## Komiti Whakarite Mahere / Planning Committee

### OPEN MINUTE ITEM ATTACHMENTS

<table>
<thead>
<tr>
<th>ITEM</th>
<th>TABLE OF CONTENTS</th>
<th>PAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>5.1</td>
<td><strong>Public Input - Howick Youth Council - Auckland Transport investigating a transit lane on Pakuranga Highway</strong></td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>A. 5 March 2019, Planning Committee: Item 5.1 - Public Input - Howick Youth Council - Auckland Transport investigating a transit lane on Pakuranga Highway, Presentation</td>
<td></td>
</tr>
<tr>
<td>5.2</td>
<td><strong>Public Input - Northern Reclamation Yacht Clubs Working Group and Ponsonby Cruising Club - Auckland Marina Strategy development</strong></td>
<td>9</td>
</tr>
<tr>
<td></td>
<td>A. 5 March 2019, Planning Committee: Item 5.2 - Public Input - Northern Reclamation Yacht Clubs Working Group - Auckland Marina Strategy development, Presentation</td>
<td></td>
</tr>
<tr>
<td></td>
<td>B. 5 March 2019, Planning Committee: Item 5.2 - Public Input - Northern Reclamation Yacht Clubs Working Group - Auckland Marina Strategy development, Background Information</td>
<td>13</td>
</tr>
<tr>
<td></td>
<td>C. 5 March 2019, Planning Committee: Item 5.2 - Public Input - Auckland Yacht &amp; Boating Association submission and other related information</td>
<td>17</td>
</tr>
<tr>
<td>5.5</td>
<td><strong>Public Input - Auckland Marina Users Association Inc. - Marina Strategy development</strong></td>
<td>35</td>
</tr>
<tr>
<td></td>
<td>A. 5 March 2019, Planning Committee: Item 5.5 - Public Input - Auckland Marina users Association Inc., position commentary</td>
<td></td>
</tr>
<tr>
<td>5.7</td>
<td><strong>Public Input - Craig Shearer - Marina Strategy development</strong></td>
<td>39</td>
</tr>
<tr>
<td></td>
<td>A. 5 March 2019, Planning Committee: Item 5.7 - Public Input - Craig Shearer - Marina Strategy development, tabled letter</td>
<td></td>
</tr>
</tbody>
</table>

**Note:** The attachments contained within this document are for consideration and should not be construed as Council policy unless and until adopted. Should Councillors require further information relating to any reports, please contact the relevant manager, Chairperson or Deputy Chairperson.
9 Auckland Council's position and role in affordable housing - affordable homes for all
A. 5 March 2019, Planning Committee: Item 9 - Auckland Council's position and role in affordable housing - affordable homes for all, Property Council views

11 Auckland Unitary Plan (Operative in Part) - Private Plan Change Request from Orakei Point Trustee Limited to rezone land at Orakei Point, Orakei Road, Orakei
A. 5 March 2019, Planning Committee: Item 11 - Auckland Unitary Plan Presentation on Private Plan Changes
B. 5 March 2019, Planning Committee: Item 11 - Auckland Unitary Plan Private Plan Change request from Orakei Point Trustee Limited, map of plan change location

12 Auckland Unitary Plan (Operative in Part) - Private Plan Change Request from Southern Cross Hospitals Limited to rezone land at 3 Brightside Road and 149, 151 and 153 Gillies Avenue, Epsom
A. 5 March 2019, Planning Committee: Item 12 - Auckland Unitary Plan Private Plan Change request from Southern Cross Hospitals Limited, map of plan change location

13 Auckland Unitary Plan (Operative in Part) - Private Plan Change Request from Woolworths New Zealand Limited at 2 Te Napi Drive, Conifer Grove
A. 5 March 2019, Planning Committee: Item 13 - Auckland Unitary Plan Private Plan Change request from Woolworths New Zealand Limited, map of plan change location

14 Auckland Unitary Plan (operative in part) - proposed private plan change request - Smales Farm business park, Takapuna
A. 5 March 2019, Planning Committee: Item 14 - Auckland Unitary Plan Private Plan Change request from Northcote RD1 Holdings Limited, concept plan and map of plan change location
Public Transport in East Auckland

Howick Youth Council
Our T2 Lane Consultation
Our Results

- 70% of all 97 respondents supported the introduction of a westbound T2/bus lane on Pakuranga Road.
- 76% of the 66 respondents aged 13-24 supported the introduction of a westbound T2/bus lane on Pakuranga Road.
- 93% of public transport user from 28 responses supported the T2/bus lane and 56% of car users from 59 responses.
The Public Transport Challenge

With Councillors Sharon Stewart and Paul Young with the Howick and Pakuranga Community Patrol.
Why Higher Fares Matter

• Youth are negatively impacted by higher fares as we are more reliant on public transport. We also generally have less money to spend on transport and so fare rises make this more difficult.

• We believe that Auckland Transport should aim to lower fares, especially the youth and student rates.

• We’re supportive of the Auckland Council putting more money into Auckland Transport so they can keep fares low.
Large parts of East Auckland remain without regular local bus services. In parts of Bucklands Beach, Howick and Cockle Bay getting to a bus stop is a long walk.

The train networks run at 20 minutes intervals of peak which is problematic for East Auckland Transport users who are meant to catch the train from Panmure.

We remain concerned around the regularity and capacity of the 70 and 72 routes that can reach overcrowded levels at peak times.
Who is the Northern Reclamation Yacht Clubs Working Group?
Attachment A

Ponsonby Cruising Club
Richmond Yacht Club
Royal New Zealand Yacht Squadron
Westhaven Marina Users Association

for Westhaven related matters
Together these Clubs and the Marina Users Association represent

421 years of maritime history in Auckland
Attachment A

Item 5.2

- 5 February 2019 Submission to Auckland Council
- Refused admission to the workshop 20 February 2019
- Principles of fact/issue-based strategy
- Westhaven not included
- Panuku does not have a long term strategic plan for Westhaven Marina
- Panuku's mandate to provide an annual 8% return for Westhaven Marina is unreasonable given it is a recreational community asset.
- Call for Panuku to be reviewed under Section 17(a) Local Bodies Act
- Adopt a motion instructing Council officers to form a steering committee to review the strategic planning process.
Northern Reclamation Yacht Club Working Group (NRYCWG)

1. My name is Tony Skelton
2. This statement is for and on behalf of the Northern Reclamation Yacht Clubs’ Working Group, based in Westhaven Marina.
3. The members of this group are:
   - Ponsonby Cruising Club
   - Richmond Yacht Club
   - Royal New Zealand Yacht Squadron
   - Westhaven Marina Users Association (for Westhaven issues only)

   Between them these organisations have built up 421 years of maritime history.

Introduction

I have been a member of that Royal New Zealand Yacht Squadron for 54 years. Until recently, I was an elected member of the RNZYS General Committee, which I served on for 4 years. I am currently Chairman of the RNZYS Property Committee.

I have been sailing for 65 years, having learnt to sail in Westhaven Marina (at that time as a member of the Richmond Yacht club).

I am also a founding member of the St Mary’s Bay Association Inc. which was founded in 1975. I was Chairman of this for 35 years and I am now a life member.

Meeting Background

In 1975 the St Mary’s Bay Association submitted a proposal for the introduction of neighbourhood marinas in the Waitemata Harbour, to the (then) Auckland Harbour Board. This proposal was successfully adopted.

That proposal resulted in the Westpark, Westhaven, Bayswater and Half Moon Bay marinas being established, followed later (in no particular order) by Gulf Harbour, Pine Harbour, Milford, Sandspit, Orakei and Mahurangi.

The St Mary’s Bay Association at the same time put forward a design for Westhaven Marina which was accepted by the Auckland Harbour Board. To fund stage one of the marinas, build members of the Westhaven yacht clubs took out debenture loans with the Auckland Harbour Board. From there on Westhaven Marina became self-funding.

What is important for Councillors to understand today, is, that the need for a marina strategy plan was brought about due to the discovery that Panuku was attempting to either sell or take ownership of marina land for apartment development, by invoking the Public Works Act.

We understand this action has now been frozen.
A. There is a conflict with the role of Panuku, being a fully ratepayer capitalised property development company on the one hand and being the Westhaven Marina manager on the other. This is an unacceptable conflict of interest.

B. By 2026 the berth licences will mostly have all expired (currently over 50% have done so). The sea bed licence in Westhaven Marina also expires in 2026.

C. Clearly, Panuku’s agenda is to forestall the implementation of any long-term sustainable strategic Westhaven Marina plan, until all the berth licences have expired.

D. Panuku is confusing the issue by telling you (the Councillors) that there is a strategic plan for Westhaven Marina, but there IS NOT (refer to Panuku’s Board minute 3.5 dated 30th May 2018). They have an operational development plan which is QUITE DIFFERENT (a development plan follows on from a strategy plan).

E. The NRYCWG fully support the AUMA, in their proposal for Auckland Council to adopt a “fact and issue based” approach to the development of a strategic plan for all Auckland Marinas.

