

**FEEDBACK FROM THE ŌRĀKEI LOCAL BOARD
ON A RESOURCE CONSENT APPLICATION FOR KOHIMARAMA YACHT CLUB STORAGE AND
BOAT RAMP – JULY 2019**

Background

1. The Kohimarama Yacht Club (the Club) clubhouse is situated on the foreshore at the eastern end of Kohimarama Beach. The Club has been providing the youth of Auckland with sailing experiences for 78 years.
2. The existing clubhouse is bordered by an artificial reef to the east, designed to protect sand on the beach from tidal migration, and by a timber deck and beach access ramp, that bounds Kohimarama Beach, to the west. At present some boat storage is located on the southern side of Tamaki Drive, opposite the clubhouse. Other boats arrive on trailers and members wheel them across the road for rigging on the beach.
3. This proposal represents the culmination of a six-year design investigation
4. Having decided on the deck storage approach, the Club engaged with Ngāti Whātua Ōrākei, who hold mana whenua over Kohimarama Beach, on the design process to ensure that the design was not just environmentally sensitive, but also culturally appropriate. The resulting design incorporates a deck for the storage and rigging of the larger classes of boat, a secure stacked storage area for Optimist sailing dinghies and a ramp connecting the Tamaki Drive promenade to the reef and beach.
5. There are elements of cultural design input from Te Wheke Moko Design throughout the proposal.



Assessment of Environmental effects

Effects to be disregarded

6. OLB note the following paragraph

“The club has not sought, nor obtained, any written approval from adjacent property owners as it considered that the project was well separated from adjacent properties and accordingly its effects on all property owners were less than minor. “

It may be worthwhile engaging with local neighbours and gain some affirmation that the proposed design is compatible to their locality.

Permitted baseline

7. OLB note the following paragraph:

*“.....However, there is one element of the permitted **baseline that does warrant some consideration and that is the elements of the structure that do not protrude into the volcanic view shaft.** All of the deck area and the lower portions (generally lower than 1m from the level of the reef adjacent to Tamaki Drive) are below the view shaft and therefore would be permitted in terms of the rules in Chapter D14”*

It is not clear which elements of the structure do not protrude into the volcanic view shaft – and whether a contravention of the permitted baseline is being called out (but not elaborated on).

Visual and landscape effects

8. OLB note the following paragraph: -

The site and proposed development are visually screened from most of Kohimarama Beach and suburban Kohimarama, apart from a small number of residential properties at 303A to 307B Tamaki Drive.

It would be encouraged to seek the views of the aforementioned properties to ensure support and collaboration.

Traffic effects

9. OLB note the following paragraph

The proposal to store boats on the seaward side of Tamaki Drive is considered to offer benefits over the current proposal by reducing boat crossing movements across Tamaki Drive, and the parking of cars and boat trailers outside the clubhouse. There will still be a need to transport boats along a short section of shared path (between the proposed deck and the existing access ramp) however this can be managed with a modified traffic management plan

It should be a condition of consent for OLB to view the construction traffic management plan – as the area of convergence around the KYC is particularly busy and it would be useful to understand the simulations of cars turning into and out of the boat ramp/storage area.

10. OLB note the following paragraph

The existing 'pram' crossings in front of the yacht club serve as informal crossing points for pedestrians however there is sub-standard sight distance to approaching vehicles (to the west, from northern pram crossing) when vehicles are parked on the northern side of Tamaki Drive. This issue can only be resolved by Auckland Transport, however it is considered that the reduction in boat crossing movements at these crossings (as a result of the proposal) is beneficial from a safety perspective.

It is advisable to pursue the comment around resolution of the sub-standard sight distance – by putting forward a stronger case to Auckland Transport to support a form of remediation. OLB can support this case if it affects overall community safety.

Construction effects

11. OLB note the following paragraph

The combined cycle and walkway path will be reduced to a single lane for the duration of the construction.

The Tamaki Drive arterial route is becoming more cycle and walkway friendly and future designs appear to be occurring in this manner on both sides of the road. The traffic management plan needs to build in scenarios of turning traffic for boat owners entering and leaving the storage/boat ramp area. We envisage local constituents who are cyclists and walkers to have strong views on this construction interruption and the future increase flow on the sea side roadway.

E36 Natural hazards and flooding

12. OLB note the following paragraph

While the clubhouse site is exposed to northerly and easterly storm events, the proposed development does not increase the risk of adverse effects to people, property or infrastructure. In the case of inundation due to high tides, storms or coastal surges the boats stored on the deck area, if not removed beforehand, are secured to the deck, so as not to become a public hazard

OLB knowing that this beach area is vulnerable to king tide and flooding – would be interested to know how the boats stored in the deck – will be secured.

Other considerations:

13. OLB are aware that boats are currently stored by KYC near the Eastern Suburbs club room sheds – at Madills Farm. We are interested to know if there is sufficient capacity to house those boats in the new storage area and thereby free up the shed space. Or whether a more optimal design could be developed to accommodate more vessels.

14. OLB note the following paragraph

Auckland Transport was mainly consulted in relation to the potential use of the reserve land on the southern side of Tamaki Drive for an earlier option, which was subsequently rejected. Auckland Transport comment on the current application will be during the consent process

OLB would appreciate receiving the AT consultation feedback given that the design will have significant traffic implications for boat ramp and storage vehicles- crossing over defined cycle and walkways.

Summary

15. Given the prominence of the KYC and its situation on the main Tamaki Drive arterial route – there will be a multitude of constituents who would seek public notification.

16. OLB are of the opinion that the design is a significant development, although not overly visible, in the marine/coastal area abutting Tamaki Drive and should be notified.