

# Waikato Header Sheet



11272

**Box Name:** EKMT-00025

**Subject:** 54/49/2 - Marine Farming Study Coromandel Peninsula (1981-1989)

54/49/2

Te Kouma,  
R.D.  
Coromandel.  
14 Sept, 1982.

Dear Sir,

Please find enclosed a copy of my objection to the M.A.F. with regard to the Marine Farming proposals for the Coromandel Harbour.

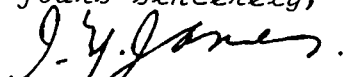
The objection concerns the proposals recently published in the M.A.F. report titled: "REPORT ON MARINE FARMING PLANNING STUDY WILSON'S BAY TO OTAUTU BAY WEST COAST COROMANDEL PENINSULA". I feel that not enough consideration has been given to existing users of this area and that the proposed areas should be reduced in size as indicated in my objection.

The points that concern me are:

1. The complete blocking off and spoiling of one of the few sandy beaches in the Coromandel Harbour.
2. The access to the large mooring area being developed by the T.C.D.C. being restricted.
3. The access used by hundreds of Auckland boats when they visit the Coromandel being blocked.
4. The effect the areas of proposed farm might have on the movement of pine logs from the Coromandel region in the future.

I feel that the Coromandel Harbour is too important a recreational area to accommodate such large areas of marine farms.

Yours sincerely,

  
I. G. James

MINUTE SHEET

Department: .....

Subject:

Section: .....

File No. 59/19/2

Date: 5/14/59

7780 45 pads/2/82MK

Miami Farms Hautape Channel.

To-

HST

Jcann

Mr. Award voiced his personal concern regarding the extent of marine farm areas in the Hautape Channel. I think he wanted us to suggest a reduction in designated farm space.

While we want to see marine farms kept to the minimum compatible with the industry's needs, I don't think that we can ~~see~~ renege on our previous commitment to the final plan without some very good reason.

Much as I would like to see the plan reduced, I feel that we must have the strength of our convictions particularly when the areas in question have already been applied for.

FA Stalberg

MINUTE SHEET

Department: .....

Subject: M.F. Study - application  
Hautapu Channel

Section: .....

File No. ....

Date: .....

To-

Peter.

Unfortunately it seems as though  
the cleaners I removed the map of  
the Coromandel Marine Farming Study  
and your note concerning the  
phone call from M.A.F.

Do you know the name of the person  
who rang, so I can advise Capt.  
Stollberger to get in touch with him.

Joanne

— Gordon AVIARI MAF HAMILTON.  
Ph HAM 81949

54/49/2

RECEIVED  
5 JUL 1984  
by \_\_\_\_\_

SR WNTHA  
ATTN:DEP SEC SANGER  
FROM:REG SEC

SUBJECT: MARINE FARMING COROMANDEL  
FILE REFERENCE 54/49/2

WE HAVE MADE CONTACT WITH SPENCER AND STOLBERGER HAS ARRANGED  
TO VIEW THE SITES TOMORROW. SPENCER HAS BEEN INVITED TO ATTEND

MILNE

AKTRA 0092 05/07/84 12:31:37 ACK

FILE  
5.7.84  
.....  
R/S  
Initials:.....

Deputy Secretary, Mr T. Sanger  
 HEAD OFFICE  
 Regional Secretary, AUCKLAND

Regional Office, AUCKLAND  
 11 July 1984

**MARINE FARMING APPLICATIONS : WAIMATE/MOTUKOPAKE AREA**

In accordance with a directive from Regional Secretary I visited the vicinity Waimate/Motukopake to assess the likely impact of establishing the marine farm areas shown in the accompanying chartlet. The following observations are made in relation to -

- (a) The effects on access to the islands and general navigation in the area.
- (b) The effects in terms of public interest especially in relation to recreational activities.

The owner, Mr Spencer, although invited to accompany us was unable to do so and delegated as a representative his farm manager, Mr Sinclair. Also present was a representative from Ministry of Agriculture and Fisheries.

History

During the course of the Coromandel area study this Ministry in close consultation with Auckland Yachting interests and other affected groups considered the Ministry of Agriculture and Fisheries recommendations in regard to the establishment of marine farming areas. A basic premise was to restrict such activities to locations of least public interest and with minimal interference on existing rights of navigation.

With regard to Waimate/Kopake Islands we required that the waters around Waimate especially the anchorage area to the north-east be maintained clear of any obstruction. We also required that the seaward limits of the areas scheduled east of Kopake be withdrawn shorewards to minimise effects on passing traffic on the Coromandel/Great Barrier route. We did not oppose the establishment of farms west of Kopake. The Ministry of Agriculture and Fisheries acceded to our requests in these matters in publishing the final plan.

The Facts

Recent inspection serves to confirm the validity of our original comment.

① ~~H.F. S/a~~ 12/7  
 ② Reg Sec 13/7.

Waimate is a scenically attractive island with potentially popular beach areas on its east and west shore lines. As stated we have endeavoured to preserve it free of obstruction except along its inaccessible northern shore. The large bay to the north-east is retained free of obstruction as the only safe and suitable anchorage in this part of the Gulf. Yachts and other vessels can and frequently do use the area both for shelter and recreational purposes.

Kopake to the north is one of the less attractive islands in the group, is completely inaccessible on its western shore line and difficult of access elsewhere except for a small area to the south-east. A secondary landing point is available as shown on the chart to the north-east.

For these reasons the island is not a popular venue for the boating public.

Stock is limited to approximately 50 sheep due to the lack of a permanent water supply on the island. Thus landings are limited to approximately two commercial excursions per year to load and discharge stock with occasional visits from small pleasure craft in summer months.

The main landing area at the south-eastern extremity is maintained completely free of obstruction while the secondary area to the north-east is adjacent to the 50 metre corridor separating the northern and southern farm blocks.

A third area of shingle beach midway between is marginally adequate for landing stock but has been used only once in 2½ years for this purpose.

Comment on objections lodged by Mr Spencer variously between 1981 and 1984

Point 1 - The islands were purchased by the Spencer family in order that they might be preserved more or less in their native state and kept free from subdivisional development.

The establishment of marine farms has seemingly little or no bearing on the preservation of the island itself and would not be a factor giving rise to subdivision.

Point 2 - The establishment of mussel farms would detract from the natural environment of the adjoining land; the presence of buoys and other floating objects could lead to further despoilation of the adjacent land and seascapes.

Kopake is not a popular venue for tourists due to poor access and lack of scenic or other attractions. Its few visitors are seemingly not welcomed allegedly causing significant damage to property. The areas to the west are generally too remote to seriously affect public interest. Those to the east may adversely affect the land or seascape from passing traffic but the coastline here is of little scenic value in any case.



Point 3 - The area of proposed farming is adjacent to a very popular anchorage and is on a fairway used by pleasure and commercial craft.

As stated we have been careful to ensure that the anchorage is not obstructed in any way. The fairway in relation to passing traffic is adequate. The withdrawal of the farm's seaward boundaries shorewards, has ensured this.

Access by commercial craft to the island is slightly curtailed in the secondary landing area and the 50 metre corridor off low water mark is marginally restrictive.

Point 4 - The farm, if established, could restrict access into Coromandel Harbour.

We see no basis in fact for this objection.

Point 5 - The area is used by boat <sup>divers</sup> over most of the year and during holiday periods particularly the summer months when there is a great influx of pleasure craft.

This objection is relevant to many of the Coromandel Islands but as stated in (2) above scarcely applies in regard to Kopake.

Point 6 - The farms if established would look unsightly from land and sea.

See (2) above.

Point 7 - Existing marine life could be affected.

This is a matter which is outside this Ministry's province.

Point 8 - A number of yachtsmen have approached the owner to voice protest at the positioning of a farm in a recreational area. (See also 9.)

Point 9 - The Royal New Zealand Yacht Squadron and Royal Akarana Yacht Club are opposed to the farming venture as are other yacht and motor boat clubs.

We consulted the Auckland Yachting Association and many other interested parties during the course of the study. There was general acceptance of the finalised plan.

Recent conversation with the owner indicates that he is concerned that the value of his property may be lessened by the establishment of surrounding farms. It is not within our competence to comment on such matters.

Conclusion

There is little doubt that Kopake has been targeted as an area for marine farming. This is largely due to pressure to preserve the more scenically attractive areas in the region and to push farming into areas less popular in a recreational sense.