F. The NRYCWG does NOT support the Planning Committee’s proposal for a “principles based” strategy.

G. On 5th February 2019, the NRYCWG made a submission (circulated to every Auckland Councillor) with a proposal to be considered at their workshop on 20th February 2019.

H. It is of real concern to the NRYCWG that the decision made by the Councillors at the workshop on 20th February 2019, decided to adopt the “principle’s based” approach to the Auckland Marina plan on the one hand and to completely drop Westhaven from that plan on the other (refer Marina Principles document dated 20th February 2019).

I. A “principles based” strategy is, in this case is totally inadequate to meet the objectives of developing an overarching plan encompassing all Auckland Marinas. If Auckland Council is genuine in wishing to develop and adopt a marina plan, then with due respect to the council officers involved, the only methodology that can be adopted to meet this goal is to use the six-point “fact and issues based” plan that has been put forward by AUMA. This six-point strategy development process is “strategy planning 101”. The “principles based” only proposal IS NOT. If adopted, it will simply not provide sufficient information upon which Auckland Council can adopt a credible marina policy.

J. To add “insult to injury”, the process of leaving Westhaven, the largest marina in the southern hemisphere, off the proposed “principles plan” completely, is unacceptable.

K. For the record, the NRYCWG, have on three separate occasions (namely 4th October 2017, 29th November 2017 and 13th June 2018), had meetings with Panuku to address this very real issue. The singularly most important issue being, the complete lack of tenure afforded to every member of the NRYCWG in Westhaven Marina. The yacht clubs have considerable capital tied up in the ownership of their club house buildings. Without security of tenure, these investments are at considerable risk. This situation will undoubtedly relate to yacht clubs within other marinas.

L. We are at a point, where in our opinion Panuku should be subjected immediately to a review under section 17a of the Local Government Act. It has become very apparent that Auckland Councils mandate for Panuku to provide an 8% return on their capital is unsustainable as far as recreational community marinas are concerned.
M. In conclusion, we strongly request that this Committee adopt a motion that directs the Council officers to form a steering committee, that involves the key stakeholders from all the marinas (Council and private). To be effective the Marina Plan has to be driven on the information supplied by the stakeholders in those marinas. We believe the goodwill is there to participate in this process, however, there has to be a paradigm shift in attitude on the council officers’ part, hence the request for an instruction from the Auckland Councillors.

N. Without wishing to appear patronising, Councillors are elected to represent the views and the wishes of the ratepayers. That means listening and taking “on board” their requests, and actioning them accordingly.

O. We urge you at your meeting today (5th March 2019) to reject the “principles based” marina strategy proposal and instead adopt the original AMUA “issues/fact based” marina strategy process as presented on September 2018.

Tony Skelton
For and on behalf of the
Northern Reclamation Yacht Clubs Working Group
Westhaven
5 March 2019
Submission to Auckland Council
The Auckland Plan and Long term Plan (10-year Budget)
On behalf of the Auckland Yacht & Boating Association.

The AYBA represents the Yachting and Boating Clubs of Auckland of which there are over 47 affiliated Clubs with 10,000 individual members. These numbers do not include the tens of thousands of members of the public who do not belong to clubs or organisations but swim, sail, paddle and motor on our waterways and harbour.

A media release received 14 February, 2018 stated that Auckland Sport and Recreation had signed Auckland to join London and Singapore as founding cities to Active Citizens Worldwide – “ACW” - with the aim of getting millions of people more active in cities around the world.

More than one million of Auckland’s adults and children are already active each week.
Sport, recreation and physical activity are a part of many Aucklander’s lives and many of these are the volunteers who are continually involved with the management of the clubs and their functions and the safety of all aspects of the sport in which they are involved.

While Sports Aktive highlights the major shortfalls of indoor and outdoor courts, playing fields and artificial turfs and indoor arenas the only reference to Auckland’s largest playing field is the reference to cleaning up the water ways!!

In excess of 100 sporting organisations, which cater for all ages and abilities, have a footprint on the foreshore of our rivers, harbour and beaches and the facility to ensure the safety of their members. Many have club rooms, some have storage and rigging areas, all require safe access to the water and all cater, at times, for the safety and health of the general public. These onshore footprints all are dependent on a large number of volunteers who all are involved with management and safety both ashore and on the water and many are qualifies instruction working with club members and with local schools.

Most of these organisations have ownership of and manage and maintain their clubhouse facilities but most have tenure on Council land with a huge variation in the entitlement to occupy, the rentals payable, the tenancy agreements and the bylaws controlling the use of their sites and premises. Most are dependent on the income from public and community use but many are restricted as to their use by these bylaws. Without this added income many would struggle to survive financially and valuable community assets and venues would be lost.

And the membership of these 100 sporting organisations is but small percentage of the total population that use the waterways and the foreshores for active recreation!

The Draft Long term Plan:
As Sports Aktive have demonstrated the draft Long term Plan proposed by Auckland Council contains a Capital shortfall for sport and recreation of at least $500m over the next 10 years.
Even with the increase in funding shown in the draft Long term Plan, Council itself has said there will be a decreased level of service, deteriorating assets, and risk of failure and asset closure.

If the proposal proceeds without amendment, there will be a negative impact on our city, communities and economy. This will exacerbate already recognised shortfalls in spaces and facilities. Auckland is anticipated to grow significantly over the next 30 years. To make sure that we build on its strengths and hold on to the things that are dear to us during this growth, we ask Council to prioritise the provision for sport and recreation, preserve and protect all existing foreshore reserves and support the clubs and the aquatic sporting organisations to maintain and upgrade all the facilities for the use not only of their members but also for the general public.

Options & Opportunities:
- Protect all foreshore open space and the aquatic facilities on these shores.
- Permit storage of boats and equipment or considerer parking and loading zones.
- Encourage and promote as safety / environmental / educational centres for the local communities.
- Encourage and support working with schools.
- Encourage the general public to work with and support the clubs and their members with environmental and safety issues.
- Recognise the opportunity as training venues/information centres.

With the projected population growth, smaller sections, apartment living and the drive towards the greater use of cycle ways the need for storage and parking at the coastal venues are essential. Sailing gear, paddle boards, waka, safety craft and are not compatible with public transport or cycling.

- Public Launching ramps and Trailer parks are necessary. Boat owners will pay the fuel tax too! Money which could be well spent on moorings and ramps!
- The latest census was a lost opportunity to reveal the numbers and usage of our waterways and harbours as recreational sports arenas.
- Targeted rates may improve storm water and sewer lines but “peoples’ plastic pollution” will continue!

To invest in, and protect, our environment over the next decade:
- Support the clubs and as guardians of the environment!
- Support the clubs as educators of maritime safety!
- Support the clubs as local community centres catering, as currently, for the very diverse range of community activities.

Janet M. Watkins
AYBA Executive Committee,
Email. Janet.mw@xtra.co.nz
Ph. 09 4839848.
LOCATION OF AUCKLAND YACHT, MOTOR BOAT & CRUISING CLUBS:

Map 1:
1. Sandspit Yacht Club
2. Kawau Island Yacht Club
3. Alges Bay Yacht Club
4. Manly Sailing Club
5. Gulf Harbour Yacht Club
6. Stiffwater Boating Club
7. Welb Boating Club
8. Okura Boating Club

Map 2:
1. Orakei Boating Club
2. Brown Bay Boating Club
3. Murrays Bay Sailing Club
4. Mitford Cruising Club
5. Papakura Boating Club
6. Ōtautahi Rowing Club
7. Ōtahuhou Boating Club
8. Wāikarera Boating
9. Devonport Yacht Club

(RREFER Map 3)
10. Glenmore Boat Club
11. Bucklands Beach YC
12. Pukahonu SC
13. Henderson Sailing Club
14. Pīnataroa Cruising C
15. Manukau Sailing Club
16. Parnell Lagoon SC
17. Parnell Yacht & Boat C
18. Ōtakohu Cruising Club
19. Ōrākei Cruising Club
20. French Bay Boating Club
21. Manukau Yacht & Model Club
22. Waikato Yacht Squadron
Auckland Regional Yachting & Boating Sports facilities & Venues.

The Numbers Game:

The Auckland Region has an extensive coastline which includes the narrow streams and waterways which flow into the extensive cairn estuaries on into the Waitemata, Manukau and Kaipara Harbours before flowing into the Hauraki Gulf and Pacific Ocean or the Tasman sea.

These waterways were Auckland’s original highway system and are now the playground and recreation areas for thousands of Aucklanders.

Clubs were formed by like-minded people and competitive aquatic sports were organised with Yachting and Rowing Clubs dating back to the 1870’s. The location and development of clubs is synonymous with the growth of the city and the requirements of the ever developing fleets from power boats and trailer boats, keelboats and dinghy classes, Waka and SUP’s, Canoes and Surf Skis.

Over the years clubs have worked with the local bodies to establish their bases usually on land owned by local body, the local public community! Club houses and other facilities have been built, often by club volunteers and are now maintained by club members and local sponsors. They are the portals to Auckland’s largest recreational area used and enjoyed by thousands of people of all ages and abilities. These venues have also become valuable community assets used by a multitude of non-aquatic activities but forever have to justify their on-going existence.

