

From: Oct 83

1987.328.274 Close.

To:

712 / 2

FILE WORK SHEET

SUBJECT Devonport Yacht Club - Reclamation
clubhouse etc.

BRING UP		REMARKS	BRING UP		REMARKS
DATE	FOR		DATE	FOR	
					Prev. No - 738/1. Refer to file for Report from Mc Glashan. Also Calliope See Scouts Hall. (Ex Nth shore Rowing Club.)
 CLOSED 					

To: THE BOATHARBOURS MANAGER

Date: 11 April 1986

From: THE CONSTRUCTION ENGINEER

GRIDS, MOORINGS AND JETTIES

I confirm my previous verbal advice to you at our meeting on 25 February 1986 about costings on works scheduled in the programme of works -

1. Extensions Row Y Westhaven

This work involves extending piled mooring Row Y by 12 berths using 22/14 metre treated pine piles. The price for carrying out the work with the Board's resources is \$37,000.

2. Westhaven Pier F

Your memo 18 February refers. The alteration to this pier would logically involve some upgrading. The mooring piles are generally of a light section and are showing advanced signs of deterioration. The removing and replacing of the existing piles could not be guaranteed and these piles are considered unsuitable for 18 metre boats.

The cost of altering F9 in isolation would be \$5000. If work on adjacent berths was to proceed at a later date this work would possibly need to be undone and rebuilt.

The rebuilding of F1-16 can be done in two ways. If all affected berths are cleared and pile alterations are undertaken in mass, the cost would be \$37,000. To undertake the work two berths at a time with two or three berths cleared would cost an extra \$11,000. Please note that these costings have been adjusted upwards by \$2000 and \$3000 from previous figures given to you to take into account changes that have occurred in the meantime.

3. Devonport Grid

The renewal of the total grid is required for safe working conditions. Such renewal is not considered justified in terms of use. Consequently consideration has been given to providing two keeler grids (draft 1.8 metres) and two launch grids (draft 1 metre). This work can only be carried out at special spring tide levels and after April these tides will not occur until September. The cost of this grid renovation is \$40,000.

... ..

4. File Moorings, Tamaki

The sketch plans do not give clear details of requirements. An assessment of work required has been made, based on very limited site investigation which indicates that piles can be driven. The estimate for this work is \$500,000. As this is more of a preliminary estimate nature, a figure of \$550,000 should be allowed in programme of works.



D.L. Goord
CONSTRUCTION ENGINEER

DLG:REW

PLEASE REFER TO ENGINEERS

MICROFICHE NO. ENG. 407

31
FOR PREVIOUS 100 DOCUMENTS

16 APR 1985

3. MARINA PROPOSAL - DEVONPORT

By report dated 9 April 1985 the General Manager advised that the Devonport Yacht Club in conjunction with Wilkins and Davies Construction Company Limited had formally advised that it had been decided not to proceed with the marina concept at Devonport due to economic factors. The text of a joint press release, which elaborated on the reasons, was contained in the report. The report was submitted for information.

It was RESOLVED to recommend -

- (a) That the report be received.
- (b) That the parties concerned be advised that the previous authority given to conduct site investigations now lapses.

Design Engineer: To note

ADOPTED BY BOARD

23 APR 1985

11 DEC 1984

12/3/5

7/2 max

2

4. DEVONPORT MARINA PROJECT

The Property Manager reported 4 December 1984 that Wilkins & Davies Construction Co. Ltd as Consultants for the Devonport Yacht Club, had sought an indication of the foreshore licence conditions which would be imposed were the Board to grant a licence for the proposed 375 berth marina at Devonport. This information was required for inclusion in their maritime planning application.

The Property Manager commented on licence fee aspects and the possibility of additional licence requirements subsequent to the Ministry of Transport's review of its policy for the development of marinas.

He noted that in advising Wilkins & Davies of likely licence conditions it should be made clear that this in no way committed the Board to granting such a licence.

Accordingly, the Property Manager recommended that Wilkins & Davies be advised that any licence which the Board may grant under Section 156 of the Harbours Act 1950 would incorporate the general conditions set out above and any such further conditions deemed necessary by the Board should the scheme proceed.

The General Manager endorsed the Property Manager's recommendation, subject to the advice being given in the manner suggested.

It was RESOLVED to recommend that the reports be adopted.

DESIGN AND CHIEF PLANNING OFFICER TO NOT

ADOPTED BY BOARD

18 DEC 1984

Memorandum

To: THE CHIEF ENGINEER

Date: 12 December 1984

From: THE HYDROGRAPHER

DEVONPORT MARINA SURVEY
REPAYMENT JOB NO. J49

Report of Survey

In compliance with Murray North and Monro's request to provide additional sounding data over the above site a plot was prepared last week and field work carried out this morning.

As requested raw data in the form of field sheets, echo sounder traces, copies of the specially prepared circle plot and tidal heights for the period of the survey were given to Mr I.S. Monro, who was present during the survey, for reducing into final plots.

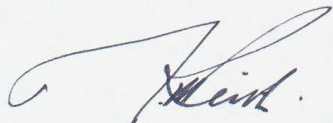
As one reason for carrying out this survey is a check against the Naval survey of 1981 copies will be forwarded to the Naval Hydrographer and a copy has been promised for us.

Mr Munro has expressed a wish that the invoice for this work be sent before Christmas. An estimate of \$150 per hour for launch "Arahi" complete with crew plus \$25 per hour for technicians time in calculating and drawing the necessary plot was given.

Costs can be itemised as follows:-

Mr R. W. Blackmore, Technician
5/12/84 1000 to 1700 (6 hours)
6/12/84 0815 to 1200 (3 3/4 hrs)

Calculating and drawing Circle Plot No.293
Launch "Arahi" with J.H. Reith, C. Tubbs, R.W. Blakemore,
B. Owen and H. Dann:- 12/12/84 0800 to 1200 field work on survey.



