

# Haul Out and Hardstands

Where Will You Go for Antifouling and  
Hull Cleaning?

# Background

- When marine bio security risks (invasive marine pests) come to bear they have significant environment, social and economic consequences.
- NZ's marine bio security policy is to try and minimise the risk of infestation by prevention rather than control and eradication.
- Policies depend on regulation, enforcement and infrastructure to minimise movements by bio fouled boats.

GOING CRUISING, FISHING, RACING?  
GOING NORTH OR TO THE OFFSHORE ISLANDS?

## **A BIO-SECURITY CLEAN HULL PASS WILL BE NECESSARY.**

- A CLEAN HULL certificate is required visiting most Northern Harbours.
- A CLEAN HULL certificate is required visiting ALL the Island Sanctuaries.
- A CLEAN HULL certificate shows proof of anti-fouling in the last 6 months.
- Boats on Moorings & Marinas in Auckland are checked for excessive growth.
- Unclean hulls may be ORANGE OR RED stickered.
- Boats in marinas CAN NOT use a diver to clean the hull
  - A red stickered boat cannot be moved until cleaned!

# Background (Continued)

- **47% of boats in the Auckland Region do not comply with hull fouling requirements**
- **The four Top of the North Regional Council's expect annual activities to achieve compliance will be:-**
  - **1 x antifoul**
  - **1 x lift and wash**
  - **soft cleaning of the boat hull - number and frequency depending on use**

**The current/historic average antifouling frequency is 1 x 2 Years (not annual)**

# Northland, Auckland, Waikato and Bay of Plenty Regional Council's commissioned a Report

Quote from Terms of Reference

## Issue

- The successful implementation of Rule 1 will depend in part on the availability and accessibility of haul out and hull antifouling/cleaning facilities for vessel owners/operators. Where facilities are not available and/or accessible, implementation could be managed in a way to ensure success of the policy approach e.g. staged by location or action. To date, no formal analysis of these capacities has been undertaken to inform an implementation plan.

## Description of Services

- The proposal is designed to provide sufficient information to understand the implementation challenges with regard to haul out and hull cleaning capacity within each of the four Top of the North regions. It is focused on vessels up to 20m in length.

# Ecometric Report – Summary of Results (Late 2022)

	<b>Antifouling Every 12 mths</b>	Antifouling Every 18 mths	Antifouling Every 24 mths
Northland	79%	119%	159%
<b>Auckland – allows for closure of Landing and Pier 21 and includes Tamaki Marine Centre</b>	<b>33%</b>	<b>50%</b>	<b>66%</b>
Waikato	48%	73%	Circa 100%
Bay of Plenty	49%	74%	Circa 100%
<b>NOTE</b> <b>Additional Percent “<u>Spare Capacity</u>” Required in Auckland</b>	<b>200%</b>	<b>100%</b>	<b>50%</b>

# Background (Cont)

- The Ecometric report comments that there is “spare capacity” off season and changing technology – BUT it is limited and not quantified.
- AYBA and AMUA believe there is insufficient and practicable “spare capacity”.
- AYBA and AMUA took these concerns to Auckland Council’s Planning, Environment and Parks Committee 2 March 2023.
- The Planning, Environment and Parks Committee called for a report from Council officers.
- AYBA and AMUA offered to meet with officers to detail their concerns Officers did not take up that offer.

# Background (Cont)

- In the report back to the Committee Council officers stated

*“Staff have not identified a need for, and do not recommend, the development of a regional policy on the provision of hardstands”. And*

*“capacity can be increased if the sector shifts to spreading maintenance activities throughout the year”*

- The report back also noted that Council’s next steps were:

*“Auckland Council staff are working on public education, with a focus on encouraging marina and moored boat owners to undertake maintenance activities year-round, thereby increasing overall capacity in the sector”*



# Common Sense Checks – Spare Capacity

- Despite AYBA and AMUA's clear concerns there is no “proof” or common sense checks in the officers report to confirm that the overall capacity is sufficient or suitably located to meet demand.
- AYBA and AMUA believe Council's apparent assumptions fail Common Sense checks based on what is actually occurring in the Auckland Region.

