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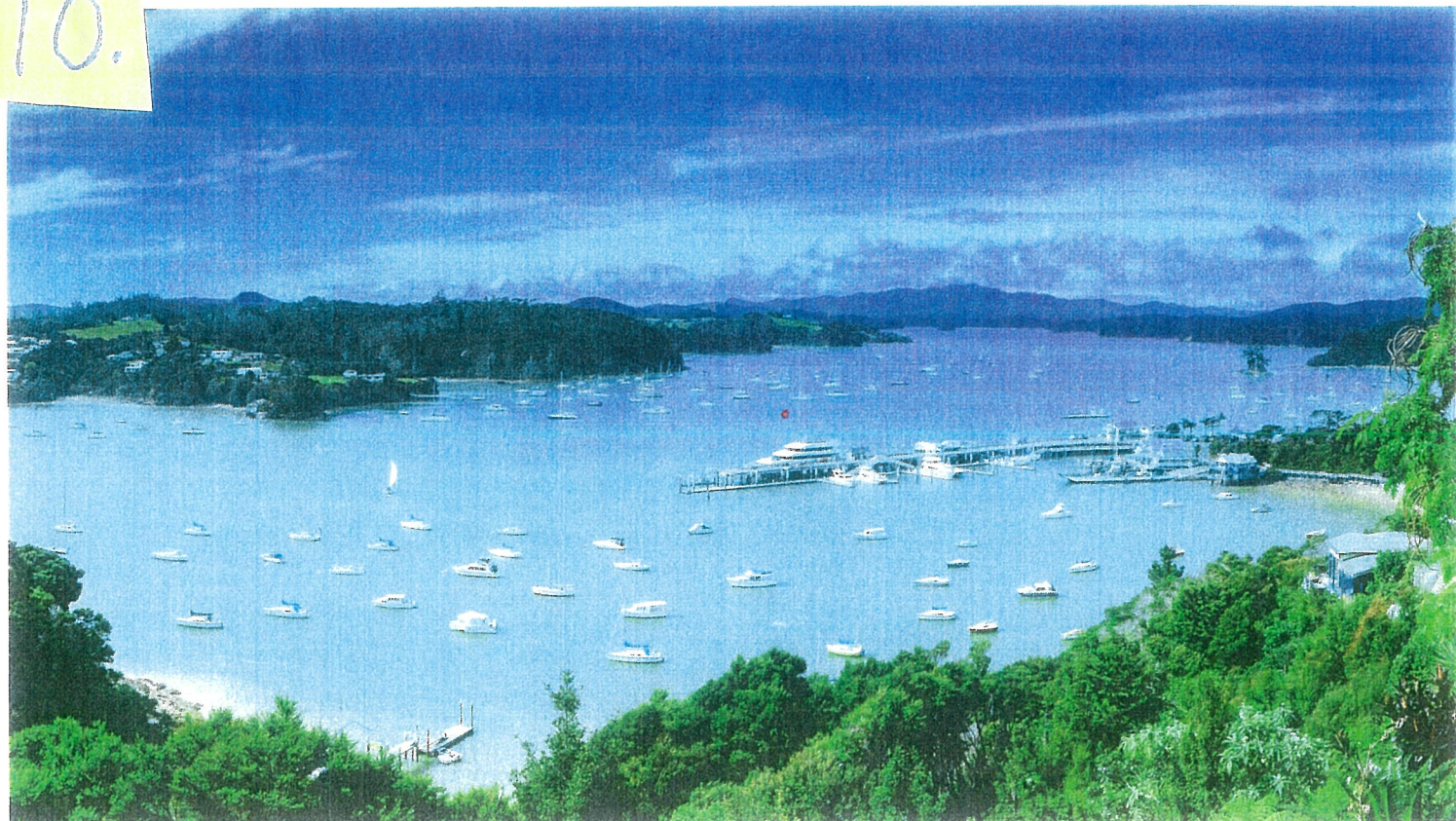
9. South of the wharf and up the Kawakawa River Industrial development. Opua Basin remains a tranquil recreational area and swing moorings. Green waterfront section to the right – Esplanade Reserve a recreational public open space. The last remaining flat coastal public land left in Opua. A reserve had been created on the flat area adjoining Beechey Street where two railway houses were situated. Attractive flat lawn formed – banks planted in native shrubs, walkway created by Opua Res. Assn. – shortcut from Franklin St. to Beechey St. The Northland Harbour Board was in the process of legalising this Railway reserve as Public Open space before local body reconstruction. FNDC created and land surreptitiously handed to FNM who advertised it for sale. Locals vehemently objected and FNDC requested to complete legalities. Land sold in deceptive manner by FNM with FNDC connivance.