J.H. Reith
HYDROGRAPHER
JHR:VLH

Chief Engineer to see
then file JB
Blak. 12/12

7/2 Dev

10 December 1984

Mr I.S. Monro
Murray North & Monro
Murray North House
P.O. Box 821
AUCKLAND

Dear Sir

DEVONPORT MARINA - FEASIBILITY STUDY

In reply to your letter ISM/M659/LCH of 5 December 1984 it is confirmed that survey launch "Arahi" with the Board's Hydrographer and staff will be available to carry out the required survey during the week 10-14 December while the tides are favourable, subject to suitable weather conditions.

The estimate given by Mr Reith of \$150 per hour for the use of the survey launch and crew plus a charge of \$25 an hour for technician's time in preparation of plots etc., is confirmed as requested.

Yours faithfully

B.R. Le Clerc
CHIEF ENGINEER TO THE BOARD

JHR:JMH

712 Dew

THE CHIEF ADMINISTRATIVE
OFFICER AND SECRETARY

31 October 1984

THE CHIEF ENGINEER

DEVONPORT MARINA - PREFEASIBILITY REPORT

With reference to your memo of 1.10.84 the above report has been studied. It seems to be little more than a discussion document listing issues that would have to be examined in an Environmental Impact Report. From an engineering point of view it does in our opinion list all the relevant issues but it certainly does not explore them to the depth required for an engineering assessment and so no further comment can be made at this stage.

B.R. Le Clerc
CHIEF ENGINEER TO THE BOARD

LJ:JMH

c.c. Design Engineer



To: CHIEF ENGINEER/
CHIEF PLANNING OFFICER

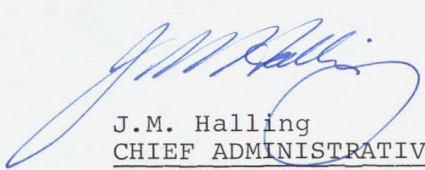
Date: 1 OCTOBER 1984

From: CHIEF ADMINISTRATIVE OFFICER AND SECRETARY

RE: DEVONPORT MARINA

I enclose herewith a copy of the Pre-feasibility Study for the proposed Devonport Marina for the Devonport Yacht Club along with their covering letter of 25 September 1984.

We would appreciate you studying the document with the view to discussing it with me in order that we may ascertain the approach the Board should take to the matter. You may well need to consider a summary report for consideration at the October series of meetings.


J.M. Halling
CHIEF ADMINISTRATIVE OFFICER
AND SECRETARY

~~Mr Jones.~~ please arrange for a summary report in conjunction with C.P.O. and be prepared to discuss with CAOS (or arrange for someone to do so)

Discussed with C.P.O. 28/10
C.P.O.'s summary with Devonport B.C. meeting

Blec
4/10/84

F

23

705.
712 Dec

~~Design Engineer~~

8/10/84

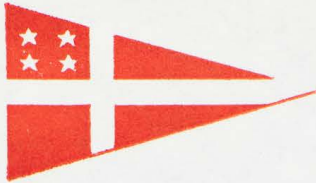
Demunport Marina: Preferability Study

In my opinion a proposal such as this would require a full Environ. Impact Report, an E.I. assessment would be inadequate. I am not sure whether this report is meant to identify all the issues that must be covered by an E.I.R. but ~~it~~ I believe it is the way we should treat it.

∴ Please comment on whether you believe this report list all the ^{relevant} issues which would have to be examined in an E.I.R.

Discussed this report with C.P.O. 9.10.84
He suggested that it should not go to Board until it has been considered by the WHMVA so as not to influence Authority's decision.

John Jones
P.O.-G



712. Dev

THE DEVONPORT YACHT CLUB (Inc)

KING EDWARD PARADE, P.O. BOX 32-036 DEVONPORT, AUCKLAND 9. TELEPHONE 450-048

15 June 1984.

The Chief Engineer,
Auckland Harbour Board,
P.O. Box 1259,
AUCKLAND. 1.

Dear Sir,

My Club has asked me to bring to the attention of your Board the state of the Grid at Devonport, which has deteriorated badly in the last few months, due to heavy commercial boats using the grid.

I should be pleased if your department could inspect this grid and make the necessary repairs.

My works committee have inspected the damage and could assist the board in indentifying the problems.

A member of our works committee Mr. Alan Kemp is employed in your plumbing department and could explain any further queries you may have.

Yours faithfully,
THE DEVONPORT YACHT CLUB (INC).

G. Bendall
G. Bendall.
COMMODORE.



Copy to BH Mgr. - is there no control applicable to these grids that the Board could expect the club to exercise? If there is a requirement on the club for them to control the use should we not bill them for damage caused by misuse? Cant Enb. Please repair

Done 20/6
MS

Dec.

17 APR 1984

7/2 Dev. 12/3/5

7. DEVONPORT MARINA PROPOSAL : PRELIMINARY SITE INVESTIGATION

In his report dated 9 April 1984 the Chief Engineer advised that by letter of 29 March 1984, Wilkins & Davies Construction Company Ltd had requested Board approval of a preliminary site investigation for a marina at Devonport in the present moorings area. The letter had acknowledged that in granting approval for preliminary investigations the Board was under no obligation, nor would it give the company sole rights to the site.

The Chief Engineer commented on the proposal and considered that it was appropriate to approve the request on the basis of the understanding already acknowledged by Wilkins & Davies Construction Company Ltd.

In his endorsement the General Manager noted that the approval of the preliminary site investigation would allow the company to make an initial assessment on engineering and environmental matters and thereby obtain an informed analysis before deciding whether to progress the project further.

It was RESOLVED to recommend that the reports be adopted.