# Common Sense Check – Spare Capacity (Cont)

Opportunities to Increase Capacity ( <b>Need 200%</b> )	Sense Check Comments
Utilise “spare capacity” outside of peak months which are typically October – December.	<ul style="list-style-type: none"> <li>• Boat maintenance work goes on year round, i.e. <u>out of season availability</u> is not 100%</li> <li>• Antifouling products have humidity and temperature constraints just like normal paint – would you paint a house in July?</li> <li>• <u>A credible 2017 report concluded that spare “hardstand” capacity = 50% and more than 350 berths have been added since that time</u></li> </ul>
Invest in covered work areas to increase productivity.	<ul style="list-style-type: none"> <li>• Only commercial yards can afford the investment</li> <li>• Requires additional equipment and boat handling – travel lift plus tug and trailer to transfer from travel lift to shed, e.g. Half Moon Bay.</li> <li>• Limited height for sheds (zone rules) generally precludes yachts with mast up.</li> <li>• Only existing covered facilities are Half Moon Bay and Tamaki Marine Centre</li> </ul>
Expand existing hardstand facilities	<ul style="list-style-type: none"> <li>• Recent losses = Pier 21 (3,000m<sup>2</sup>), The Landing (5,000m<sup>2</sup>), Bayswater (say 7,000m<sup>2</sup>), Half Moon Bay reduced by ???</li> <li>• Recent gains = Tamaki Marine Centre (9,000m<sup>2</sup>)</li> </ul>
New Technology	<ul style="list-style-type: none"> <li>• Not here yet</li> </ul>

# Marina Facilities – what could be left

Location	Notes
Pier 21	Closed – was utilised 80% in 2017 survey
Orams	Repurposed to focus on 20m+ boats limited capacity for boats less than 20m
Floating Dock	Only available for overnight or weekend antifouls
Bayswater	Hardstand planned and consented but never developed and now consented for residential development – subject to appeal
Orakei	No facilities
The Landing	Closed – subject to Judicial Review challenge by AYBA
Outboard Boating Club	No facilities
Half Moon Bay	Redeveloped with covered work areas but reduced hardstand area
Tamaki Marine Centre	Expanded to 9000m <sup>2</sup> hardstand but access restricted to 8m by Panmure Bridge
Pine Harbour	Majority of hardstand area enabled for residential/commercial use
Hobsonville	Hardstand area enabled for residential and commercial
Gulf Harbour	Hardstand area increasingly used for trailerable boat storage

# Common Sense Check- Distance Table

Even if capacity exists boats in the central Waitemata area will be required to travel significantly further as a result of the lack of facilities at Bayswater, the closure of Pier 21 and The Landing and potential future loss of Pine Harbour and Hobsonville to residential development – undermining the key objective of limiting the movement of bio-fouled vessels.

Distance Between Marinas and Haul Out and Hardstand Facilities (kms)								
Central Waitemata and Tamiki Marinas								
Haul Out and Hardstand Facilities Potential, Current, Closed and Threatened	Westhaven	Orakei	OBC	Bayswater	Half Moon Bay	Pine Harbour	Hobsonville	Kennedy Point
Pier 21	0	6	7	3	17	24	11	27
Orams	0	6	6	3	17	24	11	26
Floating Dock	0	6	6	3	17	24	11	26
The Landing	6	0	2	6	12	18	16	21
Bayswater	3	6	6	0	17	24	12	25
Half Moon Bay	17	12	13	17	0	16	27	18
Tamaki Marine Centre	25	20	21	24	8	23	35	25
McMillan and Wing	25	20	21	24	8	24	38	26
Pine Harbour	24	19	20	22	16	0	33	11
Hobsonville	10	16	16	12	27	33	0	35
Potential					Closed			
Current					Threatened			

# Conclusion

- Apparent assumptions by Auckland Council officers that there is sufficient haul out and antifouling capacity available is speculative at best and does not take account of the need to limit the movement of bio fouled boats.
- Council officers assumptions fail AMUA's "Common Sense Checks".
- Common sense checks suggest there is/will be insufficient infrastructure in the Auckland region to enable compliance with Council's marine biosecurity requirements.
- Auckland Council is "rolling the dice" on bio security risks with potentially devastating environmental, economic and social consequences – for Auckland and neighbouring regions.

