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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.
Item 8.1

Attachment A
Attachment A

Item 8.1
Attachment A

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Attachment A
Item 8.1

Attachment A

Howick Local Board
15 April 2019

Minute Attachments
Attachment A  

Item 8.1
Item 8.1
<table>
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<tr>
<th>QUESTIONS</th>
<th>ANSWERS</th>
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<tr>
<td>1. How many Aston Martin DBS UB2010 coupes were made?</td>
<td></td>
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<tr>
<td>2. Which model Citroen is known as the “Tin Snail”?</td>
<td></td>
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<tr>
<td>3. What is the Porsche 911 rear spoiler called?</td>
<td></td>
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<tr>
<td>4. Which legendary figures apparently made the Scab vehicles?</td>
<td></td>
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<td>5. Which make of Daimler was first used by British Royalty?</td>
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<td>6. What type of bird is shown on the Vauxhall bonnet badge?</td>
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<tr>
<td>7. Name the British Company that made Humber &amp; Hillman cars?</td>
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<tr>
<td>8. What was the name of the first car manufactured by Lancia?</td>
<td></td>
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<td>9. What is the brand name of Land Rovers built under license in Spain?</td>
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<tr>
<td>10. What MG did Prince Charles own and pass on to Prince William?</td>
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<tr>
<td>11. When was the last Mini made and who drove it off the production line?</td>
<td></td>
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<tr>
<td>12. What are Reliant Scimitar bodies made of?</td>
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<tr>
<td>13. What colour is the TR6 bearing the registration THE TOE?</td>
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<tr>
<td>14. What town in England did TVR start building cars?</td>
<td></td>
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<tr>
<td>15. What is the chrome Jaguar bonnet mascot generally called?</td>
<td></td>
</tr>
<tr>
<td>16. On the Alfa Romeo badge, what is the Serpent monster devouring?</td>
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<tr>
<td>17. Who was the driver of VW #53 in the films The Love Bug &amp; Herbie Goes to Monte Carlo?</td>
<td></td>
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<tr>
<td>18. The name Volvo is from the Latin which means?</td>
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<tr>
<td>19. Who was the last Ferrari F1 World Driver's Championship winner?</td>
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<tr>
<td>20. What year was the German Kubelwagen made?</td>
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NAME & PHONE NUMBER: ____________________________________________  
ADDRESS: ______________________________________________________

Below are twenty questions about some of the cars at the show. Walk around the show to find the answers. Some of the questions provide clues to which cars to look for, other questions you may need to ask people for help. Once you have completed the questions, please take your sheet to the Information Tent.
15th April 2019

Howick Local Board
Auckland Council
C/- Chairman David Collings
1 Aylesbury Street
PAKURANGA

Dear Chairman David Collings & Howick Local Board members,

RE: Auckland Brit & Euro Classic Car Show – Lloyd Elsmore Park

On behalf of our classic car show organising committee we express our thanks to the Howick Local Board as the major sponsor for the Brit & Euro Classic Car Show, held each year on the first Sunday of March at Lloyd Elsmore Park.

Our committee is pleased to make a short presentation to the Howick Local Board on 15th April about our latest event and say ‘thank you’ in person. Without the support of the Howick Local Board, this very well attended free community event would not happen. The presentation will outline the size and benefit of the event, including to the Howick Historical Village.

Our car registrations have continued to increase as well as members of the public attending since our beginnings four years ago. Car registrations have been: 2016; 440, 2017; 626, 2018; 837 and 2019; 1,077. Our estimates for the 2019 event were a public increase in attendance of about 20%, with about 10,000 people on site throughout the day (Sunday 3rd March). It was especially encouraging for our 100 volunteers to welcome members of the Howick Local Board and members of parliament, and councillors.

Sponsoring and supportive organisations include: Howick Local Board, Times Newspapers, Protecta Insurance, NZ Classic Driver magazine, Howick Historical Village, Howick MenzShed, Pakuranga Rugby Club, LifeGrowth Community Trust, EAST FM radio, the five eastern Rotary Clubs, and local Scout and Venturer groups.