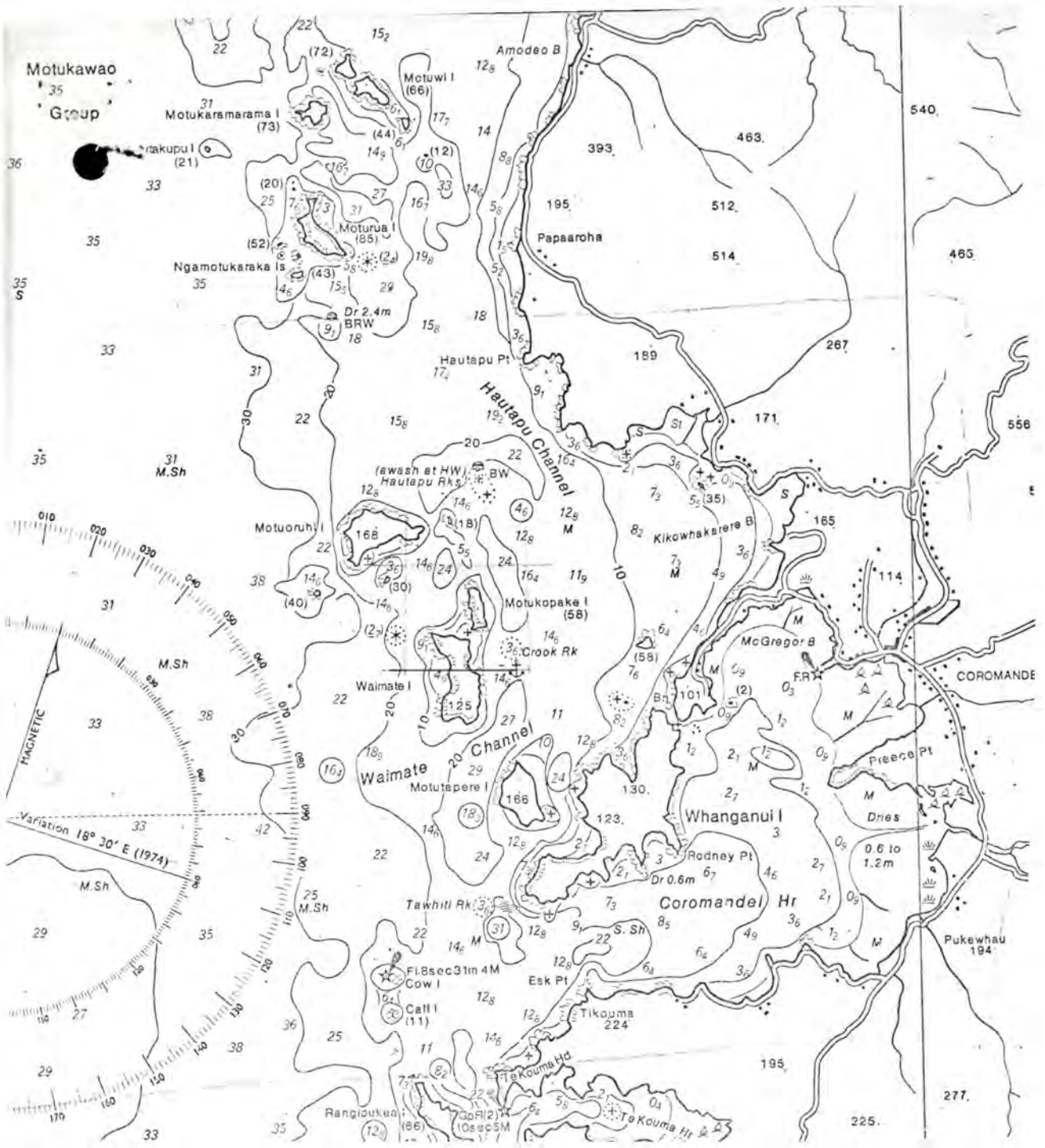
Thus under the headings set out in the preamble to this report

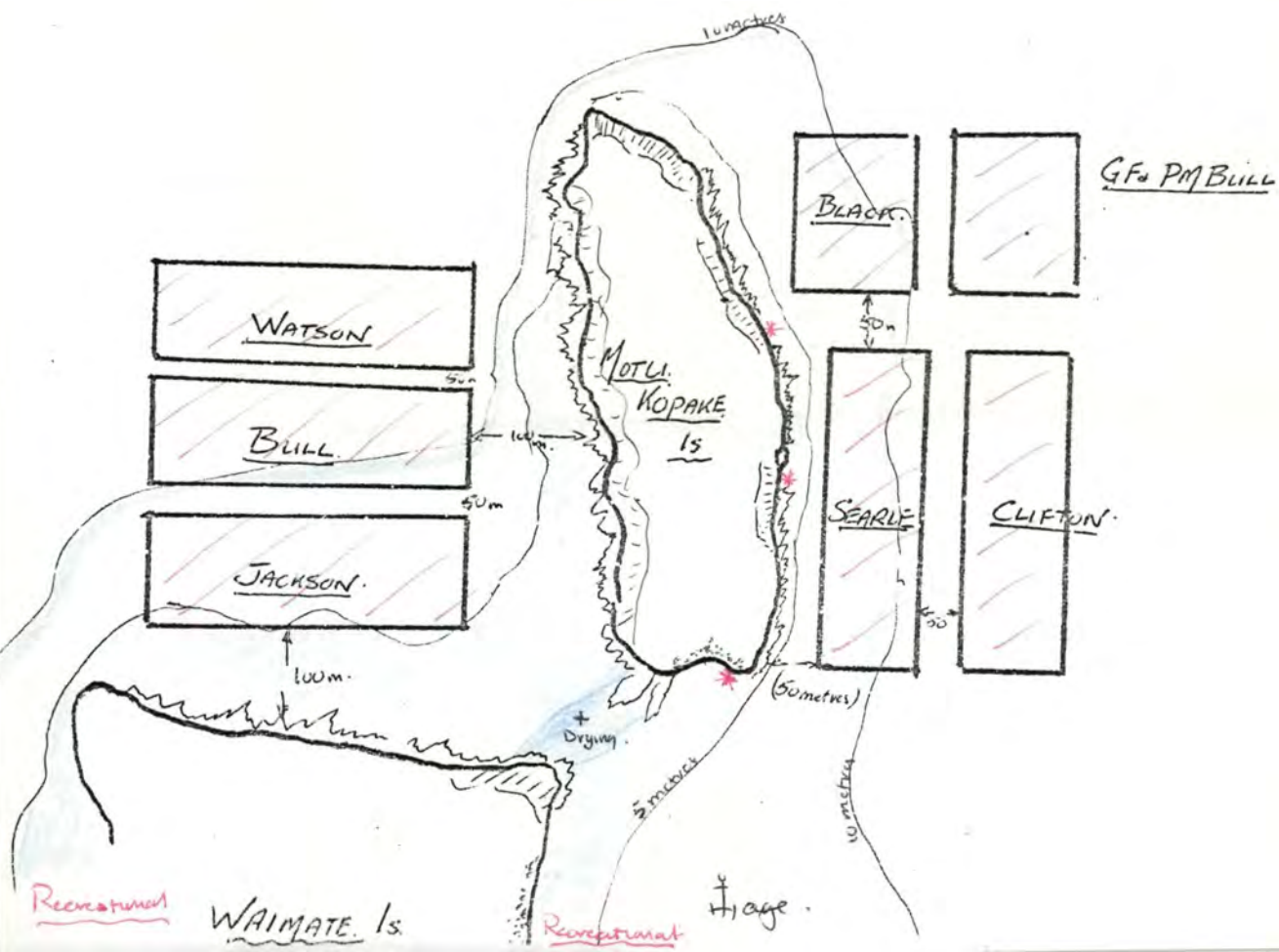
- (a) Access to the island has not been seriously affected although the 50 metre corridor around the eastern shore line is the absolute minimum that we would accept.

There is little if no adverse affect on general rights of navigation in the area.

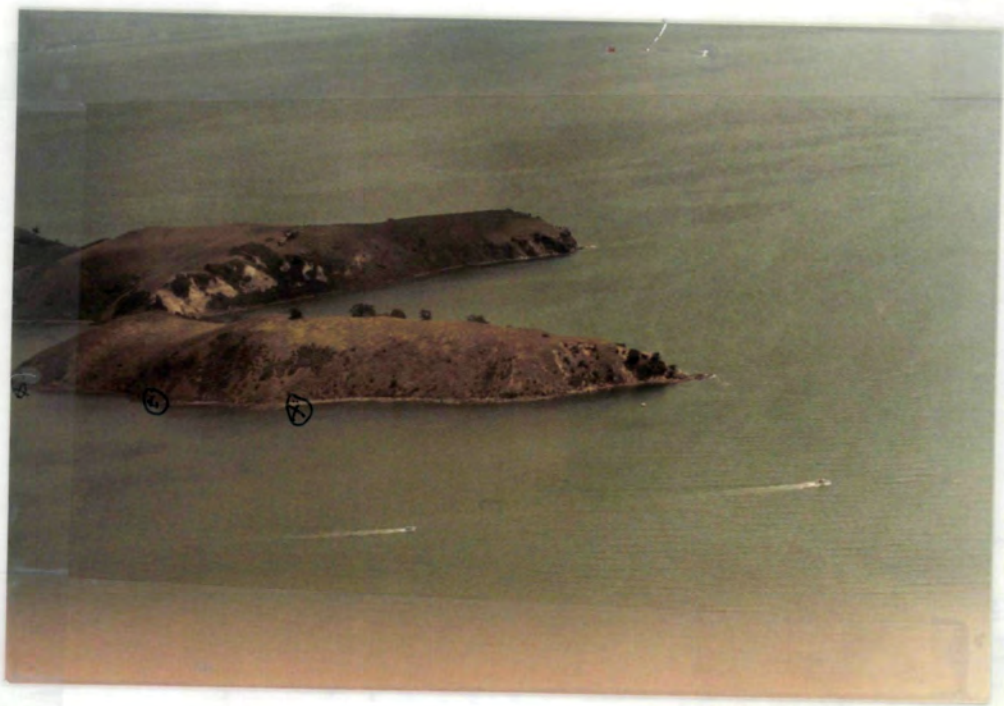
- (b) Due to the comparatively unattractive nature of Kopake public interest is not adversely affected to any significant degree and the adjacent and more popular locations have been preserved free of marine farming activities.

