



DELIVERED FORTNIGHTLY

October 8, 2021

AN INDEPENDENT VOICE

Locals frustrated by MIQ mayhem... p8-9

Cottoning on to a crafty opportunity... p16-17

Plans for former bowls club stymied by museum... p21

Massive repair bill for waterfront villa

An estimated \$1.3 million is needed to re-burbish an empty waterfront home owned by Auckland Council.

The Flagstaff revealed in January that 55 King Edward Pde, which had been empty for more than a year, would remain so as the cash-strapped council lacked funds to fix a number

of building issues.

Two other multimillion-dollar council-owned properties at 52 and 56 King Edward Pde are tenanted, but 55 remains vacant.

A condition assessment and renewal survey conducted in May/June by heritage architects Salmond Reed found while the house was

generally sound the estimated cost of repair was \$1,297,372. This included landscaping, work on a garage and outbuildings and the demolition and removal of others.

The villa was most likely built pre-1890, the report said.

To page 2

Spring flowers brighten village as lockdown continues



Bunch time... Morag Burden of Devonport Flowers was among local businesspeople back in action under Alert Level 3, with further freedoms to come in Level 2. Story, more photos, pages 40-41.



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Briefs

Halloween trail and half-marathon postponed

The Bayswater Halloween Trail is the latest victim of Covid uncertainty, being postponed until next autumn. The event was cancelled due to Covid in 2020, and its organisers, the Devonport Peninsula Trust, have made the call to postpone the 2021 event until next April, when a "proper autumn Halloween" could be celebrated. "While we are disappointed that we won't get to see all your wonderful costumes this October, the safety of our community is our number-one priority, always," they say. The trail is now set down for 1 April 2022. The Devonport half-marathon event, which includes multiple distance options, has been put off until 21 November.

Businesses move on

The long-established little Phuket Thai takeaway and Brews bottle store traded for the last time from their Lake Rd premises in Belmont last week. The shops, at the Egremont St corner, are to be demolished for the building of multi-storey apartments. Brews said it was moving down the road to the nearby main Belmont shops. Family run Phuket said it was looking for a new site, but had not secured a lease as yet.

Landmark coming down

Demolition of the former Harbourside church on its prime Esmonde Rd site is underway, clearing the way for the building of the high-rise Amaia apartment complex which will take several years to complete.

Villa renovation would cost \$1.3m



Prime spot... Auckland Council owns three King Edward Pde houses. Only 55 (above) is untenanted.

From page 1

The roof and foundations were in good condition.

The worst parts of the building appeared to be "very poor" bathroom and kitchen hardware, fixtures and fittings, and the window frames and wall linings, according to the assessment.

Estimated costs included \$120,000 in architects' fees, \$150,000 to reconfigure layouts,

\$250,000 for refurbishment and painting inside and out, \$40,000 for a kitchen and laundry and \$25,000 for a bathroom.

Council said last week that while the report had been commissioned, it still had insufficient funds to repair the building.

Nor did it plan to sell the house.

The three houses are in a sought-after position across the road from Torpedo Bay beach. They back onto Devonport Domain.

Triathlete remembered with memorial

A memorial to Warrick Jones, a keen triathlete and North Shore father, has been erected on the Lake Rd corner where he died in March. Jones, on a cycle, was in a collision with a truck at the Montgomery Ave corner, downhill from the Belmont shops.

The memorial features an iron bike, his initials and his triathlon number, and what appears to be an inscription panel. Lockdown forced the cancellation of an adventure race at Takapuna Beach planned to remember Jones.

Police say a 34-year-old man has been charged with careless vehicle operation causing death over the crash. He is expected to appear in the North Shore District Court on 18 October.



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Authorised by Simon Watts MP, Parliament Buildings, Wgtn.



Launch leaves good taste despite slice of stress

Staff at a new Devonport pizzeria had to hit the ground running with only the briefest of orientations after its launch was caught up in lockdown.

“They were fantastic,” Calimero owner Jeremy Medlin told the Flagstaff.

Among his staff were two local lads who had worked for the previous Victoria Rd tenants, Delissimos. Their inside knowledge proved invaluable.

The sudden imposition of Auckland’s Alert Level 4 came “at the worst possible time” for Medlin – just weeks after he took up the lease and before renovations had finished and training for new staff had begun.

To make up for lost trade, he then faced the challenge of pulling off his opening on the first day of the drop to Alert Level 3.

It was a case, he says, of “here’s the oven, here’s the door to the toilet” in what was a mere 20-minute rundown before the small crew began grappling with orders.

There were a fair few of those, as locals desperate for takeaways gave the new place a go.

“It went really well,” says Medlin, who has been buoyed by ongoing customer support since then.

For Medlin – who bought a long-established St Heliers pizzeria in 2019 and opened another in Sandringham last year – Devonport was a destination with demographics that added up.

Bringing his third outlet here may not have been easy, but it has been encouraging.

Aside from a glitch he was sorry for last



Baptism of fire... Business owner Jeremy Medlin (above, with worker Emily Handysides) was about to open his new pizza restaurant when lockdown began. Against the odds, he got Calimero up and running for Alert Level 3.

week when an unexpected surge of orders on Tuesday evening caused delays, things have run pretty smoothly.

Help from his city-side staff got the store going with its own dough and sauces.

A delivery service is being set up and a few extra local staff have already been taken on.

One of them is university student Emily Handysides who was training when the Flagstaff looked in last week. Conveniently

she lives just a street away.

Medlin is also hands on, getting to know the area and dealing with deliveries while trying to predict the vagaries of trading through the levels.

While he may have had a tough start, he’s positive, saying there’s never a perfect time to start a business.

“I tell the guys the product is half the pizza and half the service.”

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New business advocate ready to get creative

It's a challenging time to take on a business-support job, so Devonport's new occupant of the role says she'll need to think outside the box.

Katherine Downs will take over as the Business Improvement District manager on 1 November.

"I would like to see Devonport look vibrant again and feeling vibrant and our business owners enjoying what they do," she says.

She also wants to demonstrate to potential investors that there is opportunity in Devonport and a community that will welcome them.

"The whole job is going to have to be quite creative."

She is keeping a keen eye on what is being tried locally and globally to combat the impact of Covid on retailers and service providers.

Downs has worked in media and marketing for many years, including writing and producing for TV3's *Creative Living* and as a field producer for documentaries and lifestyle pieces for TVNZ, as well as programmes in Asia.

She and her husband David have lived in Devonport for 15 years, and married at the local St Frances de Salles church 25 years ago. They have raised three children here – Jack, 22, Joshua, 20, and Toby, 15.

The couple launched the SOS site to help support businesses during Covid lockdown last year. It allowed customers to pay ahead for the likes of food and coffee, redeeming their vouchers once businesses reopened.

Downs has previously done contract work for BID for the 2020 Devonport Waterfront Festival, securing grants funding and programming events.

Downs said the village had an extraordinary community of resilient businesses – "people here who have suffered terribly



Ready for business... New Business Improvement District Manager Katherine Downs wants to bring vibrancy back to Devonport

over the last couple of years" – and she was very much looking forward helping them.

The Friday After 5 event remains on the schedule for Devonport on 3 December.

"I'm looking forward to delivering what has been a fantastically well-received event in the past for the Devonport community and for the businesses in our village," she said.

Devonport had a lot going for it, being only a 10-minute ferry ride from the country's biggest CBD, and with its natural beauty and heritage buildings, Downs said.

"For it to reach its potential, more than it has been able to in the last couple of years,

a big part of it is bringing the local community in to support [businesses] more."

She said that did not necessarily mean big events. "It's all about atmosphere, making people feel like it's a place they want to spend time. And that's really challenging at the moment because we've got so many empty shops."

To tackle this she wants to work with landlords to come to a mutually beneficial solution for the village's empty spaces.

"I'm hoping to build relationships with those landlords and see if there are things that we can do."

• **Businesses bounce back, page 40-41**

House price growth slowing

Recent data suggests house price growth is slowing which is a good thing - we are finding affordability is reaching a level where things won't work easily - if the average house price is \$1m and the required 20% deposit is \$200k then the buyer has to borrow \$800k - that costs about \$830pw in P&I repayments over 30yrs - and to borrow that amount the person/couple would need a combined income of about \$130k (ie you can borrow about 6 times your income) - this issue is even more pronounced in Auckland and many are now looking at buying elsewhere.

And now that the RBNZ has reduced the percentage of over 80% Loan to Value Ratio (LVR) lending to just 10% of all new loans this will take a good number of first home buyers out of the market - in addition new tax deduction rules will deter some from buying investment properties - and mortgage interest rates have risen already (eg from 2.25% to 2.85% in the 1 year fixed and from 2.99% to 4.49% in the 5yr fixed) in anticipation of the RBNZ raising the OCR in the few weeks, which could see mortgage rates inch even higher - and lastly housing supply is slowly increasing.

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By Rob Drent

Trying to please everyone can lead to poor decision-making.

Such was the case recently when the Devonport-Takapuna Local Board had a bob both ways over the use of the former bowling-club site on Devonport Domain. A joint North Shore Rugby/North Shore Cricket Club plan to take over the greens and buildings was watered down to allow the Devonport Museum to continue using a building for storage.

The primary aim of the sports clubs, both long-standing and professionally run, was to help support female participation in each code

by providing women's changing rooms. No doubt hundreds of volunteer hours went into the expression of interest application.

Board chair Ruth Jackson and her fellow Heart of the Shore members, Trish Deans and Jan O'Connor, felt the museum could be accommodated, sparking legal concerns about what is allowed on a recreation reserve. It was at best a muddled outcome.

The trio ignored advice from council officers and were heavily criticised by board members Aidan Bennett and Toni van Tonder.

Bennett was right in arguing that the rugby/cricket project was the correct use for a recreation space, while van Tonder raised the valid argument that the museum storage could be located elsewhere.

To me the argument that storage is hard to find doesn't wash, and raises wider concerns about the management of Auckland Council assets. Just across the Devonport Domain a council-owned residential house at 55 King Edward Pde has been unoccupied for more than a year. The garage on the property could easily be used as a storage facility.

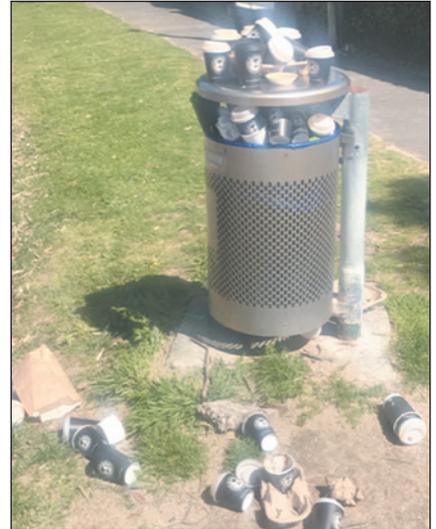
Likewise, the old Devonport Borough Council office at 3 Victoria Rd has been vacant for several years and is now slated for sale as an unwanted asset. Ironically, for many years the Devonport Museum had a room upstairs – a taster of Devonport history for visitors to the downstairs information centre.

Space in the building could easily have been made available for museum storage. But it was forced to leave the building, along with other users, when concerns about earthquake strengthening were raised.

Flagstaff reader John Clark has been in touch with the somewhat alarming news that a tradesman visiting his home disclosed he was unvaccinated.

"Interestingly the tradie told me he was going to get vaccinated as he does do work for the Navy from time to time. They apparently insisted he get vaccinated before he did the job which is great," Clark said.