We are currently completing our financial accounts and accountability report which will be lodged soon. In addition we have four specific requests to make to the Howick Local Board and Parks of Auckland Council about the Lloyd Elsmore site in order to make it more suitable for continued use and for other large community events;

WWW.BRITEUROCARSHOW.NZ / Richard Waugh / Richard Waugh
chairman / dh 022 533 9400 / darryl bretherton
secretary / dh 021 857 715
1) **Bollard removal and wider entrance**: Our Entry Gate ‘A’ is directly opposite from the swimming pool complex and is currently a very narrow entrance between fixed bollards for smaller vehicles and allows no larger vehicle access such as an ambulance or fire truck. We request that at least one bollard be made removable or - a more complete solution - would be to remove both bollards and the rubbish bin, widen the complete curbing and concrete pad, set removable bollards into the new pad, and relocate the rubbish bin to a new nearby position. Having this wider entrance would greatly assist car show vehicles accessing the site, as well as enabling emergency vehicle access to that part of the park.

2) **Improve entry/exit for off-street parking on large grass area in front of the Depot**: To enable more off-street parking, we greatly valued having local Scout groups organise extra off-street parking near the Depot, on the grass area approved by Parks (capacity of 250+ cars). To make this use easier and safer, it would be ideal to have a separate entrance and separate exit or at least an entrance/exit wide enough for two vehicles. Removable bollards also need to be fitted, maybe with some new curbing. Having these changes made will make this area more flexible for future park use.

3) **Address pathway hazard to Marble Sculpture**: Much of the present concrete pathway from near the Homestead Café entrance gates to the marble sculpture sits higher than the surrounding grass on either side. This situation creates a trip hazard for the public (minor injury occurred during our recent show when a person tripped and fell) and for classic cars entering at that point, with some vehicles “bottom out” and scraping their undersides as they drove toward their designated area. The easy solution would be to build up the soil and grass on either side of the existing pathway.

4) **Security Issue, compliance work and feedback from Public Evaluation**: Our committee of volunteers (15) who help supervise many other volunteers on the day of the classic car show (about 100), are requesting that to assist the extensive preparation work of the site, that we engage overnight (Saturday) security at the park so that tents, car show signage, parking pegs, port-a-loos, cars from outside...
Auckland, and all waste bins can be put in place on the late Saturday evening before the Sunday event. This security provision would greatly assist our volunteers and car club people. We would like a local community group (e.g. Pakuranga Rugby Club), or a security firm, to be on duty through the night to safeguard the site and all the set-up. We estimate $1000 cost.

In addition, the extensive work for such a large public event regarding compliance, on-site infrastructure, Council liaison, health and safety, and organising food stalls/waste management etc are significant tasks that are often beyond the time and expertise of volunteers. We would ask that the Howick Local Board make a provision in our budget for enabling a suitably qualified person (e.g. office at the Pakuranga Rugby Club) to undertake this essential work. We estimate $4000.00.

A theme coming through the public survey feedback is the lack of shelter on offer, mainly due to the sunny hot temperature on the day. To have a large marquee and public seating would entail a further cost of about $1500 but would have considerable health and safety benefits for a crowd of 10,000+ people. Erection of such a tent on the Saturday afternoon would be another need for overnight security.

These costs total about $6,500.00 and would add to the current line item of $25,000 i.e. $31,500.00.

The Brit & Euro Classic Car Show is now the second largest free community event in East Auckland (after the Christmas Parade). Without Howick Local Board support it would not be possible to hold it at Lloyd Elsmore Park.

Our committee is most grateful for the consideration of the Howick Local Board and Parks of Auckland Council for these important matters being raised.

We are available to meet on site and discuss any matters in further detail.

Yours sincerely,

[Signature]

Rev. Dr Richard Waugh QSM
Chairman

Copy: Scott Malcolm, Umarx Umaki, Surinder Edwards
FORMAL COMPLAINT

To Auckland City Council,

ref; BUN60319356 / CST60319355/LUC60319357
EXTENSION TO HALF MOON BAY MARINA,
APPLICANT; AUCKLAND MARITIME FOUNDATION.

As a named affected party David McCormick, I have not been formally notified of the application for a consent in relation to the proposed marina extension, so to have reasonable time to file an objection.

I am the Captain of the yacht Olisa, mooring number au22, which is legally moored, under a mooring licence and also the right of anchorage in a safe haven, in the proposed area.

Early in 2018 I was approached by the manager of Half moon bay marina for the purchase of my mooring, and possible reiting.

Their offer was declined for several reasons, firstly they failed then and subsequently to respond for a written request for all information relating to there consent application so an informed decision could be made.

secondly was the tone of bullying and threatening verbal language of take our offer or we will just have you moved.

Also i, and other mooring owners object to the tactic of the profiteering of purchasing multiple mooring licences by the half moon bay marina, and associated entities, before a consent has been granted so as to exclude the oppurtunity of small boat owners to moor their boats in a designated small boat, safe haven anchorage, and also have the oppurtunity to raise relevant information that would materially affect the marina and its expansion.