F. A. Stolberger  
for Regional Secretary





\* Landing area





Subject

Motukopake Island  
Marine Farming

Section: .....

File No. ....

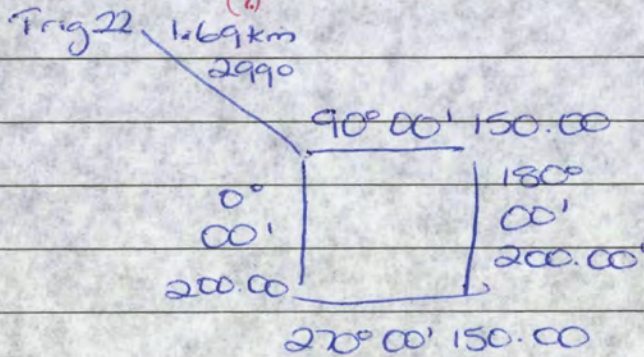
Date: .....

To-

1) Black HC 54/44/497 3.0 ha  
Application received 30 January 1981  
for mussels - long-line.

Concurrence 6 July 1983

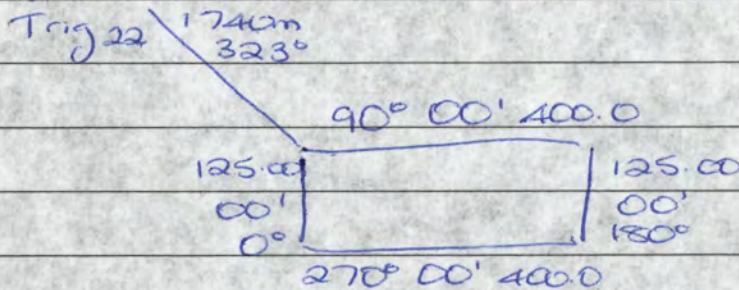
License issued 1 June 1984



2) Bull AM 54/44/698 5.0 ha  
Application received 28 October 1982  
for mussels - long-line

Concurrence 28 July 1983

License issued 1 June 1984



3) Clifton BA 54/44/747 5.0 ha  
Application received June 1983, but was  
originally made to MAF 1982  
for mussels - long-line

Concurrence 8 July 1983

License issued 1 June 1984



MINUTE SHEET

Department: .....

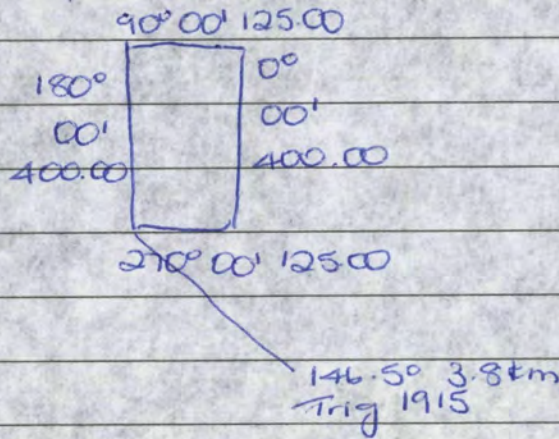
Subject

Section: .....

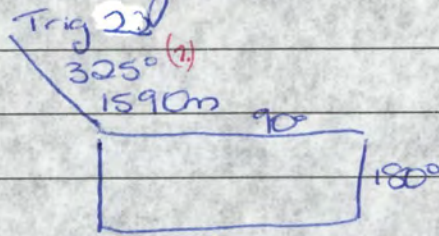
File No. ....

Date: .....

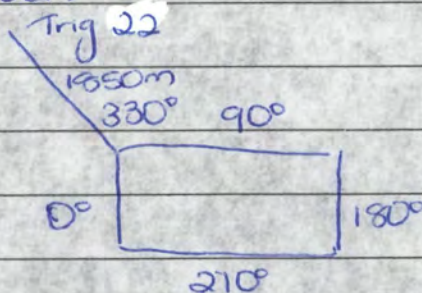
To-



- 4) Watson SM + CM 54/44/792 4.0ha  
 Application received December 1983 for mussels-  
 long-line.  
 Concurrence requested 13 March 1984  
 Not yet been given



- 5) Jackson LK, DJ, DL + DG 54/44/781 5.0ha  
 Application received October 1983 for mussels-  
 long-line  
 Concurrence requested 13 March 1984  
 Not yet given





To-

6) Bill GF + PM 54/44/679 3.0ha

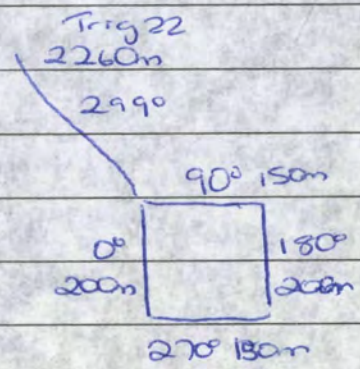
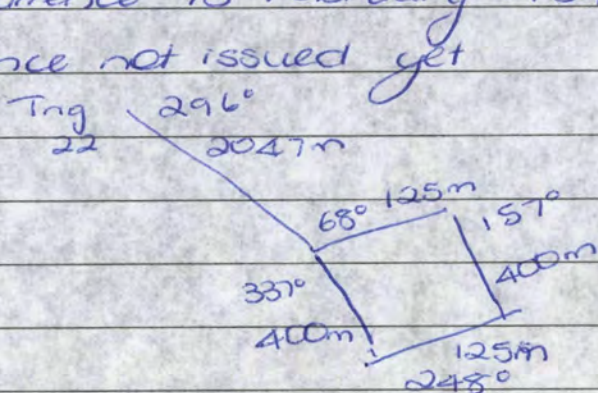
Application received September 1982 for 5.0ha

Revised application for 3ha September 1983

Mussels long-line

Concurrence 13 February 1984

Licence not issued yet



1st applic

2nd. applic.

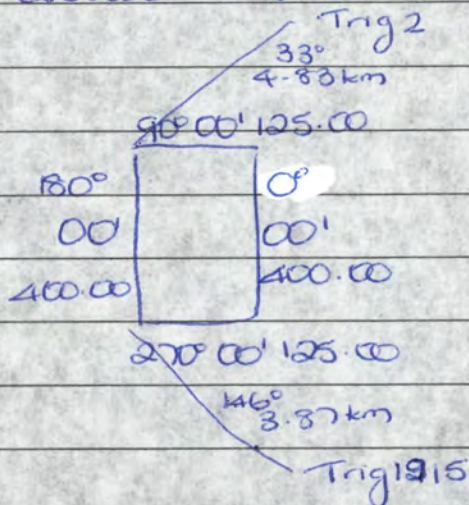
7) Searle JH 54/44/463 5.0ha

Application received December 1980 for mussels long-line.

Revised description 2/8/83

Concurrence 16 August 1983

Licence issued 1 June 1984



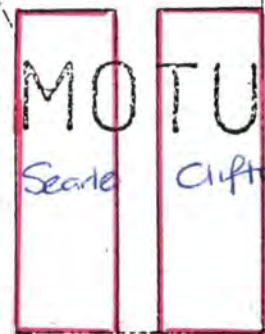
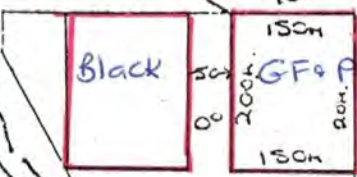
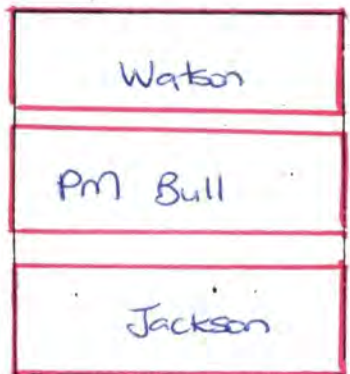
8) KA Shearer application (54/44/691) for Jackson site withdrawn 21/10/83.