Mr Titchener referred to the fact that the district boundary of Devonport Borough Council was mean low water mark rather than mean high water mark as was normal with other similar local authorities. He asked the reason and whether it could be changed.

ADOPTED BY BOARD
26 APR 1984

Design Eng: to note



Auckland Harbour Board

10 April 1984
Planning File
60/26/35

The General Manager
AUCKLAND HARBOUR BOARD

TOWN AND COUNTRY PLANNING ACT 1977
DEVONPORT BOROUGH COUNCIL PROPOSED SECOND REVIEWED DISTRICT SCHEME

1. Reference

In a notice dated 15 February 1984, the Devonport Borough Council has advised that the Proposed Second Review of the Devonport District Planning Scheme has been provisionally approved. A copy of the Scheme has been forwarded to the Board for information.

In addition, the Council has requested that before the scheme is publicly notified the Board give advice of any existing or proposed public works for which provision should be made pursuant to Section 43 of the Town and Country Planning Act 1977.

2. Board's Interests

The operative district scheme presently includes designations for four harbour Board facilities within the borough. These are:-

- (1) The Mt Victoria Signal Station - designated for "Auckland Harbour Board: Signal Station Purposes"
- (2) Calliope Dock - designated for "Auckland Harbour Board: Harbour Purposes".
- (3) An area of shoreline land in Harbour Board ownership on which the Devonport Yacht Club is situated - designated for "Auckland Harbour Board: Boating Facilities".
- (4) An area of shoreline land in Harbour Board ownership adjoining Stanley Bay Wharf - designated for "Auckland Harbour Board: Harbour Works".

In accordance with Section 61A of the Town and Country Planning Act 1977 every existing provision for a public work shall continue to be included in any review of the scheme unless, before the scheme is approved the Council is otherwise advised by the authority responsible for the public work.

It is noted that in the proposed scheme the method of applying the designations for both Calliope Dock and the foreshore area adjoining Stanley Bay Wharf has been altered. Instead of being recognised as the responsibility of the Board both have been included within an area associated with the Devonport Naval Base designated by the Crown for defence purposes accommodation, offices, recreation and port industrial. Accordingly, it will be necessary for the designations to be amended to properly identify the Board's ownership of the two areas in the scheme.

There is also cartographical error on the scheme map which includes the area below mean high water mark in Calliope Dock. This area is part of the Waitemata Harbour Maritime Planning Area and not within the boundaries of the Council's planning district.

The Board does not have any other existing or proposed works within Devonport Borough which would require designation in the proposed scheme.

3. Summary

Accordingly, the public works designations presently included in the operative district scheme for the Board's facilities should be confirmed and the Council requested to make the necessary amendments to the proposed reviewed district scheme.

4. Recommendation

It is therefore recommended that the Devonport Borough Council be advised that:-

1. The existing public works designations for Mt Victoria Signal Station and the Devonport Yacht Club areas, as shown in the proposed scheme are confirmed.
2. The existing public works designations should continue to apply to Calliope Dock and to the Board's land adjacent to Stanley Bay Wharf, and they should be identified separately from the land designated by the Crown for Defence Purposes retaining the same descriptions as in the operative district scheme.
3. The proposed scheme planning maps be amended to exclude the area of Calliope Dock below mean high water mark, *which* is within the Waitemata Harbour Maritime Planning Area.

At this time the Board does not have any other works, existing or proposed, which require a designation in the district scheme.



R.S. Gee
CHIEF PLANNING OFFICER



Auckland Harbour Board

9 April 1984
Engr's file
712 Dev.

The General Manager
AUCKLAND HARBOUR BOARD

ITEM 7

DEVONPORT MARINA PROPOSAL -
PRELIMINARY SITE INVESTIGATION

By letter of 29 March 1984 Wilkins & Davies Construction Company Ltd has requested Board approval of a preliminary site investigation for a marina at Devonport in the present moorings area.

The letter acknowledges that in granting approval for preliminary investigations the Board is under no obligation, nor would it give the company sole rights to the site.

In conjunction with Devonport Yacht Club the company has discussed the process for approvals of such a project with Officers of the Board and described its present thinking on a marina at Devonport.

It is seeking to do investigations involving hydrological and topographical survey, probing and boring of the harbour bed, and of environmental and ecological matters. The Consulting Engineers for this specialist work are Beca Carter Hollings & Ferner Ltd and Professor Raudkivi.

If the preliminary investigation confirms viability the company proposes to go through the procedures for approvals to construct a marina.

Conclusion

The request for approval of investigations need not commit the Board to any further step. As the next steps towards a marina proposal hinge on viability, which can only be determined by use of the site information that has to be obtained, it is appropriate to approve the request on the basis of the understanding already acknowledged by Wilkins & Davies Construction Company Ltd.

... ..

As to matters related to Board's ownership of the harbour bed, and of Maritime Planning aspects, these will arise only if it is confirmed that the viability of the site is such that the Devonport Yacht Club and Wilkins & Davies Construction Co. Ltd wish to proceed.



B.R. Le Clerc
CHIEF ENGINEER TO THE BOARD

The Chairman
General Purposes Committee
AUCKLAND HARBOUR BOARD

The approval of the preliminary site investigation will allow the company to make an initial assessment on engineering and environmental matters and thereby obtain an informed analysis before deciding whether to progress the project further.



R.T. Lorimer
GENERAL MANAGER

10 April 1984



Auckland Harbour Board

9 April 1984
Engr's file
712 Dev.

The General Manager
AUCKLAND HARBOUR BOARD

DEVONPORT MARINA PROPOSAL -
PRELIMINARY SITE INVESTIGATION

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... ..