Our cups overfloweth



Cost of a coffee... Freedom comes at a price – to the environment, apparently. A Flagstaff reader sent in this picture of the Arawa Ave rubbish bin overflowing with takeaway coffee cups after a sunny Saturday at Cheltenham Beach.

"I would suggest that is a good approach and I hope other businesses are doing the same."

I agree with Clark's sentiments entirely and mistakenly thought Devonport residents would have been first off the rank to get vaccinated.

The tradesman's status is particularly ironic as it was a positive test by a Devonport tradie which was the first Delta case revealed in the current outbreak.

I would encourage all tradespeople to get vaccinated as soon as possible. "No jab, no job" may be a compulsion on the horizon sooner than we think.

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Grounded man works to get Kiwis flying again

Two locals put a human face on the stress of separation. They talk to Janetta Mackay about the issues

When Mike Moore and his wife Vikashni first visited Devonport during a holiday in Auckland it reminded him of home. "For me it was quintessentially British," he recalls.

The sight of the Esplanade Hotel and the old main street appealed during that short break from his executive job at Fiji Airways. Seven years ago, the couple decided to move to New Zealand. "I said if we're going to stay here I want somewhere it feels really nice to come home for."

Pre-global pandemic, Moore got his wish, heading away internationally two to three weeks a month to run workshops for airlines as a travel technology consultant, then flying happily home to Devonport.

Now, he is grounded, working less and by Zoom to differing time zones. "This was an enforced move to retirement," the 64-year-old says.

But he's been busier than ever, due to his involvement in the online Grounded Kiwis group. "I've been trying to help other people with their questions and concerns," he says of the support group known also for lobbying for a fairer way of letting people in and out of the country.

Moore has been quoted in the media speaking for the group about MIQ allocations. "It's a bit manic, with the new system," he tells the Flagstaff. "They say it is fair, but the chances are the same whether you're entering the draw for the first time or have been waiting for months."

In its first week, 25,000 people tried to get a spot in an isolation hotel. Prime Minister Jacinda Ardern ascribed much of this demand to people wanting a Christmas holiday at home, but Moore says that is untrue and downplays overall numbers impacted.

More spots were made available in the system this month than in December and all were snapped up.

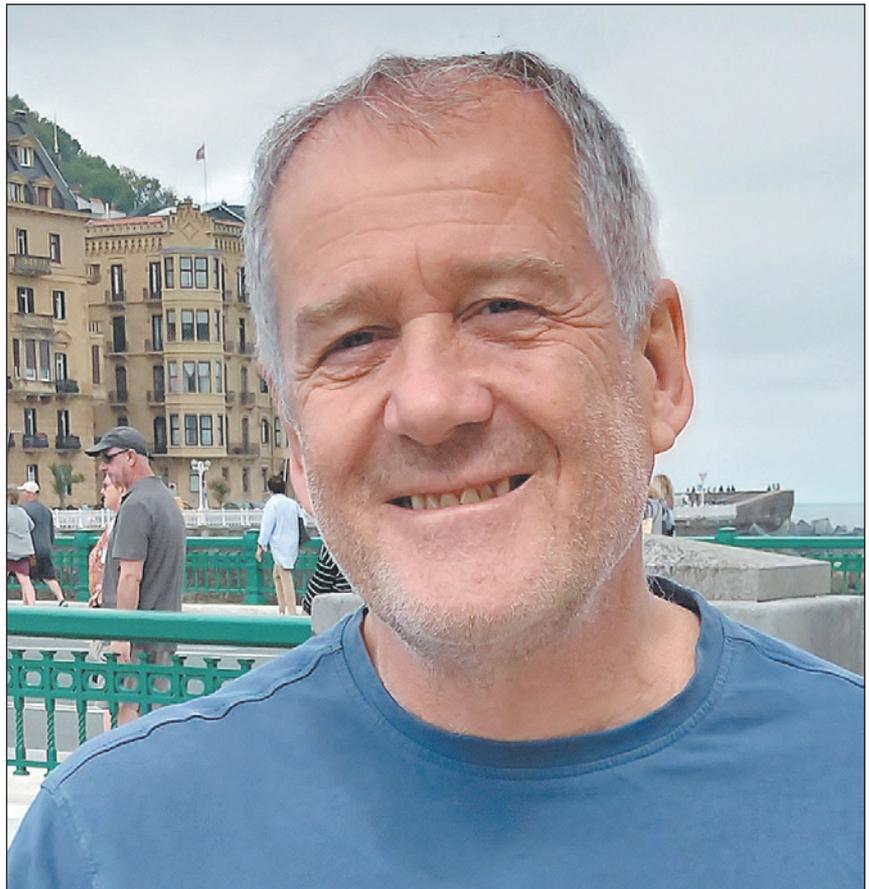
There could be as many as 200,000 Kiwis wanting to come home, Moore says, adding "we honestly don't know". Efforts to get data have been unsuccessful, but Moore is sure "the number is in six digits, not five".

Since people first registered on the MIQ site over a year ago some have just given up applying for MIQ places, he says. "Some people say my problem isn't as bad as some other people, I'm going to step away."

Others are holding off applying for now, hoping vaccination and testing will usher in home isolation.

Moore is frustrated by how opaque the system is and says MIQ is operating below capacity. Emergency allocations are also extremely limited and inflexible. "People don't die to order," he says.

His own personal experience in trying to get a room is what led Moore to Grounded Kiwis. In May, his brother, who was bi-polar, died suddenly. "I was the go-to person for his son and daughter. Not being able to be there



Grounded... Mike Moore, pictured on his travels in pre-pandemic times, wants the government to move on from mandatory MIQ

was awful."

Moore told his adult niece and nephew he would try to get vaccinated and come over to the UK to support them after his wife had scheduled surgery. "That's when we found we couldn't come home."

Since then he has heard many other stories of separated families, including people who have been brought into New Zealand to work, but are now leaving.

One man told him: "When I left my son was a child, now his voice has broken." Another had a son in a coma in Canada so had to travel, taking a chance on getting back some day.

People – including a number of peninsula locals he knows of – are jumping through so many hoops, Moore says.

He and his wife still want to visit the UK, but having come very much at the back of the MIQ lobby list – No. 24,893 of 25,000 – it won't be this year, unless the system changes.

Moore's prescription for that is for the government to first free up more rooms and then move away from mandatory MIQ.

"Insist on vaccinations, testing pre and after flight, saliva kits at home and isolation at home. Every other country in the world is doing this."

Australia is looking at reopening in December. Yet New Zealand is only talking about running a small trial of business people self-isolating, when it could tap into large overseas data sets on what is already working.

The country's initial Covid-19 response of going hard and early was correct, says Moore, but Delta has changed things and the world has changed.

Insular thinking is eroding early advantages, he says. "We're going to end up with a country that is bankrupt."

Moore believes travel will bounce back, especially for leisure. "There's huge pent-up demand."

In the UK over summer, passenger numbers were up to 75 per cent of pre-pandemic loads. "Vaccination status will become built in, the same way as visas." Business travel may be slower to recover, says Moore, given it is highly discretionary.

In the meantime, those Kiwis who need to travel but can't can add their chapters to the stories Grounded Kiwis collates.

"It's hard to keep on doing it, it's emotionally gruelling," says Moore. "You go on the Facebook page and there's more stories and more stories and I'm still dealing with the fact that I can't go and see my own family."

Hope dwindles for losers in government's MIQ lottery

Dugald MacDonald and his wife June have all but given up hope of securing a spot in MIQ, despite spending many harrowing months trying.

MacDonald's mother died in Scotland in mid-2020, and in May this year his mother-in-law, over whom his wife has guardianship, was hospitalised and had to be admitted to a dementia home.

"We've got no end of things to try to sort," he says.

For the long-time Devonport residents who moved to Takapuna five months ago not being able to get home to Scotland last year was tough. But it was easier to be resigned about that than the plight they and thousands of others still find themselves in.

"There was no chance of going back last year," says MacDonald. Recent months have been an altogether more frustrating scenario. "You want some kind of certainty."

To allow a trip to Edinburgh where he grew up, the busy technology executive has been grappling with the vagaries of the MIQ system to secure a spot in an insolation hotel for the couple's return to New Zealand.

They have lived here for nearly 30 years. (MacDonald was actually born in Christchurch, when his Scots father, a geologist, worked there for a couple of years.)

In the new MIQ lobby booking system – introduced by the government last month to replace the cruel need to search against the clock – MacDonald's number hasn't come up for one of the few thousand places available at a time. In the first lobby he ranked in the 24,000s and in second lobby in the 11,000s. It's a lottery, he says, with few winners.

While he appreciates the trickiness of prioritising, he thinks the government could have done more, earlier, to organise systems. "The whole MIQ seems like it didn't have any care."

MacDonald says reading stories on the Grounded Kiwis website is heart-wrenching. He is quick to point out the plight of others worse off than he is. But he wonders



Frustrated... Dugald MacDonald is among many unable to travel to take care of family matters

if some New Zealanders realise quite how hard a time some people are having. There seems to be something of a public view that those caught abroad have only themselves to blame for not returning earlier, he says.

This overlooks that life is complex and people's situations vary, he believes, mean-

ing many were not able to drop everything to get back when the call was made by the government before it closed the borders last year.

A complacency around the vaccine roll-out also seems to have developed before the Covid-19 Delta variant arrived, he says, costing valuable months of preparedness. Now the issues are around priorities and transparency. He also sees a need to ready more ICU beds and for the government to lay out and create a clearer pathway ahead.

His son, who moved to Melbourne in April, told him that despite that city's far-worse outbreak, the state government had now set out a clear chart of what could be done and when.

"You can't pin your plan on anything here."

For now, the MacDonalds, who also have a daughter living near them in Takapuna, are sadly resigned to putting Scotland on the backburner until next year. They hope higher vaccination rates will lead to changes in MIQ arrangements.

They also hope that next year may allow them a second trip to see their son. A talented bagpiper who has represented New Zealand, he is aiming to travel to an international competition in Edinburgh next August. "It skipped a generation," says MacDonald.

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No welcoming committee for godwits this year

The official welcome for bar-tailed godwits on the Devonport peninsula was absent this year due to Alert Level 3 and 4 lockdowns, but plans are taking flight for self-guided visits to the birds in Level 2.

A flock landed at Cheltenham Beach last month, but was unlikely to be part of the usual large Sandy Bay population, Restoring Takarunga Hauraki's Lance Cablk said.

"They're probably as likely to be a flock that stopped at Cheltenham Beach for some food. You don't normally see them down there."

Hundreds of thousands of godwits come through the Auckland area in their annual migration from the Arctic.

Every year in September, the Firth of Thames welcomes thousands of birds finishing their 11,000km journey to the mudflats.

Usually, a community event is set up in Bayswater to see the birds from a distance,

but this has been canned under lockdown rules.

Instead, Restoring Takarunga Hauraki is planning for self-guided tours for schoolchildren and the wider community, supported by videos and maps, once lockdown restrictions ease.

It was unknown how many godwits had landed at Sandy Bay so far this year, but there were just under 300 last year, Cablk said.

There had been a decline in their numbers globally over the last couple of decades. "It's really important for people to know that they're exhausted. They arrive here with half their body weight.

"They really need time to rest and there's other species out there nesting, so being good caretakers is really giving them space, really respecting that that's their home."

Meanwhile, signs have been put up at Cheltenham Beach asking people to give a wide berth to any nesting plovers.

