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FILE NO. 525.

OLD AUCKLAND DOCK SITE.

PROPOSALS RE LEASING, AND CAR PARKING AREAS.

VARIOUS.

Auckland Harbour Board

C O P Y.

MEMORANDUM

28th. June, 1935.

The Superintendent,

In my reports of 16.6.20, 5.2.26 and 3/9/29, I devoted considerable space to the storage of goods being recognised the world over, as a normal function of a Port Authority. The storage of goods is, of course, a distinct operation and in no way related to goods incurring demurrage whilst lying in a transit shed.

Many importers, particularly those whose businesses are situated inland, would gladly pay reasonable charges for handling and storage, if they could thereby leave their goods stored free of heavy demurrage charges, until they could arrange for clearance and distribution according to the requirements of their business.

In my report of 3.9.29, I gave the quantity of goods then on storage as just over 4,000 tons; the quantity of goods on storage during May last was over 9,000 tons, returning a revenue of £321 for the month.

The time has now arrived when the areas in the transit sheds which are available for storage, are almost all occupied and my object in making this report is to suggest that the Board consider the question of building storage accommodation on one of the three sites shown in my report of 16.6.20.

The time is perhaps not opportune to resume either of the first two sites, but No. 3 is lying idle and I desire to earnestly commend to the careful consideration of the Board, a storage warehouse of approximately 200 feet by 100 feet, of three floors with foundations for a fourth, on the north-west corner of the Little Dock site.

It might be possible to induce H.M. Customs to accept portion of this building as a Central Examination site, in which case it would be necessary to add the fourth floor at once. The removal of all the Customs work to this site would also release large areas of transit sheds for their normal work.

It is difficult to estimate the cost of a fully equipped storage warehouse on this site, on account of the foundations etc., but it would probably be somewhere between forty and fifty thousand pounds; the prospective revenue however, should be sufficient to write it off in say 40 years; as great a factor as the revenue, however, and one which should be taken into consideration with the cost, is the relief which it would afford to the transit sheds, thereby enabling them to cater with greater facility for the vessels working.

(Sgd.) W. R. GOLDEN.

TRAFFIC MANAGER.

OLD DOCK SITE.

Slor. ————— 26.2.30.

BUS TERMINUS SUGGESTED.

TOWN PLANNING COMMITTEE'S PROPOSALS.

ALLOCATION OF COSTS.

"The request that the old dock site should be reserved as an open space either in whole or in part, appears to be actuated by the feeling that complete building over the site may ultimately be found a mistake of considerable magnitude, one not only entailing the aesthetics of the city but also influencing considerably its traffic organisation," stated a report handed to the Auckland Town Planning Association by a sub-committee set up to consider the treatment of the old dock site.

"The committee is of the opinion that such building over would act both ways, but most certainly regarding the future requirements of traffic in this city. Sufficient of the area should be resumed to allow for treatment as a loading station where over thirty buses would pick up and set down passengers, to provide road access to the residue area, and allow for sufficient space to provide for amenity. The functioning of this layout, it is felt, should surely result in increased values in the sections on the old dock site facing it, for the loading stations will draw the public. Regarding the direction of vehicular traffic throughout the layout it can readily be adjudged, from whatever direction it may come, or in what direction its destination, how readily it can be handled so as to avoid delay or collision points.

"In dealing with the layout of the area and as a logical sequence, consideration has been given to the arrangement of the surrounding streets, and the committee wishes to draw attention to the exceedingly bad traffic routes from Hobson Street to the waterfront and the congested extension of Customs Street West into Sturdee Street. The narrow extension of Customs Street into Sturdee Street makes a most unfortunate connection at Albert Street and should be closed; and after allowing for the widening of Fanshawe Street, the readjustment of frontages and the setting back of the Albert Street corner, the residue should be allocated to the Harbour Board as part of the City Council's contribution to the scheme.

"Regarding the allocation of costs it is felt that the provision for loading stations to deal with traffic is as much a part of the normal functions of a municipality as is the necessity to provide streets of adequate width and strength of construction to cope with heavy traffic. On these premises the committee, therefore, considers that the council should bear the greater part of the cost of the scheme. The Harbour Board having limited the full usefulness of Quay Street by its requirements as to railway traffic, should provide a roadway 115 feet wide from the southern rail. It is also considered that the Transport Board together with other bus proprietaries are in the nature of "users" of the city's conveniences and should contribute, on the principle that where special facilities are provided, the users should be called upon to pay either in the form of license fees, rental or a percentage of the takings.

"To summarise, and granting the proposal is a necessity for the proper regulation of the bus services of Auckland, it appears that the proposal has certain "assets" which could be set against the costs. The method of dealing with the balance of the latter has been sufficiently mentioned previously to provide a basis for a discussion on the project by the authorities concerned."

STAR — 2.9.29
OLD DOCK SITE.
H. — 21/30
BOARD SUSPENDS ACTION.

DEPUTATION RECEIVED.

RESPIRE OF THREE MONTHS.