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B.R. Le Clerc
CHIEF ENGINEER TO THE BOARD

To:

Date:

From:

4 April 1984

Wilkins & Davies Construction Co. Ltd
P.O. Box 6645
AUCKLAND

Dear Sir

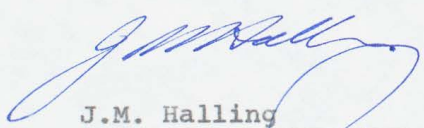
PROPOSED DEVONPORT MARINA

I have for acknowledgment your letter 29 March 1984 concerning the above.

Your request for approval to a preliminary site investigation will be reported to the April series of meetings and we will advise you of the Board decision following that meeting.

In the meantime thank you for keeping us informed of the progress in this matter.

Yours faithfully

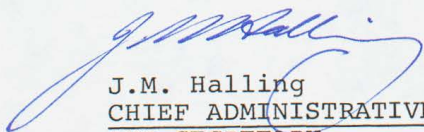


J.M. Halling
CHIEF ADMINISTRATIVE OFFICER
AND SECRETARY



c.c. CHIEF ENGINEER

The General Manager would like you to submit this application for Board approval to the April series of meetings.



J.M. Halling
CHIEF ADMINISTRATIVE OFFICER
AND SECRETARY

12/1/1



BUILDING, CIVIL, MECHANICAL AND ELECTRICAL ENGINEERING,
QUARRYING, EARTHMOVING AND MINING CONTRACTORS.
HEAD OFFICE: FISHER INTERNATIONAL BUILDING,
18 WATERLOO QUADRANT, AUCKLAND,
P.O. BOX 6645, AUCKLAND, NEW ZEALAND.
TELEPHONE (09)793 320.
TELEGRAMS "WILKDAV"
TELEX "WILKDAV" NZ21399.

29 March 1984

The Secretary,
Auckland Harbour Board,
P.O. Box 1259,
AUCKLAND.

Attention : Mr J. Halling

Dear Sir,

Proposed Devonport Marina

Thank you for the opportunity to discuss the proposed Devonport Marina and for your valid and informative comments.

We are in consultation with our lawyer to redraft the sequence of procedures, however we feel that it is imperative that even preliminary proposals have the benefit of an engineering and environment assessment.

To enable us to carry out a preliminary evaluation of the suitability of the site for a marina, we request your approval for a preliminary site investigation.

We fully understand that in granting us approval to investigate, the Board is under no obligation, nor would it give us any sole rights to the site.

The investigation we intend carrying out will in no way affect the environment and will include the following :

1. Hydrological Survey
2. Topographical Survey
3. Subsurface Investigation consisting of : (a) Probing
(b) Borelogs
4. Environmental & Ecology
i.e. Currents, Water Quality and Visual etc.

.../2

DIRECTORS:
L.H. SOUTHWICK, O.C., LL.B., (Chairman)
R.E. ALDRED, F.R.I.C.S., F.C.I.O.B.
R.A. BANKS, B.Com., A.C.A., (Hon) M.N.Z.I.S.
S.N. CLARK, B.E., M.I.P.E.N.Z.
P.B. MCKINNEL, B.Sc. (Hons), D.I.C., F.I.C.E., F.I.P.E.N.Z., M.I.E. (Aust)

B.D. COOPER, B.Com., A.C.A.
F.R. COOPER, C.Eng., M.I.C.E., M.I.P.E.N.Z., M.A.I.B.
M.D. LOUGH, B.E. (Hons), M.I.C.E., M.I.P.E.N.Z.
D.W. LOWIS, V.R.D., B.Com., A.C.A., A.C.I.S.
P.D. MATAGA, B.E. (Managing)
SECRETARY: J.D. ALEXANDER, B.Com., A.C.A., A.C.I.S.

Handwritten notes:
M...
JMK 4/4/84
P.E.S.

- 2 -

Our consulting engineers for this specialist work will be Beca Carter Hollings and Ferner and Professor Raudkivi.

If this preliminary investigation confirms the proposal's viability, we shall proceed through the Development Procedures for approvals to construct a marina.

We thank you for your assistance with this project.

Yours faithfully,
Wilkins & Davies Construction Company Ltd



A.G. Mair
Marina Development Engineer

AGM:cpo -

CEs

20 MAR 1984

712. Dev. 12/1/1

1

8. DEVONPORT YACHT CLUB : MARINA PROPOSAL

In his report dated 12 March 1984 the Chief Planning Officer advised that the Devonport Yacht Club had forwarded for the Board's information a copy of a recent report to Club members on a concept for a marina development in the western portion of the Devonport Mooring Area adjacent to the Club's facilities in King Edwards Parade. The Club had advised that the concept had received strong support from Club members and community support was expected as the project proceeded. The Chief Planning Officer commented under the headings of Description of Proposal and Development Considerations and concluded by noting that while the proposed site was situated on foreshore and harbour bed which was vested in the Board, neither the Devonport Yacht Club or the developer had to date sought the Board's support or consent for the proposal. The Chief Planning Officer accordingly advised that while further progress in this matter would be monitored no action was necessary at the present time. The report was submitted for information.

In his endorsement the General Manager noted that in view of the substantial nature of the Club's proposal it was felt appropriate to provide Members with a brief outline and the report was submitted accordingly.

The Club had subsequently sought a meeting with the General Manager to explain the concept and the approach it intended to take in the development.

It was RESOLVED to recommend that the reports be received.

Design Engineer to Note.

ADOPTED BY BOARD

27 MAR 1984

(Gm) CPO BHM HM CE



Auckland Harbour Board

12 March 1984
Planning File
60/25/25

The General Manager
AUCKLAND HARBOUR BOARD

ITEM 8

DEVONPORT YACHT CLUB: MARINA PROPOSAL

1. Reference

In a letter dated 27 January 1984 to the Devonport Yacht Club has forwarded for the Boards information a copy of a recent report to members on a concept for a marina development in the western portion of the Devonport Mooring Area adjacent to the club's facilities in King Edwards Parade.