FILE  
Date: 1/5/54  
Initials: G.L.

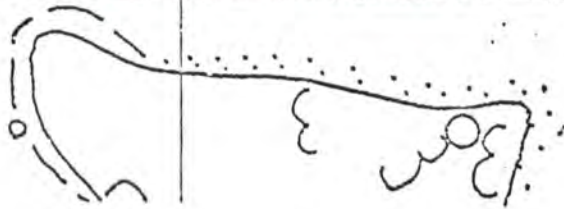
MOTUKARAMEA IS.

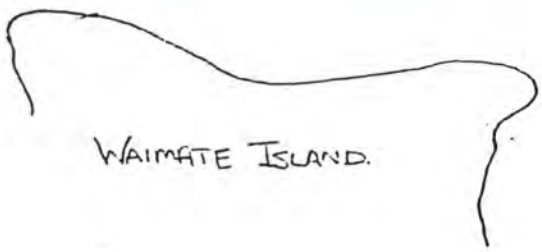
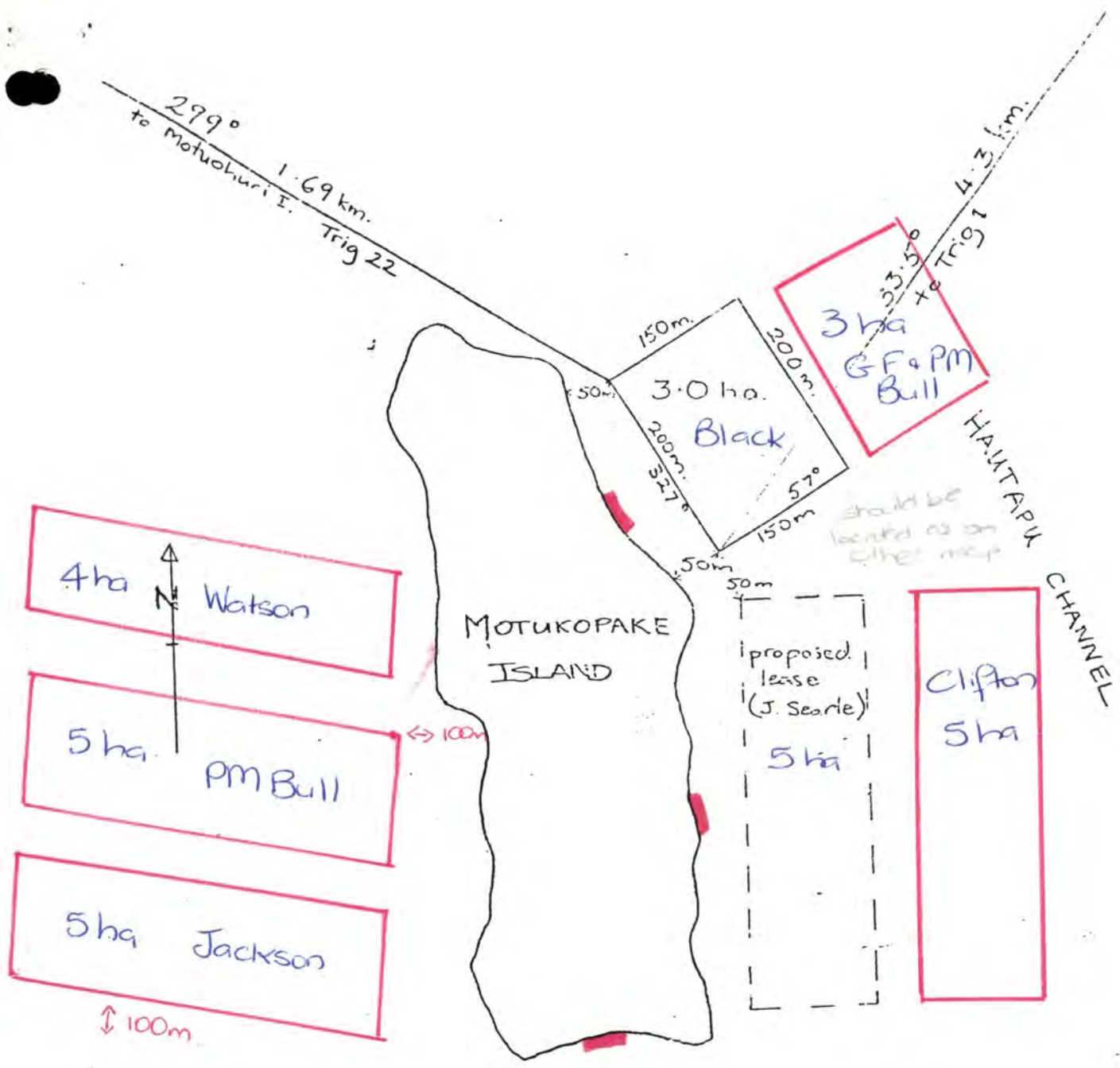
2260M 299°



MOTUKOPAKE IS.

rock





WAIMATE ISLAND.

PROPOSED MARINE FARM OFF

MOTUKOFAKE ISLAND.

South Auckland Land District  
 Thames - Coromandel District Council.

Block V Coromandel Survey District

Prepared from Air Photo 464/3, 4385  
 Survey of 1/2/51  
 4 NZMS I W  
 Initials: M.S.

<b>FILE</b>	
464/3, 4385	
1/2/51	
Initials: M.S.	

Scale 1 cm = 5 m.

TASMANIAN BUILDINGS LTD.

ANZAC AVENUE  
AUCKLAND  
NEW ZEALAND

P O BOX 3844  
AUCKLAND 1

12 November 1982

The Director-General,  
Ministry of Agriculture & Fisheries;  
Private Bag,  
HAMILTON.

Dear Sir,

MARINE FARM APPLICATION - P.M. BULL and G.F. BULL

We have received notice of application for a marine farming lease in an area of 5 hectares situated at the North Eastern side of Motukopake Island by Peter McMillan Bull and Gibson Frank Bull of Te Kouma Road, Coromandel.

As owners of Whanganui Island, Motukopake Island and with interests in other offshore islands in the immediate vicinity, we are vitally concerned that any type of marine farming be allowed in this area and object on the following grounds:

1. Whanganui Island and other adjoining islands were purchased or leased by the Spencer family who are the shareholders of Tasman Buildings Limited in order that they could more or less be preserved in their native state and kept free from subdivisional development.
2. The establishment of a further mussel farm would immediately detract from the natural environment of the adjoining land, and the presence of buoys and other floating objects could lead to further despoilation of the adjacent landscape and seascape.
3. The area of the proposed farming venture is adjacent to a very popular anchorage and is on a fairway used by both pleasure and commercial vessels.
4. The farm, if established, could restrict access into the Coromandel Harbour.
5. The area is used by boatowners over most of the year and during holiday periods, particularly the summer vacation, there is a great influx of pleasure boats of all types.
6. The farm, if established, would not only look unsightly from the land, but also when approaching from the sea.
7. Existing marine life could be affected by intensive mussel farming which could, in turn, lead to a deterioration of the foreshore.

FILED BY  
FILER No 13

12 November 1982

We strongly recommend that this application for mussel farming be disallowed in order to retain the area in its existing natural state for the benefit of not only boat owners and the people of the Coromandel Peninsula, but of the public of New Zealand.

Yours faithfully,  
TASMAN BUILDINGS LTD



F.H. TAYLOR

c.c. Messrs P.M. & G.F. Bull

FILED BY [unclear]  
FILE NO 16

# TASMAN BUILDINGS LTD.

ANZAC AVENUE  
AUCKLAND  
NEW ZEALAND

15 NOV 1982

P O BOX 3844  
AUCKLAND 1

12 November 1982

TEL ONE 31578  
The Director-General,  
Ministry of Agriculture & Fisheries,  
Private Bag,  
HAMILTON.

Dear Sir,

## MARINE FARMING APPLICATION - PETER McMILLAN BULL

We have received notice of application for a marine farming lease in an area of 5 hectares situated at the western side of Motukopake Island by Mr Peter McMillan Bull of Te Kouma Road, Coromandel.

As owners of Whanganui Island, Motukopake Island and with interests in other offshore islands in the immediate vicinity, we are vitally concerned that any type of marine farming be allowed in this area and object on the following grounds:

1. Whanganui Island and other adjoining islands were purchased or leased by the Spencer family, who are the shareholders of Tasman Buildings Limited, in order that they could more or less be preserved in their native state and kept free from subdivisional development.
2. The establishment of a further mussel farm would immediately detract from the natural environment of the adjoining land, and the presence of buoys and other floating objects could lead to further despoilation of the adjacent landscape and seascape.
3. The area of the proposed farming venture is adjacent to a very popular anchorage and is on a fairway used by both pleasure and commercial vessels.
4. The farm, if established, could restrict access into the Coromandel Harbour.
5. The area is used by boatowners over most of the year and during holiday periods, particularly the summer vacation, there is a great influx of pleasure boats of all types.
6. The farm, if established, would not only look unsightly from the land but also when approaching from the sea.
7. Existing marine life could be affected by intensive mussel farming which could, in turn, lead to a deterioration of the foreshore.