# Are You Concerned Yet?

- AYBA with support from AMUA has been leading the efforts to get Council to preserve and protect facilities.
- AYBA has funded legal actions Judicial Review (The Landing) and Appeal (Bayswater consent) and is fighting to preserve access to the harbours and Gulf for all.
- AYBA cannot continue any further without \$\$\$\$\$
- If every owner of a moored boat in the Auckland Region contributed \$100 there would be a fighting fund of \$1 million.
- <https://www.ayba.org.nz/donate/>
- AYBA Account No.: ASB **12-3084-0295814-00**

# Our “Proof” – If You Need It

- The following overview concentrates on commercial facilities as these account for circa 80% of antifouling activity.
- Ecometric report identified that clubs accounted for 16% of antifouling activity across all 4 regions.

# Comments on Our Data Sources

- Urban Solutions (2021)
  - Commissioned by OLB
  - Conclusion that there is sufficient spare capacity elsewhere is unsupported by any data on hardstand capacity (boat numbers) utilisation levels or related analysis.
  - Assumes antifouling every 4 years!!
  - Lack of supporting data or analysis renders the conclusion unreliable at best.
- Ecometric (2022)
  - Commissioned by Northland, Auckland, Waikato and Bay of Plenty Regional Council's to provide sufficient information to understand the implementation challenges [of marine bio security requirements] with regard to haul out and hull cleaning capacity within each of the four Top of the North regions
- Akarana Marine Sports Charitable Trust (AMSCT) (2017)
  - AMSCT is the primary group interested in removal of the haul out and hardstand at The Landing – however the work by Urban Advisory on haul out and hardstand facilities is considered accurate, balanced and independent.



# Data Summary – AMSCT 2017 and Ecometric Report 2022

## AMSCT

- 2017 Survey
  - Estimated 50% spare capacity when antifouling frequency at that time was likely 1 x 2 years.
  - Antifouling annually would therefore likely consume all of the spare capacity.
  - Survey was before closure of Pier 21 (annual utilisation 80%) and The Landing (annual utilisation 50%)
  - Conclusions re spare capacity based on “greater Auckland” including Northland facilities

## Ecometric

- 2022 Survey – designed to inform regional Council’s.
  - Survey largely conducted by the authors. Includes commercial and club facilities
  - Takes into account closure of Pier 21 and The Landing and Little Shoal Bay
  - For Auckland region - concludes 200% deficit for antifouling annually and 50% deficit for antifouling every 2 years.
  - Some spare capacity identified but not quantified

**NOTE:-** There is no data in either report to confirm “spare capacity” is readily accessible and can address the identified deficit for annual antifouling. The AMSCT data and changes since 2017 strongly indicate that is highly unlikely – especially in the Central Waitemata area.

Neither of these data sources anticipates the loss of Pine Harbour and Hobsonville to residential development – these two facilities are estimated to provide 25% of the 2022 capacity.