The decision to suspend action for three months in regard to the disposal of the old dock site was made by the Auckland Harbour Board yesterday afternoon after hearing a combined deputation from the City Council, Transport Board and Town Planning Association. The board, however, declined to take part in a suggested conference in relation to the future use of the property.

After the board had received the deputation in private, a discussion took place in committee, and subsequently it was announced that a resolution had been adopted as follows:—

"(1) That the sections on the old dock site now open for lease be withdrawn for three months.

"(2) That the board considers it inadvisable at present to send delegates to any conference, but that the chairman be authorised to give any information to those concerned that they may require.

"(3) That further consideration of the committee's report of July 30 be deferred for three months."

Clause 3 has reference to a proposal by the Town Planning Association that a strip along the frontage of the block in Quay Street be reserved for public purposes.

H. — 4.9.29
OLD DOCK SITE.
HARBOUR BOARD DECISION.

LEASING OF SECTIONS.

THREE MONTHS' SUSPENSION.

After hearing representatives of the City Council, the Transport Board and the Town Planning Association yesterday, the Auckland Harbour Board decided to suspend action toward the disposal of the old dock site for three months, but declined to take part in any conference on the future use of the property.

The meeting with the deputation from the other bodies was held in private before the ordinary meeting of the board. After a discussion in committee later it was reported that the following resolutions had been adopted:—

"(1) That the sections on the old dock site now open for lease be withdrawn for three months.

"(2) That the board considers it inadvisable at present to send delegates to any conference, but that the chairman be authorised to give any information to those concerned that they may require.

"(3) That further consideration of the committee's report of July 30 be deferred for three months."

The last paragraph refers to a proposal by the Town Planning Association that a strip along the Quay Street frontage of the block be reserved for public purposes.

STAR — 2.9.29
OLD DOCK SITE.
CITY TO BUY PORTION.
LOADING STATION FOR BUSES.

Negotiations for the purchase of a portion of the old dock site for the purpose of establishing a loading station for buses are to be opened with the Auckland Harbour Board by the Auckland City Council. The council decided last evening to authorise its town-planning committee to meet the board on the matter and report to the council for confirmation of any deal arrived at.

The chairman of the committee, Mr. T. Bloodworth, said that a stage had been reached involving the expenditure of money to gain the desired end. Part of the area was needed for buses and the committee desired to know whether the council was prepared to spend money to acquire portion of the land.

Mr. G. Grey Campbell commended the committee on its action in keeping the matter alive.

The conference to be held to-morrow between representatives of the Harbour Board, the City Council and the Town Planning Association is in more than one respect important. Conferences between such bodies are encouraging. An injury to one part of the city is an injury to all, and Auckland would be better off to-day had there been more co-operation between governing bodies and between these bodies and advisory organisations. This conference will consider the use of the dock site, which the Board proposes to lease for building purposes. There is a strong and justifiable feeling that this space should be kept open. A good deal of space will be required on the waterfront for traffic developments, such as services to Orakei and St. Helier's, to say nothing of possibilities opened up by the harbour bridge scheme, and there is not so much room now that the community can afford to allow the dock site to be built on. The Harbour Board, however, may not be willing to make a present of this valuable site to the city, so that the saving of the site may depend on whether the Board, the City Council and the Transport Board can agree upon a financial arrangement.

Star — 17.9.29
OLD DOCK SITE.
INTENDED FOR THE PUBLIC?
TRANSPORT BOARD OPINION.

"I think this is one of the most important matters before the public in Auckland to-day," said Mr. E. H. Potter at the meeting of the Transport Board this morning, when asking if official information had been received from the Harbour Board to the effect that the old dock site was to be left open for public purposes.

A report was before the meeting from the chairman, Mr. J. A. C. Allum, and Mr. L. E. Rhodes relating to the round-table discussion which took place with the Harbour Board, when representatives of the City Council, Transport Board and Town Planning Association asked that the lease of the site should be withdrawn from sale until such time as proposals were formulated to use the area for public purposes.

The Harbour Board, the report stated, had undertaken to consider the representations, but so far no official information had been received as to the board's decision. It was understood, however, that meanwhile the lease had been withdrawn. The suggestion was made that the Transport Board should use the site, or part of it, as a terminal for the various omnibus services.

Mr. Potter said it had always been understood that when the old dock was closed the site should be left open as an open space or that it should be used for road widening.

The board adopted the report and thus decided to await further developments.

OLD DOCK SITE.
TERMINUS FOR BUSES
Sun. — 17.9.29.

That the old dock site on Quay Street should be used as a terminus for the various bus services was a suggestion made to the Transport Board this morning by its chairman, Mr. J. A. C. Allum.

Commenting, Mr. E. H. Potter said the question of the utilisation of the area was one of the most important town-planning questions of the day. Some years ago a public meeting had agreed that the site should be conserved for all time as an open space, or used for street-widening purposes.

The chairman's suggestion was adopted without further discussion, and the idea will be developed.