Covid testing steady, newborn tests positive

Covid testing numbers for the North Shore have passed 11,000, the Northern Region Health Coordination Centre said this week.

Between 9 August and 3 October, 11,019 North Shore people were tested for Covid-19 at community testing centres, urgent care, and GPs. "This means 18.4 per cent of the estimated 60,000 residents of Forrest Hill, Bayswater, Takapuna, Sunnynook, Belmont, Milford, Devonport, Castor Bay, Hauraki, Narrow Neck, Stanley Point and Campbells Bay have been tested.

A newborn baby tested positive for Covid-19 after its father visited the North Shore Hospital NICU.

The baby had no symptoms and the mother had tested negative. Both were moved to a ward with safety protocols. North Shore Hospital had three Covid patients earlier this week. As of last week, cumulative doses of covid vaccinations had reached 615,195 in the Waitemata District Health Board area, which covers the North Shore and west Auckland. Of those, 214,212 were second doses.

THE NAVY COMMUNITY NEWSLETTER

HAPPY 80TH BIRTHDAY, ROYAL NEW ZEALAND NAVY

On October 1 the Royal New Zealand Navy celebrated 80 years since New Zealand was given the right to name its ships "His Majesty's New Zealand Ships", thanks to an approval from King George VI in 1941.

This official existence is comparatively brief when you consider how far back New Zealand's naval history goes. We have Lieutenant James Cook in HMS Endeavour, who sighted the coast of New Zealand in 1769. Then we have Captain William Hobson RN, the Lieutenant Governor of New Zealand, drafting the Treaty of Waitangi while operating from HMS Herald in the Bay of Islands. It was Governor Hobson who established a naval storehouse and signal station at Devonport in 1841, the start of a permanent naval presence in New Zealand and the forerunner to HMNZS Philomel, the Devonport Naval Base existing today.

When our name changed, from the NZ Division of the Royal Navy, to the Royal New Zealand Navy, our people were



Devonport Naval Base in 1958, with HMNZS Royalist in the foreground. Image: National Museum of the Royal New Zealand Navy, GN58 01158 01

sailing into war. The Navy has continued to grow personnel with a sense of duty, willing to serve in war and peace. It has become a force to be reckoned with, responding to regional crises from the Korean War to East Timor, search and rescue demands, and humanitarian disasters such as Fiji cyclones or the

Kaikoura earthquake. We support New Zealand's scientific and geographic work in remote islands, and conduct fishery patrols in our waters and on behalf of international partners.

We have a record and a legacy to be proud of, and we look forward to serving New Zealand for many decades to come.

Devonport Naval Base security reminder – for the safety of the community please take care and remain outside the 60-metre perimeter of the Naval Base at all times. This includes when swimming, diving, kayaking, fishing and sailing.

**Congratulations? Thanks?
Problems? Complaints?**

DEVONPORT NAVAL BASE TEL 445 5002



NAVY
TE TAUA MOANA O AOTEAROA

Machine-learning creates a buzz in Belmont

Katie Mantell's sewing-lessons business has caught a worldwide wave of interest in a craft once seen as outdated. She tells Helen Vause how a dress for a school disco opened her eyes to sewing's potential.



Social fabric... Katie Mantell says many students form new friendships while sewing, and that the craft offers the mindfulness that more people are making part of their lifestyle

It was by happy coincidence that Katie Mantell decided her future – and maybe a business – lay in sewing, just before the global resurgence in the craft.

While the 24-year-old founder of the Thread Room in Belmont has been working flat out to make her dream come to life, sewing-machine sales have boomed internationally, sewing has made a comeback in lifestyle media and an activity once associated with yesteryear is now seen as cool. The stigma of 'home made' has evaporated.

In lockdown last year, Trade Me reported thousands more buyers were looking for sewing machines online. And more recently, elastic has become hard to find due to high demand.

Many more women and girls – and more than a few men – are running up their own threads once more.

Mantell's hunch about the growth of a new sewing community proved to be right on the mark.

In recent weeks, her busy sewing machines have been temporarily silenced by lockdown. But before that interruption, she

has had about 150 adults and children turning up to classes every week, creating toys and fashion or just learning how to make their own clothes.

Her business is growing by the week, though lately she's had to take it online, opening a virtual 'door' to her students.

When the Flagstaff caught up with her, she was working with home sewers online and also painting another space at her Lake Rd studio to make room for future students who have been waiting to join her in-person classes when they resume.

Mantell grew up in Devonport, seeing her mother and aunts getting behind sewing machines and whipping up clothes.

She was a creative kid, and she says her lightbulb moment about the possibilities of it all struck when she was an eight-year-old at Devonport Primary School.

A school disco with a 'blast from the past' theme was coming up and she decided she just had to be toggled out in a Victorian ball gown for the occasion. Nothing less ambitious would do.

"I found pictures of gowns in the library,

and Mum and I got some gold material from Ike's Emporium. Mum made the most amazing gown for me and I thought it was just fabulous."

Mantell grins at recalling squeezing herself into the same golden gown for a teenage gig some years later.

She took soft-technology classes at Takapuna Grammar. "Maybe that's really where it started for me. Mrs Woodward, the teacher, was an absolute inspiration to me and I fell in love with sewing and with fabrics and all the endless possibilities of making things."

Mantell went on to complete a bachelor's degree majoring in fashion.

"I didn't really know where I was going then, but I soon forgot ideas of being a fashion designer and became more and more interested in the skill of sewing and all that goes into making garments, from pattern-making to cutting. And in the back of my mind I'd always wanted to have my own business and I was beginning to think about how it could develop."

She graduated to work in the fashion

industry, and did some travelling, but soon enough she was making and selling her own designs online.

“But I had come to realise I wanted to teach people to sew and I did feel the time had come for that, and that there was much more interest in sewing in the community. Of course I didn’t have any business skills at that stage, but I did have the support of my parents.”

Before Mantell could set up her sewing school business, she had to persuade her father out of his double garage in Bayswater, with all of its oily bits and pieces, and get it cleaned up with fresh paint and curtains to be launched as a little local sewing studio for whoever might want to learn.

Plenty came, of all ages and stages of ability. The garage classes were bursting at the seams by the end of the first year.

It was time to step up, take on premises, bring in other sewing instructors, hang out her sign and get down to quickly learning about running a little business.

Pre-lockdown, she had about 28 classes a week for kids and for adults, with about 30 entry-level machines for students. Although they may not have the grunty heft and hum of grandma’s old model, they’ve put in many good sewing hours over the last couple of years.

Mantell has seven part-time sewing instructors on board, one of them a pattern drafter.

She has herself drafted about 50 of the core patterns many of the students use to make fashion dresses, tops, trousers and bags, and will continue drafting new styles.

“But we encourage people to bring their own patterns and come with a clear idea for their own project. Here, they upgrade their sewing skills and they get expert guidance and after a term I hope they can build their confidence to follow their own creative journey.”

Some come back term after term. Young people come from all schools across the



Reaping what they sew... Whether making toys, garments for pets or fashionable clothing for themselves, students at Thread Room classes get the chance to upgrade their skills and get expert guidance

Devonport peninsula.

Adults come from all over Auckland. Sometimes the Thread Room heads over the bridge to take classes at other sites. Demand is high and Mantell says the next steps required to grow her operation have given her plenty to think about in the quiet of lockdown.

No two sewing students come with the same ideas, but Mantell insists everyone can learn the basic skills of sewing. “It really isn’t as hard as a lot of people think.”

Some have come for help making dog clothes and dog beds. Others come to make their own wedding dresses. Some want to repurpose, repair and update their clothes. Many little girls have started their sewing and craft journey through the classes.

“We get all sorts of people from all walks of life and lots of them form new friendships while they are working and learning. I was not a natural teacher but I absolutely love teaching people to sew and to see the thrill they get of completing their projects.”

“I think the big comeback of sewing is all part of the ‘slow movement’ and the mind-

fulness that more people are getting into in their lifestyles. There is much more interest in being able to make things and create something useful with your own hands.”

Not long after the establishment of Mantell’s business, her little army of sewers took the opportunity to turn their skills to community service.

During the fierce Australian bushfires early last year, wildlife was perishing daily and many orphaned animals were being picked up in desperate rescue missions. The sewers heard of groups in Australia making little ‘joey’ pouches for tiny kangaroos and took up the call to help.

“That was a wonderful day here that I will never forget,” says Mantell. “We had about 30 machines going all the time and over the day there would have been more than 100 sewers. Some bought their own machines and could go at it much faster than others. There were people working on the floor, in the hallways and anywhere they could squeeze in. That was a day we were all very proud of.”

She wants to find more ways to be part of community events: “I’m sure we will.”



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AT ponders shelters

Chris Eagles started a positive process by pointing out the futility of having the bus shelters on the wrong side of the Cheltenham 807 bus circuit. Auckland Transport (AT) has now agreed to look at what can be done to improve our bus shelters overall.

I've asked AT to get onto this and they are going to come over and look at the 806, 807, and 814 routes in Devonport, Cheltenham, Stanley Point, and Belmont. With the increase in bus patronage, it is important that passengers have more cover from the elements available whilst waiting. It will not increase overnight but getting them to evaluate things is a good start.

It is great to see that bus patronage has increased substantially in recent times with the advent of the integrated ticketing and better bus timetables. The new 806 and 807 timetables have seen a three-fold increase in patronage in the Stanley Bay and Cheltenham areas.

Let's hope this continues once we get out of the Covid lockdown.

George Wood
Devonport-Takapuna Local Board member

Vehicle ban denies access to many

The Tūpuna Maunga Authority claims that, since pedestrianisation, many more people are using Takarunga / Mt Victoria. I am unaware of any evidence for this statement.

What is incontrovertible is that since open vehicular access was denied, many folk – whether they be, elderly, disabled, ill, time-poor, or simply unwilling to get soaked to the skin in a storm – have had their opportunity to commune with the mauri of the tihī obstructed.

Cam Calder

Local heritage at mercy of bureaucratic scale

I think we all know Auckland Council is not sympathetic to preservation of Devonport's heritage, but after reading the latest Flagstaff I am astounded by the breadth of proposed changes.

Not only is the stunning asset provided by our village centre's vintage heart under threat, but also the whole area, because now we face a ranking system to determine the individual heritage value of our homes.

This ranking system does not involve talking face to face with property owners to discover if there is anything special about their property. In fact, it appears to largely consist of viewing facades from the street and assessing the percentage of older home 'clusters'.

Will these assessors know that the cottage near our corner was built in the 1880s and is the very first residence in the whole area? Will they care that my own, and two neighbouring 1920s-era homes were hand-built by three returning WWI servicemen who worked together to help each other? Will they understand that the humble, slightly quirky 'neither villa nor bungalow' result is unique?

No, I think our homes will be judged on some bureaucratic scale that does not take account of character, but instead judges on pre-set guidelines they haven't cared to inform us about.

The planning guidelines that protected our area until now were hard-won, taking decades to evolve and, contrary to some opinions, are not too onerous. Now they could be stripped away, one house, one street at a time. Those who reassured us that the area would be safe because of the Unitary Plan's rules, eg; height restrictions in volcanic view zones, are simply wrong.

To all those who love living here, who cherish the special character Devonport has, it really is time to step up. And it's time for our representatives to do the same. Local body elections are just over a year away, and we need a few heritage heroes. I don't want to hear soothing jargon, or false reassurances. I want to vote for people brave enough to stand firm and truly protect the place we care about, because once our built history is gone, it's gone forever.