As the population grows and more and more people live in apartments and travel by public transport these pockets on the foreshore become more valuable be they for use by the club members or the general public.

With the development of the Unitary Plan, the changes in governance and the abolition of the regional councils focuses have changed. Zone changes and planning reviews have often overlooked the value of these recreational assets. For the clubs land rentals vary phenomenally from thousands of dollars to the “Pepper-corn” rentals still paid by some clubs! These “fierce” rentals are highly detrimental to any development or increase in growth!! To cover these additional costs Clubs rely more on income from the hireage of their premises but are often stymied by the rules of their lease agreement and members fees become less affordable. Club administration can be a nightmare – balancing the books while serving the clients!

Although there seems to be proliferation of seemingly small clubs along the foreshores they all cater for different clients and work in co-operation avoiding clashing programmes and often sharing fleets and equipment. Members join a club because of their interests, the classes sailed, their focus – sailing, fishing, Rowing, paddling – and the facilities and events offered - storage, launching, competition, Junior Learn to sail and boats available. Location and proximity are becoming more of a consideration especially in areas where apartments are becoming the norm and back yard and basement storage no longer exist.
**Compatibility:** Although some aquatic sports are compatible others require very different water conditions and management criteria. Juniors learning to sail are not compatible with skiffs & foils, rowers do not go well with power boats. Junior sailing fleets require more patrol boats and personnel then the senior keel boat fleets. SUP’s and kayaks can be an invisible hazard in congested waterways and the ever increasing fleets of small power boats need all-tide ramps and on-shore trailer parks.

*And all aquatic clubs are involved with training and education.* They all have their safety and rescue criteria and are aware of the Harbour Safety Bylaws and should have an awareness of Maritime Law for the Avoidance of Collisions at Sea.

*Club membership* and the categories are always being reviewed to encourage membership although some club memberships are restricted by capacity. Learn to Sail classes are often booked out before the season starts and to run more classes requires more boats and volunteers.

And of the members - interests change and they move on although some may stay on and help with the management of the club. Children grow up and change fleets. They join another club and their parents, no longer required for transport or maintenance and storage is no longer needed let memberships lapse.

Refer chart – Minimum numbers assessed as per chart.

<table>
<thead>
<tr>
<th>Organisations</th>
<th>Numbers</th>
<th>Average Membership</th>
<th>Average Total</th>
<th>Reg. Total</th>
<th>Estimated Non-Members</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yachting &amp; Boating Clubs</td>
<td>61</td>
<td>150</td>
<td>9150</td>
<td>10,000</td>
<td></td>
</tr>
<tr>
<td>Waka Ama</td>
<td>16</td>
<td>50</td>
<td>800</td>
<td>1,000</td>
<td></td>
</tr>
<tr>
<td>Canoe &amp; Roving Clubs</td>
<td>10</td>
<td>40</td>
<td>400</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sea Scouts &amp; Young Mariners</td>
<td>19</td>
<td>20</td>
<td>380</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dragon Boats</td>
<td>1</td>
<td>300</td>
<td>300</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Water Skis</td>
<td>4</td>
<td>10</td>
<td>40</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>110</strong></td>
<td><strong>570</strong></td>
<td><strong>11070</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Over 110 Clubs & Sports Organisations use the Rivers & Estuaries, the Waitemata Harbour & the Hauraki Gulf for Sport & Recreation. A Minimum of 11,000 users & these numbers DO NOT include non-members or the General Public.*

| Kayaks – family, fishing       | Non Members – Foreshore access |
| Launches & Trailer boats      | Non Members – Ramps & Access   |

Marinas & moorings – unless a requirement a club or racing – Non-members
- Berth Holders Assn – Membership Nos.
- Mooring Holders.
- Ramps – Okaun Bay on a fine Sunday in mid-winter – Park full but not members
- SUPs – Weekly beach series?
- Wind & Kite surfers – Shoal Bay & Point Chev.
AUCKLAND REGIONAL YACHTING & BOATING SPORTS FACILITIES - PLAN & FUTURE PROOFING.

The Sport Facility Plan:
This sport facility plan provides direction on the current existence of and the provision and priorities for facilities to best meet current and future participation of aquatic sports at all levels and ages on the Waitemata and Manukau Harbour, their rivers and estuaries and the Hauraki Gulf.

The preparation of this plan involved:
- The collecting of evidence to support a robust analysis of supply and demand from Yacht and Boating Clubs, Waka, Surf Ski and Dragon Boat paddlers, Sea Scout and Young Mariner groups, Haul-out facilities and Rowing Clubs. Not all these organisations are affiliated to the AYBA although some are associated with affiliated AYBA Clubs.
- Assessing issues that will impact on the future provision of services, the maintenance of facilities, Local body Rules and conditions that limit or restrict necessary actions and impede the possible growth of all sports using these facilities.
- Achieving buy-in from key stakeholders on future facility provision.
- The coordination and cooperation with sports that require and use the similar venues and facilities.
- The promotion of the Water Safety and the observance of the Maritime Rules both International and Regional that must be headed by all Auckland Yachting Boat Clubs and their members and visitors.

The Need for the Sport Facility Plan:
- This sport facility plan provides clear direction on what sport facilities currently exist or are needed both now and in the future to ensure growth, participation and safety awareness.
- This sport facility plan is to be used as a guiding document for informed decisions such as investing in new facilities, upgrading existing facilities and the optimising of these facilities.

The key drivers for developing this sport facility plan are related to:
- Ensuring existing facilities are appropriate and sufficient for the purposes for which they are used.
- Co-ordinating with other aquatic clubs and organisations to ensure a network of recreational, training and racing venues for all aquatic sports on the foreshores of the Waitemata and Manukau Harbours, their rivers and estuaries and the Hauraki Gulf.
- Meeting the demand arising from participation and population growth and changing user expectations.
- Meeting the requirement and desirability for a network of Water Safety venues along Auckland City’s shoreline.

Without a Sport Facility Plan:
* with the associated robust evidence and analysis of all the facilities that currently exist,
* their value as community, training and safety venues,
* the possible changes within the sports for which these facilities cater,
* and the increased demands of the aquatic sports – it is difficult for a sport to advocate effectively and efficiently increased facility provision and investment.
The development of this Sport Facility Plan for Yachting & Boating in Auckland:
- This plan is being developed by the administrators of Yachting & Boating and, where appropriate, compatible aquatic sports administrators.
- The plan development is being led by the Auckland Yacht & Boating Association in association with Yachting New Zealand. A team of the organisations involved forms the planning committee.
- Other regional sport organisations will be invited to take a collaborative approach to reflect how other people use the facilities in association with the primary facility users viz. the Yachting & Boating Clubs and their members.

Stakeholders whose involvement may be sought in the development of this Sport Facility Plan for Yachting & Boating may include Auckland Council, Local Community Boards, Regional Sport Trusts, the Regional Water Safety Council and others.

Auckland’s Boating Heritage: “The City of Sails”

A Brief History:
The estuaries and rivers, the Waitemata and Manukau Harbours and Hauraki Gulf into which they flow have been the main “highways” for communication and transport and are still important links for the transport systems of Auckland.

Waka large and small plied these water-ways on the war path or trading and when the first settlers arrived on the sailing ships from overseas, smaller ships, sailing and rowing boats and sometimes Waka took them to their settlements. Boats were a way of life and until the 1930’s were still the main means of travel between Auckland, Northland and the Coromandel.

People lived by the sea, children grew up in and around the water and people were familiar with boats even if only as a means of transport. Boats were a necessity. Ferries flourished in Auckland. More people became owners of their own boats and boats became a major part of the sporting and recreation scene and so competition grew. Boats were being designed and built for speed and style – Moana, Ariki, Waitangi………. Work boats went racing on their days off – the scows, the Mullet boats, launches…… More boat yards were established. The growth of power boating opened the aquatic world to another population of boating enthusiasts and provided another faster and more reliable means of transport then wind-powered sailing. Jetties grew up around the shore line to cater for the passengers. In the 1920’s Bailey & Lowe produced 70 boats in one year from dinghies to trading schooners and this was only one of the number of boat building firms working around Auckland’s extensive shoreline.

Commercial shipping continued to trade around the coast. The scows, the Union Steam Ship Co., and coastal shipping still operated in the 1950’s and the large Auckland ferries still ran regular excursions to Motuihe & Rangitoto in the early 1960’s.

The Establishment of Clubs & Facilities:
Boating has always had its social side and as it became more a part of sport and recreation clubs were established. The development and expansion of clubs and facilities in the Auckland region is synonymous with the growth of the city.

