

# Hobson Bay Action Plan

Orākei Local Board August 2013





## Foreword

Hobson Bay is a unique and special place in Auckland. Hobson Bay and its immediate surrounds form a vital access way, a popular recreation hub and an important environmental and heritage location.

The area has undergone significant change in recent years and further projects are underway and planned.

To get the greatest benefit from these, the Orākei Local Board has coordinated an overall approach to Hobson Bay that delivers greater value for residents, ratepayers and other stakeholders. Developing a Hobson Bay Action Plan has been a key local board priority and we are committed to making the most of this very special and unique place.

To achieve that aim, this draft action plan sets out how we will:

- Lead people's aspirations for Hobson Bay.
- Support coordinated and integrated planning decisions.
- Guide existing and new investment in the area.

This is the third major planning document led by the Orākei Local Board and we have been able to incorporate our learnings and experience from the previous two – the Crossfield, Glover and Madills Masterplan and the Tamaki Drive Masterplan.

We could not have got to this stage without the contribution of residents, community groups, iwi and other key stakeholders.

We are indebted to those who took part in our preliminary workshops and came along to an open evening at the Parnell Cricket Club.

We wanted the Hobson Bay Action Plan to be a shared vision and with the significant local and stakeholder input we have received are confident this has been achieved.

Thank you for supporting and contributing to this important plan.

### Orākei Local Board,

Desley Simpson (Chair)  
Mark Thomas (Deputy Chair)  
Ken Baguley  
Troy Churton  
Kate Cooke  
Colin Davis, JP  
Kit Parkinson



*"We are committed to making the most of this very special and unique place."*

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Image 02: Aerial photo looking towards Thomas Bloodworth Park and Shore Road Reserve (2012).

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## 1.0 Introduction

## 1.1 Why does Hobson Bay need an action plan?

Hobson Bay has undergone significant change in recent years and this will continue into the future. Considerable progress has been made on the Hobson Bay Coastal Walkway. The removal of the sewer pipeline has greatly increased the visual amenity of Hobson Bay and created opportunities for improved access and use.

There are currently a number of individual projects underway or planned, which represent a significant public investment in and around Hobson Bay, but a lack of coordination creates a risk that planning and funding decisions will fail to realise the full benefits of investments already made or planned for the future. This action plan will provide the clear vision to guide future decision-making and investment in and around Hobson Bay.

### Key benefits of the action plan include:

- ensuring new investment builds on what has already been achieved and is in the pipeline
- integrating and coordinating projects to maximise returns for ratepayers
- avoiding duplication in projects
- reducing costs and taking advantage of economies of scale and synergies between projects.

The Orākei Local Board has prioritised the development of an action plan for Hobson Bay with a strong focus on improving access, use, and enjoyment of public land and water at Hobson Bay.

This action plan has been the result collective effort involving local residents and community groups, iwi and other key stakeholders to establish a shared vision for Hobson Bay and sets out the key moves to get us there.

## 1.2 Study area and influences

A study area has been defined for Hobson Bay, with an emphasis on public land and water. There is a broader area of influence defined to recognise the wider community of interest adjacent to and directly associated with Hobson Bay.

The core study area covers public land immediately on or adjacent to the coastal edge of Hobson Bay. It extends in places to incorporate areas of public open space that are linked to Hobson Bay such as Thomas Bloodworth Park and/or the principal public road connections such as Orākei and Shore Road Reserve.

### The study area broadly includes:

- Ngapipi Road in the east
- Orākei and Shore Roads in the south
- Shore Road Reserve
- Wilson's Beach
- Waitaramoa Reserve
- Thomas Bloodworth Park
- the top of the coastal cliffs in the west that run between Shore Road Reserve and Point Resolution pedestrian bridge (Parnell)
- Hobson Bay and Whakatakataka Bay
- the causeway section of Tamaki Drive between Ngapipi Road and Point Resolution to the north
- Pourewa Creek up to Orākei Station.

This action plan recognises the vision of the Tamaki Drive Masterplan, that "Tamaki Drive and the surrounding area is an attractive seaside place for residents and visitors to enjoy" and integrates with and supports the key moves and actions identified within that Masterplan.

### A much broader area of influence is taken account of in the action plan including:

- the Landing to the east
- the area covered by the Orākei Basin Management Plan to the southeast of Hobson Bay, including cycling connections and other interface matters between Hobson Bay and Orākei Basin
- Point Resolution headland and the Parnell Baths to the northwest
- the largely residential slopes that enclose Hobson Bay, such as Orākei suburb to the east, Remuera to the south and Parnell to the west
- Waitemata Harbour from Teal Park through to the Landing.





## Study area and area of influence

### Key




-  Study area
-  Area of influence
-  Local board boundary

Figure 01: Study area and area of influence



Image 03: Aerial photo looking towards Hobson Bay, Newmarket in foreground (2012).

## 1.3 Context

### Hobson Bay Action Plan

The development of an action plan for Hobson Bay is identified as a key project in the Orakei Local Board Plan 2011.

#### The purpose of the action plan is two-fold:

- to provide a clear vision and framework to guide current and future investment in the area.
- to co-ordinate and integrate projects taking place in and around Hobson Bay.

In initiating the action plan process, the local board has placed a particular focus on identifying how access, use and enjoyment of the Hobson Bay area can be improved to meet the needs of a growing Orakei community.

### Orakei Local Board Plan 2011

The Orakei Local Board Plan includes a 10 year vision and six priorities with a series of actions to be completed.

The six priorities are:

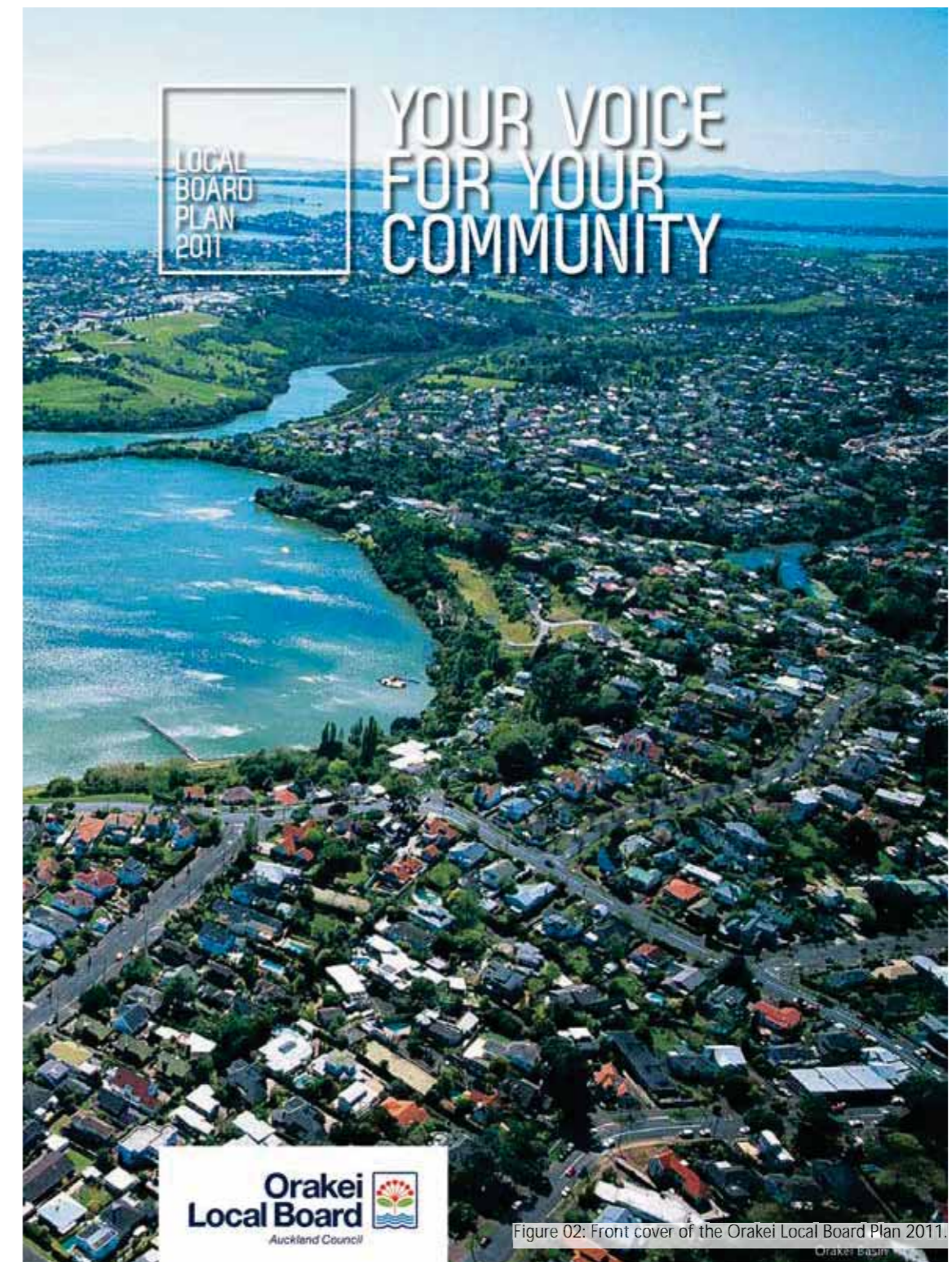
- Priority One: Being efficient and protecting our ratepayers' rights.
- Priority Two: Providing better transport options.
- Priority Three: Coordinated planning decisions for Tamaki Drive.
- Priority Four: Investing in our communities and maintaining our local character.
- Priority Five: Sportsfields that meet our needs.
- Priority Six: Places to relax and enjoy the outdoors.

These Local Board priorities have been taken into account throughout the process of developing this action plan and are reflected in the vision, priorities and actions identified for Hobson Bay.