Lyndsay Brock

Flaws identified in summit plan

What we do during lockdown, Flagstaff (24 September) showed a plan of the proposed changes to the summit of Takarunga. I visited the site and, using a tape measure, calculated the diameter of the proposed turning circle at 15.2 metres. A minimum 22.6m is specified for fire engines of the type we have in Devonport.

I can understand the Maunga Authority wishing to obliterate the view of the Signal Station by planting trees around it, but it performs a vital function in relaying images

and data to the Harbourmaster. There would be a regular need to keep the height of the trees controlled.

On our way down the mountain we noticed a pattern of bike trails on the southern slopes. Below the gate a number of mountain bikes were being unloaded from a ute and riders in full mountain bike gear were attaching cameras to their helmets. I suspect they were not just going up and down the road.

Graham Pettersen

Harcourts Devonport Tides

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Council needs to reconsider spectacular Victoria Rd streetscape

Heritage in Devonport devalued. How did this happen?

The Auckland Unitary Plan gave Devonport's historic Victoria Road the enigmatic code A* along with many of Auckland's heritage-scheduled buildings.

This was a holding pattern to give the council time to assess which of the Category A buildings were now considered to be of national significance and as a result worthy of an A or B listing.

Council has now decided that Devonport's historic buildings on Victoria Rd are to be downgraded to the B schedule, so reducing their value and protection. Yet the west side of Victoria Rd is one of the most intact Victorian and Edwardian commercial streets in New Zealand and must be considered of national significance.

In fact, the whole west side of the street is worthy of being designated as a Historic Heritage Area, and it is now urgent for Auckland Council to ensure these buildings have greater protection via recognition of this stunning streetscape.

Council has treated the buildings individually when in fact collectively they each make a significant contribution to the value of the whole street.

Can you name another Auckland historic area with such a spectacular and complete Victorian and Edwardian streetscape?

In comparison, many other city areas were given an elevated heritage protection status in the Unitary Plan. Parts of Herne Bay, Sandringham, Arch Hill, Grey Lynn, Remuera, Onehunga and Otahuhu have been declared Historic Heritage Areas and their significance is rightly cemented. They have passed the threshold. Importantly, the Commissioners recognized the problem of discontinuity of heritage buildings within these areas, where the "groupings of buildings is interrelated, but not necessarily contiguous". With this in mind, Auckland Council was able to make



Council heritage schedule needs to change...Trish Deans

allowances.

In comparison, Victoria Road has a solid row of Victorian and Edwardian buildings that are consistent and have maintained their architectural integrity. Devonport's Victoria Rd is unique for this reason.

It beggars belief that Devonport's Victoria Rd is left out in the cold when it meets the threshold for being Historic Heritage.

Auckland can be proud that each of the inner-city historic heritage areas are mapped and their heritage values recorded.

For instance, an older of area in Sandringham is described as "an outstanding subdivision in Sandringham of quite remarkable consistency".

Parts of Herne Bay: "This is an area of Edwardian villas displaying a good representation of architectural and landscape character..."

Remuera: "Upland Village's first and most important phase of development occurred between 1915 and 1938, a 23-year period of significance..."

The Point Chevalier Shops Historic Heritage Area "is significant because it illustrates the historical development of Point Chevalier".

Clearly something is wrong with the council's historic schedule when it omits to put Devonport's commercial centre on an equal

footing with these areas.

Without doubt, Victoria Rd deserves reconsideration.

The area encompassing Victoria Rd and Windsor Reserve is a known prized location for Maori since the recording of the landing of the Tainui, for the initial European settlement since 1840 and for its military and maritime history.

It is undeniable that this area of Devonport meets the threshold as having "outstanding significance well beyond their immediate environs; generally expected to be of significance to the Auckland region or a greater geographic area".

Devonport Heritage Inc is left yet again facing another battle with council. This group will now have to argue case by case at a plan-change hearing for the retention of Category A for each of the Victoria Rd buildings and additionally to preserve the important sites that are markers of important events and landings.

A decision by council to give Victoria Rd and Windsor Reserve Historic Heritage status would solve the problem.

Gaining this status is important as it ensures that when decisions are made about retaining this significant streetscape, council planners must apply good conservation practice and principles to ensure the integrity of the buildings is not compromised.

Without this protection the architectural value of the separate buildings can be undermined and continuously disputed.

How long will it take before the heritage value of these 1880s-to-1910 buildings will be secured?

Sign up as a supporter of Devonport Heritage and provide them with the community support and assistance they need.

It is also time the Devonport Takapuna Local Board made a unanimous decision to support the Category A scheduling of these buildings.

Trish Deans
Devonport-Takapuna Local Board member

Painting the Navy

Celebrating 80 years of the RNZN with Colin Wynn

Online from 1 October
Coming soon in the Museum

www.navymuseum.co.nz

Supporting our communities to thrive

Whether a little or a lot, Devonport-Takapuna Local Board is helping dozens of local organisations make their ideas a reality through its community grants programme.

"The range of projects and activities going on in our community is phenomenal and receiving a grant from the local board is often what enables them to see the light of day," says local board chair Ruth Jackson.

"That's really rewarding for us as a local board because we get to play a part in supporting those real grass-root initiatives and ideas."

One example of that was The Victoria Theatre Trust, which received a small grant last year that got the ball rolling on much-needed wheelchair access being installed at the historic Vic Theatre in Devonport.

"We'd been talking about it for a while and some of our older customers found it difficult to access the theatre, so it was very much needed. However it was quite expensive but a little can go a long way," says trust co-chairperson Margot McRae of the \$2200 grant.

The trust then worked with Auckland Transport to realign the footpath which turned out to be a much better solution.

"It meant we only needed a small ramp and the feedback we have had from customers is great, because now everyone can access the downstairs theatre and the public facilities."

It is just one of the hundreds of projects and ideas that have benefited from a community grant in recent years.

The diversity of recipients in the last financial year has been vast, with everything from helping with costs towards musical therapy classes, Christmas by the Lake, local Matariki events and tennis in schools to an electric cart used to tow a water tank used to water street plants in Milford.

There are two kinds of grants available:

- Local Grants offers up to \$10,000
- Quick response offers up to \$2000

In 2021/2022 there are two rounds of each with the board having a total grants budget of \$245,045.



The Victoria Theatre Trust's co-chair Margot McRae. The trust is among dozens of local organisations to receive community grants each year.

The challenge the local board faces is there is a limited amount of money to go around each year and the total value of applications is always much higher.

Applications are currently open for the first round of the Quick Response Grants with the deadline being 15 October. This round is for projects that start after 1 December this year.

Rounds for the rest of the year.

LOCAL GRANTS

Round two - applications open 7 February for activities starting after 1 June 2022

QUICK RESPONSE GRANTS

Round one: Currently open and close 15 October

Round two: opens 4 April for events after 1 July 2022.

HOW TO APPLY

Go to aucklandcouncil.govt.nz/grants click on the local board grants section and scroll to find Devonport-Takapuna Local Board.

For further questions, phone the council on 09 301 0101 and ask to speak to a grant coordinator.

Business as usual in a lockdown

Like everyone, Auckland Council needed to adapt the way it does things during a lockdown but that doesn't mean the important decisions can be delayed.

While our facilities were closed most business and committee meetings, workshops and community forums went on thanks to the use of technology, which enable meetings to carry on virtually.

For Devonport-Takapuna Local Board, which earlier this year resolved to have its workshops open to the public, this proved a challenge.

"I am pleased to say while it was not ideal, we, with the support of staff,

made it work and those who were scheduled to speak in public forums were invited to do so virtually," says chair Ruth Jackson.

The great news is those who were due to speak at these meeting, were offered the option of Skyping in, and you can also catch up on discussions and decisions made at:

- aucklandcouncil.govt.nz/devonporttakapuna and clicking on the meetings section to find workshop presentations
- infocouncil.govt.nz for agendas and minutes and link to recordings of business meetings and forums.

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Combined use of bowling club site divides board

After standing empty for three years, the former bowling-club site on the Devonport Domain has become hotly contested by two local groups.

A combined expression of interest from the North Shore cricket and rugby clubs looked to have the inside running for a lease to repurpose the greens and the clubrooms.

Under their plan, a women's changing rooms would be established first, to cater for the growing female memberships of both sports, before training facilities are established.

A second expression of interest, lodged by Devonport Museum, was to continue to use a concrete block building on the site's northern edge for storage.

Auckland Council officials recommended that the Devonport-Takapuna Local Board grant the whole site of 4350sqm to the sports clubs. Devonport Museum's application failed to meet the criteria for a council recreation reserve, the officials said.

But in a split 3-3 decision at the board's monthly meeting, passed on the chair Ruth Jackson's vote – after several hours of sub-

missions and debate – the board passed a motion aimed at accommodating both groups.

Reclassification of the reserve was signalled to allow the museum's current month-by-month lease to be converted to a community lease. A separate title would need to be created for that portion of the site around the storage block known as Building B.

Officials warned this would be a lengthy and costly process requiring public notifications and possibly triggering a hearing.

Board chair Ruth Jackson and her Heart of the Shore team members Jan O'Connor and Trish Deans spoke of a win-win in supporting both valuable groups. But Aidan Bennett, Toni van Tonder and George Wood – who voted against a shared arrangement – questioned if due process was being followed.

Expressions of interest had been called for use of the whole site, not for storage, they said. Bennett said the decision should be about "making the reserve better for our community". Council staff had found the clubs' application was the best fit for the domain, he noted.

Wood said: "The reserve has recrea-

tion status."

Van Tonder said any number of other deserving community groups might have thrown their hat into the ring for free storage space for 30 years if they had realised this was on the table. "It's incredibly unfair of us to change the rules on this at the last minute," she said.

Deans said: "We need to be really clear on the right for the museum to have use of this area." The museum's legal opinion was that the Reserves Act did not define recreation, she said.

The council's senior community lease adviser, Ron Johnson, told members storage was not an appropriate use long-term. If the board wanted to lease part of the site to the museum, advice was it would need reclassifying.

Bennett said Deans should have declared a conflict of interest ahead of the debate, given her long association with the museum. He noted she had done this in July, stepping aside when another museum matter came before the board. Deans said she had now resigned from the museum committee and hotly denied any conflict.

Boost for women's sports in cricket and rugby plan

Redevelopment of the vacant Devonport Bowling Club site would be a "generational opportunity" for the whole community, North Shore Cricket Club chair Hayden Smith told the local board.

Opening up the site would create a green-space connection from Torpedo Bay through to Vauxhall Rd. Brick walls would come down that were a barrier from the Domain, for crossing to Cambridge Tce and into Vauxhall Reserve.

The plans created by the cricket and North Shore Rugby clubs, which had operated next door to each other for more than 100 years, were endorsed by a Harbour Sport representative, Mike Bishop, who highlighted the benefits of integrated local facilities in helping keep people active. "They can pay for it. They're not going cap in hand to the council for funds," he noted.

The clubs said significant funds were available for stage one of the project. They would form a combined incorporated society for the development and talk to other groups about complementary use of future facilities

such as gym equipment.

The clubs were ready to start by renovating the old bowling clubrooms into a women's changing rooms. Offices for both clubs would also be housed there.

The rugby club's Ben Browne said of its 500 junior members, 30 per cent were female, but it had no women among its 150 senior players. They had to play under a Harbour banner. But the region's growth strategy was to devolve back to clubs which meant extra facilities were needed.

Voluntary labour would help defray costs. Fundraising and grant applications would be undertaken to help with later stages, which would see a covered cricket facility and outdoor, all-weather training surfaces installed. A basketball court might also be built later.