I request the Auckland council and other regulatory bodies investigate into the acquisition of transferring of mooring licences to HMB (half moon bay marine) and their associated legal entities, and that investigation be made fully available to the public and all mariners.

With these mooring transfers, comes a conflict of interest between the harbormaster who permitted the transfers, (perhaps in good faith by the harbormaster) as it is expressly noted that profiling from and trading for profit is notated in mooring lease agreement, which by nature of definition excludes HMB from purchasing any mooring licence, except for the intend to moor the vessel Snoopy, the half moon bay marinas boat.

It is known that the half moon bay marina is operating for profit.

Any further footprint of marina extension will create a navigational hazard for very small craft, kayakers, small boat fishermen and swimmers who regularly traverse between the moored boats to avoid heavy marine traffic.

Dredging, the seabed in the proposed area is of significant value for kaimoana, there are horse mussels, eel weed, a spawning ground, and a myriad of other sealife on the seabed which is sensitive and essential to our fishing resource. Only 4 test bores have been made over a such a large area so does not extrapolate into accurate information for assessment, the applicant has not supplied a full report including 3 dimensional imagery to show the full extent of the seabed so an accurate assessment can be made. It is known by the locals that this area produces much snapper to feed local families. I can speak from personal experience in my observations of river traffic since I have moored in the river in this location.
The AMF/HMB has failed to disclose and withheld relevant information in its application for extension of hmb marina, that would materially affect its granting of a consent. HMB used threatening verbal language to intimidate mooring licence holders to coerce them to sell their moorings so there would be no oppurtunity for opposition to a marina extension, therefore profiting substantially from the transaction, and failing to fully disclose information relevant. This is covered under the sale and leasing or real estate. HMB failed to provide on request, relevant information in the acquisition of mooring licences.

It is a requirement for any trustees to take due diligence, with full disclosure and declare any conflict of interest, and this needs to be investigated.

The following is from the berth holders association of HMB words specificly to the auckland maritime foundation:

"The status and operation of charitable trusts require trustees to act in very even handed and transparent manner"

"Berth owners have a significant and equitable interest in the marina, the associations rightful expectations of fairness, openness and transparency in relevant marina matters" are the watchwords of the committee.

The actions of the trustees of auckland maritime foundation reflect directly onto the berthholders of half moon bay marina. I do not believe the stand over tactics used by the mangement and trustees of half moon bay accurately reflect the berthholders intentions of profiteering from purchasing mooring licences from small boat owners who are not in a position to afford a marina berth. It is well known that the value of hmb has increased and berth owners have recieved a substantial gain in the value of there berthage investment.

As per consent granted I additionally object initially on follow points, and reserve the right to add more once relevant information has been seen.

I object also that the Howick local board took no part in planning or decision making regarding the decision, as they represent the majority of locals and are sensitive to our cultural identity of this specific area.

I object to the clause "no mooring holders made a submission".

It is on file 16 april 2018 a request that this consent be made publicly notified as shown by board minutes.

As a mooring owner I was not notified of it application date.

I object to "an alternative site for new marina berths was not investigated by the applicant"

I object to 4 Kaimoana resources letter of limited recreational value.

It can be shown that this particular area has great existing recreational value, as seen in very early morning before dawn and in later evening specifically.

B8.3.2 Ngai Tai Ki tamaki Trust

there is specific high value to our community with existing moorings

F3.2 Objectives (3) berthage maximized

no attempt has been made by the applicant to maximize existing berthage., when in fact they are in possession of a letter advising them of a maximization plan.

F2.14.2
navigational safety of small craft, the existing mooring allow small craft, kayaks, children, dinghys and rowboats to avoid the main navigational channel in which marine traffic is increasing already.

Tai Timu Tai Pari does not meet the guidelines of spatial plan for our fisheries.

Intrinsic value, this area is intrinsically valuable to the health of our community to enjoy free access for anchoring, allowing visual and practicable use, this area is not a high rise city, it is a beachside suburb, our people came to this area to avoid high density population, not intensity.

Treaty of Waitangi. As native born, the rights of fishing are enshrined by occupation, i occupy the area so invoke my sovereign rights to this area as guardian of the land under section S95(A)

A request for public notification was made to auckland council, via howick local board meeting 16 April 2018.