The Local Board Plan identified sites for further development of walkways in the Orakei Basin / Hobson Bay area and alongside the rail corridor. These included:

- Orakei Point walkway / cycleway to Shore Road joins the walkway to Wilson's Beach.
- Wilson's Beach connection to Thomas Bloodworth Park / Shore Road Reserve.
- Shared walkway / cycleway alongside the rail line connecting Orakei Station to The Strand.
- Shared walkway / cycleway from Meadowbank rail station following the rail line to Purewa Cemetery.
- Purewa valley to St Johns Road connection.

These opportunities and a number of others have been identified and considered through the preparation of the stocktake report and workshop engagement with stakeholders. This has informed the setting of priorities and actions within the plan. The stocktake of projects and planning initiatives is located in appendix A1 and A2.



# » TAMAKI DRIVE MASTERPLAN

WE WILL DEVELOP A COMPREHENSIVE MASTER PLAN FOR TAMAKI DRIVE, INCLUDING BEACHES, PUBLIC SPACES AND THE CARRIAGEWAY, AND TO INFLUENCE THE FORM AND FUNCTION OF RESIDENTIAL AND BUSINESS AREAS ALONG TAMAKI DRIVE.

<p>1</p>  <p>COMPLETING/ NEW COASTAL CONNECTIONS</p>	<p>2</p>  <p>WIDEN BOARDWALK ON SEA SIDE, IMPROVE FOOTPATH, CREATE MORE WALKWAY LINKS ALONG COASTAL EDGE, INCLUDING HOBSON BAY</p>	<p>3</p>  <p>BEACH AT THE TAMAKI YACHT CLUB</p>	<p>4</p>  <p>ADDRESS SAFETY AT PINCH POINTS. ADDRESS TRAFFIC PROBLEMS.</p>
<p>5</p>  <p>ENSURING EVENTS ARE BALANCED WITH OTHER USER NEEDS</p>	<p>6</p>  <p>RECONNECTING LAND AND SEA</p>	<p>7</p>  <p>PRESERVING VILLAGE HERITAGE. RETENTION OF VILLAGE CHARACTER</p>	<p>8</p>  <p>CENTRALISE PARKING</p>
<p>9</p>  <p>FEEDER BUSES. A BUS FROM LOCAL SUBURBS THAT SHUTTLE DOWN TO TAMAKI DRIVE TO CONNECT WITH SERVICES ALONG THE CORRIDOR.</p>		<p>10</p>  <p>COMPLETION OF THE LANDING CONCEPT PLAN</p>	

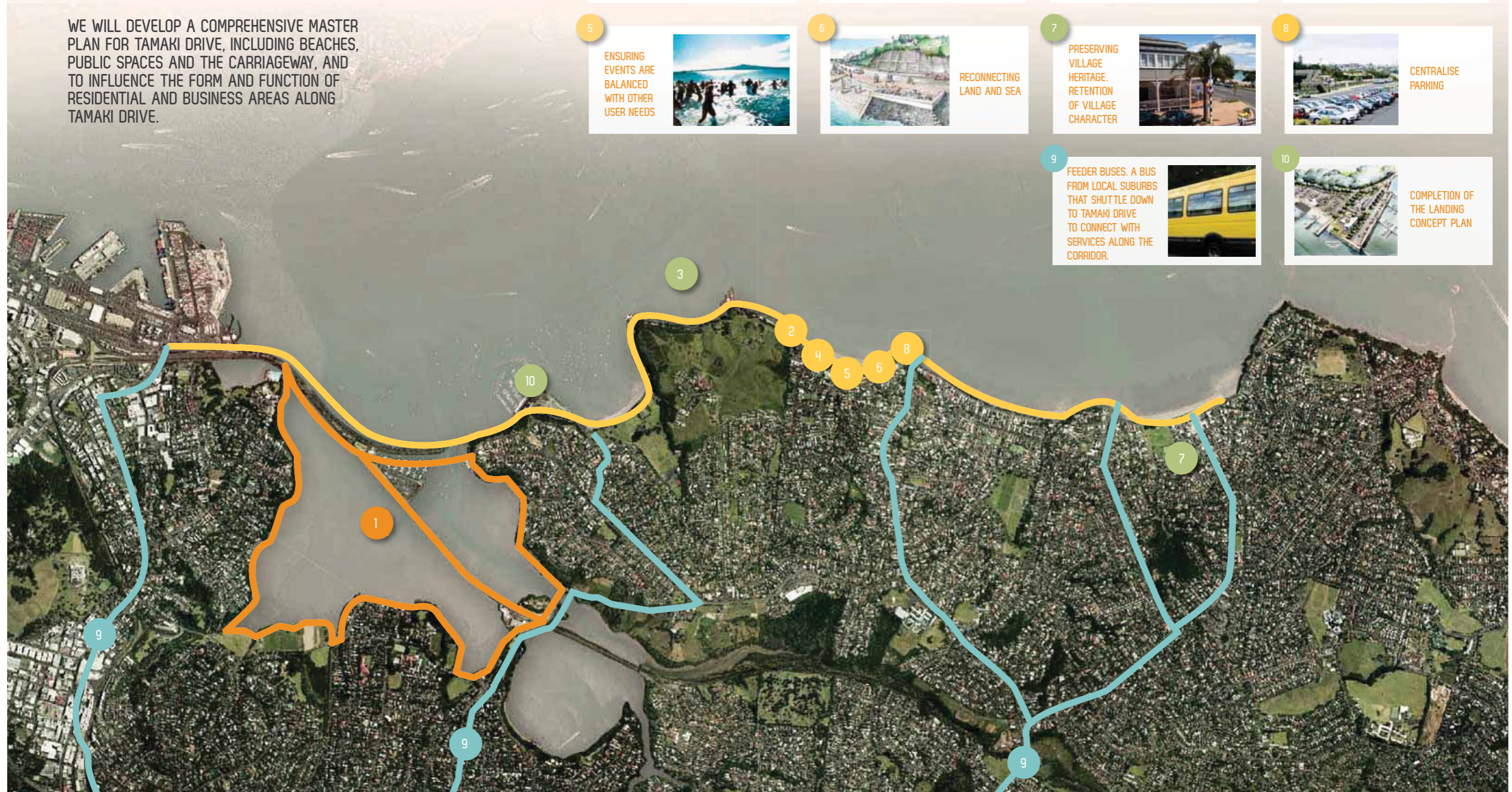


Figure 03: 'Tamaki Drive Masterplan' - Hobson Bay Walkway coast connection as depicted in the Orakei Local Board Plan 2011

## 1.4 Development and purpose

The Hobson Bay Action Plan has been developed to support improved planning and investment in Hobson Bay and the surrounding area. The vision and actions identified in the plan are intended as a guide for both the Orākei Local Board and the wider Auckland Council family, including relevant Council Controlled Organisations (in particular Auckland Transport and Watercare) and the Harbour Edge Development Team, to inform future development and decision-making prioritisation and delivery of projects.

The Hobson Bay Action Plan will be 'owned' by the Orākei Local Board, which will champion and monitor the implementation of it. The delivery of planning initiatives and projects identified within the action plan will be the responsibility of the Orākei Local Board and Auckland Council Controlled Organisations (CCO's) eg. Auckland Transport.

**The action plan has been developed within a broader planning framework and is intended to be consistent with:**

- operative regional and district planning provisions as well as the Notified Unitary Plan
- any Reserve Management Plans for reserves and open spaces within the study area
- relevant strategies, which effect the area such as the Auckland Plan and Economic Development Strategy
- planning documents which overlap or are adjacent to the area such as the Tamaki Drive Masterplan, and corridor management plans.

The delivery of any future projects or other initiatives arising from the Hobson Bay Action Plan will need to comply with, and give effect to, any relevant plans that have statutory weighting, as well as plans, policies and strategies that have been endorsed by the Orākei Local Board and the wider Auckland Council.

## 1.5 Action plan and process

The Hobson Bay Action Plan has been developed in collaboration with the Hobson Bay community and stakeholders. The Orākei Local Board worked alongside the community and stakeholders in a series of workshops to identify issues and opportunities for Hobson Bay, as well as to inform the development of the vision, priorities and actions for the Hobson Bay Action Plan.

**The process used in developing the action plan included:**

- creation of a background stocktake report (January 2013) that reviewed recent, current and planned projects and policy initiatives relevant to Hobson Bay and the adjacent study area
- an Issues and Opportunities Stakeholder Workshop (Workshop 1) held at the Parnell Cricket Club on Tuesday 12 March 2013. Participants responded to the following matters:
  - what does Hobson Bay mean to you? Why is it important to you?
  - what works well and what doesn't work well?
- existing work / projects done to date and planned
- what are the priorities, areas of focus and choices we need to make?
- a Visioning and Priorities Stakeholder Workshop (Workshop 2), held at the Outdoor Boating Club on 22 April 2013, to present and receive feedback on the draft vision, priorities and actions.

The results of the first workshop, as well as the findings of the stocktake report, were used to develop a vision and key moves for Hobson Bay, and to set priority actions to achieve this vision. These were presented at the second workshop and feedback received has contributed directly to the further development of this draft action plan.



Image 04: Aerial photo looking towards Hobson Bay from Waitemata (2012).

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## 2.0 Context

## 2.1 Planning context

At the district level, the Isthmus section of the Auckland City District Plan shows the zones and additional limitations for the land surrounding Hobson Bay. The majority of the land surrounding Hobson Bay is residential. There are many parks and reserves with various purposes surrounding the edge of Hobson Bay. These are zoned open space, and further grouped by conservation, informal recreation, organised recreation, community, and leisure complexes (noted as open space 1 to 5 respectively). The majority of open space land around Hobson Bay is zoned informal and organised recreation.