To fit these on the site, a number of unwanted old buildings along its northern fringe would be cleared, including Building B, which the Devonport Museum has had access to for two years.

The cricket club's Mark Davies said the joint

applicants had faithfully followed due process and the call to apply to occupy the whole site. A last-minute change to the expression of interest parameters "came at the very, very 11th hour", he said.

The clubs said the museum could stay on site until Building B's removal was necessary. But sectioning it off on a separate title might jeopardise the entire project.

"The ability to use the whole site and to have clear access is critical," Davies said. Flexibility in future site use, subject to planning permission, was also needed. "Having an island on a separate lease in perpetuity really limits the development options" and could compromise funding applications.

"It would be a real shame if that site was to be derelict for another four-five years."

Browne told the board the museum had written in the last week asking for the clubs' support for the museum's continued access. "Our plans always indicated wanting the whole site and the removal of the wall connecting to Block B," he noted.

Museum says needs are complementary

Devonport Museum president Alastair Fletcher says the organisation's wish to keep using Building B on the former bowls-club site would be in "parallel", not competing with the sports-club plans.

The long-standing museum president cited a legal opinion that varied from council's advice on what could be lawfully allowed on the site.

It said the museum's use of the site could be approved within the definition of "other community purposes" in qualifying to occupy space on a public reserve.

"Isn't this a sport ground for recreation?" asked board member Aidan Bennett. Fletcher countered that the museum did offer recreation.

Fletcher said the museum was a valuable community resource and local-heritage repository. Among items it cared for were honours boards from the old bowling club, Anzac flags and flagpoles and donated items.

Storage was hard to find in Devonport, he said. Previous efforts to find space had forced it off the peninsula. But Building B was convenient, being near the museum at Mt Cambria.

Member Toni van Tonder wondered if the

board might assist the museum and other community groups in need to find other storage.

Fletcher said he knew of other groups such as at the Rose Centre, which struggled to house larger items like theatre props. "There isn't anything else that's pretty obvious that's around," he said.

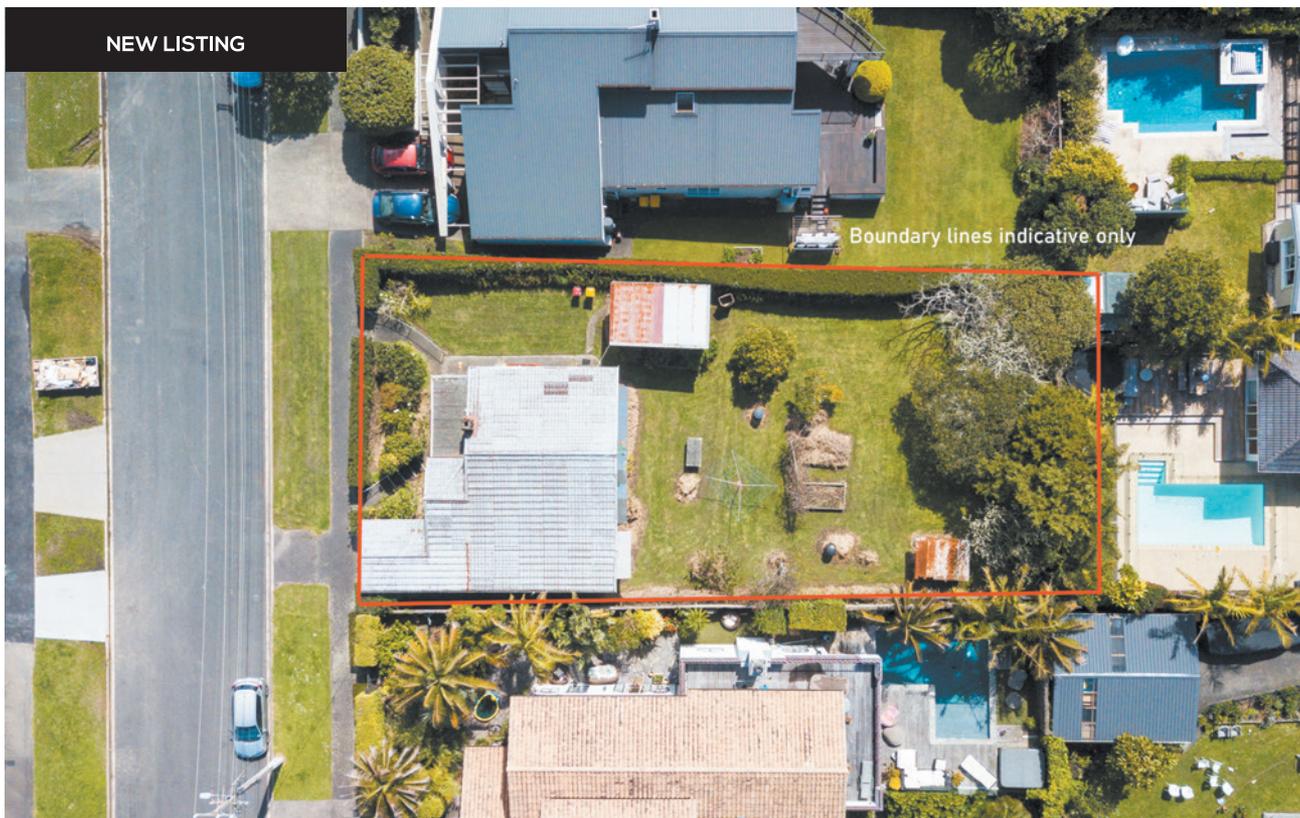
Van Tonder said changing reserve definitions would be a lot harder work than finding another place for storage.

Chair Ruth Jackson said: "I see granting access to both groups as a win-win for the community."

Devonport 09 445 2010
 Major sponsor for the North Shore Cricket Club

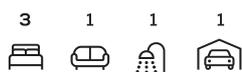
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NEW LISTING



DEVONPORT

26 MERANI STREET



TENDER

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1/44 OLD LAKE ROAD

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- 1
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Sue Harrison
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DEVONPORT 17/83 LAKE ROAD



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DEVONPORT 18/45 STANLEY POINT ROAD



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FOR SALE
By Negotiation

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Advertisement

Bayswater Marina Plans Revealed



What is the proposal?

The development is proposed as a Unit Title subdivision of a part of the land holding that is owned by Bayswater Marina Holdings Limited. There will be 94 terrace house lots and three boutique apartment buildings with a total number of residential dwellings of 127.

Each lot will be sold individually and constructed upon by the individual lot owner. Each owner will design their own terrace house.

The benefit of this arrangement is that each terrace house will look entirely different to the next, creating a diverse architectural precinct.

What is the arrangement on the peninsula?

3.3ha of the reclamation peninsula land is owned by Bayswater Marina Holdings with another 1ha owned by Auckland Council.

The Marina owned land will be redeveloped with berth holder parking prioritised to the coastal edge behind a public walkway that extends around the perimeter.

Two pocket parks are created at the North and South end of the peninsula and new streets are to be constructed. A total of 22.5% of the peninsula will be for public use excluding streets and carparking.

In the centre of the site will be three land parcels that will be subdivided and new terrace houses and apartments constructed.

Has development always been anticipated here?

Yes. Since the creation of the marina there has been discussion and plans for the development of the peninsula. In early years a village was proposed and the prospectus for the marina stated:

‘The overall proposal for the future is the development of a maritime village concept on the reclamation’.

Now that the land is zoned for residential, a development can proceed.

What is the different about this latest proposal?

What makes this particular project stand out is the method for development with each lot sold to individuals and each dwelling built individually. This has been successfully achieved in a number of locations with far superior outcomes in terms of the quality of architecture and place. An example is the multi award winning Vinegar Lane in Ponsonby that was developed using this same process.

Why terrace house lots?

The terrace house lot concept is not unique, having been developed in the award winning Vinegar Lane development in Ponsonby and in Borneo Sporenberg in the Netherlands. This concept provides successfully for a diverse range of architectural designs.

The overarching goal is to avoid repetition and bulk that is dominating in the way most terrace housing and apartments are developed in New Zealand. The outcome will be a high quality and diverse architectural precinct.

Will the development be high quality?

Yes it will, because each lot is controlled by comprehensive Design Rules.

At each phase of the design process a lot owner must seek approval from a Design Committee that consists of selected architects, urban designers plus a representative from Auckland Council and the developer. Vetting each design against the rule book the project will only allow the very best of designs to be approved.

The design rules have been tested with architects who have prepared an eclectic mix of designs. Two examples of these are provided from Jack McKinsey and Pete Bossley.

How long will construction take?

Construction to complete the subdivision and to build the parks, streets, coastal walkway and carparks will take 6 to 9 months.

Individual dwellings may be built over time on each lot and will be developed in a hit and miss sequence depending on the response of land owners.

What is happening to carparking?

The priority for parking has always been to provide for the marina and this will continue with a new carparking layout bringing more carparks close to the gangways on the coastal edge. Additional parking as required by the Auckland Unitary Plan is provided for and each dwelling will cater for parking on each site.

Auckland Council will continue to provide for ferry patron parking on the adjoining land.

How many carparks will be in the new scheme?

425 of which 310 are dedicated to the berth holders. The reason for this number, and the location of the berth-holder carparks is to meet the marina operator's obligation to provide carparking for berth-holders which is as good as, if not better, than the existing carpark arrangements.

What is happening with boat trailer parks?

The requirement to provide for boat trailer parking and access to the boat ramp sits with Auckland Transport on their land holding. There are additional boat trailer parks that are required to be incorporated in the development. How those are provided is solely at the discretion of the land owner.

Who is responsible for providing public transport and where?

Public Transport is the sole responsibility of Auckland Transport. Public Transport at the peninsula has been carefully planned for by the Council and AT and detailed into the Unitary Plan.

What happens to the ferry?

Auckland Transport owns a single berth licence until 2031 at the marina and will continue to provide a ferry service in the way that you are accustomed. AT has plans to redevelop their own land adjoining and to shift the ferry service to the wharf and build a purpose built bus to ferry interchange. This will occur as soon as their funding is in place. As such public transport will be unaffected and continue as it has been.

What about recreation and public access?

The marina land has included an esplanade strip around the coastal edge that includes berth-holder carparking as well as public access.

Why has the Resource Consent been notified?

The consent is notified as a requirement of the Unitary Plan because all residential activities are a discretionary activity.

If many people object does that mean the development cannot proceed?

In a nutshell – no. Planning is not decided by numbers.

Planning commissioners will assess the application against the Unitary Plan provisions and guided by the law.

Additionally, whether a development has 1 objector or a million objectors does not preclude that it may comply with the planning rules. In that instance that a development does comply with the rules, a decision maker is obliged to grant consent.

The Bayswater Marina development has been very carefully planned to ensure that it complies and can be consented.

Who is developing the land?

The land is being developed by Bayswater Marina Holdings Limited. Joining the owner in developing the land are a team of experts in planning, architecture, design, landscape and other fields of expertise.

Who owns Bayswater Marina Holdings Ltd?

Bayswater Marina Holdings Limited is owned by Simon and Paula Herbert who purchased it from the original developer. In 2013 the Freehold title was acquired from the NZ Government for the reclaimed land on the peninsula.

What is permitted to be developed at Bayswater Marina?

There are a number of permitted activities from marina uses to residential dwellings.

Please send us your questions to: enquiries@bayswatermarina.co.nz



North Shore United faces semi with minimal build-up

North Shore United is set to play its Chatham Cup semi-final against Miramar in Wellington on 16 October – providing Covid-19 alert level 2 is reached.