The letter also advises that the concept received very strong support from Club members and that community support is expected as the project proceeds.

2. Description of Proposal

The development concept has been prepared by Wilkins Davies Construction Co Limited who have offered to investigate the site, seek approvals and build a comprehensive development at no risk or financial commitment to the Club.

In its preliminary form the proposal is to construct approximately 400 marina berths and at least 12 pile berths between the present sand bank and rock outcrops on the foreshore. The area of harbour water occupied by the marina would be approximately 30 hectares.

Dredged material would be used to construct a reclamation of approximately 7 hectares providing off street parking for approximately 450 vehicles, a clubhouse site and associated facilities including:-

- Travel lift and maintenance area
- fuel jetty
- work berths
- dinghy racks
- mast gantry
- cleaning grids
- reserves and planting
- walking access and fishing facilities on the breakwater
- possible public launching ramp
- beaches
- public toilets

The overall design of this preliminary concept is illustrated on Attachment 1.

8. Development Considerations

No detailed site investigations have been carried out in the area and before any evaluation can be made further information will be required on a wide range of factors including:-

- a) The effect of marina construction upon harbour hydraulics and the movement of sediments particularly in relation to adjacent beaches.
- b) The extent and depth of volcanic rock outcrops in the area which could affect the design and cost of any development.
- c) The acceptability of marina development in terms of local planning and community interests.
- d) The effect of the development on the usual qualities of the area and views.
- e) Road access and traffic generation.
- f) The anticipated cost of development and the demand for facilities.

4. Conclusion

While the proposed site is situated on foreshore and harbour bed which is vested in the Board neither the Devonport Yacht Club or the developer have to date sought the board's support or consent for the proposal.

Accordingly, while further progress in this matter will be monitored no action is necessary at the present time and this report is submitted for information only.


R.S. Gee
CHIEF PLANNING OFFICER

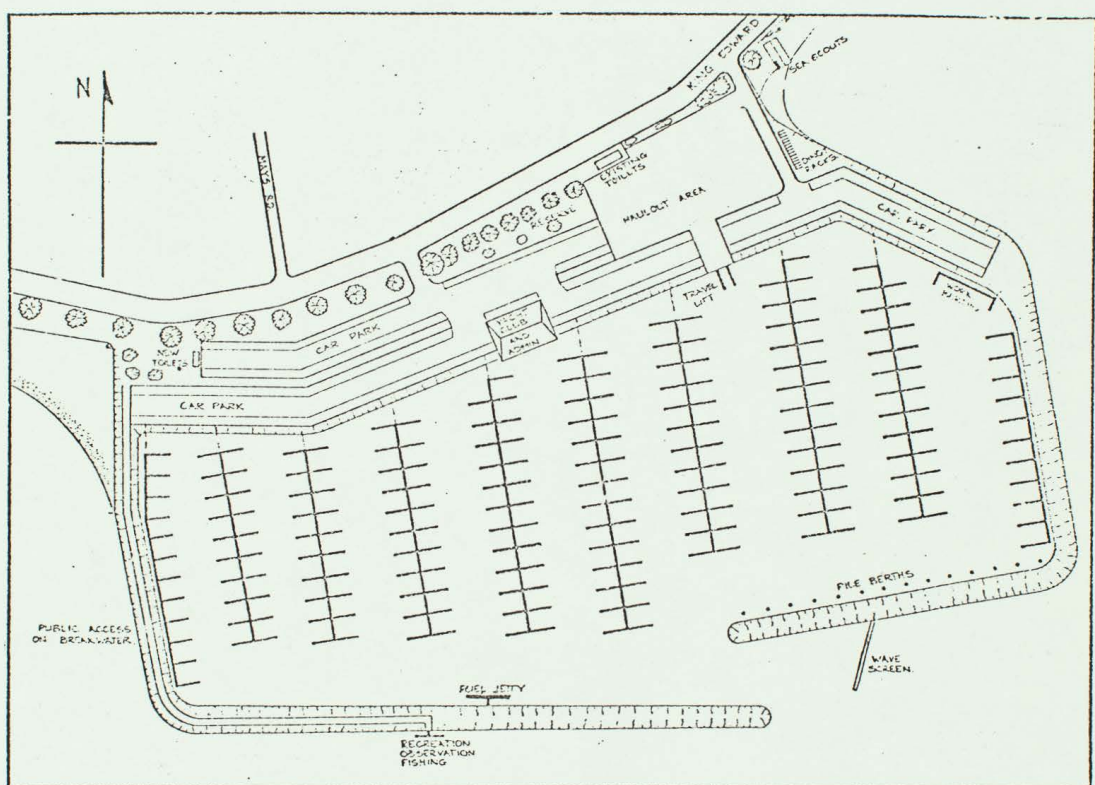
Attachment 1. Locality Plan and
Plan of Development Concept.

The Chairman
General Purposes Committee
AUCKLAND HARBOUR BOARD

In view of the substantial nature of the Club's proposal it was felt appropriate to provide Members with a brief outline and the report is submitted accordingly. The Club has subsequently sought a meeting with the writer to explain the concept and the approach it intends to take in the development.


R.T. Lorimer
GENERAL MANAGER

14 March 1984



DEVONPORT YACHT CLUB

MARINA DEVELOPMENT
CONCEPT

Attachment 1

28 March 1984

Discussion Notes
Devonport Yacht Club/Wilkins & Davies Construction Company Ltd
Concept for Marina at Devonport

1. In March 1983 the Auckland Harbour Board completed a comprehensive marina assessment study of foreshore areas East of the Auckland Harbour Bridge with a view to identifying those areas appropriate for possible marina development. The Board adopted the study and circulated it for comment from interested parties. In the marina assessment study, the Devonport Yacht Club area had been assessed as suitable, but too small to be economic. The Board accorded priority to further work at Bayswater and Orakei.