Due to the natural, cultural and historical significance of the area, many sites of importance have been identified around Hobson Bay. These show the location of archaeological and geological areas, Maori heritage sites, significant ecological areas, and cliffline tree amenity areas.

At the regional level the Auckland Regional Plan: Coastal and Auckland Regional Policy Statement show various zones and overlays which apply to Hobson Bay, as per the table below.

### Summary of planning provisions

Planning provisions for Hobson Bay and surrounding area may change in the future as a result of the Unitary Plan. These changes may impact on the delivery of long-term projects, beyond three years. The Draft Unitary Plan has been considered in the development of this actions plan.

Planning Maps		
Plan	Map	Zones / overlays
Auckland City District Plan - Isthmus section	B10, C10, D10, C11, D11, C12, D12	Zones: mostly Residential Activity Zones. Overlays: various - see maps
	The Visual Protection of Auckland's Volcanic Cones Height Restrictions (maps 4, 5, 11, 12)	Protection for several cones
Auckland Regional Plan: Coastal	Map Series 1 - sheet 30	Coastal protection Area 1 - 51a, 51b, and 51d; Mooring Management Area - 49 and 50; Marina management Area; Cultural Heritage Places and Areas for Protection - 380 and 404; Area of Significant Conservation Value - 55 and 63; Regionally Significant Landscape (Hobson Bay and Tamaki Drive); and Outstanding Landscape (Orākei Basin)
	Map Series 5: Setting zones , outer zones and impact monitoring sites - sheet 6	Outer zone sample - four are in Hobson Bay
	Map Series 7: Hauraki Gulf Marine Park - sheet 1	Hauraki Gulf Marine Park - land drainage area
	Map Series 8: Significant areas for wading birds - sheet 3	Significant areas for wading birds
Auckland Regional Policy Statement	Map Series 2: Significant Natural Heritage Areas and Landscape Quality - sheet 2	Multiple Values' - 113 Hobson Bay, 114 Orākei Basin and 115
	Map Series 2a: Regionally Significant Volcanic Features - sheet 2	Orākei Basin volcano - land and water features
	Map Series 4a: Visual Protection of Volcanic Features - sheet 2	see Isthmus DP - mapped in the DP also
	Map Series 5: Water Quality - Degraded and Susceptible Areas - sheet 1	Areas of Known Degradation
	Map Series 5: Areas of High Ecological Value Susceptible of Degradation - sheet 3	Areas requiring greater emphasis for the avoidance and mitigation of adverse effects to water quality (coastal and estuarine areas, wetlands and lakes)

Figure 04: Summary of planning provisions





## Existing district plan zones

- Key
- Business activity zones
  - Business activity zones ('mu' - mixed use)
  - Open space activity zones
  - Special purpose activity zones
  - Residential activity zones
  - Tamaki Drive scenic way boundary

Figure 05: Existing district plan zones



Image 04a: View looking over Orākei Point towards Pourewa Valley (2008).

# Draft Auckland Unitary Plan

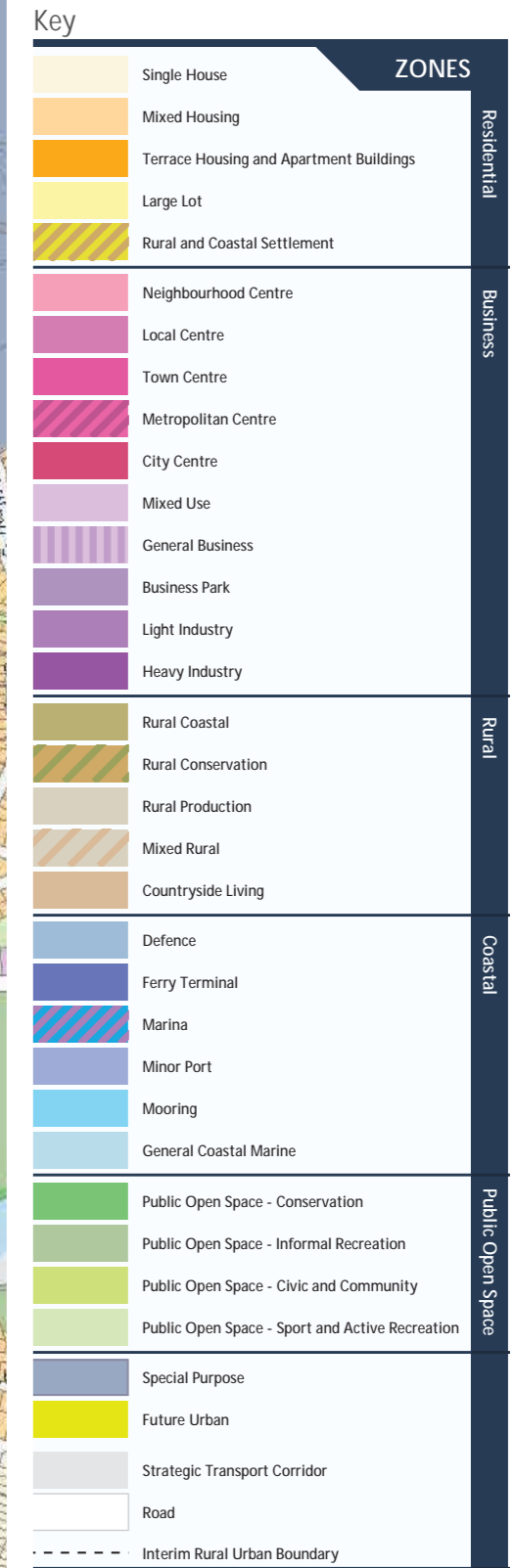
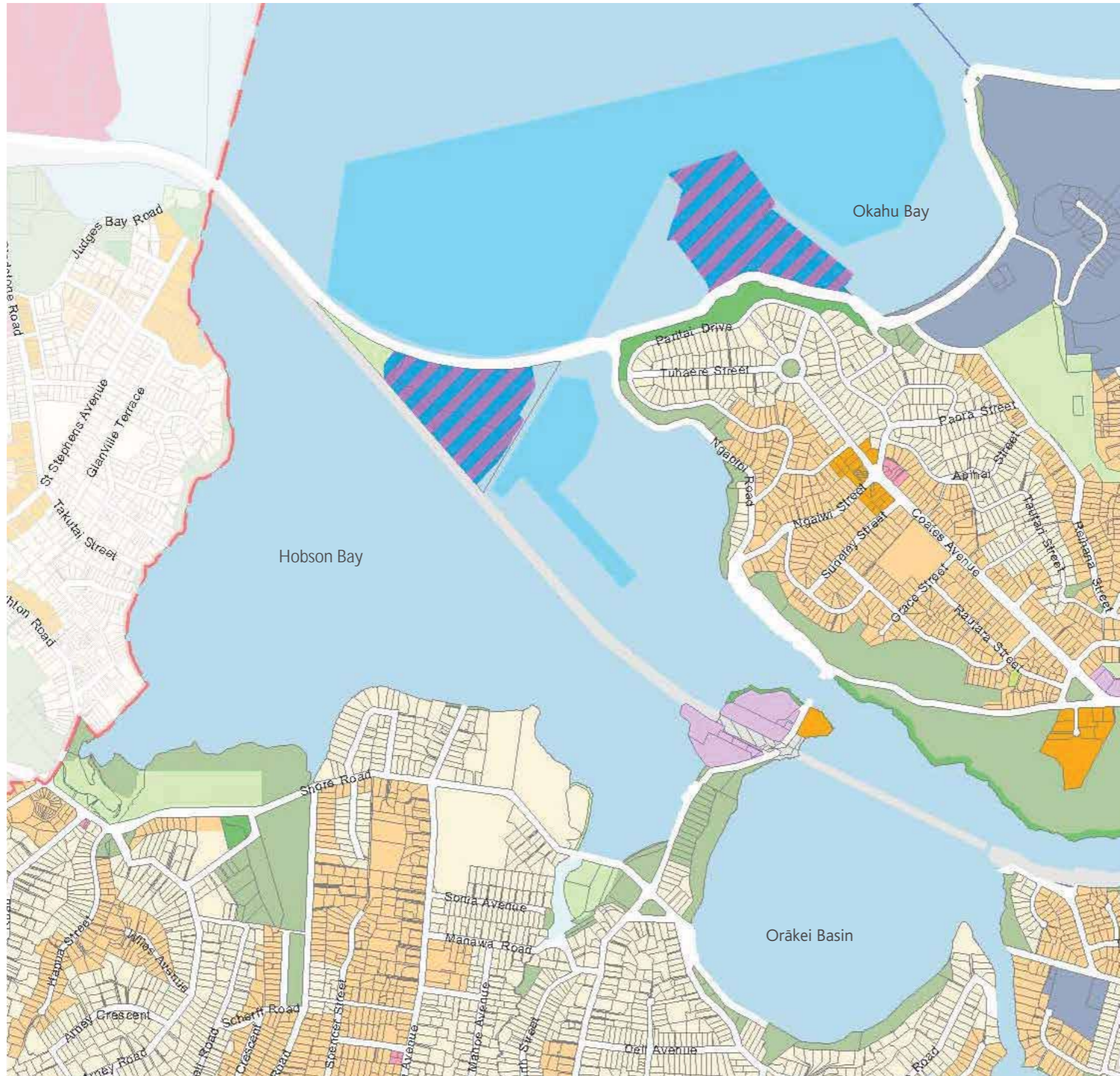


Figure 06: Draft Auckland Unitary Plan

## 2.2 Natural and cultural values

### Natural environment

Hobson Bay is a large scale, tidal, open body of water. Hobson Bay has been modified by infrastructure from the city’s expansion to the south and east. Over time mangroves vegetation has increased, which has further modified the appearance of Hobson Bay.

Despite the intrusion of major pieces of city infrastructure and vegetation changes, Hobson Bay has maintained a degree of natural character and ecological functioning and values. This makes it a significant feature within its context of the established residential suburbs of the eastern isthmus.