The match was postponed due to the Level 4 lockdown and North Shore's remaining 2021 league games have since been cancelled.

North Shore premiers manager Bill Lissington said it had been a "tough run" for the team after the jubilation of winning its Chatham Cup quarter-final match against Otago University 6-5 in a penalty shoot-out.

The team was training by Zoom sessions, and should have one week on the pitch to prepare for the semi-final. But it wasn't much compared to the Miramar side, which had been able to play since mid-September, when Wellington dropped to Level 2, Lissington said.

Coach Malcolm McPherson, who resigned his post recently, would continue on until the end of Shore's Chatham Cup run.

A farewell for McPherson – who had been "great for the club" – was planned before the end of the year, Lissington said.

New coach's start hampered by covid



Hoping for a full season in 2022... new Shore coach Valerio Raccuglia

New North Shore United head coach Valerio Raccuglia started on October 1, but Covid lockdown has meant he has been unable to meet his players and the club management face to face.

However, he remains upbeat. "It's been frustrating...but you control what you can and deal with the rest."

"Hopefully we will be able to play a full season in 2022."

Raccuglia (47) has been coaching for 18 years after a knee injury at 28 required 11 operations ending his playing career, which had included stints in Italy, Denmark and England.

He came to New Zealand in 2011 and was head coach at Miramar Rangers from 2012-2014 winning the Central league twice. He was Academy Head coach at the Wellington Phoenix from 2014-17 and then coached Samoa's Under-19 men and women's national teams. Returning to New Zealand he was Bay Olympics' Director of Football from 2019-2021.

He was attracted to North Shore United as it had a reputation that gave its coaches excellent support and was run "by a lot of good people".

Raccuglia hopes to retain most of this year's squad, but also aims to add some new talent.



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Allen Hill stadium ground resurfaced during Level 3



The main pitch at Allen Hill Stadium is being resurfaced ready for next season in April. The field has been scraped and regrassed, and would be out of action for North Shore United's summer programme, said its chair Steve Browning. Matches would most likely be shifted to Bayswater Park and peninsula schools. The work was not part of the planned multi-million dollar venue upgrade, which lost budget funds due to Covid.



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bayleys.co.nz/1470478

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1.30pm, Thu 28 Oct 2021
28 Northcroft Street, Takapuna

Victoria Mules 021 679 349
Jemma Glancy 021 246 5300

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Takapuna

SCHOOL NEWS



Grammar

OCT 8, 2021

Congratulations Karin Kozuka - recipient of a Top 10 Speaker Award

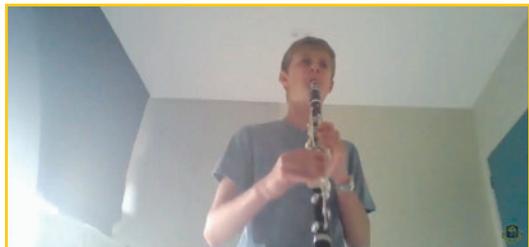


Congratulations Karin Kozuka, recipient of a Top 10 Speaker Award at the Auckland Schools' Debating Prizegiving, held online, Wednesday 29th September, for her overall performance in the Advanced Open Competition this year.

TGS Brings Music Performances To Lockdown

On Thursday 30th September, the Music department at TGS performed a concert over livestream to share the work they have been completing during this recent lockdown with their families, as well as the wider community. The concert featured performances from students playing their instruments, as well as original songs and compositions. Students from years 10 to 13 were involved in the project, and each gave the audience some insight into the range of interesting and creative projects that their classes have been working on during lockdown. The livestream was a great opportunity for students to perform, despite live music being put on hold during levels 3 and 4. It also gave viewers the chance to get the experience of watching a live concert from the comfort of their homes. The concert was livestreamed to YouTube, and an archive of the video can be found on the 'TGS Music' YouTube channel.

Charlotte Gobbie



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RayWhite

Kim and Eden alongside Ray White Devonport are proud to support our local Devonport community and want to acknowledge the hard work our essential workers have provided throughout this pandemic.

We are reaching out to our amazing community and asking that you nominate that special individual and where they work on our "The EK Group" Facebook page for the entry to be valid to ensure we can keep track of your nominations.

There are 10x \$100 New World Shopping Gift Cards sponsored by The EK Group and Ray White Devonport and a bottle of quality wine gifted by New World Devonport up for nomination.



We thank all our essential workers who have contributed their time and support during this pandemic.

Nominations close Monday 8th November 2021 at 6:00pm.
Nominees will be drawn Tuesday 9th November 2021 at 4:00pm.
We will publish the winning nominees in the Devonport Flagstaff on the 19th November 2021 - watch this space!

Devonport locals, let's give back to our essential workers in appreciation and nominate your chosen person today!



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53 Lynton Masters Lane Coatesville Escape the Ordinary | Lavish. Luxury. Landmark.

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3/37 Clifton Road Takapuna Bluechip Seaward Side Address

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- Possess a strong work ethic and a willingness to learn
- Be customer centric and a team player.

Devonport Electrical has been part of the community and servicing the North Shore for over ten years. We would love to find a local person to join the team, however the role is open to all suitable candidates.

Call me during work hours to find out more about the role, or email your CV to paul@devoportelectrical.co.nz

Tel: 021-670-103



Principal Teacher Manager

Rose Centre Community Preschool is looking for an experienced ECE Principal Teacher Manager for our Belmont Community Preschool.

About us

We are a community-based, not for profit preschool, situated in the heart of Belmont, licensed for 21 tamariki, aged between 18 months and 5 years, with above average teacher-to-child ratios. Our environment has been designed to provide a stimulating, aesthetically pleasing setting where children are inspired to learn through exploration and discovery. Our outside play area has been upgraded during the last 5 years to provide age-appropriate challenges for each stage of development, and the inside area has been refurbished recently.

You are

- Responsible for managing day to day operations (incl. enrolments, staffing, developing a high-quality program and monitoring H&S)
- Confident liaising with families, staff, the Rose Centre Board, and external agencies
- Professional in your leadership and mentoring of staff
- Dynamic and enthusiastic about providing children with the best learning experiences

You have

- Full NZ teacher registration
- Min. 3 years of recent NZ ECE experience as a Manager
- Thorough knowledge of all relevant and current EC literature e.g. Te Ara Poutama, Ngā Aronga Whai Hua, Tātaiako, Te Whāriki, Our Code and Standards, etc.
- Solid understanding of the ECE regulations and licensing Criteria

Applicants must be able to work Monday to Friday between 8am and 3.30pm, school terms only.
Apply via ShoreJobs.co.nz



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You will need to be physically fit, disciplined, own your own tools, and enjoy teaching up-and-coming carpenters.

This same person will have excellent communication skills and know-how to provide a high level of customer service.

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Please send through your CV through to hamid@yourbuilder.co.nz or simply call 021541392.



Treasurer + Board Member

He angitūtanga: The opportunity

Following the success of installing a new management team, The Rose Centre Inc Board requires 2 new Board Members to join us, who will bring energy, creativity and diversity. You will have a passion for the Community, Performing Arts or ECE. The Treasurer & a general board member position are on offer, to ideally start in November.

The Board meets monthly and an additional 6 hrs approx per month are required. 2022 will be an exciting time as we develop our strategic plan, celebrate new Centre offerings & review the constitution. We envisage your commitment will be for a 3 year cycle.

He kōrero mōu: About you

We are looking for peninsula people with a can-do approach, who are committed, caring, connected & who have the desire to constructively contribute. Experience in a profession, small business or community service is a must, with governance a plus!

Ngā āhuatanga kei a mātou:

What we offer

This role enables you to make a difference in our community, as well as gaining understanding & knowledge of board processes & discussions, governance & strategic planning. We are a vibrant group who enjoys a laugh too!

Sounds interesting ? – make contact for a korero with us today.
EMAIL: chair@rosecentre.co.nz/ ph 027 521 5667



The Return of the Scullery

Are you thinking of including a scullery or a butler's pantry in your new kitchen? Before you do, take time to read what designers Michelle Gillbanks and Jane Fergusson from Kitchens By Design have to say about these popular little spaces.

Most kitchens these days sit in an open-plan space. They've been designed to be communal; to be inclusive with the rest of the living area, and to be shown off. And that's great. However, where do you now store all the 'stuff' you don't want everyone to see? And where do you do the last-minute prep before all the guests arrive – and dump all the dishes after the dinner party?

The scullery is so much more than a dumping ground, however. It can be a secondary kitchen, it also offers extra storage, and it's a refuge for cooks requiring quiet time from the rest of the family. This is why a scullery or a butler's pantry is now one of the most requested features by homeowners, who are putting in a new kitchen.

Before we get down to talking about the nitty-gritty of design, let's clear up the main differences between a scullery and a butler's pantry.

The main distinction is that the butler's pantry is a 'dry' area that serves primarily as a place for storage. The scullery is a 'wet' area that functions as an additional to, or an extension of the main kitchen, for event prep and clean-up,



says Michelle Gillbanks.

Jane Fergusson agrees, adding that a scullery is a working space and generally includes a sink and possibly additional appliances. "The scullery is an extension of the kitchen, which can allow a space to store platters for dinner parties, to use as a baking area, or as a clean-up space. A pantry, on the other hand, is a storeroom, with no appliances or sinks – it's purely a food or small appliances storage."

What's the minimum size you should consider for a working scullery?

In practical terms, a pantry needs to be at least 1.6m x 3m to call it a scullery, says Jane. Anything less is a pantry storeroom. The bigger the space, the more features and appliances can be included.

"Trying to squeeze a small 'scullery' into the kitchen floor plan isn't the best use of space."



If there isn't enough space for a completely separate scullery, you can try incorporating it into the main kitchen space by using a sliding door system or pocket bi-fold doors to shut it off, without having to create a separate 'room' for your small appliances and prep area," says Michelle. "Then just close the doors when guests arrive!"

What design elements should you try to include in a scullery?

"A sink and plenty of bench space are fundamental," says Jane. "Also, try to maximise storage and ease of access, to make the space useable for several members of a family to use at the same time."

Michelle concurs... "The basic elements of a scullery must include plenty of storage space, counter space, and a sink. But you can add other things to your scullery design to suit your needs. Perhaps a dishwasher, microwave, and other small appliances.

Jane adds that a pleasant outlook is great to have, if possible, to feel connected to either the kitchen or the outside. She also says that a dishwasher is not a must, unless you are using your scullery as an overflow from the kitchen, or you entertain a lot. "If a dishwasher is to be included, then another bin for the food scraps

should also be included – this, of course, means two bins to empty!"

Staying with design, do the designers have any tips regarding clever storage ideas or systems?

If you have corners – which you are bound to – Jane says there are some good pull-out mechanical units that can be installed to help access the hard-to-get-to nooks and crannies, which will eliminate having to scramble into the corners. Open, eye-level shelving also provides easy access to glasses or crockery, she adds.

"Personally, I love the Häfele Le Mans corner unit, also using spice racks, under-shelf baskets and stemware holders can help utilise every inch of your storage space," says Michelle. "Hanging cookware racks that make the most of vertical spaces and space towers help make access easy."

When it comes to aesthetics, should you try to blend it in or make it look different?

"With a separate scullery, it is nice to make this space feel like an extension of the kitchen," says Jane. "Changing the finishes to match, e.g., using a Melteca instead of veneer can give the same look, but with less cost. Keeping with the same material, colour palette connects the two spaces."