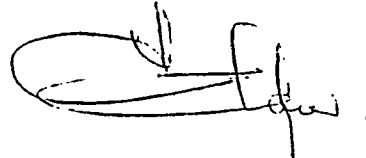
FILED BY  
FILED NO. 13

Ministry of Agriculture & Fisheries

12 November 1982

We strongly recommend that this application for mussel farming be disallowed in order to retain the area in its existing natural state for the benefit of not only boat owners and the people of the Coromandel Peninsula, but of the public of New Zealand.

Yours faithfully,  
TASMAN BUILDINGS LTD



F.H. TAYLOR

c.c. Mr P.M. Bull

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FILER No. 13

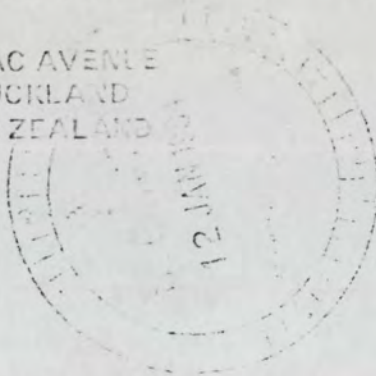


TASMAN BUILDINGS LTD.

ANZAC AVENUE  
AUCKLAND  
NEW ZEALAND

P O BOX 3644  
AUCKLAND 1

TELEPHONE 379



11 January 1984

The Director-General,  
Ministry of Agriculture & Fisheries,  
Private Bag,  
HAMILTON.

Dear Sir,

MARINE FARMING APPLICATION  
S.M. AND C.M. WATSON

*(West Motukopake.)*

We have been advised that an application has been made by the abovesamed of 23 Chorley Grove, Wellington 4 for a license under the Marine Farming Act 1971 for the purpose of farming mussels in an area of approximately 4 hectares situated off the western side of Motukopake Island, Coromandel.

As owners of Whanganui Island, Motukopake Island and with interests in other offshore islands in the immediate vicinity, we are vitally concerned that any type of marine farming be allowed in this area and object on the following grounds:

1. Whanganui Island and other adjoining islands were purchased or leased by the Spencer family, who are the shareholders of Tasman Buildings Limited, in order that they could more or less be preserved in their native state and kept free from subdivisional and marine development.

*Native state free of subdivisional marine development*

2. The establishment of a further mussel farm would immediately detract from the natural environment of the adjoining land, and the presence of buoys and other floating objects could lead to further despoilation of the adjacent landscape and seascape.

*detract from environment buoys etc detract from landscape & seascape*

3. The area of the proposed farming venture is on a fairway used by both pleasure and commercial vessels.

*Fairway, commercial/pleasurecraft*

4. The farm, if established, could restrict access into the Coromandel Harbour.

*Restrict access to Coromandel.*

5. The area is used by boatowners over most of the year and during holiday periods, particularly the summer vacation, there is a great influx of pleasure boats of all types.

*Pleasure craft influx*



- Unpleasantly from seaward*
6. The farm, if established, would not only look unsightly from the land but also when approaching from the sea.
- Effect on Marine life*
7. Existing marine life could be affected by intensive mussel farming which could, in turn, lead to a deterioration of the foreshore.

We strongly recommend that this application for mussel farming be disallowed in order to retain the area in its existing natural state for the benefit of not only boat owners and the people of the Coromandel Peninsula, but for the public of New Zealand as a national recreation area and scenic asset.

Yours faithfully,  
TASMAN BUILDINGS LTD

F.H. TAYLOR

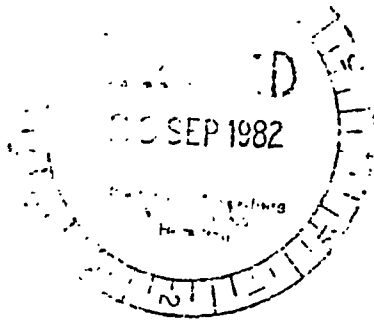
c.c. Messrs S.M. and C.M. Watson  
23 Chorley Grove,  
Wellington 4

# TASMAN BUILDINGS LTD.

TELEPHONE 31579

ANZAC AVENUE  
AUCKLAND  
NEW ZEALAND

P O BOX 3844  
AUCKLAND 1



17 September 1982

The Director-General,  
Ministry of Agriculture & Fisheries,  
Private Bag,  
HAMILTON.

Dear Sir,

MARINE FARM APPLICATION - G.A. CLIFTON, MOUNT EDEN

We have received notice of application for a marine farming lease in the Hautapu Channel on the eastern side of Motukopake Island by Mr Gordon Allen Clifton of 36 Dexter Avenue, Mount Eden.

As owners of Whanganui Island, Motukopake Island and with interests in other offshore islands in the immediate vicinity, we are vitally concerned that any type of marine farming be allowed in this area and object on the following grounds:

1. Whanganui Island and other adjoining islands were purchased or leased by the Spencer family who are the shareholders of Tasman Buildings Limited in order that they could more or less be preserved in their native state and be kept free from subdivisional development.
2. The establishment of a further mussel farm would immediately detract from the natural environment of the adjoining land, and the presence of buoys and other floating objects could lead to further despoilation of the adjacent landscape and seascape.
3. The area of the proposed farming venture is adjacent to a very popular anchorage and is on a fairway used by both pleasure and commercial vessels.
4. The farm, if established, could restrict access into the Coromandel Harbour.
5. The area is used by boatowners over most of the year and during holiday periods, particularly the summer vacation, there is a great influx of pleasure boats of all types.
6. The farm, if established, would not only look unsightly from the land but also when approaching from the sea.

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FILES NO. 15

Ministry of Agriculture & Fisheries

17 September 1982

7. Existing marine life could be affected by intensive mussel farming which could, in turn, lead to a deterioration of the foreshore.

We strongly recommend that this application for mussel farming be disallowed in order to retain the area in its existing natural state for the benefit of not only boat owners and the people of the Coromandel Peninsula, but of the public of New Zealand.

Yours faithfully,  
TASMAN BUILDINGS LTD

F.H. TAYLOR

Dictated by Mr Taylor and signed in his absence

FILED BY  
13

TASMANIAN BUILDINGS LTD.

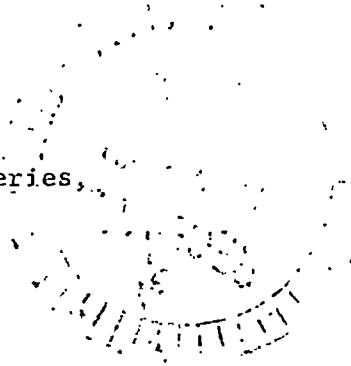
ANZAC AVENUE  
AUCKLAND  
NEW ZEALAND

31579

P.O. BOX 5244  
AUCKLAND 1

11 January 1984

The Director-General,  
Ministry of Agriculture & Fisheries,  
Private Bag,  
HAMILTON.



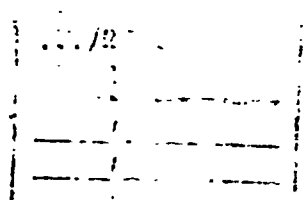
Dear Sir,

MARINE FARMING APPLICATION (*West Motukopake*)  
L.D.D. AND D. JACKSON

We have been advised that an application has been made by the abovenamed of 74 Heke Street, Wellington 4, for a license under the Marine Farming Act 1971 for the purpose of farming mussels in an area of approximately 5 hectares situated on the northern end of Waimate Island, Coromandel.

As owners of Whanganui Island, Motukopake Island and with interests in other offshore islands in the immediate vicinity, we are vitally concerned that any type of marine farming be allowed in this area and object on the following grounds:

1. Whanganui Island and other adjoining islands were purchased or leased by the Spencer family, who are the shareholders of Tasman Buildings Limited, in order that they could more or less be preserved in their native state and kept free from subdivisional and marine development.
2. The establishment of a further mussel farm would immediately detract from the natural environment of the adjoining land, and the presence of buoys and other floating objects could lead to further despoilation of the adjacent landscape and seascape.
3. The area of the proposed farming venture is on a fairway used by both pleasure and commercial vessels.
4. The farm, if established, could restrict access into the Coromandel Harbour.
5. The area is used by boaters over most of the year and during holiday periods, particularly the summer vacation, there is a great influx of pleasure boats of all types.