The Devonport Yacht Club discussed this study and its own ideas with the Devonport Borough Council and found Councillors receptive to the concept of a marina in the Club area. The Yacht Club then responded to the Auckland Harbour Board with comments that the Club saw merit in expanding the Auckland Harbour Board concept to include the Club's frontage and we believed that such a development would prove compatible in cost to any other proposal discussed in the study.

2. A clear need was then demonstrated for some 1,700 additional marina berths and it could reasonably be assumed that demand would continue to increase with time. At present, 30% of the demand is on the North Shore. We believe that a marina development at Devonport would be complimentary and not in competition to the proposed marina at Orakei. Devonport has long discussed its problems with an exposed mooring area, exposed slipways and difficult landing facilities. Losses are heavy in this area with 10% of moored boats breaking adrift each year. Additionally, the Club is experiencing difficulties in retaining membership and viability when the trend is towards larger, deeper draft boats that cannot be moored in the Club area.

Many planners and engineers feel that smaller community scale marina developments which can be served by existing community facilities are more cost effective, less disruptive and provide an appropriate approach in a society which places increased value on underdeveloped open water space. The assessment study showed that there were precious few likely marina sites available at this end of the Harbour. Under these circumstances, the Devonport Yacht Club felt obliged to foster its concept as it appeared to meet these ideals and provide a solution to many of the existing problems. Wilkins & Davies Construction Company Ltd expressed interest in the concept and with a little more scheme planning, the concept was put to the Club's membership where it received enthusiastic approval.

at end Jan.
135 members
at sp. gen. meeting
Only 7 voted No.

Part of presentation by DYC & W&D
to CAOS CE c/o BHM in
Cttee Room 11am 29/3/84
BEC

File "DYC Marina"

3. The Devonport Yacht Club feels very strongly that it would be such an integral part of the concept and that it's committment to it's membership and it's neighbours for control in and about it's premises, responsibility for management of a marina complex and associated facilities would remain with the Club. The Club has therefore entered into an agreement with Wilkins & Davies Construction Company Ltd to investigate and obtain all statutory approvals and design and construct the complex in accordance with Auckland Harbour Board, Devonport Borough Council, Ministry of Transport and Devonport Yacht Club requirements.

4. The Club and Wilkins & Davies therefore seek confirmation of the following procedures .

G.A. Bendall,
T. Mair

Suggested Procedure for Devonport Marina Project *

As the proposed reclamation is small, the procedure as set out in the Harbours Act and the requirements of the Maritime Planning Authority would be followed :

1. Wilkins & Davies Construction Company Ltd (WD) and Devonport Yacht Club (DYC) enter into an agreement for project investigation, funding and construction.

2. WD has ^{familiarisation} discussions with MOT/AHB/DBC ^{seek their advice & background data.}

3. WD to obtain approval of AHB to investigation. ^{ Maybe to bores, model study, office work. Informal. Does not seek licence. }

4. WD carries out preliminary investigation and environmental studies.

5. WD prepares plans of reclamation and structures.

6. WD prepares survey plans for area to be reclaimed and environmental impact report. ^{Report to meet section 52 (Not an EIR)}

7. WD to agree details of scheme with DYC and make scheme available to AHB, DBC and public for discussion.

8. WD lodges reclamation plans and reports with MOT and reclamation plans with Chief Surveyor.

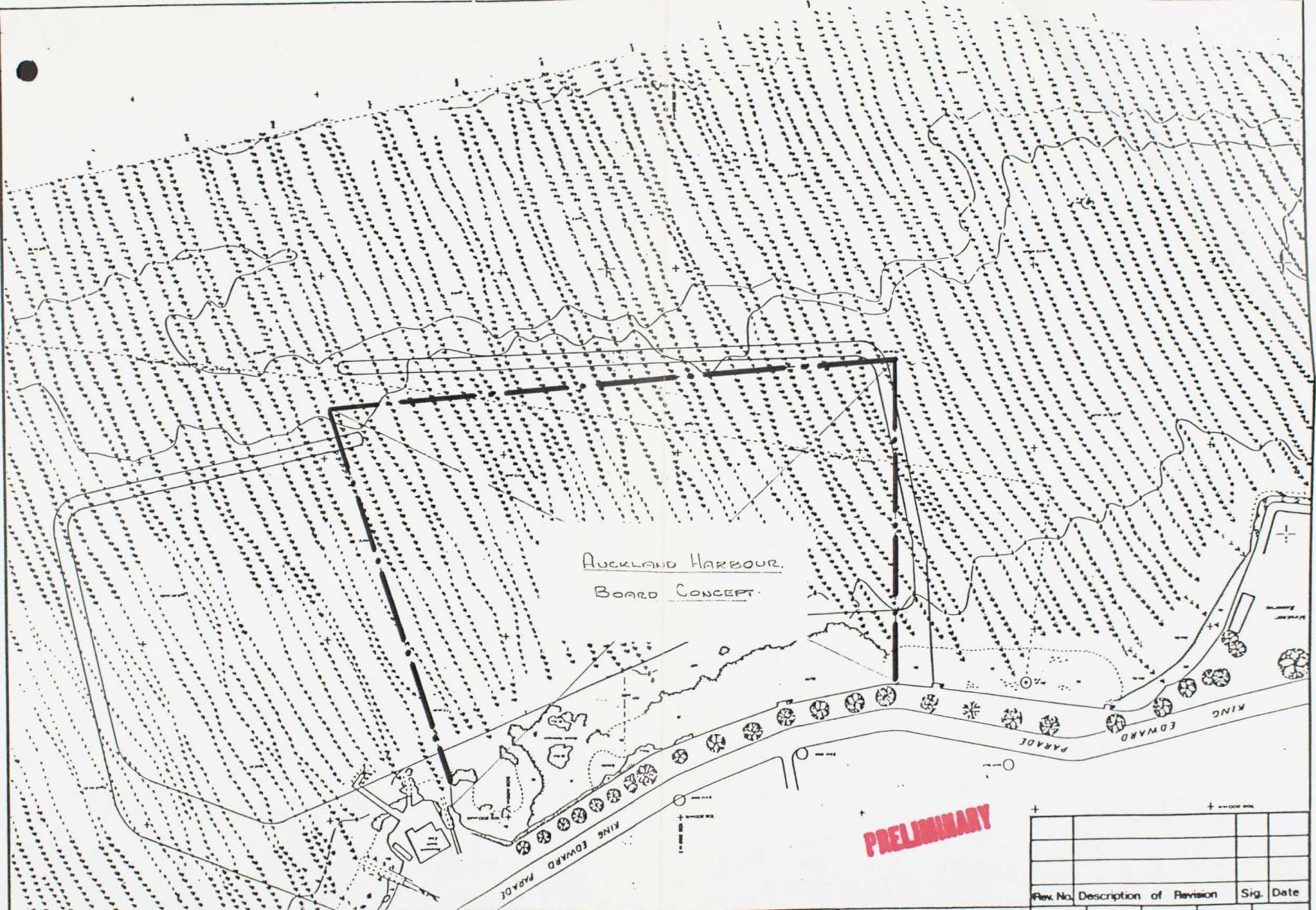
9. WD applies in the name of DYC for formal reclamation approval as soon as the plans have been approved and also lodges the plans relating to the structures with MOT.