# Central Waitemata

- Home to circa 3500 moored boats
  - Westhaven
  - Bayswater
  - Orakei
  - OBC
  - Adjacent bays
- Currently (2023) available commercial facilities in close proximity to a central point near Stanley Point
  - Orams
  - Floating Dock
- Potential location for commercial facilities within central Waitemata area
  - Bayswater marina
- Nearest available alternatives in wider Waitemata/Tamaki area
  - Half Moon Bay
  - Tamaki Marine Centre – Height restricted to 8m by Panmure Bridge
  - Pine Harbour (Could close if Precinct Plan is implemented)
  - Hobsonville (Could close if Precinct Plan is implemented)

# Central Waitemata (Continued)

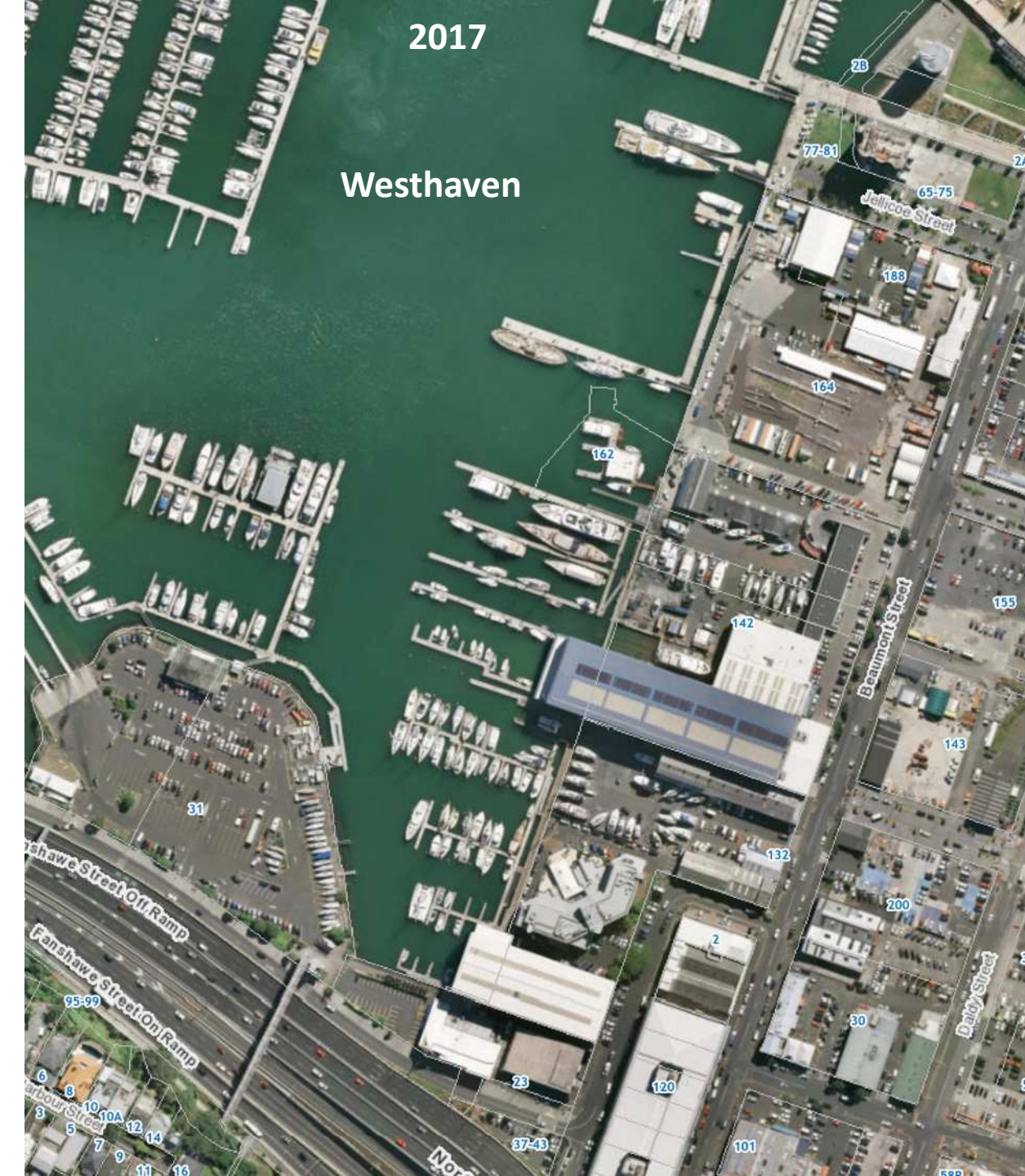
Urban Solutions Report (2021) states:-

- The 5,500m<sup>2</sup> hardstand [*The Landing*] represents a 29% area contribution of the Waitematā boat haul out facilities along with Pier21 (18%) and newly upgraded Orams (53%).
- Regionally, the hardstand [*The Landing*] represents 5% of the total commercial hardstand space.

