of the money for the new embankment.

Mr. Donaldson also said the Mayor of Auckland and a majority of members of the City Council and the Drainage Board were in sympathy with the proposal.

Mr. W. J. Holdsworth, president of the Town Planning Association, said that an opportunity had come for carrying out a tremendously important work at very little cost. For a few thousand pounds an eyesore could be transformed into a scene of beauty. He hoped it would be possible in time to reclaim 80 acres of the bay as a playing area.

At the City's Gate.

"I have seen many cities, but I am convinced that none can equal our own for natural beauty," said Professor C. R. Knight. Hobson Bay at high tide was a very beautiful place, but at low tide it was not so attractive. It would soon be the gateway of the city, and this made the proposed work specially desirable.

Mr. Mackenzie said the wharves and other harbour works must extend eastward as time went on. The future development of the port was, of course, a paramount consideration. If it were found five or ten years hence that the lake had to be done away with, the board would not want a public outcry. If the deputation wanted a permanent lake, the scheme was out of the question. He promised that the board would give it very full consideration and reply later.

Mr. F. W. H. Brinsden, chairman of the City Council's Parks Committee, said that playing grounds were badly needed in Auckland. The lake would provide an excellent stretch of water for safe boating, and he hoped to see boys' regattas upon it.

Mr. Mackenzie said the board had already promised a certain area in the bay as a recreation reserve.

Mr. Brinsden: Will the board help by dredging into it?

Mr. Mackenzie (laughing): If the City Council will pay for it, it will be done.

The Superintendent.

ARTIFICIAL LAKE AT HOBSON BAY.

(Auckland City Councils letter dated 23rd. March).

The suggestion forwarded ~~to~~ to the Board by the City Council is for the retention, at three-quarter tide level, of approximately 270 acres of the area of Hobson Bay inside the railway deviation embankment.

From the point of view of the utility of this area in assisting the scour in Rangitoto Channel, the Board need raise no objection.

Approximately half the volume of water in this tidal compartment would still pass in and out through the openings provided; and the remainder which would be permanently retained, represents a very small fraction of the total volume of water at present passing in and out of the channel; as a large part of the area dries from 3 to 4 feet at L.W.S.T. and its exclusion would have no appreciable influence on the maintenance of the channel depth.

While undoubtedly the proposal has something to commend it from the City's point of view it entirely alters the question of the flow of water from the basin, and the Board should not agree to the suggestions without a complete revision of the approved bridge openings.

This matter will require careful investigation; and until it has been gone into, it is suggested that the bridge opening in the vicinity of Point Resolution would require to be almost double the present agreed width and that the depth at this point should be increased by dredging.

The maintenance of the proposed stop bank which it is understood would be built of rubble stone, should not be in any way the Board's liability; and in this regard there would be a great temptation to children to dislodge stones and cause other damage.

There would be an element of danger to small craft using the lake as a boating area, as the velocity over the weir and stop bank would at times be excessive.

In our opinion it is doubtful whether the advantages derived would be sufficient to justify the Board's support to the proposals.

It should be borne in mind that the present scheme of Harbour Works provide only about 82 acres for reclamation purposes, and that further requirements in this direction would then most probably be dealt with in the area effected by these proposals.

Correspondence returned herewith.

HARBOURMASTER.

ENGINEER TO THE BOARD.

LAKE IN HOBSON BAY.

LARGE IMPOUNDING SCHEME.

Herald ——— *13/12/26*

A REMUERA IMPROVEMENT.

NEW GATEWAY TO THE CITY.

A scheme for turning the greater portion of the area of Hobson Bay inside the new railway embankment into a permanent lake is being put forward by residents on the lower slopes of Remuera. The proposal has already been brought under the notice of the Auckland Harbour Board, and a further step will be taken to-morrow, when a deputation will wait on the Mayor, Mr. G. Baidon, to seek the support of the City Council.