This coastal edge vegetation is an Outstanding Landscape under the Regional Plan: Coastal. There are bird habitats valued for the presence of white-fronted terns, gulls, kingfishers, white-faced herons, pied stilts, mallard ducks, pukeko and kereru (native wood pigeon).

The area is also classified under the Regional Plan: Coastal as a Coastal Protection Area 2 in recognition of its importance as a shag breeding area and as a feeding area for a variety of coastal and wading birds.



Images 04-10:  
 04: Foreshore Hobson Bay  
 05: Basalt rock  
 06: Mud rock at Hobson Bay  
 07: Kereru/ native wood pigeon  
 08-09: Mangroves  
 (all above photographs are sourced from Auckland Council, 2012).  
 10: Wilson’s Beach. Photo by Jay Farnworth, ID 38-229143 (2012).

## Cultural and historic heritage

### Settlement

Hobson Bay is an area of archaeological significance and a significant area of Maori settlement. Orākei pa (R11/87) extended over most of the Orākei peninsula in pre-European times. Terrace pits are still present on the slopes running down from either side of the ridge to Orākei Basin and Hobson Bay. Previous archaeological investigations have also found evidence outside of the defences along the ridge top to the north and south of the pa.

The land on the western side of Hobson Bay passed into European hands relatively early in the settlement of Auckland. Parnell, Auckland's first suburb, was established in 1841<sup>1</sup>. At that time it did not extend down to Hobson Bay, but grew over time to include the land to the east of Gladstone Road, overlooking Hobson Bay. Between 1847 and 1854 the Crown purchased much of the northern slopes of Remuera from the ridge down to Hobson Bay. The land was subsequently subdivided and sold to settler-farmers who built large homes and farmed the surrounding land<sup>2</sup>.

By the 1850s the hill slopes around the west of Hobson Bay were cleared and grazed as pastoral farmland. From the 1870s Parnell and Remuera grew more rapidly as residential suburbs of Auckland and by 1910 these were well-established and highly desirable.

Meanwhile, Orākei Peninsula remained in Maori ownership until the twentieth century. The relative isolation of Orākei hindered its development. A rough bridge at the mouth of the Orākei Basin served as the connection between Remuera and Orākei, but by the turn of the twentieth century roads remained treacherous<sup>3</sup>. It was not until the 1920s to 1930s, when road infrastructure had been completed that it became feasible to develop Orākei. In 1928, the first sections on Paratai Drive were offered for sale and the suburb began to develop.

### Development

During the late nineteenth and into the early twentieth century, following the clearing of land, Hobson Bay was used as a holding pen for kauri logs until they were called for by the timber mills at Freemans Bay<sup>4</sup>. There were concerns by early settlers about kauri logs being held in Hobson Bay, who considered they stirred up mud and blocked the Bay<sup>5</sup>.

Until the second decade of the twentieth century, Newmarket Stream which flows into Hobson Bay was known as Slaughterhouse creek as it was subject to waste disposal from neighbouring enterprises and used as an open sewer. Auckland's growing population increasingly demanded better solutions for wastewater disposal. In the first decade of the twentieth century, construction work commenced on a massive concrete sewer pipe, which ran across the surface of Hobson Bay and buried under the full length of the Okahu Bay foreshore to holding tanks (now Kelly Tarlton's Underwater World) and an outfall at Orākei, the narrowest point in the harbour.

The main outfall works were opened in March 1914<sup>6</sup>. Within 20 years the sewerage scheme was no longer adequate

1 <http://parnellheritage.org.nz/>

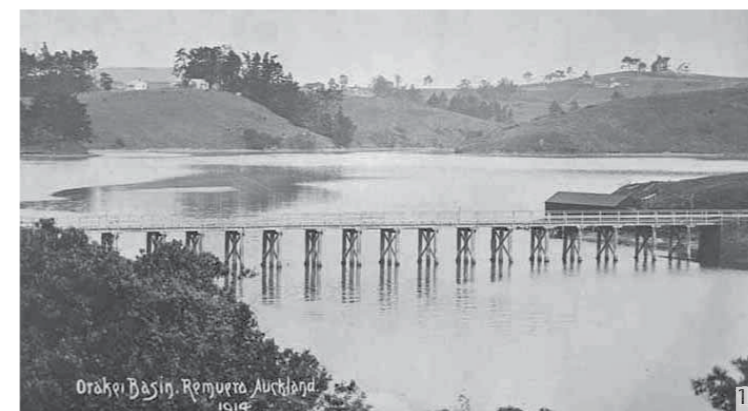
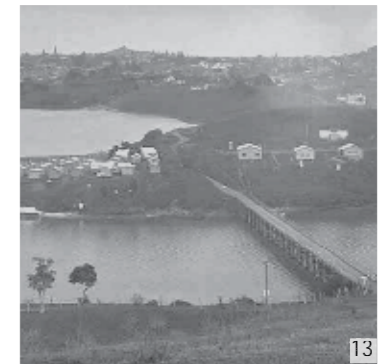
2 <http://www.aucklandcouncil.govt.nz/EN/newsevents/culture/heritage/Documents/remueraheritagewalk.pdf>

3 Matthews & Matthews Architects (2005) Hobson Bay Boatsheds Conservation Plan

4 Johnson, D (1988) Auckland by the Sea: 100 Years of Work and Play

5 <http://paperspast.natlib.govt.nz/cgi-bin/paperspast?a=d&d=AS19061120.2.21>

6 IPENZ (2011) Evolving Auckland: The City's Engineering Heritage



Images 11-15:

11: Wilson's Beach, Remuera, Auckland 1918. Sourced from 'Sir George Grey Special Collections', Auckland Libraries, ID 7-A11230. Wilson's Photos.

12: Two Maori canoes, possibly at Orākei. Alexander Turnbull Library, Wellington, New Zealand. Ref 1/2-029162-F. Photographer unknown.

13: Looking south west over the Orākei Basin, Pourewa Bridge, a railway camp located mid-ground. Sourced from 'Sir George Grey Special Collections', Auckland Libraries, ID 4-4556. Photo by J.D Richardson.

14: Looking north east across Orākei Basin, 1931. 'Sir George Grey Special Collections', Auckland Libraries, ID 4-5402. Photo by J.D Richardson.

15: Looking east south east from Orākei across the Orākei Basin, 1914. Sourced from 'Sir George Grey Special Collections', Auckland Libraries, ID 7-A11221. Photographer unknown.

and alternatives for treatment and discharge of sewage sought. The outfall was decommissioned in the 1950s and the old Hobson Bay sewer was finally removed in 2010.

In the 1920s two further pieces of infrastructure brought changes to Hobson Bay and the landform surrounding it. The North Island main trunk railway (Auckland's eastern railway line) was constructed between 1925 and 1929 on a causeway bisecting Hobson Bay. Its construction required significant reclamation; substantially altering the landform of the bay. Simultaneously, between 1926 and 1931, the construction of Tamaki Drive opened up vast tracts of formerly remote land to the east<sup>7</sup>, around Kohimarama and the early Auckland settlement of St Heliers and in doing so further changed the geology of the bay.

## Recreation

Hobson Bay has been highly valued and well used for both water sports and more passive recreation from the earliest days of European settlement. In the first decades of the twentieth century residents, enjoying their new homes overlooking Hobson Bay, were keen to ensure the Bay continued to be used for recreational rather than commercial uses and made such a request to the Auckland Harbour Board<sup>8</sup>. To this day, Hobson Bay continues to be a popular location for recreational pursuits.

Boating was an early form of both non-motorised transport and recreational pursuit in Auckland.

<sup>7</sup> Ibid

<sup>8</sup> Matthews and Matthews Architects (2005) Hobson Bay Boatsheds Conservation Plan

An early collection of boatsheds, built by settlers, were located in Hobson Bay, tucked into the cliffs below Parnell and Remuera; these were cut off from the harbour by construction of the sewer, although it was still possible to haul a dinghy up the ramp. From the middle of the 1920s the Auckland Harbour Board started receiving applications for boatsheds on the seaward side of the sewer. However the first of these sheds was not built until 1930, following the development of rail and road connections linking the eastern bays with the city. The Harbour Board developed a standard design and standard cream and green colour scheme in 1930 to achieve a uniform approach to the sheds. The well photographed seventeen boatsheds on Ngapipi Road at Whakatakataka Bay on the eastern side of the Hobson Bay, scheduled as Cultural Heritage sites for protection through the Auckland Regional Plan: Coastal 2008, remain as examples of this once common building type.

From 1950s onwards, the flat lands reclaimed from the marshy southwestern edges of Hobson Bay were cleared, levelled and grassed to create Thomas Bloodworth Park and Shore Road Reserve, both popular locations for active and passive recreation.



Image 16: Boatshed, Hobson Bay, Orakei. Photo by Alastair Jamieson, ID 38-136233 (2008).



## Sites and areas of identified natural and cultural significance

### Key

- Identified Pa sites
- Identified Maori Sites
- Identified Urupa / Burial Sites
- Identified Sites of Ecological Importance
- Identified Archaeological / Cultural Heritage sites

### District Plan Features and Areas for Protection:

- Significant Ecological Areas for Protection
- Archaeological Feature for Protection
- Geological feature for protection
- Archaeological / Geological Feature for Protection

Note: Refer District Plan maps C10-12 / D10-12 on the Auckland Council Website:

[www.aucklandcouncil.govt.nz/EN/plans/policies/projects/plans/strategies/District/RegionalPlans/aucklandcitydistrictplanisthmus/Pages/home.aspx](http://www.aucklandcouncil.govt.nz/EN/plans/policies/projects/plans/strategies/District/RegionalPlans/aucklandcitydistrictplanisthmus/Pages/home.aspx)

This information has been sourced from Auckland Council's GIS database. Its accuracy has not been verified and it is not intended to be an exhaustive list; it is reproduced here to illustrate the high number of sites and areas of heritage significance within the Hobson Bay area.