In 1871 the Auckland Yacht Club was formed. Their original club rooms were in Emily Place. In 1895 the Royal Akarana Yacht Club began life as the North Shore Sailing Club over at Devonport and at that time, the only other yacht club on the Waitemata Harbour was still the Auckland Yacht Club. In 1900 the Ponsonby Cruising Club was formed and the Auckland Yacht Club, still in Emily Place, became The Royal NZ Yacht Club by Royal Charter. By 1905 the Richmond Yacht Club was established and after a stormy AGM at the North Shore Club a break-away group formed the Devonport Yacht Club and the North Shore Yacht Club found a new home at Okahu Bay with a new name Akarana. The royal warrant was granted to Akarana in 1938 and included in the Royal Charter “The Royal Akarana Yacht Club” was granted permission to deface the Blue Ensign with the naval, rather than the imperial crown.
By the 1920’s clubs were established at Bayswater by the Takapuna Boating Club, at Point Chevalier and at Herald Island. Boating clubs were becoming the social venues of the areas and the now historic Takapuna Boating Club’s Clubhouse complete with lockers, the “supper room” and on the top floor an auditorium with stage & dance floor was built by volunteers. It was opened in 1926.

As the suburbs grew into their independent Boroughs so sporting facilities became established and in the maritime suburbs boating clubs were often the new community centres. They were family centres where children learnt to sail and the parents formed committees, went sailing and managed the club houses. Scouting groups were also establishing shore bases for their marine activities.

**Harbours, Haul-outs, Moorings & Marinas:**

The ever-growing fleets of keelboats and launches needed moorings and haul-out areas. The wave break at Okahu Bay was established by the Harbour Board providing a sheltered anchorage and on shore a major haul-out area was established. Shoal Bay and Torpedo Bay became established as mooring and haul-out areas. The breakwater provided a sheltered anchorage at Mechanics Bay and calm berthage for the flying boats. 1934 the Hobsonville Yacht Club became a recreation centre for the aircrews of those flying boats.

In 1935, Michael Joseph Savage, Member of Parliament persuaded the Auckland Harbour Board and the Auckland City Council to fund and build the sea wall at West Haven and develop the haul out area and safe anchorage for the recreational launch and boat owners of Auckland. The breakwater was designated as a venue for Club houses and dinghy lockers and, so far, this area still remains as originally designated.

*A Most Notable and beneficial Monument to Michael J. Savage for the recreational public of Auckland!*

Established at St Mary’s Bay in 1900 the Ponsonby Cruising Club vacated its original club house in 1959 to make way for the bridge approaches. The Auckland Harbour Board assured the Club of their new and present site above what was then the then Harbour Board store. And with the development of the Harbour Bridge approaches, another major haul-out area for the boating public was lost! In 1978 the RNZYS moved from their historic club rooms in Emily Place to what was previously the Trillo’s Cabaret at Westhaven built in the War years by the Americans as an officers’ cabaret with the custodian’s flat.

Grids and haul-out areas were operating at Okahu Bay, Devonport, West Haven, Bayswater as well as at other bays around the shore. They were a part of Auckland’s foreshore. Okahu Bay and Devonport Haul-out areas remain but are limited in size and rules of operation. Milford Cruising Club has owned and operated a slipway and maintenance yard since it’s inception. For the larger vessels there are still the commercial yards at West Haven and haul-out and maintenance facilities are available at: Sandspit, Gulf Harbour, Pine Harbour and West Park near or in association with the marinas. The ever increasing boating population has seen the establishment of clubs by like-minded people and the creation of the necessary facilities such as ramps, parking, and slipways and their clubhouses. Shelly Park, Westi, Te Atatu and the Auckland Outboard Boating Club are such Clubs. **Bayswater Marina** was reclaimed and developed for “Marine Related Use” and then sold to private ownership at a minimal price! (The current owner now owns West Park and Pine Harbour Public Open Space which is now in Private ownership!)

In 1959 with the opening of the Harbour Bridge the harbour ferry services waned and ferry hubs faded. There have been changes over the years but some things remain the same!

**Growth, Development and a Changing Sport:**

The growth and development of the Boating Clubs and Sea Scout dens along the shores and estuaries is synonymous with the growth and development of the city & suburbs, the growth of aquatic sports and the demands of the local communities. Club houses were built with funds raised by club members usually with the co-operation of the owner of the foreshore - the private owner, the Local Council or Department of Conservation. Club programmes and fleets developed with the growth of the surrounding population but always there was the emphasis on learning to sail and community spirit. Venues and membership sometimes dictated the fleets sailed and in the early years the dinghy fleets were more self-reliant and sea worthy – P Class, Silver Ferns, Zedgies, Frostbites, Idle Alongs, M Class - sails were reefed and club patrol boats non-existent. Then “Development Classes” started to evolve in 1950’s! In the 1960’s OK Dinghies, Finns and Tornadoes were imported, in the 70’s Hobies, Wind Surfers, Optimists. Sailors looked to overseas competitions. In New Zealand designers and sailors were creating classes to best suit the conditions and
the growing demands. The building and modifying of designs in the backyard saw the major growth of some fleets – in the ‘60s Sunbursts, Zephyrs, Cherubs, R Class that evolved to the 12 foot Skiffs, then came the junior Starling fleet. The 18ft Skiffs, the 49ers, the 29ers, Foiling Moths and A Class cats and now the large foiling America Cup boats have greatly added to the sailing scene on the harbour and gulf but the enthusiasm for the older classics – OK dinghies, Finns, P Class, Sunbursts, M Class. Mullet Boats, the classic keeler fleets and launches – continues!

Once a rarity Waka both traditional and the modern fibre-glass models are now once again part of the water ways. Waka Ama is a fast growing sport with 40 large outriggers competing annually in an international regatta on the inner Gulf. Surf skis now race coastal and of shore courses and Stand Up Paddle Boards join the confusion of water traffic. Then there are the Kayaks! From the plastic moulded family toys to the very sophisticated fishing and touring Kayaks these vessels travel on roof racks to any water access but the numbers associated with these aquatic users of Auckland’s waterways is unknown!

Catering for this changing scene has seen significant changes in the management and requirements of the clubs. Safety is not controlled by reefed main sails but every club event including the Waka Ama and Surf Skis, require patrol boats and volunteers, VHF’s and shore bases with launching, rigging and storage facilities.

<table>
<thead>
<tr>
<th>The Changing Scene</th>
<th>Today’s Scene</th>
</tr>
</thead>
<tbody>
<tr>
<td>Grids and haul-outs are now considered environmentally unfriendly</td>
<td>Boats still need maintenance and haul-out facilities – Existing facilities are now at a premium</td>
</tr>
<tr>
<td>The major haul-out areas at Okaahu Bay &amp; West Haven existed &amp; catered for many of the fleets, now severely reduced &amp; not catering for demand</td>
<td>Private haul-out areas were created &amp; some clubs were formed with that specific purpose.</td>
</tr>
<tr>
<td>Mooring spaces have generally given way to Marinas</td>
<td>But marinas are too expensive for some &amp; moorings are still appropriate in some areas.</td>
</tr>
<tr>
<td>Family boating continues to be popular but fleets have changed</td>
<td>And trailer boats have become more popular to overcome marina costs</td>
</tr>
<tr>
<td>Marina space is limited &amp; expensive. Parking &amp; dinghy racks need to be considered</td>
<td>The increase in trailer boats has greatly increased the demand for launching ramps and parking</td>
</tr>
<tr>
<td>Yachting has changed at advanced levels but beginners &amp; recreational sailors still sail conventional boats</td>
<td>High speed skiffs &amp; foiling yachts need water space and are not always compatible with other boats</td>
</tr>
<tr>
<td>The boating public were generally more aware &amp; learnt to manage their own risks</td>
<td>As Risk Management has seemingly become the responsibility of clubs &amp; authorities – people opt out of protecting their own safety!!</td>
</tr>
<tr>
<td>Self-reliance controlled most activities &amp; safety precautions on the water. Maritime Safety Rules.</td>
<td>Clubs must now provide the safety boats &amp; systems to ensure the safety of their members on the water &amp; ashore – OSH Rules!</td>
</tr>
<tr>
<td>Storage and security was not a problem – foreshore space was generally available.</td>
<td>Storage space at clubs is now limited or restricted for both patrol boats &amp; the sailing fleets.</td>
</tr>
<tr>
<td>Dinghy sailing was once a “summer sport”</td>
<td>New dinghies are sailed all the year round.</td>
</tr>
<tr>
<td>Club racing has always been organised by a small group of volunteers – at times the sailors themselves.</td>
<td>Now days the team of additional volunteers with the necessary skills &amp; the equipment required can restrict activities.</td>
</tr>
<tr>
<td>Clubs catered for sailing dinghies, launches, keel boats &amp; rowing dinghies then came wind Surfers</td>
<td>Now there are Skiffs, Foils, Wind &amp; Kite surfers, Kayaks, Surf Skis, Kayaks, Stand-Up-Paddle Boards &amp; Waka.....</td>
</tr>
<tr>
<td>There were power boat races &amp; water ski events, then jet skis ..... (These were controlled for space!)</td>
<td>Now Ocean swimming &amp; Triathlon can restrict the use of water space.</td>
</tr>
<tr>
<td>Tides still produce the same problems in some areas- Clubs will continue to manage these limitations.</td>
<td>The demands on the foreshore &amp; the waters of the Harbours &amp; Gulf will continue to increase!</td>
</tr>
</tbody>
</table>
To manage this ever changing scene and keep up with the demands of the sailors, both aspiring and experienced, the new members, the general public and the ever restrictive laws and regulations, Club volunteers, in their own time and often at their own expense, attend training seminars for Race Management, instructors and coaches, Marine First Aid, Power Boat Handling, Radio Operators......