In making the embankment across Hobson Bay the Public Works Department has provided for two bridges to permit the ebb and flow of the tide. The smaller of these bridges is to be placed close to Point Resolution, and the other toward the Orakei end of the embankment. The proposal now put forward by the Remuera residents is that a retaining wall be built parallel with the western shore of Hobson Bay, joining the embankment just beyond the Point Resolution bridge and connecting with the shore near the foot of Brighton Road. This would leave a channel for the flow of the tide. The other and larger bridge would have a spillway built beneath it, with the lip at a sufficient height to retain the water at a little below ordinary high water level. The scheme is modelled on the Orakei Basin proposal.

The suggestion that a channel be left at the Point Resolution end of the bay has a bearing on the amended proposals in regard to the treatment of Judge's Bay. The railway embankment completely encloses this bay, and the arrangement already arrived at is that a spillway is to be constructed on the reef near the Parnell baths with the idea of converting the bay into a half-tide lake. It is now suggested that the spillway bridge be deleted and that the embankment be carried across the bay without a break. In order that the sea water may still flow into the bay it is proposed that a channel be cut inside and parallel to the embankment and past the baths, giving a connection with the channel included in the new Hobson Bay scheme. This cut would also make it possible for yacht and launch owners to bring their boats into Judge's Bay by this passage for winter storage.

The residents who are promoting the Hobson Bay proposal have explained that they aim at making the foreshore more attractive. They point out that when the new railway deviation is in use visitors coming to Auckland will get their first glimpse of the city and harbour when the train comes out of the cutting at Orakei, and, if their scheme is adopted, Hobson Bay, largely an unsightly mudflat at low tide, will be converted into an attractive sheet of water. This would give visitors a much more favourable first impression of Auckland.

HOBSON BAY LAKE.

ADVOCACY OF PROPOSAL.

Herald ——— *15/12/26*

CONSTRUCTION OF SPILLWAY.

DEPUTATION TO THE MAYOR.

The proposal to turn Hobson Bay into a permanent lake by constructing a spillway under the large bridge in the railway embankment near Orakei was yesterday brought under the notice of the Mayor, Mr. G. Baidon, by an influential deputation of Remuera residents. Mr. R. H. Packwood, Public Works engineer in charge of the eastern railway deviation works, accompanied the deputation, and with the aid of plans fully explained the scheme, the main details of which were published in the *HERALD* on Monday.

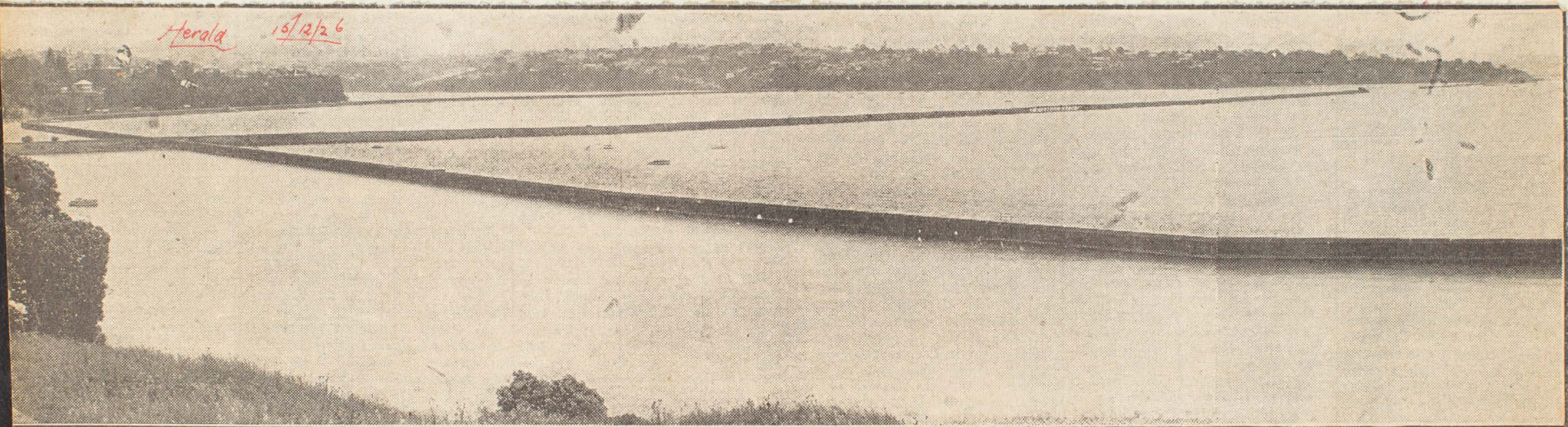
The principal speakers for the deputation were Messrs. D. Donaldson and G. Pitcaithly, and they were supported by Messrs. W. R. Holmes, G. L. Thorburn, T. Proctor, J. Milne, F. Carr and E. N. Ormiston. It was mentioned that the proposal had been submitted to the Auckland Harbour Board, but the deputation had been asked to submit its proposals through the local authority.