Michelle agrees... "Blending elements from your kitchen is best, but if the budget can't stretch to using the same products, using complimentary, but lower-cost products can work well."

Any tips or alternatives for smaller spaces, where a scullery just isn't feasible?

"Make sure you have readily available, easy access pantry storage centrally located to your prep area or fridge. This may include bi-folding or sliding or pocket doors in front of pull-out drawers under a benchtop," says Jane.

One final thought from Jane... If you are considering a scullery, remember not to compromise on the main kitchen space and flow. "Think about how you envisage using the scullery every day. The flow from the kitchen to the scullery is important – it has to be a space that you want to be in and still feel connected to the main kitchen."

So, there you have it – some top advice from two of the country's best kitchen designers.

If you're looking to put in a new kitchen, pop into Kitchens By Design's showroom, located at 3 Byron Ave in Takapuna, or give one of its designers a call on (09) 379 3084. For inspiration, take a look at some fabulous projects at www.kitchensbydesign.co.nz



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Treats high on request list for returning shoppers

Devonport peninsula shoppers are voting with their stomachs in choosing where to spend their discretionary dollar under lockdown.

For cafes, restaurants and takeaways hard hit by Auckland's extended lockdown, being able to serve up treats again is welcome, but still far from normal trade. Specialty stores are also happy to be of service again under Alert Level 3, with the likes of flowers and books attracting online orders as well as passing trade.

But business is patchy, a number of Victoria Rd traders told the Flagstaff. It comes in waves with the weather and tummy rumblings – varying from queues for morning-coffee, lunchtime pie or dinner pick-up to times when the main street looks like it is waiting for a tumbleweed to roll by.

Neighbourhood cafes, including at Hauraki and Belmont, say regulars are returning. They are keen for favourite foods such as almond croissants at Good Time Jo and artisan bread sandwiches at Daily Bread.

Tot's Pantry Café says it is serving a mix of regulars and being discovered by walkers on Williamson Ave. "Coffee is the big thing, but quiches, fresh muffins and scones sell too," said Hauraki tertiary student and part-time barista Livia Lauren.

Sierra café in Devonport is staying open all day, but owner Soo Yang said she has noticed a number of older morning regulars don't seem to be venturing out as much as they used to, which she puts down to Covid concerns. It was better to be open than not, but tough for businesses due to uncertainty, she said. "The government focuses on labour not the employer." More certainty about support would help at a time when business owners still had costs to meet and could not afford to pay their own wages, let alone look to employ more staff. "The costs go up, but prices can't."

At the Natural Health Company staff member Jana Taylor said the first week back was the busiest due to people stocking up. One trend was the buying of immune-support

products.

Paradox Books customer Julia Winther, who lives in Bayswater, said she was desperate to get back to her photography work in the city. But in the meantime she was seeking out some titles she was keen to read. Part-time shop assistant Dinah Saxby said it was good that people were keen to support the local shops.

The owner of Devonport Flowers, Morag Burden, said she was getting more business from people outside Devonport wishing to send flowers to reconnect with loved ones here than in local sales. But "it's been going pretty well", she said.

"As a business you can't just sit at home and wait for a handout." Instead she got stuck in online and put a stand of spring flowers outside her shop. "They're nice and cheery."

Being seen to be open was a way to ensure customers came back, rather than finding they had started shopping elsewhere.

"Christmas is coming and that's always a good time for Devonport."

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Healthy interest... Natural Health Company staff member Jana Taylor (above) says regulars were quick to return to restock items in the first week of Level 3, with custom steady since

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Come on in... Devonport peninsula shopkeepers opened the doors in Alert Level 3 lockdown. At Sierra cafe staff (above, from left) Bona Ryn, owner Soo Yang and Joy Kim were pleased to be seeing customers again, but Yang says the Covid-19 uncertainty is unsettling everyone. Paradox Books part-time worker Dinah Saxby (below left) says business has been a mix of people collecting orders, and purchases by locals out and about and keen to support shops that have opened. Lily Gustafsson and Livia Lauren (below right) are back at their part-time jobs at Tot's Pantry Café in Belmont, where the most popular items – after coffees – are quiches, muffins and scones.





OUT & ABOUT

Maria Teape Community Coordinator

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Auckland Council is helping individuals, families and households that are facing hardship. If you are an individual, family or household where access to food for you or your family in isolation is of concern, please contact Auckland Council ph: 3010101 as the call staff can assist you to find the service you need. The Council's Welfare team contact phone number is: 0800 22 22 00. The status of Council services can be found on the COVID-19 page on their website. Council will continue to provide updates on OurAuckland.

HŌTOKE/WINTER FUN PRESCHOOL PLAY

Hōtoke Fun Preschool Play is on hold due to Covid-19 restrictions. While we are missing our weekly play sessions, we have been using our time to round up a bunch of fun activities for you to do at home with your tamariki of all ages. Keep an eye on the articles section of our website (www.devonportpeninsulatrust.nz) for weekly inspiration and ideas. Take care of yourselves, and please follow along on our Facebook page (www.facebook.com/DevonportPeninsulaTrust) for updates and a Preschool Play survey we have put together, we would love your feedback!

EVENT POSTPONEMENTS/ CANCELLATIONS

BAYSWATER HALLOWEEN TRAIL

After much consideration, we have decided to postpone the Bayswater Halloween Trail to Friday 1st April 2022, when we can have a proper Autumn Halloween!

While we are disappointed that we won't get to see all your wonderful costumes this October, the safety of our community is our number one priority. We think it will be well worth the wait. In the meantime, keep an eye out for an upcoming Halloween colouring competition, and make sure to secure your Halloween costume when they are on sale in October!

Please follow along on Facebook (www.facebook.com/DevonportPeninsulaTrust) for updates.

Devonport Peninsula Community eNEWS

To receive the Devonport Peninsula eNEWS, a monthly email listing of community events, and other community notices, please email us at maria@devonportpeninsulatrust.nz

With special thanks to the Devonport-Takapuna Local Board for funding the Devonport Peninsula Trust.

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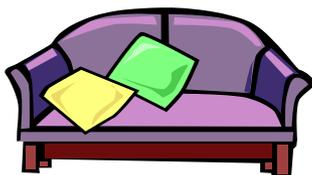
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- Community Board has approved a grant for foundation materials
- North Harbour Rotary have done the land survey for us
- Vauxhall Squash and Waitemata Golf have been very constructive in their support of us
- Takapuna based builders Haydn and Rollett have donated fence hire and Health and Safety report
- Gill And Gundry will be trucking in metal from a big local project and importing clay fill for the track
- Devonport Timber are helping us with timber and hardware supply

Rotary will be appealing for volunteers to help at working bees to form foundations and build simple timber structures. There seems to be plenty of willing supporters out there for this work. A schedule of working dates will be out soon

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LICENSED AGENT REAA 2008

Steps suggested to keep 814 moving

Speeding up buses through the Belmont shops is one of several measures needed to get more people using public transport, according to the Devonport-Takapuna Local Board.

The board wants Auckland Transport (AT) to investigate:

- A pedestrian and traffic-light intersection at the Old Lake Rd/Lake Rd junction, to enable the 814 bus to have preferential right of way onto Lake Rd.
- A review to consider increasing capacity on 814 trips, especially during crowded school-day peaks, when more frequent or bigger buses might help on the route.
- Bus shelter upgrades, if a review finds those on the peninsula are too small or not suited to the needs of passengers.
- A Belmont shopping centre clearway running on the west side of Lake Rd during the morning peak hour to 9am.

The recommendations to AT arose from ideas put forward by member George Wood.

Rather than wait for AT's Lake Rd improvement plans to restart, he wants action taken now on simple moves to encourage bus commuters. "We've got to do more work down in this area to make it more palatable to get onto public transport, especially from Devonport to Takapuna," he told the board at its last monthly meeting.

A starting point would be implementing a peak-hour clearway at the Belmont shops

and switching a stop on Vauxhall Rd across the street to where the bus actually stopped, he said.

Wood's motion was passed, but members Toni van Tonder and Aidan Bennett abstained from voting.

Given AT's Lake Rd planning was already under way, they did not consider the Old Lake Rd and Belmont choke points should be looked at separately.

Regarding capacity, Bennett said AT did its own data assessment and adjustments. While Wood's points on bus shelter size were probably valid, replacing them would be "tough on the heritage brigade".

Heritage advocate Trish Deans abstained on the clause covering the shelters, saying she would not like to see Devonport's distinctive wooden shelters replaced.

Wood said as well as being small the shelters were not easy to see out of. He then suggested the older ones could perhaps be supplemented with a more modern shelter sitting alongside.

O'Connor seconded Wood's motion. She noted the 814 travelled through to Akoranga Station, so carried commuters and students going well beyond Takapuna Grammar.

Board chair Ruth Jackson said ideas such as implementing rights-of-way would probably be folded into the larger Lake Rd project, but having the thinking put forward to encourage AT's consideration was "nice to have".

AT seeks views on slowing Hauraki streets

Auckland Transport (AT) wants to hear residents' feedback about proposed slower speed limits around Hauraki Primary School.

The council's transport arm is proposing to set new permanent speed limits on about 800 roads around Auckland – mostly around schools and in South Auckland.

For eight roads around Hauraki Primary,

speed limits would be reduced from 50kmh to 30kmh. They are Jutland Rd (from Francis St south), Charles St, Herbert St, Marsden St, Pine Ridge Tce, Sydney St, Waitemata Rd and Walter St. If the changes go ahead, they are set to come into effect in mid-2022.

Twelve streets around Sunnynook Primary School are also set to drop to 30kmh. Feedback is being sought by 14 November.

Using buses gets easier with name linking

Bus stop naming conventions have been changed to make it easier for passengers to find key destinations across the city.

Auckland Transport users of AT Mobile and Journey Planner will find a number of stops are now names for a close-by attraction rather than being listed as a street name and a stop number. Local examples include the stop on King Edward Pde currently listed as the Devonport Library stop.

In Takapuna, an example is Takapuna Primary, taking the place of xx Anzac Ave in the listing.

Landmarks, including schools, parks, churches, tourist locations and hospitals, as well as public transport interchanges and major intersections are featured. This will

also align naming with current signage at bus shelters.

AT is also working on connection improvements, including audio announcements which will be introduced to buses later this year, in te reo Māori and English. Customer feedback and overseas examples of name-based stops had led to the changes, it said.

A representative for the Citizens Public Transport Association Group, Carolyn Peat, said the on-board audio announcements would make a considerable difference for vision-impaired customers.

"The actual impact will be huge, just as the train announcements made it a lot easier as well, just to know where you are on your journey."

Bayswater plan needed to avoid 'hard collision'

Bayswater needs a clear plan for its ferry terminal, marina development and surrounds, the Devonport-Takapuna Local Board has decided.

Member George Wood won unanimous backing from his fellow board members at their September monthly meeting for his motion requesting Auckland Council's Planning Department discuss with the board how such a plan could be hastened.

Wood said the interlinking issues at Bayswater needed addressing urgently. "We're really coming into a hard collision where there's going to be problems in the near future unless we sort this out."

Auckland Transport (AT) had been difficult to pin down on long-term commitments to the ferry terminal, he said. The need for a first-class new terminal appeared to have been put into its "too hard" basket, despite the efforts of successive boards to advance the matter as a priority.

The lease on the current berthing space also expired in 10 years, so something needed organising well before that. Consideration of how the proposed private marina housing development interfaced

with council land and the terminal also needed to be part of planning, said Wood. The positioning of fuel tanks, the future of the historic Takapuna Boating Club's nearby clubhouse and the fate of storage for Takapuna Grammar's rowers all needed to be considered as part of a wider plan.