Supporting Future Growth and Development:
How can the growth of aquatic sports be measured when the “Actual registered numbers” reveal so little?
Unlike Rugby, netball, hockey, soccer, cricket and other team sports where players must “register” to play or row and Waka Ama, where a club provides the equipment to which access means joining the organisation, the Harbour and Gulf and all their estuaries and rivers are an aquatic playground used by thousands but how many?
A club membership may be 150 families? Of 4 or 5? Seniors? Juniors plus volunteering parents? It may be a keelboat owner registered to race – add his crew of 1 to 15 or a fisherman – plus his mates?
And when not involved with the Clubs’ programmes the ‘Clubs’ premises support the activities of about 500 other sport and social groups.
The yachting and boating numbers revealed by club membership is probably about one third of actual numbers to whom boating and other aquatic sports are their recreational activity. They do not belong to a club or organisation!

The potential for growth and the increased usage of club premises is often restricted by the facilities available or the rules of occupancy specified in the land lease.

Clubs Programmes for Learn to Sail are always full – 30 beginners for 6 – 8 weeks requires a minimum of 6 volunteers and 3 patrol boats. When catering for the next levels including racing more volunteers and patrol boats are required and hence more storage! The Ponsonby Cruising Club provides one solution at West Haven in the heart of the city! They run Learn-to-Sail classes for children from all over Auckland where children learn the basics of water safety and sailing and then go on to join one of the many junior clubs. It is a feeder club. Also at West Haven is the Royal New Zealand Yacht Squadron with its Youth Training programmes. These sailors have advanced from the dinghy racing scene to join the international keelboat fleet some of whom were introduced to sailing at Ponsonby.

Waka Ama has become a popular water sport for school pupils and by working with Sports Active and NZQA students can now work towards the endorsement of Unit Standards. This is another opportunity for the growth and use of clubs if the facilities and storage are available.

“Sailability” gives the freedom and independence of an active sport to adults and children restricted by their mobility! Once on the water they use keyboards and servos, push buttons or use joy sticks but getting aboard can require special facilities at marina pontoons or jetties. Small hoists or cranes for the sailors and/or boats give freedom to the physically challenged!

The existing network of Clubs provides the facilities for the growth and development of aquatic sports and has the ability to help provide for their safe operation:

- Clubs are providing the potential for a network of sport & recreation facilities.
- The Clubs are compatible while serving different clienteles and ages
- Clubs are a valuable resource for the familiarisation of water safety and environmental education.
- Club members are trained and become aware of water safety in all craft.
- Clubs work with Coastguard & other training organisations to ensure the capabilities of volunteers.
- All Clubs have the facility to provide basic First Aid!
- An increasing number of clubs have ready access to a Defibrillator.

ALL AQUATIC SPORTS CLUBS NEED TO BE ENCOURAGED, SUPPORTED & ACKNOWLEDGED AS VALUABLE COMMUNITY ASSETS FOR THE WELL BEING OF THE GROWING POPULATION & THE INCREASE OF WATER RELATED ACTIVITIES.
AUCKLAND REGIONAL YACHTING & BOATING SPORTS
FACILITIES - PLAN & FUTURE PROOFING.

The Development of this Sport Facility Plan:

The sport facility plan is developed in-house by a team actively involved in administration, training and
participation in all aspects of Yachting & Boating in association with related water sports. (Waka Ama,
Scouting, Kayaking, Surf Skis, SUPs.......)

Data about the participation and facility provision, the location and use of facilities and community use has
been collected and co-ordinated from all clubs and updated regularly. The intent is to pursue further
information from the related water sports.

- Representatives from AYBA & YNZ have worked together to development of the plan.
- Clubs have been engaged to collect information on current participation, trends, facilities, issues,
  challenges and future demand factors. Information from the related water sports will be sought.
- Be cognisant with growth data which will impact on future demand.
- Work with Yachting New Zealand in accordance with their Strategic Plan.
- Highlight current limitations restricting growth as affected by the administrative bodies.
- Analyse all the data collected to understand current and future demand and supply for the better
  use of all existing Club facilities in support of retaining the existing “Foot Prints” of all clubs.
- Determine the model of provision and identify the key issues for future facility provision Vt:
  Access to the water, Storage facilities & Land Tenure!
- This DRAFT Sport Facility plan will be distributed widely for feedback from clubs, sports
  organisations and local communities.
- Feedback and comments will be reviewed and the plan will be updated as required.
- AYBA & YNZ will continue to encourage clubs to work towards the implementation of the plan.

This will be a “working” document subject to regular review and in support of the Clubs.
THE AYBA SPORTS FACILITIES PLAN
Prepared in Association with YNZ

Summary
Highlights: The history & growth of Boating clubs in Auckland
Key Issues: A changing scene & a growing population
Future Priorities: Preservation & growth of exising facilities.

Introduction
AYBA has prepared the draft plan with input from YNZ.
The plan is prepared to ensure ongoing protection, availability and
development of facilities for Yachting & Boating and other related aquatic
sports in the Auckland Region in response to the requirements of the
Auckland Unitary Plan.
The plan has been developed by reviewing facilities & requirements as
exist at all clubs & marine organisations in the Auckland Region.
The intended impact of the plan – is the ongoing availability of necessary
access & facilities for aquatic sports on the shores and waters of the
harbour & gulf.

Context
Strategic – relevant national, regional and local strategic documents
Historical – how the sports provision has developed over time
Organisational – who are organisations involved in facility provision
Most clubs and facilities are financed, owned and maintained by the clubs
& their members on leased land.

Sport priorities – Aquatic sports priorities related to the facilities available,
the clientele and external & environmental influences – shipping, tides etc.

Demand
Aquatic sports are universal – there is no separation by geography or
demography – all clubs serve the interest of their communities and look to
varying with demand. Participation in the sport is affected by access.
Assessment of any latent (unmet) demand viz: storage facilities!
More facilities such as storage for members' boats and club rescue boats
greatly increases growth & demand and decreases traffic and parking
demands!

AQUATIC SPORTS ARE “SPORT FOR LIFE” CATERING FOR ALL AGES AND ABILITIES!!

Supply
Current facilities – location, ownership, quantity and quality are defined on
the spread sheets.
The playing surfaces are the waters of the estuaries, rivers, harbour and
gulf! The amenities required to enable participation are the shore bases
with management & safety facilities including VHF operation, changing
rooms, storage for rescue craft, access to the water, ramps & rigging
areas, ................
Facility challenges - Shore facilities parking & storage - often inadequate!!
There is a need to protect all currently available facilities for the
increased demands of the growing population - growth is restricted by
the available resources!

Growth
The projected population growth will increase pressures on all current
shore facilities! All these facilities are essential to cater for future
growth!
Demand & Supply Analysis Re the Analysis of current and future demand against current and future supply: Co-operation & co-ordination with sports requiring similar shore facilities will increase demand on the already pressured facilities.

Provision - This is the critical section for the future provision)

The provision of storage can relieve traffic and parking problems – Boats & boards are not compatible with using public transport.

The hierarchy of facilities is determined by the requirements of events being International, National, Regional or local. Specifications, quality and entry numbers vary with each event. On-shore facilities, rigging and storage of boats during an event and the on the water course areas are major considerations for National and International venues. A number of the Clubs in the Auckland region have such facilities which are still dependent on the fleet’s – Refer Sheet of the summary.

The Prioritisation criteria are dependent on the requirements of the International or National body governing the event.

The Priorities for future facility provision is dependent on the assessment & summary of the Individual Clubs and the growth in their area.

Implementation

The AYBA & VNZ will continue to work with the clubs and support their training programmes and proposed developments as may be appropriate.

The AYBA will oversee implementation of the plan the review of which will be ongoing with the changes to the types of boats sailed, the demands of individual sports, the availability of water space and the shore facilities.

ATTACHMENTS:

AUCKLAND REGIONAL YACHTING & BOATING SPORTS FACILITIES – PLAN & FUTURE PROOFING.

TO BE REVIEWED – IW.

AYBA AFFILIATED CLUBS & OTHER AQUATIC VENUES – Spread sheets:

Sheet 1: An Introduction
Sheet 2: Aquatic Clubs & Facilities
Sheet 3: AYBA Affiliated Clubs from North to South
Sheet 4: AYBA Affiliated Clubs – 1st to 5th – Comments & Contacts.


Janet M.W.
Janet Watkins
Auckland Yacht & Boating Association Inc.