On the morning of 5 April i was shocked while verbally requesting information from half moon bay marina manager Dean, on the progress for there consent application, i was informed the following that it was all go and we are having you vessel moved next week, down the river.

I then asked if he had received my letter by post last year, his reply was yes, i advised him I had not been notified, at this stage our conversation terminated.

On leaving the marina i visited local council office to make appointment for lodging a formal complaint, a short while after i received a call from the harbourmaster.

I am exercising my rights as Captain in command of SV Olisa, official No 306 054 under Maritime Law and ILOS. The half moon bay marina has entered into an act of piracy, by verbally threatening and intimidating with intent to tamper with, and remove from its safe haven anchor and mooring, take command of for profit, without express authorisation or permission from the captain in command.

Under Maritime law and ILOS I am duly authorised and within my rights to take whatever necessary action is required to protect the safety of my vessel and any persons aboard.

This include the use of warnings, legal avenues, force and hot pursuit.

At this stage a polite warning has been issued, verbally and in writing to the harbourmaster, who has advised in writing half moon bay marina and the mooring contractor not to move or tamper with SV Olisa. I reserve the right to take further action.

Thanks to the prompt action of the harbour master a more serious action has been averted from the immediate future, however the risk still remains.

Attached is a copy of letter sent to half moon bay marina
attached is a copy of presentation to howick local board

As a captain of a vessel locally and internationally and also guardian of the river the actions of hmb /auckland maritime foundation towards myself also breach maritime law, marine ethics and show no respect to a fellow mariner.

Appendix 1 i refer to HMB as half moon bay marina, also as half moon bay marina limited, auckland maritime foundation, marina projects(nz) ltd and any other company which is associated financially and intrinsically associated with them as applicants and beneficiaries for the marina extension at half moon bay.
16 APRIL 2018,

To Half Moon Bay Marina, and associated entities involved in marina extension proposal.

RE mooring purchase proposal, AU 22,

Your offer for purchase and relocation of mooring AU22 is unable to proceed. I have previously requested a full disclosure of documents and consents relating to your proposal, None have been forthcoming, besides the berthholder purchase agreement. To assist in promptly resolving this matter so we may move forward without delay my comments are below.

As an affected party Mr McCormick objects to your proposal to extend the marina in its present proposed form.

You have not supplied sufficient information to make an informed decision. My understanding is you are proposing a real estate type transaction for the profit of Half Moon Bay Marina limited or an associated entity or entities.

There is a conflict of interest, some of which are historical fishing rights, adverse effects on the environment, best public interest, affects navigational safety on the river, restriction of the public access and use the waters of the river, and the seabed, unless you are a berth holder or pay to use your marine services.

An investigative survey of the existing marina and surrounds has been taken.

My investigation indicates the half moon bay marina can still be intensified to hold additional boats without increasing its footprint past its existing breakwater, I would suggest this would be a more economical and practical solution.

I would appreciate a reply within 7 days, as I will be soon going sailing for an extended time

regards

David McCormick
Good evening members of the Howick board.

My name is David McCormick, a guardian of the river.

I speak for many people, as there appears to be an undercurrent of discontent with many local residents.

We bring your attention to the proposed marina extension of a private marina on the Tamaki river, by the Auckland maritime foundation, or commonly known as the Half moon bay marina.

As an affected party I have been approached by half moon bay marina for the purchase of the swing mooring, and mooring licence for my classic heritage yacht Olisa, which is in the proposed development area.

I have investigated there development proposal further, and consider that it is not in the public interest to proceed.

It would appear that the harbourmaster has colluded with private companies/individuals for them to profit to the detriment of the general public and our environment.

As the Half moon bay marina, or its associated legal entities do not currently have a consent to extend the marina at this date, the purchase of moorings and attached mooring licences of the affected parties equates to speculation for profit of a public area, at the future expense of local residents.

Our Tamaki river, under the marine schedule 4 is Significant Ecological Area. Of great intrinsic value to many residents, Also the area involved is one of the few areas, allowing a safe haven for small craft in navigating the river with increasing commercial marine traffic.

How many of the truly affected parties have been counted, and how many have not?

Public money equals public access to the process and resultant.

$5 million NZD has been spent to build a public wharf, yet it is, not for the public's boat use, only the privately run public ferries.

The public is permitted to transit the wharf to catch a commercial ferry.
The Tamaki River

A river of dreams...
The lifeblood of our maritime community.
the small waka
Many can't afford a waka
But they can't afford not to...
count what counts
and can't be counted
"The People"
"Where are our voices going"

DAVID.