With Bayswater and adjoining suburbs of Hauraki and Belmont intensifying, Wood said the demand for public transport would only grow. Pre-Covid this stood at 900 trips a day through Bayswater. Yet upgrading supporting infrastructure, such as getting the public car-park resealed had been problematic. Other issues included the 150m uncovered trek commuters had to make from bus drop-off points to the ferry.

"The wharf area is an eyesore," member Aidan Bennett agreed.

Member Trish Deans said: "We're looking at silos where council is ignoring us, AT is ignoring us and our community is looking to us."

Bennett said he favoured engaging on what could be done, rather than what couldn't.

Wood said a structure plan or blueprint

to provide more certainty was needed. "Hopefully our councillors would be on board," he said. While a structure plan was not a statutory document, a similar approach had helped in the development of Long Bay, Wood said. The Wairau Catchment Working Group was another example of groups working together to progress issues.

Chair Ruth Jackson asked if the idea was to lock the terminal into long-term transport and council plans. Yes, said Wood. "If you don't have a planning document in place it's hard to twist the arm of people like AT."

Wood's motion was seconded by board deputy chair Jan O'Connor who said more information about the whole area was needed from council planners to guide the board.

Member Toni van Tonder said she shared the desire to see a better Bayswater ferry terminal. But she wanted to know who would pay for an overall plan.

Board senior adviser Tristan Coulson said council planning resources were stretched due to mandatory work on the government's National Policy Statement, but the board might look to use its own local delivery initiatives fund, he said.

Online survey seeks views on Bayswater land development

The Bayswater Community Committee plans an online survey of residents this week, seeking their views on housing development plans for the marina land.

A resource consent lodged with Auckland Council by developers Bayswater Marina Holdings is expected to be publicly notified soon.

The committee, which has previously

raised a number of concerns about the plans, said it wanted to update a survey done jointly with the Devonport-Takapuna Local Board in 2018. Up-to-date results would ensure it was able to represent community views accurately.

A link would be posted on social media and committee members would also be emailed.

The marina company has applied to build 121 dwellings in multi-storey buildings on the marina land it owns.

New parks and a coastal boardwalk are part of the plan, which will reduce parking space for both the public and marina users. Access to the ferry terminal and bus parking are other issues on which the committee is seeking greater clarity.

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Devonport tramway plans floated in 1890s

Takapuna-based research librarian Derek Whaley was to talk about a pioneering transport project at the Auckland Heritage Festival this month. With the festival cancelled, he shares the story here.

Auckland in the 1890s really wanted an electric tramway. But nobody wanted to pay for it.

William Gentry Bingham, an engineer for the New Zealand Electric Light and Traction Company, in June 1898 acquired the option for an electrified tramway system that would crisscross the City of Auckland. It would revolutionise city transportation if only it could be built. Bingham was given two years to build the line.

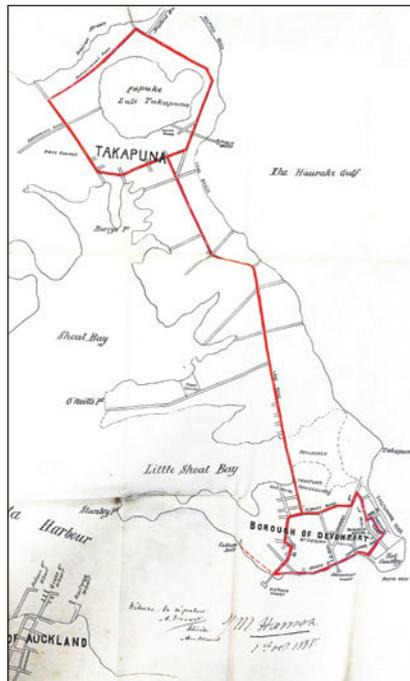
Meanwhile, across the Waitematā, property investor Paul Hansen wanted to sell land on the North Shore. The recent German immigrant saw the potential for a tramway to open up the area to residential and commercial development. As a result, he petitioned the Devonport Borough Council for permission to build a route from Devonport to Takapuna in August 1898.

Even before receiving approval, Hansen and his business partner, William Napier, commissioned a plan of the route. The final network, if built, would loop Mt Victoria in the south and Lake Pupuke in the north, with a single line running up Lake Rd to connect the two ends. A short branch to Stanley Bay was also included in the plan.

The proposal was approved by the County of Waitemata on 2 September and the Devonport Borough Council on 13 September. The catch: Hansen had one year to begin construction or he would lose the franchise. The clock was ticking.

Hansen needed money fast, so he left for London. However, English financiers were unimpressed with the limited profit they would likely make from a Devonport electric tramway. Undaunted, Hansen began searching for a larger syndicate into which he could combine his scheme.

He eventually persuaded the British Elec-



Ahead of their time... In the late 19th century, Paul Hansen and William Napier planned a tramway between Takapuna and Devonport

tric Traction Company to fund the project. The only condition was that Hansen had to acquire the Auckland City horse tramway as well, which he quickly purchased from its owner, Max Epstein. Hansen was appointed general manager of Australasian operations while Napier became local solicitor.

Hansen's quick actions regarding the horse tram line caught Bingham by surprise. Without the horse tramway's rights-of-way,

Bingham's tramway plan was destined to fail. Bingham took the first ship to London to meet with Hansen. His only option was a merger.

In March 1899, New Zealand newspapers announced the formation of the Auckland Electric Tramways Company. The Auckland City Council approved the plan on 12 September and Bingham was placed in charge of construction.

With all this activity across the harbour, the Devonport Borough Council felt left out. Hansen explained himself and apologised for the delays. He requested an eight-month extension, which was begrudgingly granted by the council.

Governmental red tape and the problem of long-distance funding delayed the start of construction on the Auckland City tramway until 1 August 1901. In the meantime, Hansen repeatedly assured the Devonport Borough Council that construction of its line would begin soon.

Hansen was granted a second extension in May 1900. But when no tramway had materialised by November 1900, the council cancelled Hansen's franchise and stuck a £500 non-refundable deposit on the option if he ever wanted to renew it.

Despite continuous proposals by Hansen, Napier, and others to build an electric tramway in Devonport, no line was ever constructed. Hansen eventually pivoted and helped establish the Takapuna Tramway & Ferry Company, which operated between Bayswater and Milford from 1910 to 1926.

The Auckland Electric Tramway opened for business on 17 November 1902. For more than 50 years, electric trams ran through the streets of the Auckland CBD. And it all started because Paul Hansen wanted to build a tramway in Devonport.

20 years ago from the Flagstaff files

- Rejected North Shore mayoral aspirant Joel Cayford says he may stand for the Green Party in the 2002 general election.
- Incumbent mayor George Wood retained his job with 18731 votes, compared to Cayford's 14,313.
- Devonport retains three local councillors on North Shore City Council: Andrew Eaglen, Dianne Hale and Joel Cayford. Wood endorses Hale for a second term as his deputy.
- Belmont yachtsman Kevin Goodhue prepares for a top finish in the Coastal Classic yacht race.
- *Arkville*, a feature-length horror film with a \$500 budget, is being made by around 40 local youths, including Tom Henderson and Lewis Anderson.
- Protected trees in Cheltenham are ringbarked, while others outside the Devonport Wharf building appear to have been poisoned.
- Devonport Wharf owners say the sign-off of a \$2 million development is close.
- Meanwhile, North Shore City Council investigates buying the wharf as a strategic asset.
- Devonport author Bill Cooke publishes a new book: *Joseph McCabe and Rationalism. A Rebel to His Last Breath*.
- The historic Masonic tavern, thought to be the oldest building in Devonport, is profiled by historian Rod Cornelius.
- Paddy Stafford-Bush and Mick Gannaway are farewelled from the Devonport Community Board. "Devonport's uniqueness needs to be retained," says Gannaway.
- A two-storey house on the dress circle of Devonport – Jubilee Ave – is for sale for \$725,000.
- Nudes are on show at the Depot Artspace, where the Devonport Livedrawing Group is holding an exhibition.
- The Auckland Marathon is set to start in Devonport, with 8000 runners expected at the King Edward Pde start line.
- A decision on how much public access will be allowed through a marginal strip at Bayswater Marina is expected in six weeks.
- Bayswater School's \$500,000 hall is taking shape for an opening in early 2002.
- Georgia Cervin (12) wins the New Zealand gymnastics title in her age group.
- Soprano Clarissa Dunn is the Devonport Flagstaff interview subject.

Pot of gold awaits on Maungauika?



Somewhere, under the rainbow... a particularly vivid arch across the harbour recently suggested treasure to be found on Maungauika – or possibly in Auckland’s well-off eastern suburbs

Circus lessons a bright spot in lockdown juggle

Circus lessons have provided welcome joy to families of children from the Wilson Home during lockdown.

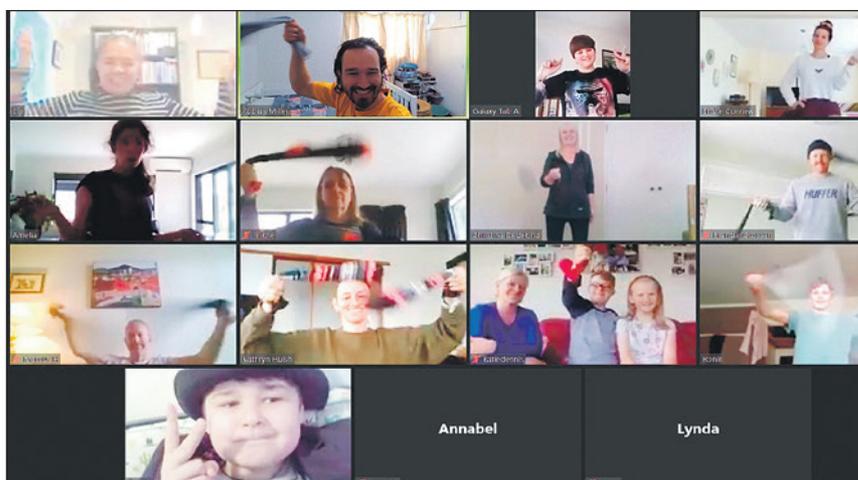
Circability runs 42 classes a week across Auckland and Northland, and in lockdown has created ‘Joy Market’ for lockdown circus lessons, general manager Mel Powell said.

The Wilson Home, Albany Junior High School and Wairau Valley Special School are all part of the programme. “Seventy-five per cent of our work is with the disability sector,” Powell said. “The circus tutors are amazing how they incorporate oxygen tanks and wheelchairs and breathing apparatus into the circus class.

“We were pretty motivated that we had to bring joy and happiness into people’s lives during this time. And Joy Market – it’s been really, really successful for the students.

“It’s a half-hour of fun and joy and the kids know the tutors so that’s really lovely. Even if their disability is quite significant they can still do something.”

The circus lessons also support students with fine motor skills and spatial awareness, as well as providing a bright spot in their days. It also helps those on the



Juggling technology... Circus tutors have gone online during lockdown with their lessons for children with disabilities

autism spectrum.

Normally, classes take place during school time so it is good to connect with the families, Powell said. “They just say that it’s the best thing that happened in the day.”

Circus was really simple and enjoyable,

and was also reaching at-risk students who were not engaged at school, Powell said.

“Principals are writing to me, saying we want more classes because it’s the only thing that will get the kids to come back to school.”

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