**Figure 07: Sites and areas of identified natural and cultural significance**

## 2.3 Hobson Bay walkway

### Development of Hobson Bay walkway

A continuous walkway around Hobson Bay from Resolution Point in Parnell to Shore Road in Remuera was originally designed in 1996. The route was intended as a boardwalk along the majority of its length, but the structure would have been visually imposing, especially at low tide. Following appeals to the Environment Court, the walkway was redesigned and underwent further consultation. The design of the walkway was altered to be more harmonious with the coastal environment and less costly, with some parts passable only at low tide.

The first six stages of the Hobson Bay walkway were completed in 2008 at a cost of \$1.8 million. Stages were completed as Environment Court appeals were resolved, with the easier and less contentious sections being built first.

### Sections were completed in the following order:

- Shore Road Reserve (1999)
- Awatea Reserve to Freda Kirkwood walkway (2000)
- St Kentigern School – Wilson’s Beach to Shore Road (2001)
- Freda Kirkwood walkway to Elam Street steps (2002)
- Elam Street steps to Thomas Bloodworth Park (2004)
- Point Resolution steps to Awatea Reserve (2006)

A seventh stage, Shore Road to Wilson’s Beach was not completed at the time due to objections from some residents.

Some sections of the walkway, completed in 2006, have degraded and washed away. The most evident is Awatea Reserve to Freda Kirkwood walkway.

### The Orākei Local Board Plan 2011 identified sites for further development of walkways in the Orākei Basin/ Hobson Bay area and alongside the rail corridor. These included:

- Orākei Point connection to Shore Road Walkway to Wilson’s Beach.
- Wilson’s Beach connection to Thomas Bloodworth Park / Shore Road Reserve.
- Boardwalk alongside the rail line connecting Orākei Station to The Strand.
- Connection from Meadowbank rail station following the rail line to the eastern side of Purewa Cemetery.
- Pourewa valley to St Johns Road.



Images 17-23:

17-18: Boardwalk around St Kentigern School, Remuera.

19: Orākei Basin Walkway

20: Orākei Road

21-22: Hobson Bay, informal walkway.

(all above photographs are sourced from Auckland Council, 2012).

23: Wilson’s Beach Hobson Bay. Photo by Jay Farnworth, ID 38-229144 (2012).



## Existing development of Hobson Bay walkway



### Key

- Existing Coastal Walkway
- - - - Eroded Coastal Walkway
- ① Orakei Basin Walkway
- ② Hobson Bay Walkway - Victoria Avenue to St Kentigern School
- ③ Hobson Bay Walkway - Thomas Bloodworth Park to Shore Road Reserve
- ④ Hobson Bay Walkway - St Stephens Avenue to Thomas Bloodworth Park

Figure 08: Existing Development of Hobson Bay Walkway



Image 23a: Aerial photo looking south Orakei Basin and Orakei Train Station (2012).

## 2.4 Stocktake of projects

### Projects

The following projects, set out from west to east across Hobson Bay, have been reviewed as part of the stocktake:

- 01 Point Resolution bridge
- 02 Point Resolution reserve upgrade
- 03 Hobson Bay walkway to Point Resolution stairway connection
- 04 Shore Road reserves sportsfield capacity investment
- 05 Portland Road / Waitaramoa Reserve water quality and flood alleviation
- 06 Wilson's Beach to Shore Road Reserve walkway connection
- 07 Wilson's Beach replenishment
- 08 Orākei Point to Shore Road walkway / cycleway
- 09 Orākei Point to Tamaki Drive shared walkway/cycleway
- 10 Tamaki Drive/Ngapipi Road safety improvements
- 11 The development of The Landing Concept Plan

The location of projects 1 - 11 can be seen on **Figure 09, on page 28**.

## 2.5 Planning initiatives

### Planning initiatives

The following planning initiatives, which will influence the future of Hobson Bay have been identified and considered as part of this stocktake:

- 12 Orākei Point Plan Change 260
- 13 Orākei Basin Management Plan
- 14 Hobson Bay Boat Club future access and operations
- 15 Hobson Bay Watercourse Management Plan
- 16 Tamaki Drive Masterplan
- 17 Tamaki Drive, Ngapipi, Kepa and Kohimarama Roads Corridor Management Plan (TaNKK CMP)
- 18 Waitemata te Tokaroa (Meola Reef) to Taurarua (Point Resolution) coastal walkway scoping study
- 19 Unitary Plan (March consultation draft)

The location of planning initiatives 12 - 18 can be seen on **Figure 10, on page 29**.

### 3.1 Issues and opportunities

The Orākei Local Board has worked with key stakeholders to identify a number of opportunities and issues facing the Hobson Bay area. These findings have been aligned with analysis of current and future project and planning initiatives for Hobson Bay.

Leisure and recreation	
Issues:	<ul style="list-style-type: none"> <li>• There is a lot of interest to use the existing open spaces for recreational, formal and informal sporting activities</li> <li>• It may be difficult for the area to handle new sporting activities, in relation to access, infrastructure and parking</li> <li>• Sportsfields are often working to capacity and there are limited opportunities for further use</li> <li>• There is increased interest in year round access to sportsfields, although there are problems with drainage of fields in winter</li> <li>• Informal recreation amenity and services are limited</li> <li>• There are limited water-based activities and access to the foreshore</li> <li>• The railway line divides Hobson Bay into two spaces, limiting the water recreation that can occur there</li> </ul>
Opportunities:	<ul style="list-style-type: none"> <li>• Potential for Hobson Bay to be used for small boating activity – needs generous access, a light dredge may achieve this</li> <li>• Use existing sportsfields for a variety of sports such as cricket, rugby and soccer</li> <li>• Develop new sportsfields appropriate for multisport and year round use</li> <li>• Consider reclamation of more land for sportsfields</li> <li>• Improve or relocate facilities for informal recreation around Hobson Bay, eg. dog walking, cycling and water activities.</li> <li>• Consider Auckland Rowing Club 2000m course which could bring more activity to the area</li> </ul>

Connections	
Issues:	<ul style="list-style-type: none"> <li>• The incomplete walkways and cycleways around Hobson Bay prevent continuous uninterrupted access to Hobson Bay and use of the area</li> <li>• A lack of connections between Hobson Bay and its surrounding areas particularly, the parks and reserves</li> <li>• Although Hobson Bay is the area of focus, there is little physical opportunity to access the foreshore and water</li> <li>• Sections of the existing coastal walkway are tidal and often underwater</li> </ul>
Opportunities:	<ul style="list-style-type: none"> <li>• Complete the missing coastal walkway/cycleway connections around Hobson Bay, particularly to Orākei Point, Point Resolution and St Kentigern School, and from existing Hobson Bay Walkway to Wilson Beach and Victoria Avenue</li> <li>• Develop a continuous coastal walkway from Orākei Point to Judges Bay accessible at all tides</li> <li>• Establish a new pedestrian connection to Tamaki Drive</li> <li>• Improve connection to Waitaramoa Reserve, currently separated by road, to promote greater use</li> <li>• Improve the connections between parks</li> <li>• Improve reserve and foreshore connections</li> <li>• Increase boat access to Hobson Bay, eg. the construction of a boat ramp or improved access to the marina</li> <li>• Develop the walkways and cycleways with a consistent look and feel to create a cohesive access route</li> </ul>

Environment and heritage	
Issues:	<ul style="list-style-type: none"> <li>• The visual amenity of the area is not maximised to its full potential</li> <li>• The open spaces surrounding Hobson Bay are not always respected and damage can occur from inappropriate use</li> <li>• The extensive history and heritage of the area is not identified or celebrated to its full extent There is a need to balance access for sport and recreation with ecosystem services such as water quality, vegetation management and improvements to environment</li> <li>• The aquatic and marine values have not been well maintained and the water quality is not at an adequate standard for recreational use</li> <li>• There is extensive mangrove growth and spread across Hobson Bay, which may be affecting indigenous vegetation.</li> <li>• Drainage and flushing of Hobson Bay is not functioning in a satisfactory way, and is not adequately supported by infrastructure</li> <li>• The environmental qualities of Hobson Bay may be adversely affected by projects and activities occurring outside of the Hobson Bay area</li> <li>• There is a need to acknowledge upstream impacts (water coming down from the upstream catchments) on the environmental quality of Hobson Bay, including overflows from Newmarket Gully and separation of Carlton Gore Road stormwater and wastewater (Watercare)</li> <li>• There may be opposition to environmental improvements where they restrict established use of Hobson Bay</li> </ul>
Opportunities:	<ul style="list-style-type: none"> <li>• Use the convenient location of Hobson Bay and its ability to be accessed by a large number of people to secure more funding for amenity improvements</li> <li>• Improve the community facilities in the area to support appropriate community use</li> <li>• Provide interpretation and information on the historic heritage and natural heritage values of the area in a way that is creative</li> <li>• Consider opportunities for future public art, infrastructure, and design works to reference and reflect the natural, historical and cultural heritage values of the area</li> <li>• Continue investment in water and stormwater infrastructure development and maintenance around Hobson Bay to prevent further degradation of water quality and the marine environment</li> <li>• Review the spread of mangroves around Hobson Bay and determine appropriate management</li> <li>• Seek opportunities in current and new projects for restoration of native vegetation</li> <li>• Advocate and work in a coordinated manner with other projects and initiatives to manage upstream impacts in the wider stormwater catchment at the source to reduce adverse effects on the Hobson Bay environment</li> <li>• Investigate potential for enhancement and private use of Watercare site at bottom of Logan Terrace</li> <li>• Seek enhancement of Hobson Bay as a bird sanctuary</li> <li>• Investigate options to control tidal flow into Hobson Bay</li> <li>• Take better care of the environment and look for opportunities to improve it</li> </ul>