6. The farm, if established, would not only look unsightly from the land but also when approaching from the sea.
7. Existing marine life could be affected by intensive mussel farming which could, in turn, lead to a deterioration of the foreshore.

We strongly recommend that this application for mussel farming be disallowed in order to retain the area in its existing natural state for the benefit of not only boat owners and the people of the Coromandel Peninsula, but for the public of New Zealand as a national recreation area and scenic asset.

Yours faithfully,  
TASMAN BUILDINGS LTD

A handwritten signature in black ink, appearing to be 'F.H. Taylor', written over a horizontal line.

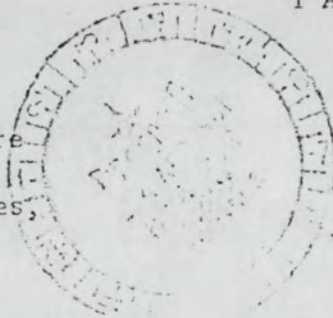
F.H. TAYLOR

c.c. Messrs L.D.D. and D. Jackson,  
74 Heke Street,  
Wellington 4

P.O. Box 1287,  
AUCKLAND 1.

1 April 1981

The Director-General of Agriculture  
and Fisheries,  
Ministry of Agriculture & Fisheries,  
P.O. Box 2298,  
WELLINGTON 1.



Attention: Mr E.M. Berg

Dear Sir,

(NE Melnikov)

MARINE FARM APPLICATION - H.C. BLACK, COROMANDEL

We have received notice of application for a marine farming lease in the Hautapu Channel to the N/E of Motukopake Island by Mr Heath Charles Black of P.O. Box 6 of Coromandel.

We are most concerned that there is another application to establish mussel farming in this area of the Coromandel Peninsular.

There are a number of points we wish to raise as part of our objection to mussel farming, or any other marine farming venture, being established in the area.

1. The Islands of Whanganui, Rangipukea, Waimate and Motukopake, plus some small unnamed islets and an area on the mainland, were purchased by the Spencer family to preserve them from sub-division.

*Subdivision*

2. The balance of the islands on the west side of the Coromandel Peninsular are leased by the Spencers under a long term lease from the Maori owners for the same purpose.

*mainland undeveloped*

3. There are few areas in the Gulf that are free from development and it is our intention that these islands be maintained in an undeveloped state.

*massive influx*

4. The area is used by yachtsmen during most of the year and during the holiday periods there is usually a massive influx of pleasure boats of all types.

*adj to popular anchorage*

5. The area where the farming venture is proposed is adjacent to a very popular anchorage.

*pleasure / commercial use. fairway*

6. The area where the farming venture is proposed is in a fairway used by pleasure and commercial vessels.

*unsightly*

7. The farming venture, if established, would be unsightly when seen from the sea and land.

FILED BY  
FILER NO 13

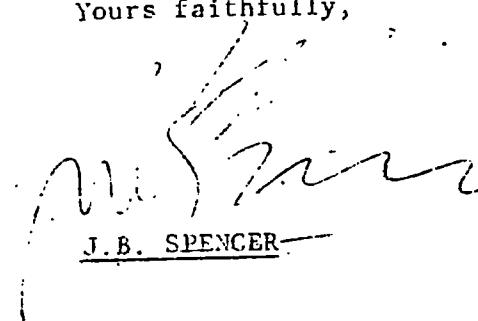
The Ministry of Agriculture & Fisheries

1 April 1981

8. A number of yachtsmen have approached the writer to voice their protest at the location of the proposed farming venture in a recreation area.
9. The Royal New Zealand Yacht Squadron and the Royal Akarana Yacht Club are opposed to the farming venture. We understand other Yacht and motor boat clubs are similarly opposed.

We would like to reinforce our first two statements that the islands and part of the mainland on the west side of Coromandel Peninsular were purchased by the Spencer family to preserve them as an undeveloped area and the subsequent leasing of the remaining islands for the same purpose. It is one of the few areas in the Gulf that have not been subdivided for building and development and we consider the preservation of the area vital for future generations of Aucklanders and New Zealanders.

Yours faithfully,

  
J. B. SPENCER

FILED BY: W  
FILES No: 13



HEAD OFFICE  
S.E.O. (HBRS)  
Attention: T. Law

Regional Office AUCKLAND

2 August 1983

MARINE FARMING - COROMANDEL STUDY - REVISED DESCRIPTIONS FOR APPLICATIONS

- ... Enclosed are copies of revised descriptions for the various areas of applications nearing completion. The descriptions have been taken from the planning map so that the applicant's areas lie within those set aside for marine farming.

In the letter from the Ministry of Agriculture and Fisheries, Hamilton Office of 26 July 1983, which enclosed these descriptions, they advised that it would not be necessary for any of these applicants who have received concurrence from our Ministry to readvertise as they all still lay largely in the area originally advertised.

J. M. Dean  
for Regional Secretary

Encl:



Ministry of  
Agriculture  
& Fisheries

IN REPLY PLEASE QUOTE .....

Private Bag,  
Hamilton, New Zealand.  
Telephone: 81 949

July 26 1983



The Secretary  
Ministry of Transport  
Private Bag  
AUCKLAND

ATTENTION: Harbours and Foreshore Section

MARINE FARMING : COROMANDEL

... Further to your telecom of July 11 1983. Please find enclosed the enlarged maps of the marine farm planning area for Coromandel as requested.

I have enclosed revised descriptions for the applications nearing completion. It has been necessary to take the description from the planning map so that the applications lie within the areas available for marine farming.

It will not be necessary for any of these applicants who have received concurrence from your minister to re-advertise as they all still lie largely in the area originally advertised.

*Paterson*

C E Paterson (Mrs)  
for Regional Executive Officer

Enc

*Copy of Enlarged Map given to Capt Stolberger*

*2-8-83 - added to odway map of study  
JRM*

The area measures 400 m x 125 m.  
The north west and inside corner is 2370 m  
from trig 169 on a bearing of 305°.  
The western boundary then proceeds for 400 m  
on a bearing of 180°.



MOTUKARAMEA IS.

2370M.

MOTUKOPAKE IS.

rock

IS.

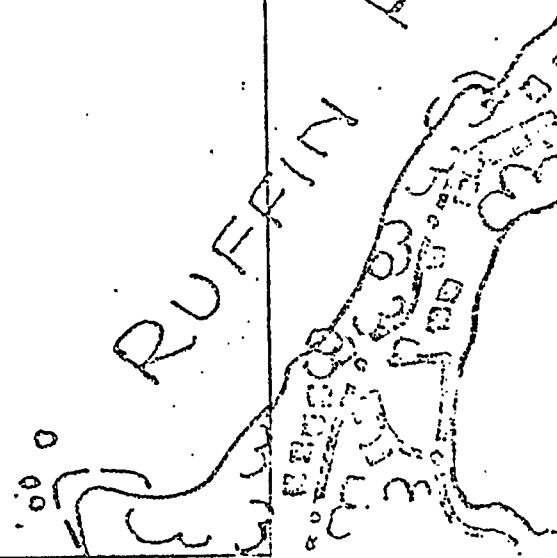
4585m.

MOTUKAKARIKITAH I S.



The area measures 200 m x 200 m.  
The south west corner is 4585 m to trig 169 on a bearing of 295°.  
The inshore side closest to Rat Island then proceeds for 200 m on a bearing of 69°30 m.

RUFERIN DENTIN





MINUTE SHEET

Department: .....

Subject:

Section: .....

File No. ....

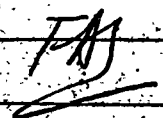
Date: .....

49918A-15 pads/7/80 MK

To-

Pilot  
 Great altogether from the fact that there is a  
 real obstruction here. we will tend to lose credibility  
 in the public eye if we are not seen to vigorously oppose  
 it.

Seemingly MBF got out of this by agreeing to our original  
 request in vague terms and then doing virtually  
 nothing to implement it.

FMS  


## MINUTE SHEET

Department: .....

Subject: .....

Section: .....

File No. ....

49918A-1E pads/7/80 MK

Date: 18.7.83

To-

Mr Spackman

I have repeatedly stated that we should oppose marine farming in this area. The only relaxation in this stance was in my note of 20.12.82 when it appeared that M&F had partly acceded to our request by withdrawing the seaward limit closer to the shore.

They state that this was to avoid destruction of the navigational passage from Te Kaura to Coxswater, yet the final plan which I see here for the first time does not go nearly far enough in removing the destruction.

I don't think that marine farming should be permitted at all in this area. If we cannot achieve this, then the extent should not be much greater than the original

MINUTE SHEET

Department: .....

Subject: .....

Section: .....

File No. ....

Date: .....

49918A-15 pads/7/80 MK

To:-

application for James

This is a very busy, busy route characterized by steep coastline with sharp headlands marking the area from south and east.

The original application for James lay within the right line James, the reef off East Pt. and N. Te Kama Head

Any permitted James areas should not extend outside this and should not interfere with existing navigational routes.