2 August, 2017
### AUCKLAND YACHT & BOATING ASSOCIATION AFFILIATED CLUBS

#### SHEET 4: AYBA AFFILIATED CLUBS by Location - North to South - Comments & Contacts

<table>
<thead>
<tr>
<th>NA</th>
<th>Not Affiliated to AYBA</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Aquatic Clubs

<table>
<thead>
<tr>
<th>Club Name</th>
<th>Location</th>
<th>Parking</th>
<th>Advantages</th>
<th>Comments</th>
<th>Websites</th>
<th>Sources</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kauri Island Yacht Club</td>
<td>Kauri</td>
<td>NA</td>
<td>Local Rec. &amp; Visiting Boats</td>
<td></td>
<td></td>
<td>Club Contact from returned emails</td>
</tr>
<tr>
<td>Sandspit Club</td>
<td>Sandspit</td>
<td>Good</td>
<td>Marina &amp; mail-out facilities</td>
<td></td>
<td><a href="http://www.sandspit.org.nz">www.sandspit.org.nz</a></td>
<td></td>
</tr>
<tr>
<td>Algies Bay Club</td>
<td>Algies</td>
<td>Good</td>
<td>Excel. Dinghy Sailing Venue</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gulf Harbour Yacht Club</td>
<td>Gulf Harbour</td>
<td>Good</td>
<td>Keeboats, storage &amp; Mainten.</td>
<td>Retain Parking</td>
<td><a href="http://www.ghyct.org.nz">www.ghyct.org.nz</a></td>
<td>John Bruce/Gill Wate</td>
</tr>
<tr>
<td>Waiti Boating Club</td>
<td>Waiti</td>
<td>Good</td>
<td>Serves local community</td>
<td></td>
<td><a href="http://www.waitic.co.nz">www.waitic.co.nz</a></td>
<td>Katie Clark</td>
</tr>
<tr>
<td>Okura River Boating Club</td>
<td>Okura</td>
<td>Good</td>
<td>Serves local community</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>StIvesley Boating Club</td>
<td>StIvesley</td>
<td>Good</td>
<td>Serves local community</td>
<td></td>
<td><a href="http://www.swbc.co.nz">www.swbc.co.nz</a></td>
<td>Blair Gerrard</td>
</tr>
<tr>
<td>Murrays Bay Sailing Club</td>
<td>Murrays</td>
<td>LIMITED</td>
<td>Excel. Dinghy Sailing Venue</td>
<td></td>
<td><a href="http://www.murraybay.org">www.murraybay.org</a></td>
<td>Scott Leith</td>
</tr>
<tr>
<td>Milford Cruising Club</td>
<td>Milford</td>
<td>LIMITED</td>
<td></td>
<td></td>
<td><a href="http://www.milfordcrusing.co.nz">www.milfordcrusing.co.nz</a></td>
<td>John Innes</td>
</tr>
<tr>
<td>Milford Cruising Club</td>
<td>Milford</td>
<td>LIMITED</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pupuke Boating Club</td>
<td>Pupuke</td>
<td>LIMITED</td>
<td>Dinghy Sailing Venue</td>
<td>Minimal onshore Facilities</td>
<td><a href="http://www.pupuke.org.nz">www.pupuke.org.nz</a></td>
<td></td>
</tr>
<tr>
<td>Takapuna Boating Club</td>
<td>Takapuna</td>
<td>LIMITED</td>
<td>Excel. Dinghy Sailing Venue</td>
<td>Members’ Boat Storage</td>
<td><a href="http://www.takapunaclub.org">www.takapunaclub.org</a></td>
<td></td>
</tr>
<tr>
<td>Wakanere Boating Club</td>
<td>Narrowneck</td>
<td>YES</td>
<td></td>
<td></td>
<td><a href="http://www.wwaboating.co.nz">www.wwaboating.co.nz</a></td>
<td>Natasha Strong</td>
</tr>
<tr>
<td>Devonport Yacht Club</td>
<td>Devonport</td>
<td>LIMITED</td>
<td>DYC/AC</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Royal NZ Naval Sailing Club</td>
<td>Devonport</td>
<td>LIMITED</td>
<td>In Assoc. with Navy &amp; dockyard</td>
<td></td>
<td>RNZ Navy</td>
<td></td>
</tr>
<tr>
<td>Takapuna Boating Club Heritage Building</td>
<td>Devonport</td>
<td>YES</td>
<td>Historic building - nice roof &amp; foundations - large venue</td>
<td></td>
<td>）。www.takapunaclub.org</td>
<td>Inabersource</td>
</tr>
<tr>
<td>Northcote &amp; Birkenhead Yacht Club</td>
<td>Birkenhe</td>
<td>LIMITED</td>
<td>Dinghy Sailing Venue</td>
<td></td>
<td><a href="http://www.nbyct.org">www.nbyct.org</a></td>
<td>Chris Bowon</td>
</tr>
<tr>
<td>Herald Island Yacht Club</td>
<td>Herald I</td>
<td>LIMITED</td>
<td>Mootings, jetty &amp; dinghy storage</td>
<td>Serves the local community</td>
<td><a href="http://www.hibyc.co.nz">www.hibyc.co.nz</a></td>
<td>Geoff Beraford</td>
</tr>
</tbody>
</table>

**Attachment C**  
**Item 5.2**
<table>
<thead>
<tr>
<th>Attachment C</th>
<th>Item .5.2</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>16. Hobsonville Yacht Club.</strong></td>
<td>HOBS</td>
</tr>
<tr>
<td><strong>17. Clear Water Cove Yacht Club.</strong></td>
<td>WESTPARK</td>
</tr>
<tr>
<td><strong>18. Takata Sailing Club.</strong></td>
<td>TEATATU</td>
</tr>
<tr>
<td><strong>19. Point Chevalier Sailing Club.</strong></td>
<td>Pt Chev</td>
</tr>
<tr>
<td><strong>21. Richmond Yacht Club.</strong></td>
<td>WEST HAVEN</td>
</tr>
<tr>
<td><strong>22. Victoria Cruising Club.</strong></td>
<td>WEST HAVEN</td>
</tr>
<tr>
<td><strong>25. West Haven Yacht Club.</strong></td>
<td>Var.</td>
</tr>
<tr>
<td><strong>27. Royal Akarana Yacht Club.</strong></td>
<td>ORSKIE</td>
</tr>
<tr>
<td><strong>28. Auckland Sailing Club / Akarana.</strong></td>
<td>ORSKIE</td>
</tr>
<tr>
<td><strong>29. Tamaki Yacht Club.</strong></td>
<td>Tamaki Dr</td>
</tr>
<tr>
<td><strong>Tamaki Yacht Club - Parking &amp; Rigging.</strong></td>
<td>Tamaki Dr</td>
</tr>
<tr>
<td>33</td>
<td>Shelly Park Cruising Club</td>
</tr>
<tr>
<td>34</td>
<td>Bucklands Beach Yacht Club</td>
</tr>
<tr>
<td>35</td>
<td>Bucklands Beach Yacht Club Junior</td>
</tr>
<tr>
<td>36</td>
<td>Pakuranga Sailing Club</td>
</tr>
<tr>
<td>37</td>
<td>Panmure Yacht &amp; Boating Club</td>
</tr>
<tr>
<td>38</td>
<td>Panmure Lagoon Sailing Club</td>
</tr>
<tr>
<td>39</td>
<td>Manukau Sailing Club</td>
</tr>
<tr>
<td>40</td>
<td>Pine Harbour Cruising Club</td>
</tr>
<tr>
<td>41</td>
<td>Waikato Boating Club</td>
</tr>
<tr>
<td>42</td>
<td>Manukau Cruising Club</td>
</tr>
<tr>
<td>43</td>
<td>French Bay Yacht Club</td>
</tr>
<tr>
<td>44</td>
<td>Manukau Yacht &amp; Motor Boat Club</td>
</tr>
<tr>
<td>45</td>
<td>Clarkeys Beach Yacht Club</td>
</tr>
<tr>
<td>46</td>
<td>Waitakere Yacht Squadron - W.TYA</td>
</tr>
<tr>
<td>47</td>
<td>Blue Gavel New Zealand</td>
</tr>
<tr>
<td>48</td>
<td>NZ Multihull Yacht Club</td>
</tr>
<tr>
<td>49</td>
<td>Short Handed Sailing Association</td>
</tr>
<tr>
<td>50</td>
<td>Auckland Dragon Boat Association</td>
</tr>
</tbody>
</table>

3  Kesley water ski club | Te Atatu | | | | | | |
4  Waiapuna Water Club of Mt Wellington Inc | Mt Wellington | | | | | | |
5  Gulf Water Ski Club | Parnell | | | | | | |
6  Brookland Boating Club | Clevedon | | | | | | |
7  Kawakawa Bay Boating Club | Napier | | | | | | |
8  Onore Point Boating Club | Onore Pt | | | | | | |
9  Beachlands Boating Club | Beachlands | | | | | | |
Auckland Council - Planning Committee Meeting 5 March 2019

Item 10 – Approach to Marinas

Auckland Marina Users Association Inc – Position Commentary

AMUA’s view of Agenda item 10 is that we have come full circle in the last 10 months. AMUA opposes the recommended Option 1 – which is fundamentally no different from the approach we opposed on 4 September 2018. And there has been no stakeholder engagement on Council’s approach since that time.

What triggered AMUA’s demand for a regional strategy for marinas, was primarily Panuku’s strategy, supported by Auckland Transport (30 May 2018) for land transactions at Westpark/Hobsonville. The transactions involved transferring Council owned marina land into private ownership. Panuku also noted the lessee at Half Moon Bay was interested in acquiring the freehold title.