Transportation and safety	
Issues:	<ul style="list-style-type: none"> <li>• The area has heavy traffic congestion at periods throughout the day, specifically on Kepa, Ngapipi, Orākei and Shore Roads</li> <li>• There are limited parking or alternative transportation options to and from the area</li> <li>• Heavy traffic can cause risk to pedestrian safety, due to limited or inadequate crossings to Hobson Bay</li> <li>• Shore Road is very narrow and can flood during periods of heavy rain, making use of this road difficult</li> <li>• Traffic management systems are needed to improve safety</li> <li>• Existing car parks are busy at peak sporting times and in summer with people coming to Hobson Bay from all around Auckland</li> <li>• New sporting and recreation initiatives in Hobson Bay may raise issues associated with vehicular access and parking</li> </ul>
Opportunities:	<ul style="list-style-type: none"> <li>• Develop a safer environment for pedestrians and cyclists accessing the Hobson Bay area</li> <li>• Safely connect the reserves and open space network surrounding Hobson Bay</li> <li>• Improve public transportation options to reduce demand on limited car parking, particularly during key sports times</li> <li>• The railway line creates two spaces – investigate the dual opportunity for transport and regeneration</li> <li>• Address parking and traffic flow and look at traffic management plan around whole area</li> <li>• Investigate improvements to traffic lights at top of Ayr Street to address phasing issues</li> </ul>

Image 25: Aerial photo looking west over Fenton Circus towards the Tamaki Drive (2012).



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## 4.0 Vision and key moves

## 4.1 Vision for Hobson Bay and the surrounding area

Unlock the potential of the land and water in and around Hobson Bay, so that it is a premier location, which everyone can use and enjoy.

### We will do this by:

- Improving leisure and recreation opportunities on land and water
- Creating new and improved connections for pedestrians and cyclists
- Enhancing the environment and heritage of Hobson Bay
- Improving transport connections with safety as a priority

## 4.2 Priorities

The workshops with key stakeholders, as well as the stocktake review of work to date, has enabled the identification of a number of projects and initiatives that will help us start to realise vision for Hobson Bay.



Improving leisure and recreation opportunities on land and water







Creating new and improved connections for pedestrians and cyclists



Enhancing the environment and heritage of Hobson Bay



Improving transport connections with safety as a priority





## Access to leisure and recreation

**Priority: Improving leisure and recreation opportunities on land and water**

Actions that will help us realise the vision:

### Land

- 1 Improve both sports field quality and capacity at Shore Road Reserve and Thomas Bloodworth Park and informal recreation opportunities and access to the coastal environment.
- 2 Support new leisure and recreational opportunities and sports field improvements, such as enhanced coastal access with appropriate infrastructure, which could include vehicle access to the water, parking, new or relocated facilities and basic amenities such as water stations, toilets.
- 3 Allocate funding for landscape improvements to open space and along the coastal walkways.
- 4 Advocate to Auckland Transport for better public transport access to the leisure and recreation opportunities in and around Hobson Bay.
- 5 Investigate opportunities for additional recreation opportunities around Hobson Bay.

### Water

- 6 Invest in better access and use of Hobson Bay by small (non- motorised) crafts and paddle boarders by providing better launch sites, all tide access, and facilities such as secure storage racks.
- 7 Investigate the feasibility of providing access to the water from the coastal walkway, including Orākei Point.
- 8 Identify opportunities for accommodating new boat ramps that are small in scale and well located, eg. near the boat sheds on Ngapipi Road, off Tamaki Drive, at the end of Takutai Street and Orākei Point.
- 9 Identify possible opportunities for rowing activities to occur in Hobson Bay.



Figure 11: Actions relating to access and leisure  
Not to scale



## New and improved connections

### Priority: Creating new and improved connections for pedestrians and cyclists

Actions that will help us realise the vision:

Develop a continuous coastal walkway around Hobson Bay in consultation with residents:

Upgrade the existing tidal walkway along the western edge of Hobson Bay from Thomas Bloodworth Park to Point Resolution.

- 1 Complete the missing link in the walkway from Victoria Avenue/Wilson's Beach to the eastern side of Shore Road Reserve.
- 2 Improve pedestrian access to the seaward (northern) side of Tamaki Drive across the causeway from Hobson Bay.
- 3 Support Waitemata Local Board's completion of the stairway connection from Hobson Bay Walkway to Point Resolution.
- 4 Investigate the feasibility of providing all tide access around Hobson Bay where possible.

### Linkages

- 5 Create better walking and cycling links to Pourewa Valley.
- 6 Advocate to Auckland Transport for a pathway from Orākei Station to Tamaki Drive.
- 7 Improve wayfinding and information signage to enhance access to existing and new walkway cycleway network.
- 8 Ensure all new walkway and cycleway structures are visually attractive and integrate with other linkages and connections and the surrounding environment.
- 9 Incorporate Crime Prevention through Environmental
- 10 Design (CPTED) principles into new walkways and cycleways and redevelopment of existing walkways and cycleways to improve safety and security for users.



Figure 12: Actions relating to new and improved connections  
Not to scale



## Environment and heritage

Priority: Enhancing the environment and heritage of Hobson Bay

### Actions that will help us realise the vision:

#### Environment

- 1 Include an environmental assessment in the planning phase of all new projects and activities in and around Hobson Bay with an aim to maintain or improve the environment in line with the vision and priorities of the action plan.
- 2 Work with Watercare and Auckland Council's stormwater team to monitor, maintain and enhance the marine and water quality of Hobson Bay.
- 3 Investigate potential to treat stormwater run off through wetland restoration and low impact design measures, such as swales and wetlands.
- 4 Improve Waitaramoa Reserve to address stormwater management issues and improve ecological and environmental values.
- 5 Improve bird habitat through measures such as wetland revegetation and a new high tide roosting habitat to replace the former sewer line.
- 6 Incorporate environmental landscape design and/or ecological restoration into projects for new connections and leisure and recreation opportunities for Hobson Bay with an aim to improve the environment.

#### Heritage

- 7 Investigate projects that acknowledge, appreciate and celebrate the heritage of the area eg. boat sheds.
- 8 Preserve the lava flow feature near Shore Road.
- 9 Advocate for good management of the cliff face by private property owners.
- 10 Commission research into the natural heritage of Hobson Bay to better understand the reasons for mangrove spread and manage this appropriately.



Figure 13: Actions relating to environment and heritage  
Not to scale

- 11 Find ways to involve schoolchildren and community groups in environmental management projects and other initiatives that promote the natural and cultural heritage values of Hobson Bay.
- 12 Investigate possible protection of historic heritage places and features in and around Hobson Bay, such as the historic boatsheds, through the New Zealand Historic Places Trust or Unitary Plan.



## Transport connections and safety

Priority: Improving transport connections with safety as a priority

**Actions that will help us realise the vision:**

**Advocate to Auckland Transport to:**

- 1 Prioritise transport initiatives that focus on pedestrian safety in and around Hobson Bay, specifically access to the Bay and adjacent reserves.
- 2 Review parking and access from the Outboard Boating Club, to maximise use and pedestrian safety of the area.
- 3 Integrate vehicle access and parking improvements when considering sportsfield upgrades, eg. at Shore Road Reserve, Thomas Bloodworth Park and Waitaramoa Reserve.
- 4 Provide improved integrated public transportation to Hobson Bay and the adjacent reserves, particularly during periods of peak use.
- 5 Address pedestrian safety issues and improve the quality of the street environment, including improvements to Shore Road through such mechanisms as traffic management systems.
- 6 Improve pedestrian safety at the Orākei / Kepa / Ngapipi Roads intersections.
- 7 Support the implementation of projects that deliver on the vision of the Tamaki Drive Masterplan.
- 8 Monitor development of the Tamaki Drive, Ngapipi, Kepa and Kohimarama Road Corridor Management Plan (TaNKK) to ensure public access, use and enjoyment for Hobson Bay is retained, in particular outcomes for Ngapipi Road.
- 9 Improve access and connections to Wharua Road / Waitaramoa Reserve



Figure 14: Actions relating to transport connections and safety  
Not to scale

Photograph 30: Aerial photo looking towards Hobson Bay, Kohimarama Road in foreground (2012).



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## 5.0 Appendix

## Appendix contents

### A.1 Environment and heritage

- Natural environment
- Cultural and historic heritage

### A.2 Glossary



## A.4 Environment and heritage

### Natural environment

Hobson Bay is a large scale, tidal, open water body. It is part of the Waitemata Harbour, located between the suburbs of Parnell in the west, Orākei in the east and Remuera in the south. Hobson Bay has been modified by infrastructure from the city's expansion to the south and east. Most significantly, works include the eastern railway line that bisects Hobson Bay from north to south, the Tamaki Drive causeway that cuts Hobson Bay off from the main channel of the harbour, and the construction of a major sewer line above the surface of the water that has recently been demolished.

Despite the intrusion of these major pieces of city infrastructure, Hobson Bay has maintained a degree of natural character and ecological functioning and values. This makes it a significant feature within its context of the established residential suburbs of the eastern isthmus. Mangrove vegetation around the southern edges of Hobson Bay and coastal bush along the western edges blurs the boundary between urban development and the more 'natural' environment.

Over time, mangroves vegetation has increased, which has further modified the appearance of Hobson Bay. This coastal edge vegetation is, however, identified as an 'Outstanding Landscape' under the Regional Plan: Coastal. The bird habitats of Hobson Bay are identified as a Significant Heritage Feature and Value in the Auckland Regional Policy Statement. In particular, the area is valued for the presence of white-fronted terns, gulls, kingfishers, white-faced herons, pied stilts, mallard ducks, pukeko and kereru (native wood pigeon). The area is also classified under the Regional Plan: Coastal as a Coastal Protection Area 2 (reference 51a). This is in recognition of its importance as a shag breeding area and as a feeding area for a variety of coastal and wading birds.