F. Ashbridge





MINISTRY OF TRANSPORT

Our Ref: ..... 54/48/13 .....

Your Ref: .....

## INTERNAL MEMORANDUM

To ..... Regional Secretary ..... From ..... K.R. Houliston, Head Office .....  
 ..... Auckland ..... Date: ..... 6 July 1983 .....

Subject: Marine Farming Plan: Coromandel .....

Attention: Mr P.D. Spackman

... Please find attached a copy of the recently approved marine farming plan for the Coromandel area. Also enclosed is the relevant extract from the New Zealand Gazette.

Areas which have been applied for within the available areas, and for which concurrence has been requested, are marked on Sheet 2 of the plan.

*K.R. Houliston*

K.R. Houliston, Mrs  
for Secretary for Transport

Encl

*M.A.F. Hamelton  
requested 2 copies of Plan. 11-7-83  
they are at present doing a special map  
for H.O. & they will send us a copy of this.  
Judson*

*Declared Areas Westcoast Coromandel Peninsula Wilsons Bay to  
Otautu Bay Not Available for Marine Farming Leases or Licences  
(Notice No. 3028, Ag. 9/5/1)*

PURSUANT to section 4 of the Marine Farming Act 1971, the Minister of Agriculture and Fisheries determines that all that area of foreshore, seabed and water in the area from Wilsons Bay to Otautu Bay, West Coast, Coromandel Peninsula and offshore to the gazetted boundary of the Auckland Regional Authority regional planning area and shall not be available for leasing or licensing under the Act, except those outlined in red and identified as "oyster leases" and "available for marine farming" on plans numbered MAF 197 and MAF 198, lodged in the offices of the Ministry of Agriculture and Fisheries in Wellington, Hamilton, and Auckland.

The determination shall come into effect on the date of publication of this notice and shall remain in effect until such time as it is revoked.

Dated this 17th day of May 1983.

REX AUSTIN,

Parliamentary Under-Secretary to the Minister of Fisheries.

54/49/2

54/48/13

The office of the  
Secretary for Transport

Regional Office, Auckland

Attention: T. Law

22 December 1982

MARINE FARMING STUDY : WILSONS BAY TO OTAUTU BAY, WEST COAST, COROMANDEL PENINSULA :  
SECOND DRAFT PLAN

Further to your memo of 13 December 1982.

NAUTICAL COMMENT:

The reduction of the seaward limits of the areas off Esk Point are welcomed.  
There is however no clear definition in the amended plan as to how far seaward  
the new zone extends.

There is at present an application from Wyborn Marine Farms Ltd to run longlines  
outside the existing MAF area in this locality.

HARBOURS & FORESHORES COMMENT:

This office agrees with the above comments.

J. M. Dean  
for Regional Secretary for Transport

MINUTE SHEET

Department: .....

Subject: .....

Section: .....

File No. ....

Date: 11/12/92

49918A-150 ads/7/80 MK

To-

H&F

The sediments of the seaward limits of the area off Estk Point are well mixed. There is however no clear definition in the ammonite record as to how far seaward the new zone extends.

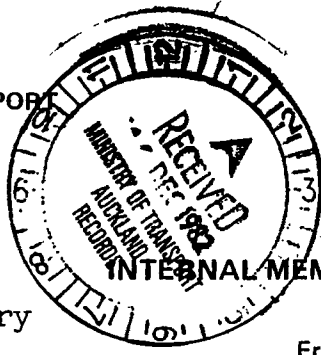
There is at present an approximation from the grey brown fauna to some long lines outside the existing MAF area in this locality.

*J. Miller*





MINISTRY OF TRANSPORT



Our Ref: 54/48/13

Your Ref: 54/49/2

INTERNAL MEMORANDUM

To ..... Regional Secretary  
 AUCKLAND ..... From ..... HEAD OFFICE .....

..... Attention: P.D. Spackman ..... Date: 13 December 1982 .....

Subject: MARINE FARMING - WILSONS BAY TO OTAUTU BAY, WEST COAST, COROMANDEL  
 PENINSULA .....

I write regarding the Ministry of Agriculture and Fisheries final management plan for the above area. I understand that a copy of this plan was sent directly to your office.

Your comments on the above plan would be appreciated.

Thank you.

*K.R. Houliston*

K.R. Houliston, Mrs  
for Secretary for Transport

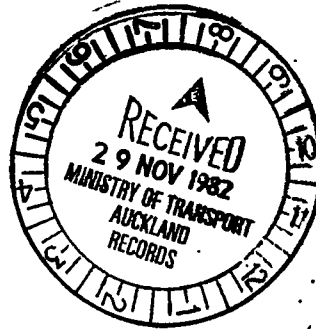


Ministry of  
Agriculture  
Fisheries

54/49/2

IN REPLY, PLEASE QUOTE 7/9/1

Private Bag,  
Hamilton, New Zealand.  
Telephone: 81 949



November 24 1982

Secretary for Transport  
Ministry of Transport  
Private Bag  
WELLINGTON

MARINE FARMING - WILSONS BAY TO OTAUTU BAY, WEST COAST, COROMANDEL PENINSULA

Your 54/48/13 of October 5 1982.


Thank you for your comments regarding the second draft plan for the above area.

Your comments together with those received from other interested parties have been taken into account in preparing the final plan, a copy of which is enclosed.

It would be appreciated if you could let me have any comments as soon as possible, as we would like to forward the plan and report to the Minister for his decision early in December.

This plan has been discussed with the "General Purpose Committee" of the Thames/Coromandel District Council.

A copy has been forwarded direct to your Auckland office.

  
G Aveyard  
for Regional Executive Officer

Encl.

c.c. Ministry of Transport  
Marine Division  
AUCKLAND.

CONFIDENTIAL

Extract from ~~the~~ draft final report on Marine Farming  
Wilson's Bay to Otautu Bay - Coronardel Peninsula.

10

Comments on specific proposed marine farm areas

Comments received on the second plan are in the main directed at areas proposed as being available for application for marine farming. Comments and adjustments to the second plan are covered below.

10.1

Kirita Bay

The area proposed as being suitable for mussel farming has been reduced to ensure adequate north westerly access to Kirita Bay and reduce effects on wild life.

10.2

West of Manaia Harbour

This area has been amended by reducing the area in the first bay east of Solomons Pt and extending the eastern end of the area by 200 metres. This will ensure more adequate access to the bay without unduly effecting the area available for application.

Under the Marine Farming Act, the Minister of Agriculture and Fisheries can determine which areas are open or closed to marine farming. There is no provision to allocate areas for use by specific individuals or groups.

The proposed areas will not interfere with access to seafood supplies for local people. Being licensed areas the public can pass through, over or under them.

10.3 Wekarua Island

No change is proposed to the area shown as suitable on the second plan.

The mussel farms being licensed areas would not interfere with any food gathering activities of the local people. Discussions with locals has not revealed any spiritual significance in the proposed area. The area east of the island is stated to be a daytime anchorage for small boats, however, navigational channels through and around the farms as well as other suitable anchorages close by would ensure that boats were not unduly effected.

10.4 South Te Kouma Head

A deep water port may be established just north of this area in the early 1990's. Therefore any licences issued for the area would need to be for a limited period ie expiry prior to 1990, and subject to annual renewal review thereafter until a decision is made on the port.

10.5 Te Kouma Harbour

No changes are proposed for areas currently leased for oyster farming.



10.6 South of Esk Pt

This area has been reduced to provide more adequate access to the two beaches at Zig Zag Bay and also on the seaward side so as not to obstruct the navigational passage from Te Kouma Harbour to Coromandel.

10.7 MAF Cleansing, Wet Storage, Spat Catching, Nursery Area

To avoid interfering with existing rights of navigation this area has been reduced on the seaward side.

10.8 South of Preece Point

An area to the north of the current oyster leases was considered suitable for further farms. However, this area has been reduced to provide for existing rights of navigation, water quality and reduced effect on estuarine birdlife.

10.9 East of Preece Point

No changes are proposed to the present oyster leases. There is however the possibility of a barging site for logs being located at Preece Point.

10.10 McGregors Bay

No changes are proposed to the present oyster leases. Concern was expressed at the water quality in this area. Health Department monitor and are responsible for ensuring water quality meets required standards.

10.11 Whanganui Island

The proposed area is not considered a navigational hazard and will not effect stock barges which do not use the bay concerned.

The farm will only be visible to passing boats and because of the low profile will have minimal visual impact.

10.12

Motukakarikitahi Island

The proposed area to the east of Motukakarikitahi Island has been reduced to cater for recreational use and navigational requirements particularly for small sailing boats approaching the beach on the South East corner of the island.

Because of the low profile of mussel farms it is not considered that the aesthetic values of the island will be unduly affected. The remaining area should have little effect on holiday makers being licensed areas the public can pass through, over and under the farms, in fact they could be an attraction and add interest to the seascape.