1989 →

Lagoon is now covered with commercial buildings.  
 Note the runway between mooring area and coastline – open basin = water safety  
 taught grandchildren to row and sail – channel along coastline vital to allow  
 access to and from main beach, it gives access to inner moorings  
 without having to compete with car ferry



10.



10. Opua Basin and mooring area. Note the navigable passage between mooring area and coastline allowing unimpeded access for boats and keep the ferry lane clear. It is imperative that this passage be retained in the interests of water safety. The proposed application by D.S.Schmuck for a marina with berths and work-space will completely block this and should not be considered. Refer to Opua Basin Moorings plan.

The basin mooring area between Tauranga and Opua. Frequently in disarray after 2014 storm when a number of boats damaged their mooring and were now repositioned. The red marker buoy - visible over top deck of Tauranga marked the mandatory navigable channel to the Waikare river. Boats now more haphazardly wherever. There is no clear navigable channel through the moorings on the Kauri Kauri either.





The Harbour Board placed concrete piles from the Russell wharf reconstruction along the foreshore to protect the grassy plateau that stretched the length of the beach, above high tide mark. From 1981-2006 my family and I ran the beach events for the Opuia Regatta. We placed the administration/entries marquee; information board; etc. on a grassed flat in the area astern of the covered dinghy to the driftwood by the bow of the upturned white dinghy. People crowded the bank and beach using the piles as seating which were then above high water mark - approximately where the shell-line is now. (Bottom of photo- note the wash-out at the base of the track caused by the 2014 storm and reported to the Community Board but never addressed). High tide mark is now visible over the piles the length of the beach. Spring high tides now run under the 14ft covered dinghy that has been there since 1963. Driftwood and rubbish remain for months. The Harbour Board always kept the beach clear of storm debris. Pre 1990 there was a 1 knot tidal current along the foreshore that kept the beach clean and the basin depth constant. I swam lengths regularly. I noticed a decrease in the tidal flow when the car-ferry ramp was moved to its present site. When the marina berths were placed on the inside of the wharf the tidal flow was completely blocked; the water became silted and the basin is now much shallower. A launch drawing 6ft 3ins. was able to swing freely in the area of mooring no.693. (Refer Opuia Basin Mooring map). I no longer swim there. Nevertheless Opuia Basin remains a haven for recreational boaties and youngsters learning to row/sail. It is imperative that the Walls Bay Esplanade Reserve is retained as public open space for picnics and swimming – it is the last remaining flat coastal reserve left in Opuia. NOTE: The lagoon (a popular play area) was filled in to create industrial land. Far North Maritime sold the Railway Reserve above Beechey St. that had been

formed as a public reserve



# Opua Basin\_Moorings

Date Printed: 10 May 2018



## Legend

- Moorings
- ▲ Mooring
  - ▲ Pile Mooring

The mooring plan for Opua Basin clearly shows the mandatory navigable safety passage required between moorings and the coast-line. The proposed structure protrudes into the mooring area and with pontoons/berths attached, further altering tidal flow – will surely cause more siltation of the basin and create a hazard for boat-owners accessing Opua beach – forcing them to compete with the car ferry. It is vital to retain this unimpeded passage in the interests of water safety. It is totally irresponsible to even entertain blocking off this safe passage as the application intends.

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