Orākei Point (i.e. Orākei Peninsula) is located on the southeastern side of Hobson Bay. The tuff ring, along which Orākei Road is formed, serves to separate the Hobson Bay water body from Orākei Basin to the south east, which is a significant coastal and volcanic feature in its own right.

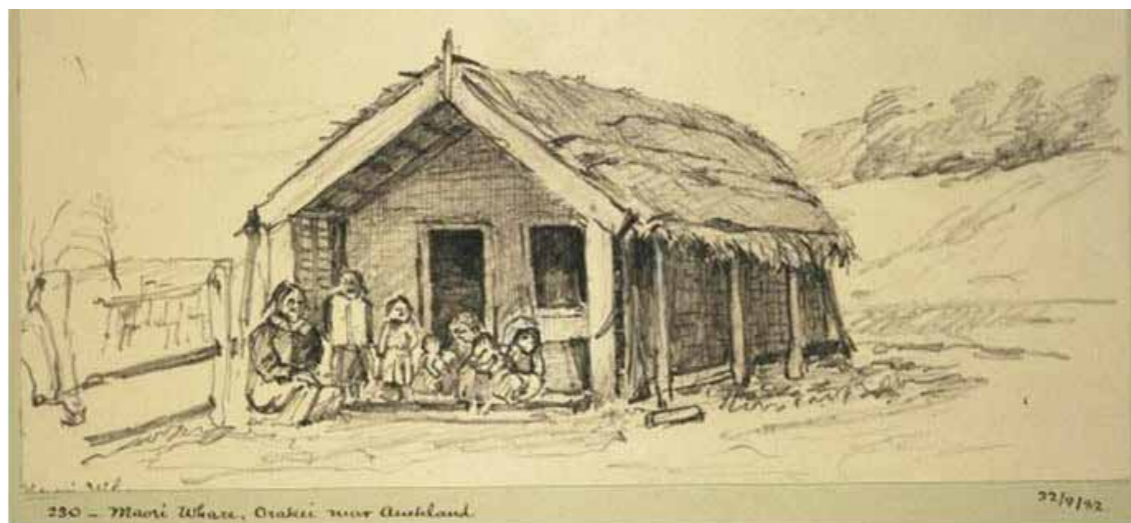


Image 31: Maori Whare, Orākei, near Auckland. Hunter, Norman Mitchell b 1859 :[Sketches of New Zealand. 1882-1883]. Sourced from Alexander Turnbull Library, Wellington, New Zealand. Ref: E-328-f-081-2.

### Cultural and historic heritage Settlement

Hobson Bay is also an area of archaeological significance. Orakei Point is the location of a substantial pa (reference R11/87), which is the largest surviving pa of its type remaining on the Auckland Isthmus. It has been quite badly damaged over the years, from Orakei Road being cut through the western side of the pa. Originally, the pa was defended by traverse ditches at either end, which would have been filled for the construction of the road.

Terrace pits are still present on the slope running down from either side of the ridge to Orakei Basin and Hobson Bay. Previous archaeological investigations have also found evidence outside of the defenses along the ridge top to the north and south of the pa.

The land on the western side of Hobson Bay passed into European hands relatively early in the settlement of Auckland. Parnell, Auckland's first suburb, was established in 1841. At that time it did not extend down to Hobson Bay, but grew over time to include the land to the east of Gladstone Road, overlooking Hobson Bay. Between 1847 and 1854 the Crown purchased much of the northern slopes of Remuera from the ridge down to Hobson Bay. The land was subsequently subdivided and sold to settler-farmers who built large homes and farmed the surrounding land<sup>2</sup>.

By the 1850s the hill slopes around the west of Hobson Bay were cleared and grazed as pastoral farmland. From the 1870s Parnell and Remuera grew more rapidly as residential suburbs of Auckland and by 1910 these were well-established and highly desirable. It had a reputation as a very pleasant place to live, with many large and gracious homes among spacious treed garden settings, and an active community of sport and recreation organised by a large number of local clubs and church groups.

Early panoramic photographs of the landscape between Remuera Road running down to Hobson Bay show an open green, pastoral landscape dotted here and there with grand residences set in park-like grounds. In addition to illustrious, influential farmers such as Robert Graham and James Dilworth, the area was increasingly also becoming home to a range of prosperous but less wealthy residents, such as professional people and businessmen with interests in the city centre, as well as rural labourers and domestic servants. For many decades the community was small, tightly knit, and characterized by an interesting mix of working farms, humble cottages, and a growing number of elegant and imposing homes.

In contrast, Orakei Peninsula remained in Maori ownership until the twentieth century. The relative isolation of Orakei hindered its development. A rough bridge at the mouth of the Orakei Basin served as the connection between Remuera and Orakei, but by the turn of the twentieth century roads remained treacherous<sup>3</sup>. It was not until the 1920s to 1930s, when road infrastructure had been completed that it became feasible to develop Orakei. In 1928, the first sections on Paratai Drive were offered for sale and the suburb began to develop.

<sup>1</sup> <http://parnellheritage.org.nz/>

<sup>2</sup> <http://www.aucklandcouncil.govt.nz/EN/newsevents/culture/heritage/Documents/remueraheritagewalk.pdf>

<sup>3</sup> Matthews & Matthews Architects (2005) Hobson Bay Boatsheds Conservation Plan

## Development

During the late nineteenth and into the early twentieth century, following the clearing of land, Hobson Bay was used as a holding pen for kauri logs until they were called for by the timber mills at Freemans Bay<sup>4</sup>. There were concerns by early settlers about kauri logs being held in Hobson Bay, who considered they stirred up mud and blocked the Bay<sup>5</sup>. Until the second decade of the twentieth century, Newmarket Stream which flows into Hobson Bay was known as Slaughterhouse creek as it was subject to waste disposal from neighbouring enterprises and used as an open sewer.

As the eastern suburbs developed there was growing concern and awareness of the health threat caused by poor sanitation, sewage, drainage and rubbish disposal. Auckland's growing population increasingly demanded better solutions for wastewater disposal.

A number of early attempts were made to improve the Hobson Bay drainage systems through closed drains. In 1909, construction work commenced on a massive new concrete sewer pipe, which ran across the surface of Hobson Bay and the full length of the foreshore to an outfall at the head of Okahu Bay (now Kelly Tarlton's Underwater World). The Okahu Point Works opened in 1914. Within 20 years the sewerage scheme was no longer adequate and alternatives for treatment and discharge of sewage sought.

The surface sewer line, physically and visually, disrupted the natural character of Hobson Bay, but also gave a new access for the hardy who walked across it from Remuera to the beaches. In the 1920s, two further pieces of infrastructure brought changes to Hobson Bay. The Eastern Rail Line was constructed in 1925 on a causeway, which runs across Hobson Bay from north to south. It bisected Hobson Bay it into an eastern and western section as it ran its course south from the Quay Street railway yards. A year later, in 1926, the construction of Tamaki Drive causeway further modified Hobson Bay by cutting it off from the main channel of the Waitemata Harbour entrance, by opening up vast tracts of formerly remote land around Kohimarama and St Heliers, to the east, the causeway provided the infrastructure for suburban residential development within easy travelling distance of central Auckland.



Image 32: Taken from the east side of Hobson Bay, showing boatsheds. 1911. Sourced from 'Sir George Grey Special Collections', Auckland City Libraries. ID 1-W59. Photo by H. Winkelmann.



Image 33: Looking north west by north from the bottom of Ngaiwi Street across Hobson Bay towards Hobson Point, showing Ngapihi Road. 1931. Sourced from 'Sir George Grey Special Collections', Auckland City Libraries. ID 4-5419. Photo by J.D Richardson.

4 Johnson, D (1988) Auckland by the Sea: 100 Years of Work and Play

5 <http://paperspast.natlib.govt.nz/cgi-bin/paperspast?a=d&d=AS19061120.2.21>

## Recreation

Hobson Bay has been highly valued and well used for both water sports and more passive recreation from the earliest days of European settlement. In the first decades of the twentieth century residents, enjoying their new homes overlooking Hobson Bay, were keen to ensure the Bay continued to be used for recreational rather than commercial uses and made such a request to the Auckland Harbour Board<sup>6</sup>.

Boating was an early form of both non-motorised transport and recreational pursuit in Auckland. There are many historical accounts of regattas held on Hobson Bay and picnics and afternoon amusements around its edges. Wilson's Beach, at the foot of Victoria Avenue, was a popular swimming and boating spot.

An early collection of boatsheds, built by settlers, were located in Hobson Bay, tucked into the cliffs below Parnell and Remuera; these were cut off from the harbour by construction of the sewer, although it was still possible to haul a dinghy up the ramp. From the middle of the 1920s the Auckland Harbour Board started receiving applications for boatsheds on the seaward side of the sewer. However the first of these sheds was not built until 1930, following the development of rail and road connections linking the eastern bays with the city. The Harbour Board developed a standard design and standard cream and green colour scheme in 1930 to achieve a uniform approach to the sheds. The well photographed seventeen boatsheds on Ngapipi Road at Whakatakataka Bay on the eastern side of the Hobson Bay, scheduled as Cultural Heritage sites for protection through the Auckland Regional Plan: Coastal 2008, remain as examples of this once common building type.

Later, from the 1950s onwards, the flat lands reclaimed from the marshy southern edges of Hobson Bay were cleared, levelled and grassed to create sportsfields. Thomas Bloodworth Park came first in 1950 and later, from the 1960s, what would become the Shore Road Reserve was developed across the road. These have become important and well used sportsfields for cricket and rugby clubs, highly valued amongst the wider eastern suburbs community, where the availability of large expanses of flat land for sports fields have always been scarce.