10. Reclamation proposal is advertised twice in newspapers and served on adjoining landowners. Objection period is two months.

Note : The procedure assumes that the Harbour Act will apply. If it is found that a special empowering Act is necessary or that it would significantly improve the Project, the procedures would of course have to change accordingly.

W & D state
this is initial need
Inverce water
areas 1844 max.

11. If objections are received replies must be lodged.
12. MOT makes recommenation to Minister. If approved the reclamation would still be subject to
13. Obtain MOT approval of structures plans.
14. Order in Council is issued authorising reclamation subject to other statutory approvals being obtained.
15. WD lodge appliation in name of DYC to Maritime Planning Authority with accompaying technical reports.
16. Application is advertised - one month.
17. The Maritime Planning Authority application is heard before a Tribunal of the Waitemata Harbour Maritime Planning Authority. Estimated time for hearing - 4 months.
18. If any objections are received or if the application is declined or if unacceptable conditions are imposed the matter would go to Appeal before the Planning Tribunal. Estimated time for hearing - 4 months.
19. WD in the name of DYC applies to the Devonport Borough Council (DBC) for the lease of the reclaimed area subject to AHB having had the land vested in it and subject to it leasing the land on to the Council under a head lease.



WILKINS & DAVIES CONSTRUCTION COMPANY LTD.
Civil & Industrial, Mechanical and Electrical Engineering Contractors.