NOTE:- The Urban Solutions report data indicates that closure of The Landing and Pier 21 represents a reduction of 47% in locally accessible haul out and hardstand.

2017

Westhaven



Circa 2022



# Notes to Westhaven

- Pier 21 closed in 2022 – had 26 spaces and specialised in short stay services with 80% utilisation (AMSCT data)
- Orams has undergone significant redevelopment and although hardstand space has expanded this has been done to focus on large luxury vessels. Previously (2017) Orams had space for about 30 vessels (AMSCT data).
- The most recent imagery shows the reconfiguration and dominant use by large vessels. Indicates say 6 spaces for large vessels and say 10 smaller (less than 20m) – Could be confirmed by Orams

## Floating Dock - Westhaven



- Best suited for lift and clean services
- Offers antifouling only for overnight (only single coat would be possible) or weekend stays.



2017

## Bayswater

Existing yard – approx. 7000m<sup>2</sup>. 100 boats on trailers plus services. Was the site of marina haul out (travel lift) and hardstand in the original design plans but has not been developed.

Area reserved for “marine related activities” approx 1500m<sup>2</sup>



Consented plan 2022 - subject to appeal

# Notes to Bayswater

- At consent application Hearing in 2022 Council initially supported the application but withdrew support at the close of submissions. Council's expert evidence at that time included that there was demand for a haul out and hardstand facility similar to the now closed Pier 21 facility.
- Following withdrawal of Council's support BMHL submitted a revised proposal (the consented plan) and the consent was granted. At the direction of the Commissioners submitters and Council were not provided with an opportunity to comment on the revised proposal.
- Council have elected to support the revised consented proposal although it appears the revised proposal does not address the effects which caused Council to withdraw its support.
- The consent has been appealed by 4 parties and the appeal process is ongoing.
- At recent mediation (May 2023) related to appeals Bayswater Marina Holdings Ltd (BMHL) made it clear they would not provide space for haul out and hardstand; relying on capacity elsewhere including Pine Harbour and Hobsonville.





2017

OBC



Circa 2022

# Notes to OBC

Notes from 2019 meeting with Commodore of OBC

- 3 yr waiting list
- Increasing pressure on storage facilities – wanted to add adjacent “park” space to increase storage
- 200 marina berths
- 270 boats on trailers
- 10 ramps
- No haul out or shore based maintenance (precluded by current consent?)
- Home to 2x14m Police Boats, Surf life saving and Council water quality testing vessel



2017

# The Landing



Circa 2022

# Notes to The Landing

- 5520 m<sup>2</sup> haul out and hardstand
- Hardstand space for 30+ vessels – popular with large catamarans
- According to Urban Solutions Report The Landing provided 29% area contribution of the Waitematā boat haul out facilities



# Wider Waitemata/Tamaki Area

# Half Moon Bay



# Notes to Half Moon Bay

- In 2017 had some 80 hardstand spaces (AMSCT data) and operated at 60 % utilisation.
- Has since expanded to add about 90 berths. A second travel lift has been installed.
- Hardstand has been reduced in area to accommodate berth holder access and parking to the new berths.
- Hardstand facilities have been modified to improve usage of the remaining space. Imagery indicates there are now approx. 35 spaces – the majority under cover.
- Yachts would need to remove masts to access covered sheds.