If the water were retained in Hobson Bay at about half-tide level a lake with an area of about 150 acres would be created, while if three-quarter tide level were fixed the area would be nearly 200 acres. An important feature of the scheme would be the wall joining the railway embankment just beyond the bridge near Point Resolution and running parallel with the western shore of the bay to the flat fronting Shore Road. This would leave a tidal channel to the west of the wall with an area of about 50 acres for the accommodation of pleasure launches. If the half-tide level were fixed the cost would be approximately £3000, but if it were decided to raise the wall and spillway to hold the water at the three-quarter tide level the cost would be nearer £4000.

One point discussed was whether an endeavour should be made to get a portion of the sum of £6500 held by the Auckland and Suburban Drainage Board for Hobson Bay improvements as a contribution toward the cost of the lake scheme. When the main sewer was being built across Hobson Bay the board was required to place £6500 on fixed deposit to be used for building a retaining wall along the line of the sewer should it be decided at any time to reclaim Hobson Bay. It was pointed out that developments subsequent to the building of the sewer had altered the position, and it was possible the retaining wall would never be required.

The Mayor said he thought there was much to be said for the scheme. If it were favoured by the City Council there would be the matter of finance to be considered. He would have the scheme brought before the Harbour Board.

Herald 15/12/26



BEAUTIFYING THE NEW RAILWAY APPROACH TO AUCKLAND BY FORMING A PERMANENT LAKE IN HOBSON BAY.

The promoters of the scheme suggest that a retaining wall should be built from the bridge opening in the railway embankment near Point Resolution, leaving a tidal basin for pleasure craft on the western side, with a spillway about the centre of the embankment, behind which the water would be impounded at half tide, thus hiding the unsightly tidal mudflats.

—Staff Photograph

H. 73.

4th. September

26

The Superintendent.

RECLAMATION OF 76 ACRES IN SOUTH WEST CORNER OF HOBSON BAY.

With reference to the petition from residents of Remuera asking that this area should be reclaimed by the Board's Suction Dredger, this Dredger is not capable of pumping through the long length of pipeline that would be required to form this reclamation and the Board has no other plant suitable to do the work.

ENGINEER TO THE BOARD.

put say 5' below ordinary high water
= say ~~13~~ 13' - 5' = 8' on ADS.

Av. depth of filling 20 - 8 = 12 feet

$$\text{Cubyds of filling} = \frac{76 \times 4840 \times 12}{3} = 1,500,000 \text{ yds}^3$$

Output of dredger

Say 1600 yds per day for 280 days per year

$$= 1600 \times 280 = 450,000 \text{ per year.}$$

$$\frac{1,500,000}{450,000} = 3\frac{1}{3} \text{ years.}$$

Dredger + Relay pump say £16,000 per year

$$3\frac{1}{3} \text{ years @ } 16,000 = £54,000.$$

$$\frac{£54,000 \times 240}{1,500,000} = 8\frac{1}{2} \text{ p per cub yd.}$$

For correspondence from Messrs.
Fleming & Ferguson re suggested RELAY
PUMP for Suction Dredger for long
distance delivery see file 748.