Reference Drawings
NAVY CHARTS
MARCH 1981

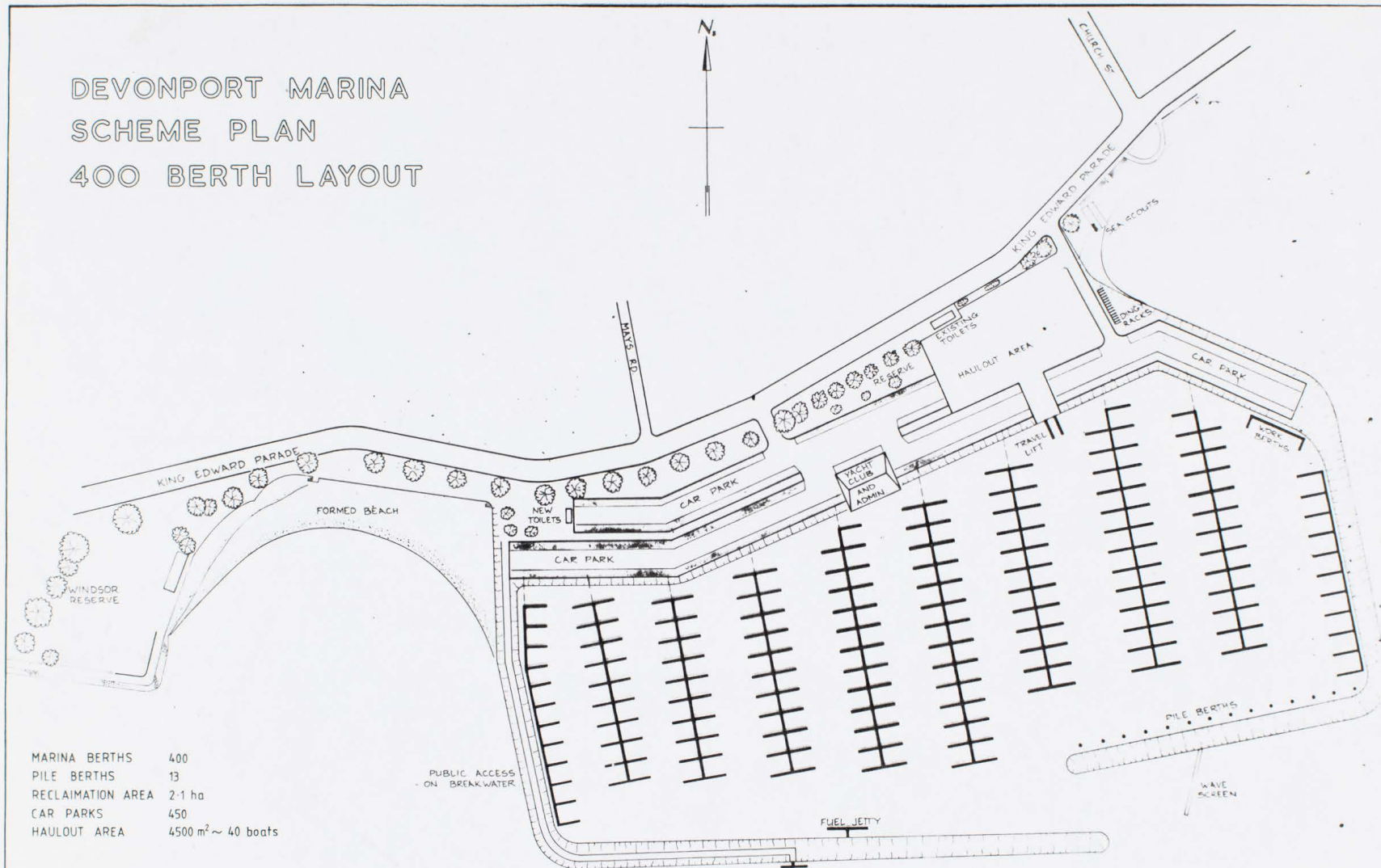
PROJECT
DEVONPORT
MARINA

TITLE
SOUNDINGS

Rev. No.	Description of Revision	Sig.	Date

Desgnd.	SCALES	JOB NO.	DRG NO.
Drwn. T.M.			
Chkd.			
Trcd.			

DEVONPORT MARINA SCHEME PLAN 400 BERTH LAYOUT



- MARINA BERTHS 400
- PILE BERTHS 13
- RECLAMATION AREA 2.1 ha
- CAR PARKS 450
- HAULOUT AREA 4500 m² ~ 40 boats



MARKER BUOY



MARKER BUOY

PRELIMINARY

WILKINS & DAVIES CONSTRUCTION COMPANY LTD. Civil & Industrial Mechanical & Electrical Engineering Contractors	Reference Drawings	PROJECT DEVONPORT MARINA	TITLE 400 MARINA BERTH LAYOUT	Rev. No.	Description of Revision	SCALE 1 100	JOB NO.	DATE
				Design	TONY MAIR			
				Drawn	A.J. WELLS			
				Checked				
				Traced				



DEVONPORT MARINA CONCEPT



7.2 Dec.



THE DEVONPORT YACHT CLUB (Inc)

KING EDWARD PARADE, P.O. BOX 32-036 DEVONPORT, AUCKLAND 9. TELEPHONE 450-048

27 February 1984.

The Chief Engineer,
Auckland Harbour Board,
P.O. Box 1259,
AUCKLAND. 1.

Dear Sir,

I have been asked by my Committee to write and thank you for the prompt action in repairing our Devonport Jetty. My Committee have to thank your Board for the excellent work done on the jetty, completed in a very satisfactory manner.

Yours faithfully,
THE DEVONPORT YACHT CLUB (INC).

Eileen Kemp

E. KEMP (MRS).
SECRETARY.



1 CAOS copy sent 29/2. WZ

Copy for information. Blec.

Construction Engineer

Please inform those concerned. Blec.

15 February 1983⁸⁴

The Secretary
The Devonport Yacht Club (Inc)
P.O. Box 32-036
Devonport
AUCKLAND, 9

Dear Mrs Kemp

I reply to your letter to the Chief Engineer of 17
November 1983.

Work on replacing some lower main members will be under-
taken in the new year. A definite date for undertaking
this work cannot be given at this stage due to the unsettled
work patterns that develop over the Christmas holiday period.

It is anticipated that further contact will be made in
regard to this repair work some time in February 1984.

Yours faithfully

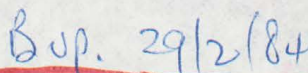
D.L. Goord
CONSTRUCTION ENGINEER

DLG:REW

THE CHIEF ENGINEER

Copy for information.


CONSTRUCTION ENGINEER


Sup. 29/2/84

Blec



THE DEVONPORT YACHT CLUB (Inc)

KING EDWARD PARADE, P.O. BOX 32-036 DEVONPORT, AUCKLAND 9. TELEPHONE 450-048

17 November 1983.

The Chief Engineer,
Auckland Harbour Board,
P.O. Box 1259,
AUCKLAND.1.

Dear Sir,

During an inspection of the jetty adjacent to our Yacht Club, my Works Committee noted the following deterioration in the structure.

As the Board is responsible for the maintenance, under the terms of the lease, my Club is writing to request that this work be fitted into your maintenance programme early in the new year. My Club has maintained the majority of the minor work, i.e. handrails and hardware over the past 12 years and are happy to continue to do this, but the work now required is more of a nature that requires your skill and experience and specialised plant.

The work we feel that is now required is:-

1. Lower Headstokes on East corner and under steps need replacing.
2. Two diagonal braces between piles on main wharf require replacing.
3. Lower landing decking riddled with worm and needs replacing.
4. Ladder on North East side needs fixing.
5. Pickets (three) on South Western end missing and requires replacing.

There are a few minor jobs that require attention, but my committee is confident that they can attend to these.

The jetty is a great asset, not only to the Club, but to all those who use the mooring area and my Committee is sure that the maintenance mentioned above will keep it in good repair for many more years.

Should you have any enquiries regarding this request, could you contact Mr. J. Boyce 'phone 4795.831 or Mr. A. Kemp 'phone 452.116.

Yours faithfully,
THE DEVONPORT YACHT CLUB (INC).

Eileen Kemp

E. Kemp (Mrs).
SECRETARY.

*Done 18/11
MS*



*Copy to Const. Engr. please arrange
to do the work & to tell the
club by letter as to when it
will be done (copy to me) Blec.*

B/U 12/12