2017



## Tamaki Marine Centre

Circa 2022





# Notes to Tamaki Marine Centre

- Substantial expansion since 2017 with the addition of approx. 9000m<sup>2</sup> hardstand including 840m<sup>2</sup> covered work area on hardstand with 10.5m clearance
- Access is constrained by 8m clearance at the Panmure Bridge requiring yachts to remove masts and rigging.
- Range of haul out trailers will accommodate boats up to 60 tonnes. The hardstand area is suitable for and utilised for maintenance, spray painting and refits.
- Max number of boats that can be accommodated by the hardstand and sheds has not yet been checked with TMC but based on imagery and area is estimated to be 40-60.

# Hobsonville



# Notes to Hobsonville

- No significant changes
- Imagery indicates space for about 50 boats on hardstand compared to 40 in AMSCT data
- Utilisation in 2017 50% - AMSCT data

## Hobsonville Precinct Plan

The existing marine services fall within sub precincts A and B. The purpose of these sub precincts as stated in the precinct plan is extremely broad.

“Sub-precincts A, B, C provide for a broad range of activities and impose specific height standards;”

The precinct plan activity tables enable residential and commercial use as “Permitted” activities on both sub precincts A and B with building coverage of up to 60%.



2017



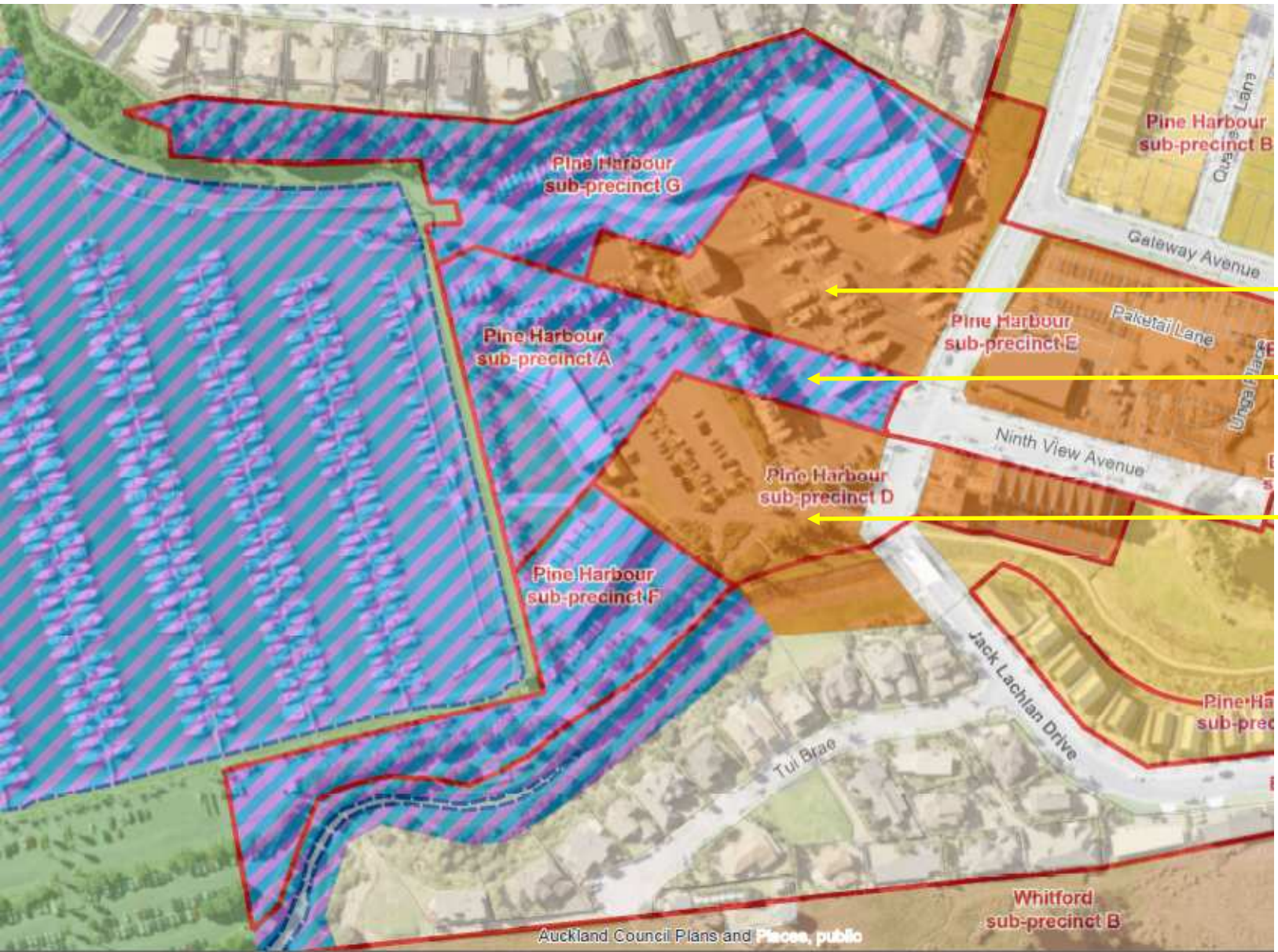
## Pine Harbour

- No significant changes
- Imagery indicates space for about 30 boats on hardstand compared to 12 in AMSCT data
- Utilisation in 2017 60% - AMSCT data

Circa 2022



# Pine Harbour Precinct Plan



Sub precinct E

Sub precinct A

Sub precinct D

# Notes to Pine Harbour

**The purpose of the sub precinct areas as stated in the precinct plan are:-**

- *Sub-precinct A – Open Space*
- *Sub-precinct A overlooks the marina and will be bordered by a range of mixed use buildings. It is to operate as a multi-functional area and is the “green heart” of Pine Harbour. The green itself will be largely free of landscape interventions or buildings and can be used for a range of passive recreational activities.*
- *Sub-precinct D – Southern Apartments*
- *Sub-precinct D enables terrace housing and apartment building development. The majority of this sub-precinct is to contain apartments up to three storeys high.*
- *Sub-precinct E – Northern Apartments*
- *Sub-precinct E enables terrace housing and apartment building development. The majority of this sub-precinct is to contain apartments up to four storeys high.*

The existing marine services at Pine Harbour Marina operate for the marina boat owners and have the potential to provide services to the nearby new marina at Kennedy Point. However, given the wording of the precinct plan there can be no assurance that these services will be available in the future.