At that time and subsequently we have advocated strongly that there should be no sale of Council owned marina land prior to the completion of a regional marina strategy - that addresses regional and local needs and issues.

And at a Planning Committee workshop on 22 August 2019 following a presentation by Panuku it was concluded that – a “broader strategic approach was needed” that should “reflect public feedback” – quote from item 10 report 4 September 2018.

AMUA’s position is now supported by a growing number of stakeholders including Auckland Yachting and Boating Assoc, NZ Marine Industry Association, Akarana Marine Sports Charitable Trust and the Northern Reclamation Yacht Clubs. Council may not have been engaging with stakeholders but stakeholders have been engaging with each other!

As the handout entitled “Full Circle” shows – it is clear that Council, Panuku and Auckland Transport are persisting with an approach to marinas that is designed to enable Panuku’s proposed land transactions.

It also appears to us that the report under agenda item 10 is a repeat of the attempt in September 2018 to provide an “expeditious” framework to sanitise the proposed land transactions at Westpark, Gulf Harbour and Half Moon Bay and perhaps at other marinas also.

Evidence lies in - Para 53 of item 10 (5 March 2019) – which states “Delaying all decisions on marinas poses a risk, particularly for Panuku and Auckland Transport, as there are current issues that need to be dealt with.” What are those issues?

However - as para 5 of the report under item 10 notes - once Council passes ownership of marina land into private ownership the ability to influence strategic outcomes will be reduced. So why isn’t Council taking a “wider strategic approach that reflects public feedback?”

Council’s approach is not strategic and does not reflect public feedback. We want to see a strategy that is founded on robust, democratic, evidenced based decisions – not decisions based on a set of “principles” that are open to wide interpretation and have no standing in the hierarchy of planning documents.
In terms of your decision on this item later today please see handout “DECISION ON Item 10 and THE WAY FORWARD”. Our preference is that this Committee declines Option 1 and supports Option 4 - which is founded on the letter AMUA submitted on 28/29 November 2018.

We oppose the recommendation to adopt Option 1 and oppose Options 2 and 3 as alternatives because they are all solely “principles based”. However - we recognise that the Planning Committee may have reservations regarding the scope, costs and timeframe to deliver the AMUA approach Option 4.

It is worth noting that stakeholders have considerable knowledge of legacy, regional and local issues and extensive factual data to contribute to the process. This could minimise the timeframe and cost; and urgent issues could be prioritised in a staged approach to the strategy. None of this has been considered because Council has not engaged with stakeholders. We are not a scary group of radicals – speak to us!!

If the Committee does not accept Option 4 we encourage this Committee to consider a way forward - whereby the Committee directs the officers to form a steering committee involving stakeholders to look at the approach to Option 4 together - and in so doing address the Panuku/AT issues as well as stakeholder issues, consider available information on needs; and then report back to the Committee in May 2019 - with the intent that together, stakeholders and Council can finalise an approach.

If Councillors vote in favour of the recommended option 1 (or Options 2 and 3) they are in our view:  
- eroding public trust;  
- endorsing an approach that is neither – strategic, robust, democratic or evidenced based; and are  
- committed to the use of an approach designed to sanitise decisions that will ultimately see Council owned marina land at Westpark, Gulf Harbour and perhaps Half Moon Bay and other marinas, transferred into private ownership.

Richard Steel  
Chairman – Auckland Marina Users Association Inc  
4 March 2019
# FULL CIRCLE – Summary of timeline and key facts

<table>
<thead>
<tr>
<th>Timeline</th>
<th>Marinas Addressed</th>
<th>Approach to Marinas</th>
</tr>
</thead>
<tbody>
<tr>
<td>Panuku Board Paper 30 May 2018</td>
<td>Westpark; Gulf Harbour; and Half Moon Bay; Westhaven - identified for future report.</td>
<td>Panuku Board Paper - In absence of Council strategy – Panuku strategy is to extract asset value in line with Sol. Recommends non-contestable land transfer/sale with lessees at Gulf Harbour and Westpark. Supported by Auckland Transport. Lessee at Half Moon Bay interested in freehold. Public information process only – no consultation. AMUA start to lobby for a regional strategy before sale/transfer of any Council owned/controlled marina land.</td>
</tr>
</tbody>
</table>

**Committee Workshop 22 August 2018** – concluded “broader strategic approach needed” that should “reflect public feedback”

*Stakeholders – Not invited*

| Report to Committee 4 September 2018 Agenda item 10 | Westpark; Gulf Harbour; and Half Moon Bay; and Westhaven marinas incl Viaduct and Silo | Agenda item 10 - “Principles” based on Auckland Plan. Details to be developed. Targeted community & stakeholder engagement. No provision for assessment of regional and local needs and issues. No stakeholder engagement by Council on approach to marinas |

**Committee Workshops, 30 October 2018 and 20 February 2019**

*Stakeholders – AMUA expressed concern at lack of stakeholder engagement in developing approach. AMUA offered to participate and answer questions (28 November 2018) – Excluded (at discretion of Chairman?)*

| Report to Committee 5 March 2019 Agenda item 10 | Westpark; Gulf Harbour; and Half Moon Bay; Westhaven - identified as having a plan. | Agenda item 10 - Two levels of “Principles” based on Auckland Plan. Targeted community & stakeholder engagement. No provision for assessment of regional and local needs and issues. No stakeholder engagement by Council on approach to marinas over the period since 20 August 2018. |

*Agenda item 10 Para 53 – “Delaying all decisions on marinas poses a risk, particularly for Panuku and Auckland Transport, as there are current issues that need to be dealt with.”*
DEcision on Item 10 and The Way Forward - AMUA Comments in Italic

Agenda Item 10 - Develop principles for Gulf Harbour, Westpark and half-Moon Bay marina - all of which were part of Pamukka's original strategy in May 2018 and rectified reduced sales and transfer of Council-owned marina land to private freehold.

Agenda Item 10 Para 5 - Referring to privately owned marinas, the Council has no additional jurisdiction over these private and holdings other than its regulatory capacity.

So why sell?

Why no provision for issue of needs assessment to validate cost or quantify principles?

Only option 4 addresses regional and local needs and issues. Preferred by AMUA but dismissed in the report as “cost of such a strategy would be prohibitive” and “as a whole this will not help address relatively urgent matters.”

What are the urgent matters?

Northern Recreation Clubs, Auckland Yachting and Boating Association, Aoratino Marine, Sports Centre Trust, W.M. Marine Industry Association and AMUA all support Option 4 and agree that identification and assessment of regional and local needs and issues should drive principles and support, quantified decisions and plans.

Stakeholders have considerable knowledge of legacy, regional and local issues and extensive factual data to contribute to the process which could minimise timeframe and cost. Stakeholders will share information on a collaborative basis if Council engage.

Issues could be prioritised in a phased approach to the strategy. Stakeholders have issues that appear to coastal inundation and NZCPS and the protection of opportunities for marina to contribute to meeting the growing demand for marine and other marine recreation facilities.

Decision

Adopt Option 1 - Recommended by authors

Alternatively - Adopt one of Options 2 to 4

The Way Forward

- Form a steering committee immediately that includes a representative stakeholders to try and agree an approach to deliver a regional strategy that is expedient and cost effective. Steering committee to report back May 2019.
4 March 2019

The Chairperson
Planning Committee
Auckland Council

Dear Sir,

Item 10 Planning Committee Meeting 5 March: Approach to Marinas

I had planned to attend the Planning Committee meeting tomorrow and address the Committee on the above item. Unfortunately, I am no longer able to do so and request this letter be tabled so that members of the Committee are able to take its contents into consideration when making a determination on Agenda Item 10.

I read Agenda item 10, on marinas, when recently perusing the agenda and believe my experience in strategic planning at the regional level and also the provision of specific planning advice at a marina level may be of benefit to the Committee in its consideration.

By way of background, I am a previous Director of Policy and Planning at the Regional Council, responsible for nearly all aspects of strategic land and water planning. As a consultant I have and continue to provide, on behalf of several Auckland marinas, specialist input into various planning processes such as the Auckland Plan, the Auckland Unitary Plan, Plan Changes and resource consent applications.

In my view, of the four options suggested by staff, Option 1 would be the most appropriate.

The Council already owns and operates three of the central marinas and they are well catered for in terms of guiding their future development. There seems to be no valid reason for Council inserting another layer of planning on its own marinas above existing visions and controls.

Six of the marinas are privately owned. In my experience, both in policy development at Council and as an advisor to marina owner/operators, there is little point in the Council developing a strategy outlining options for development of privately-owned and operated marinas. Certainly, the Unitary Plan provides guidance and regulatory controls and that is supported. But developing a marina strategy involving privately owned marinas can not compel owners to comply and would in my view prove futile and a waste of valuable resources.
Future development and operation of privately-owned marinas involves a complex mix of regulatory compliance and business relationships between owners/operators and berth holders and other users of marina facilities and services. This mix changes through time as the economy and other business circumstances change – these are not matters that can be included in a Council-run process culminating in a fixed and inflexible strategy.