From the 1980s and 1990s onwards, infill residential development has occurred, and this continues to the present day. While this has been the cause of community angst at times in Remuera, the area has remained a highly desirable and valued residential area and these changes have led to a growing population in and around Hobson Bay which values and enjoys the scenic qualities and recreational opportunities afforded by Hobson Bay. These community values have underpinned the high levels of public support, use and enjoyment to the sections of Hobson Bay Walkway that have been developed incrementally since the 1990s. The visual and recreational amenity of Hobson Bay was further enhanced in 2009 when a significant stormwater upgrade replaced the 100-year-old surface sewer pipe with an underground tunnel, removing what was regarded by most as an unsightly and disruptive piece of infrastructure.



Image 34: Hobson Bay looking North east, showing Wilson's Beach, Hobson Bay and the sewer line. 1918. Sourced from 'Sir George Grey Special Collections', Auckland City Libraries. ID 7-A11230. Wilson's Photos.

<sup>6</sup> Matthews and Matthews Architects (2005) Hobson Bay Boatsheds Conservation Plan

## A1. Glossary

Glossary:	
Auckland Council	The Auckland Council consists of the governing body (Mayor and 20 Councillors) and 21 local boards, which represent the interests of local communities.
Council Controlled Organisations	<p>Council Controlled Organisations (CCOs) are organisations, trusts or companies in which a council controls 50 per cent or more of the votes or has the right to appoint 50 per cent (or more) of directors or trustees. CCOs are independent of the council's operations and, in the case of companies, are set up under company law and have their own boards of directors. However, they are also accountable to Auckland Council.</p> <p>These include such organisations as Auckland Transport, Watercare and Harbour Edge Redevelopment.</p>
Key stakeholders	This includes such parties as local residents and business, community groups and associations, sport and recreation clubs and organisations, iwi and other parties that operate in and around Hobson Bay
Reserve Management Plan	<p>A Reserve Management Plan is a document that is typically prepared under the requirements of the Reserves Act. They contain objectives and policies for the management, protection and future development of a reserve, and must:</p> <p>"...provide for and ensure the use, enjoyment, maintenance, protection and preservation...and the development, as appropriate, of the reserve for the purpose for which it was classified....' Section 41(3) Reserves Act.</p>
Non-motorised craft	Boat or marine vessel that does that is not powered by a motor.
Tamaki Drive Masterplan	A planning document which establishes a long term vision for the future of Tamaki Drive. It provides a framework to ensure that the future use and development of the area is planned as a whole.
Unitary Plan	The Auckland Unitary Plan is the planning rulebook that sets out what can be built and where. The draft unitary plan will replace 12 of Auckland's existing district and regional plans, many of which are more than 10 years old. It will be the key tool to implement the Auckland Plan, which sets the strategic direction for Auckland's growth over the next 30 years. It is developed under the Resource Management Act 1991 (RMA) – making it the main regulatory tool for delivering the Auckland Plan.

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## 6.0 References



Image 35: Aerial photo looking toward Drákei, Parnell in foreground (2012).

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Figure 03: Orākei Local Board. '*Tamaki Drive Masterplan*' from *Orākei Local Board Plan.*(2011).

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Figure 04: Orākei Local Board. '*Summary of Planning Provisions*' - updated from: *Orākei Local Board Plan* (2011) and *Hobson Bay Stocktake Report Version 1.* 25 February 2013.

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Figure 05: Auckland Council. '*Existing District Plan Zones*'. Based on Figure 4 from: Boffa Miskell. *Hobson Bay Stocktake Report Version 1.* 25 February 2013.

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Figure 06: Auckland Council. '*Draft Auckland Unitary Plan*' - for engagement purposes. (15 March 2013).

<http://unitaryplan.aucklandcouncil.govt.nz/pages/xc.enquire/default.aspx>.

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Figure 07: Auckland Council. '*Sites and Areas of Identified Natural and Cultural Significance*'. Based on Figure 5 from: Boffa Miskell. *Hobson Bay Stocktake Report Version 1.* 25 February 2013.

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Figure 08: Auckland Council. '*Existing Development of Hobson Bay Walkway*'. Based on Figure 6 from: Boffa Miskell. *Hobson Bay Stocktake Report Version 1.* 25 February 2013.

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Figure 19: Auckland Council. '*Projects in and around Hobson Bay*'. Based on Figure 7 from: Boffa Miskell. *Hobson Bay Stocktake Report Version 1.* 25 February 2013.

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Figure 10: Auckland Council. '*Planning Initiatives and Influences*'. Based on Figure 8 from: Boffa Miskell. *Hobson Bay Stocktake Report Version 1.* 25 February 2013.

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#### Front cover image:

Auckland Council Stock Photo (2012). *Aerial photo looking towards Hobson Bay.*

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Image 01: Krantz, Adele. *The Wire*, Auckland Council. (2013). *Orākei Local Board Members.* ID: 38-253231.

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Image 02: Auckland Council Stock Photo (2012). *Aerial photo looking towards Thomas Bloodworth Park and Shore Road Reserve.*

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Image 03: Auckland Council Stock Photo. *Aerial photo looking towards Hobson Bay, Newmarket in foreground.* (2012).

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Image 04: Auckland Council Stock Photo (2012). *Aerial photo looking towards Hobson Bay from Waitemata.*

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Image 04a: Jamieson, Alastair. *View looking over Orākei Point towards Pourewa Valley* (2008). ID 38-137222

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Images 04 - 09: Auckland Council Stock Photos (2012). *Foreshore Hobson Bay; Basalt rock; Mud-rock at Hobson Bay; Kereru/ native wood pigeon; Mangroves.*

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Image 10: Farnworth, Jay. *Wilson's Beach* ID 38-229143 (2012). . The Wire, Auckland Council.

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Image 11: Wilson's Photos. *Wilson's Beach, Remuera, Auckland 1918*. ID7-A11230. 'Sir George Grey Special Collections', Auckland Libraries.

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Image 11: Wilson's Photos. *Wilson's Beach, Remuera, Auckland 1918*. ID 7-A11230. 'Sir George Grey Special Collections', Auckland Libraries.

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Image 12: Photographer unknown. [ca 1910] *Two Maori canoes, possibly at Orākei, Auckland*. Ref. 1/2-029162-F. Alexander Turnbull Library, Wellington, New Zealand. <http://natlib.govt.nz/records/22587118>

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Image13: Richardson, James D. *Looking south west over the Orākei Basin, Pourewa Bridge (foreground), a railway camp (centre) and One Tree Hill (centre)*. 11 September 1926. ID 4-4556. 'Sir George Grey Special Collections', Auckland Libraries.

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Image14: Richardson, James D. *Looking north east from the vicinity of Lucerne Road across Orākei Basin (foreground) towards Orākei, showing the railway line (left to right across centre), Kapa Road (left to right in distance)*. 22 March 1931. ID 4-5402 'Sir George Grey Special Collections', Auckland Libraries.

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Image15: Photographer unknown. *Looking east south east from Orākei across the Orākei Basin towards Meadowbank and Mount Wellington(far distance), showing the old Pourewa Bridge spanning the Orākei Basin outlet*. 1914. ID 7-A11221. 'Sir George Grey Collections', Auckland Libraries.

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Image 16: Jamieson, Alastair. *Boatshed, Hobson Bay, Orākei*. ID 38-136233 (2008).

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Images 17 - 22: Auckland Council Stock Photos (2012). *Boardwalk around St Kentigerns School, Remuera; Orākei Basin Walkway; Orākei Road; Hobson Bay, informal walkway*.

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Image 23: Farnworth, Jay. *Wilson's Beach Hobson Bay*. ID 38-229144. The Wire, Auckland Council. (2012).

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Image 23a: Auckland Council Stock Photo (2012). *Aerial photo looking south Orākei Basin and Orākei Train Station*.

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Image 24: Auckland Council Stock Photo. *Aerial photo looking north west over Pourewa Creek to Hobson Bay* (2012).

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Image 25: Auckland Council Stock Photo. *Aerial photo looking west over Fenton Circus towards Tamaki Drive* (2012).

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Image 26: Auckland Council Stock Photo. *Untitled* (2012).

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Image 27: Krantz, Adele. *Untitled*. ID: 38-244893. The Wire, Auckland Council. (2013).

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Image 28: Gasteiger, Arno. *Untitled*. ID: 38-142469. The Wire, Auckland Council. (2012). [www.arno.co.nz](http://www.arno.co.nz)

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Image 29: Leach, Theo. *Untitled*. ID: 38-214763. The Wire, Auckland Council. (2011).

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Image 30: Auckland Council Stock Photo. *Aerial photo looking towards Hobson Bay, Kohimarama Road in foreground* (2012).

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Image 31: Hunter, Norman Mitchell. *Maori Whare, Orākei, near Auckland*. b1859. [Sketches of New Zealand. 1882-1883]. Ref: E-328-f-081-2. Alexander Turnbull Library, Wellington, New Zealand.

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Image 32: Winkelmann, Henry. *Taken from the east side of Hobson Bay, showing boatsheds*. 1911. Sourced from 'Sir George Grey Special Collections', Auckland City Libraries. ID.1-W59.

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Image 33: Richardson, James D. *Looking north west by north from the bottom of Ngaiwi Street across Hobson Bay towards Hobson Point (background left), showing Ngapipi Road*. 1931. Sourced from 'Sir George Grey Special Collections', Auckland City Libraries. ID 4-5419.

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Image 34: Wilson's Photos. *Wilson's Beach, Remuera, Auckland 1918*. ID 7-A11230. 'Sir George Grey Special Collections', Auckland Libraries.

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Image 35: Auckland Council Stock Photo. *Aerial photo looking towards Orākei, Parnell in foreground* (2012).