# Further North



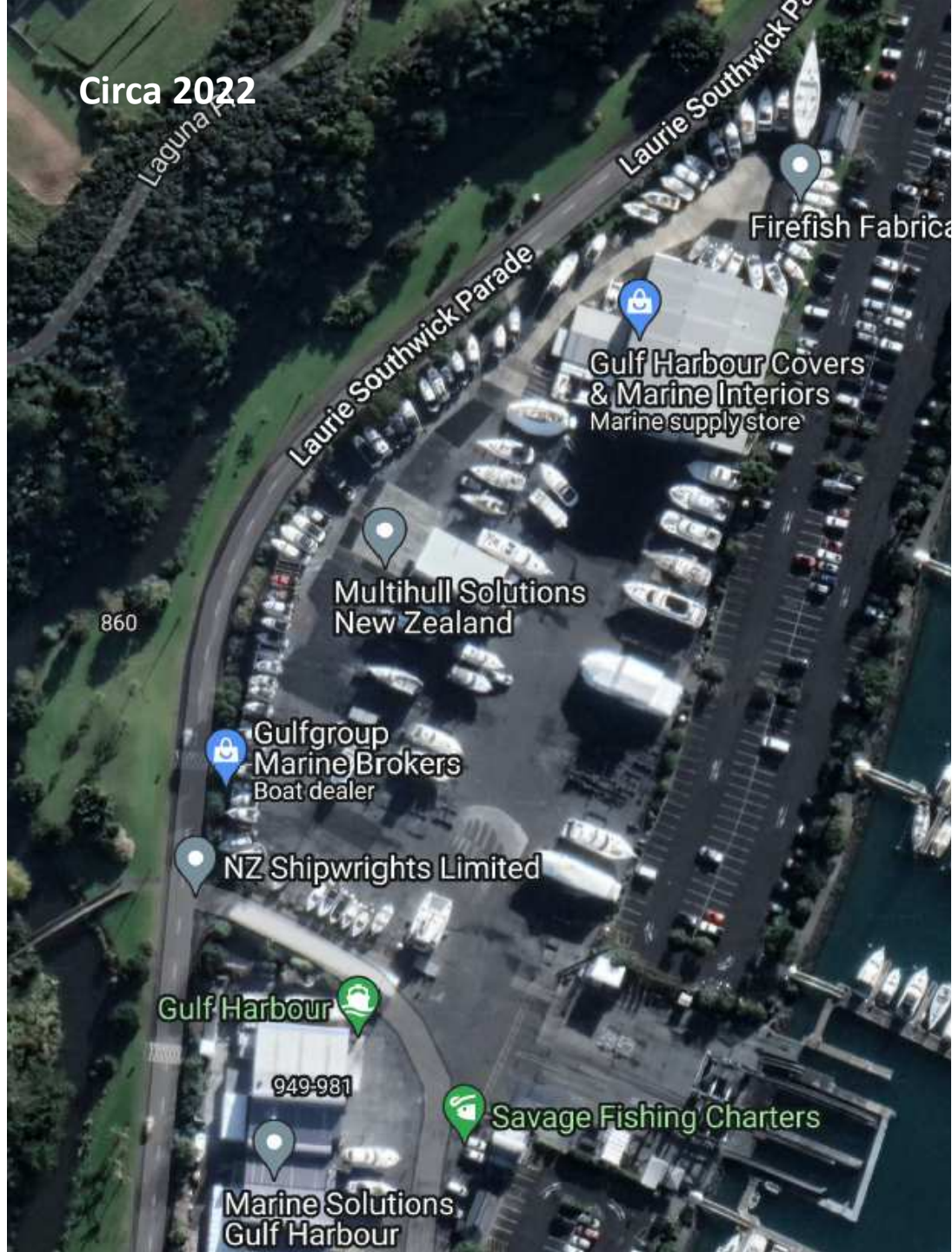


# Gulf Harbour

2017



Circa 2022



# Notes to Gulf Harbour

- Until about 2008 the entire hardstand was available for boat maintenance and 2008 imagery indicates 80 spaces.
- Subsequently the hardstand spaces around the edge of the hardstand have been progressively converted to boat storage – initially on single level racks and now with increasing 2 level racking
- Current imagery (circa 2022) indicates a max of about 40 spaces compared to AMSCT (2017) data of 60 spaces

# Council's Priorities in Implementing the RPMP

- Auckland Council has stated its priorities in relation to marine bio security requirements placed on boat owners are education and enforcement; and that in effect it has no role to play in the provision of haul out and hardstand facilities or related services.
- The consequence of supporting the closure of The Landing and supporting the consent for residential development at Bayswater is that Council is placing implementation of measures to curb the spread of marine pests in the northern North Island, on hold. Council's actions are contrary to the desired outcomes of the RPMP and are resulting in a reduction in the availability and accessibility of haul out and hardstand facilities for antifouling and hull cleaning.
- Enforcing Council's marine bio diversity regulations will expose the lack of sufficient and accessible facilities as well as Council's lack of leadership in planning for the infrastructure needed to support its policy and regulations.

# Conclusion

- Apparent assumptions by Auckland Council officers that there is sufficient haul out and antifouling capacity available is speculative at best and does not take account of the need to limit the movement of bio fouled boats.
- Council officers assumptions fail AMUA's "Common Sense Checks".
- Common sense checks strongly suggest there is/will be insufficient infrastructure in the Auckland region to enable compliance with Council's marine biosecurity requirements.
- Auckland Council is "rolling the dice" on bio security risks with potentially devastating environmental, economic and social consequences – for Auckland and neighbouring regions.