The official’s report outlines that three Council owned marinas, privately operated, would benefit from a framework for making decisions on how they develop in the future. I agree. Any proposals should in my view be restricted to those three marinas.

It is appropriate in my view that Council develop a set of principles against which future development proposals on the three marinas could be evaluated to ensure Council’s, and the region’s, interests are looked after based on those principles. If the principles are aimed at the correct level, they could prove flexible enough to be applicable to a variety of development circumstances and proposals, through time.

A “one size fits all” strategy applied to all the region’s marinas will prove to be inflexible and unenforceable, whereas applying principles for Council to follow, especially in those marinas Council owned by privately operated, will ensure that any development proposals can be assessed against the principles and the Council’s interests protected.

I therefore support the adopting of Option 1 by the Committee.

Yours faithfully

Craig Shearer
Property Council submission on housing affordability

Background
The Auckland Council gave the Planning Committee a scope of work for Council’s role on affordable housing. A snapshot report was produced which put forward the following policy options for further investigation:

- A retained minimum affordable housing planning requirement with cost-offsetting incentives
- How parties could work together to extend Kiwibuild
- Initiatives to facilitate institutional development and management of rental properties (such as Build-to-rent)
- Legislation to improve rental tenure security
- Reforms to make the Accommodation Supplement more effective
- Partial and progressive ownership arrangements such as rent-to-buy, shared equity, co-housing, papakāinga and leasehold of public land.

The Planning Committee endorsed the report as the basis for engagement with key stakeholders to develop a "Position and Role" report for the March 2019 Planning Committee.

We have reviewed these and wish to make comment on the areas on inclusionary zoning and solutions for affordable housing as follows.

Inclusionary zoning

Property Council New Zealand advocates strongly against inclusionary zoning. These requirements are cumbersome and effectively a form of income redistribution, which seeks to place the burden of addressing housing affordability onto other home purchasers and the development community. We would suggest the use of a planning tool as economic mechanism to redistribute wealth is neither appropriate nor anticipated by the legislative framework of Resource Management Act 1991. Should the Council proceed down this route a voluntary incentive-based scheme would be a more equitable approach and would help avoid unintended detrimental consequences.

In 2016, the Independent Hearing Panel stated in its overview of recommendations that: "the affordable housing provisions as proposed by the Council would likely reduce the efficiency of the housing market due to effectively being a tax on the supply of dwellings and be re-distributorial in their effect [emphasis added]." They said "the most appropriate way for the Plan to address housing affordability in the region is by enabling a significant increase in residential development capacity and a greater range of housing sizes and types."

The Auckland Unitary Plan is already encouraging additional capacity as reflected in the record increase in building consents within existing urban areas. Based on this evidence to date Council could and should seek more opportunities to increase development capacity across the city. The Council should avoid the introduction of affordable housing provisions that could have negative implications for intensification. In pursuing such option the Council would disincentivise larger scale developments as developers will seek to avoid these requirements.

---

Any inclusionary zones for affordable housing will add further costs to housing projects making them even less financially viable. Given the high costs of land and other imposts in the current environment it may not be economically feasible for developers to develop affordable dwellings. In our members’ experiences, the returns associated with providing new housing in Auckland are marginal and this is particularly the case with more intensive forms of housing (e.g. terraced housing and apartments). Such requirements also increase risk for developers which can also have negative implications for obtaining finance for the development.

For these reasons we believe that the only solution to Auckland’s housing affordability issues is best addressed by increasing the housing choice and supply to meet the demand of the market.

**Solutions to housing affordability**

The Government is already pursuing policies around increasing housing affordability through Kiwibuild. The Council should work together with central government, private sector, not for profit sector and local iwi to encourage increased residential developments.

Several ways it could do this are:

- Reduce timeframes around the consenting process and complexity of consenting for both;
  - Resource consents
  - Building consents
- Reduce Development Contributions (DCs) so they properly reflect the cost of infrastructure;
- Introduce targeted rates for revenue generation for infrastructure provision (similar to Milwater);
- Free up local government land for development;
- Work with HUDA to encourage large scale developments;
- Support the Kiwibuild programme to speed up the pipeline.
Private Plan Changes
How the process works and what is sound resource management practice

Plans and Places March 2019
Lodging a request for private plan changes

Part 2

Requests for changes to policy statements and plans of local authorities and requests to prepare regional plans

- 21 Requests
- 22 Form of request
- 23 Further information may be required
- 24 Modification of request
- 25 Local authority to consider request
- 26 Notification timeframes
- 26A Mana Whakahono a Rohe
- 27 Appeals
- 28 Withdrawal of requests
- 29 Procedure under this Part

Section 32 evaluation report

Anticipated environmental effects

Clause 6
Information required in assessment of environmental effects

Clause 7
Matters that must be addressed by assessment of environmental effects
Clause 25 of Schedule 1

A local authority shall, within 30 working days:

a) Adopt
b) Accept
c) Reject
d) Convert to an application for a resource consent

A decision to reject can be appealed to the Environment Court.
## Accept or adopt the request for a private plan change

<table>
<thead>
<tr>
<th>Accept the plan change</th>
<th>Adopt the plan change</th>
</tr>
</thead>
<tbody>
<tr>
<td>The requester bears the costs</td>
<td>The council bears the costs</td>
</tr>
<tr>
<td>Rules do not have effect until the plan change is operative</td>
<td>s86B applies and some parts of the plan change can have immediate effect</td>
</tr>
<tr>
<td>Notification under clause 26</td>
<td>Council proceed with notification within four months, including steps under clause 3, 3B and pre-notification under 4A</td>
</tr>
</tbody>
</table>
Rejecting a private plan change

The local authority may reject the request in whole or in part, but only on the grounds that—

(a) the request or part of the request is frivolous or vexatious; or

(b) within the last 2 years, the substance of the request or part of the request—

   • (i) has been considered and given effect to, or rejected by, the local authority or the Environment Court; or

   • (ii) has been given effect to by regulations made under section 360A; or

(c) the request or part of the request is not in accordance with sound resource management practice; or

(d) the request or part of the request would make the policy statement or plan inconsistent with Part 5; or

(e) in the case of a proposed change to a policy statement or plan, the policy statement or plan has been operative for less than 2 years.
Frivolous or vexatious

- Not defined in the RMA
- “Frivolous” has evolved through case law to generally mean “trivial” or “without substance”
- “Vexatious” has evolved through case law to generally mean “harass”, “frustrate”, or cause “financial cost to their recipient”
Timing of private plan changes

within the last 2 years, the substance of the request or part of the request—

- (i) has been considered and given effect to, or rejected by, the local authority or the Environment Court; or

- (ii) has been given effect to by regulations made under section 360A;

in the case of a proposed change to a policy statement or plan, the policy statement or plan has been operative for less than 2 years.
Sound resource management practice

Malory Corporation Limited v Rodney District Council (Environment Court 2009) then the High Court (2010), concluded that:

- "The words "sound resource management practice" are not defined in or used elsewhere in the Act." (para 86)
- There appears... [to be] no definitive answer to the question of what constitutes sound resource management practice." (para 88)
- "...the words "sound resource management practice" should, if they are to be given any coherent meaning, be tied to the Act's purpose and principles...the words should be limited to only a coarse scale merits assessment, and that a private plan change which does not accord with the Act's purpose and principles will not cross the threshold of acceptance or adoption." (para 85)
Converting a private plan change to a resource consent

Table: Contrasting a resource consent and a private plan change

<table>
<thead>
<tr>
<th>Resource consent</th>
<th>Private plan change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Allows a site-specific activity</td>
<td>Can be either site specific or district wide</td>
</tr>
<tr>
<td>Suitable for contained, one-off activities</td>
<td>Suitable for a range of matters that are not provided for within the current plan provisions</td>
</tr>
<tr>
<td>Has a specific 'life' or expiry date</td>
<td>'Life' or expiry date is the same as the life of the plan</td>
</tr>
<tr>
<td>Attached conditions; more prescriptive</td>
<td>Sets up a long-term management framework</td>
</tr>
<tr>
<td>Generally, cheaper and less time consuming application process</td>
<td>Application process can be very costly and time consuming</td>
</tr>
<tr>
<td>Must meet the relevant s104 and s105 criteria</td>
<td>Must meet s32 and Part II tests</td>
</tr>
</tbody>
</table>
Private Plan Change Process - summary

1. The requestor lodges a private plan change request with the council

2. The council acknowledges the request, can request further information and commission reports if necessary. The council may modify the request with the requestor’s permission if appropriate

3. The council decides whether to adopt, accept, or reject the request, or convert the request to a resource consent – a detailed assessment of the merit of a private plan change request is NOT appropriate at this stage

4. The council notifies that the request has been adopted or accepted allowing submissions and further submissions to then be made

5. Council can make a submission on the private plan change

6. The council holds a hearing where it assesses submissions made and the merit of the request and then issues a decision

7. The council decision is open to appeal to the Environment Court
Existing Zoning - 3 Brightside Road, 149, 151 and 153 Gillies Avenue
Smales Farm private plan change – ‘concept masterplan’
Smales Farm

“Business Park”

and

“Smales 1 Precinct”

(containing special development, parking & vehicle trip rules)