THE OLD DOCK SITE.
CITY TO BUY PORTION.
LOADING STATION FOR BUSES.

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The chairman of the committee, Mr. T. Bloodworth, said that a stage had been reached involving the expenditure of money to gain the desired end. Part of the area was needed for buses and the committee desired to know whether the council was prepared to spend money to acquire portion of the land.

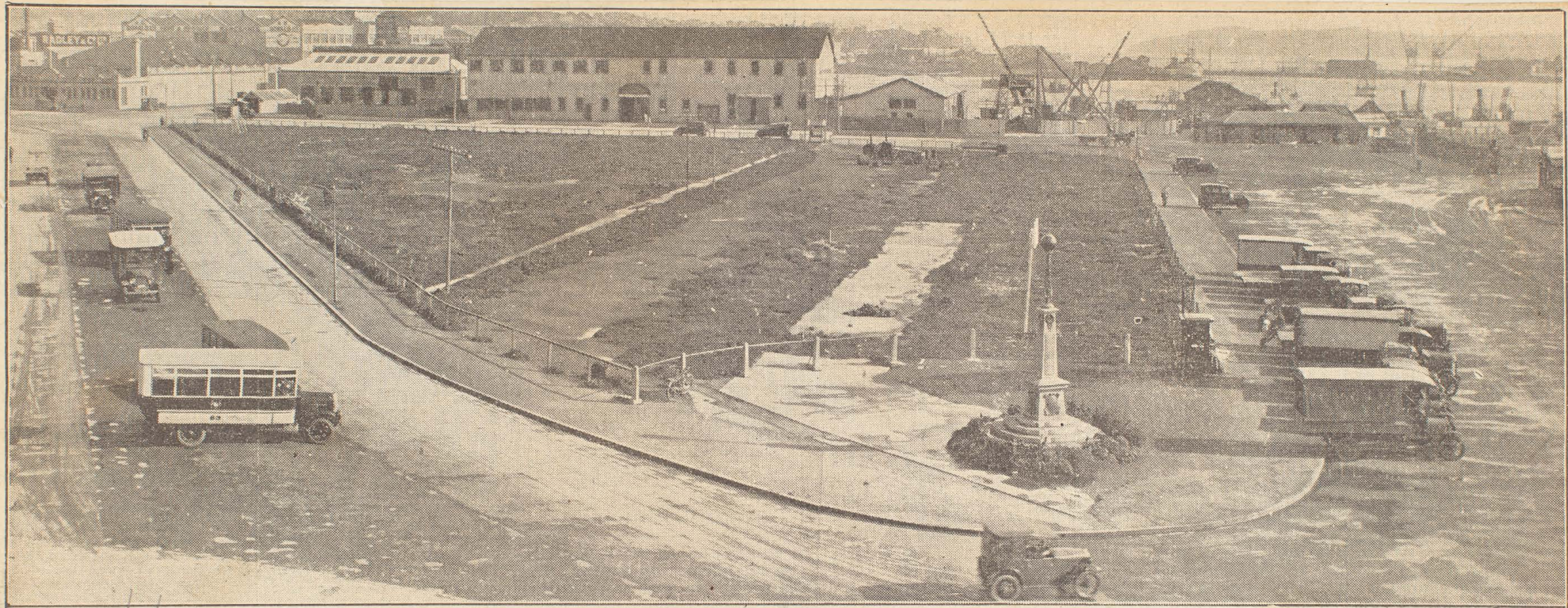
Mr. G. Grey Campbell commended the committee on its action in keeping the matter alive.

EXTRACT FROM BOARD'S RESOLUTIONS DATED 3.9.1929.

4. AUCKLAND DOCK SITE.

Question of Auckland Dock Site deferred from last meeting; report of Conference held on 3rd September.

1. That the Sections on the Old Dock Site now open for lease be withdrawn from sale for a period of three months;
 2. That the Board considers that it is inadvisable at the present time to send delegates to any conference, but that the Chairman be authorised to give any information to those concerned that they may require.
 3. That further consideration of the Committee's report of 30th. July 1929 be deferred for three months.
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H. 13/6/29

THE TRAFFIC PROBLEM IN AUCKLAND: PROPOSED NEW PARKING AREA FOR MOTOR-VEHICLES.

The old dock site, near the waterfront, which has been leased by the Auckland Harbour Board to Mr. W. E. Johns, who, it is understood, proposes to make the area available for the parking of motor-vehicles.

5/25

525.



Auckland Harbour Board.

MEMORANDUM

Auckland N. Z.

10th. January, 1929.

The Engineer,

A.H.B.

Please have two large notice boards erected on the Old Dock Site (one facing Quay Street and one Sturdee Street) with the following wording:-

AUCKLAND HARBOUR BOARD.

These desirable sections for lease.

Suitable for Warehouses or Shops.

For terms and conditions apply to any registered Land Agent or to Superintendent, Auckland Harbour Board, Quay Street.

Superintendent.

HBE/TVS.

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