Some concern was expressed about the water quality. Health Department monitoring will ensure standards are maintained.

10.13

Motukopake Island

The area to the east of the island has been reduced on the seaward side to provide wider navigable channel west of the Hautapu rocks. There is no scallop beds beneath the proposed area, and there are navigational channels around and between farms for anchorage as well as other suitable areas close by.

10.14

Waimate Island

The area to the north of the island has been adjusted to allow 100 metres from low water mark to farm. This will ensure

better small boat navigation between farms and the islands.

10.15 Hautapu Channel

This area has been reduced on the western side to provide a wider navigable passage through the channel. Provision has also been made for wide navigation channels between farms.

It is considered that these farms will have no effect on the water access to the launching area at Koputauaki Beach, and the low profile of the farms will have little if any visual impact from the shore.

10.16 Moturua Island

No changes are proposed for this area. It is approximately 2.5 kilometres from the camping site at Papa Aroha and this distance together with the farms low profile will have very little aesthetic effect on the seascape. It would not unduly affect recreational use of the area, as these would be licensed farms and the public can pass through, over or under them. The normal anchorage area off the island is to the north of the proposed mussel farm sites.

FILE 54/49/2

# MINISTRY of TRANSPORT

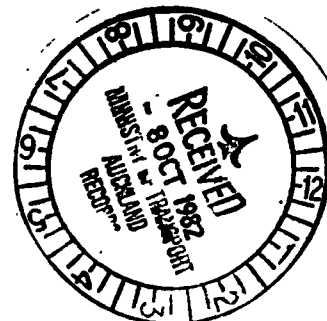


PRIVATE BAG, WELLINGTON 1  
TELEPHONE: 721 253  
TELEGRAMS: TRANSPORT

AURORA HOUSE  
THE TERRACE  
WELLINGTON 1

54/48/13

5 October 1982



~~The Regional Executive Officer  
Ministry of Agriculture and Fisheries  
Private Bag  
HAMILTON~~

Attention : Mr G. Aveyard

MARINE FARMING - WILSONS BAY TO OTAUTU BAY, WEST COAST COROMANDEL PENINSULA

Your letter of 5 August 1982 refers.

This Ministry has two comments regarding your second draft plan on the above Marine Farming Study.

1. The large areas east and west of Esk Point, particularly the latter, interfere significantly with existing rights of navigation and we vigorously oppose this designation. The Ministry would support the seaward limits of this area being set closer to the shore.
2. The area to the east of Motukopake Island should be decreased in size to produce a wider navigable channel west of Hautapu Rocks. The area to the west of Motupohukuo Island should also be decreased in size to allow a wider navigable passage through the Hautapu Channel.

for Secretary for Transport

Regional Secretary  
MOT  
Auckland

Attn P. D. Spackman

HEAD OFFICE

Regional Office, AUCKLAND

Attn: T. Law

8 October 1982

MARINE FARMING STUDY : COROMANDEL : OBJECTION

... Enclosed is a copy of an objection sent to this office by I. G. James.

The following are comments on the objection by Captain Stolberger:-

Please note my comments of 31 August 1982. You will note that the complainant's objection is closely aligned with mine in regard to the Esk Pt. area. The areas significantly affect navigation and should at least have their seaward limits restrained (see complainant paragraphs 4 & 6).

J. H. Dean (Miss)  
for Regional Secretary for Transport

Encl:

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**To view the wide format image(s) please go to the end of this document**

**The numbers listed below are also on the wide format image(s) that belong here**

**6263**

**Wide format was located here in this file**

**To view the wide format image(s) please go to the end of this document**

**The numbers listed below are also on the wide format image(s) that belong here**

**6260**



MINUTE SHEET

Department: .....

Section: .....

File No. ....

Date: 27.9.82

Subject

To-

H/F Section

Please note my comments of 31 August 82

You will note that the complainant's objection is closely aligned with mine in regard to the Esk Pt area.

The areas signposts after navigation and should at least have their seaward limits restrained

(See complainant's para's 4 & 6)

*J. R. Mettigan*

Secretary for Transport  
HEAD OFFICE  
Attention: E.O. (H. & F.)

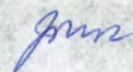
Regional Office, AUCKLAND

31 August 1982

MARINE FARMING STUDY : WILSONS BAY TO OTAUTU BAY, WEST COAST COROMANDEL PENINSULA

This office has the following comments on the above Marine Farming Study :

1. The large areas east and west of Esk Point, particularly the latter, interfere significantly with existing rights of navigation and we should vigorously oppose these or at least seek to have their seaward limits restricted. (See Section 18.)
2. Similarly the area east of Motukopake Island forms an unnecessarily extensive barrier to coastal cruising traffic. (See Section 22.)



J. M. Dean  
for Regional Secretary for Transport





54/48/13

16 August 1982

~~The Regional Executive Officer  
Ministry of Agriculture and Fisheries  
Private Bag  
HAMILTON~~

~~Attention ; Mr G Aveyard~~

~~MARINE FARMING - WILSONS BAY TO OTAUTU BAY, WEST COAST COROMANDEL  
PENINSULA~~

~~Thank you for your second draft plan forwarded to this Ministry  
under cover of your memorandum dated 5 August, this office is  
obtaining comments and will respond back to you by the 7 of  
October.~~

~~B T Addison  
for Secretary for Transport~~

~~The Regional Secretary  
AUCKLAND~~

~~Copy for your information, could we please have your comments  
on this draft plan.~~

*B T Addison*

~~B T Addison  
for Secretary for Transport~~

Mr. Spackman

It is apparent from this report that Ag & Fish have already decided where they wish to place farming areas. They appear to select points from the various submissions which seem to substantiate their case, ignoring those aspects which they consider prejudicial to their aims.

\* (1) The large areas east and west of Fok Point - particularly the latter, interfere significantly with existing rights of navigation and we should urgently appeal them or at least seek to have their seaward limits restricted.  
(See Section 18)

\* (2) Similarly the area east of Motukopake Island forms an unnecessarily extensive barrier to coastal cruising traffic.  
(See Section 22)

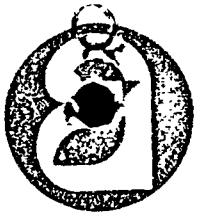
When the opportunity arises for the lodging of objections, would you please let me know.

F A Stollagen, 12/8/82

Hx F.

AFF  
9-8-82

54/48/13.



Ministry of  
Agriculture  
& Fisheries



Reference : 7/9/1

Private Bag  
HAMILTON

Telephone : 81 949

10.8.82.

Commissioner  
Ministry of Transport  
Private Bag  
Wellington

Dear Sir,

MARINE FARMING : WILSONS BAY TO OTAUTU BAY, WEST COAST,  
COROMANDEL PENINSULA

Further to my 7/9/1 of August 5 1982 and the plan and report on marine farming in and around the Coromandel Harbour, which were attached.

We would like to invite a representative from each of the various organisations who commented on the initial plan, to a meeting at the Council Chambers, Kaponga Road, Coromandel on Saturday August 21 1982 at 2 p.m.

The purpose of the meeting is to discuss the second plan and clarify any points which may be raised.

Would you please confirm the name of your organisation's representative who will be attending.

We will also be holding a public meeting in Coromandel on September 4 1982. Further details will be advertised closer to the time.

Yours sincerely

G Aveyard  
for Regional Executive Officer



Ministry of  
Agriculture  
& Fisheries

Reference: 7/9/1  
Private Bag  
Hamilton, New Zealand  
Telephone: 81 949

Mr P Spakman,  
Ministry of Transport,  
Marine Division,  
Private Bag,  
Auckland.

August 5 1982

Dear Sir

MARINE FARMING - WILSONS BAY TO OTAUTU BAY, WEST COAST  
COROMANDEL PENINSULA

In November 1981 a planning exercise was instigated by this Ministry to determine those areas where marine farming should or should not take place in and around the Coromandel Harbour.

Initially a preliminary plan showing areas it was considered would be suitable for oyster and mussel farming was sent to various agencies and public comment sought. Interested parties were asked to examine the plan and identify those areas where the development of marine farming would be undesirable in terms of navigational needs, recreational use, development of other industries, preservation of coastal environment etc.

From the submissions received and other sources of information, a second plan has been drawn up showing areas where it is considered marine farming should or should not take place, and this together with a report, is attached.

We would appreciate any comments or submissions you may wish to offer on this second plan by October 7 1982.

Following receipt of comments and submissions a final plan and report will be forwarded to the Minister for a decision. This will be given effect under Section 4(2) of the Marine Farming Act 1971 by notifying, in the New Zealand Gazette, those areas which will not be available for marine farm leasing or licensing.

A public notice stating where copies of the plan and report can be viewed (on request) will be published in the NZ Herald and the Thames Star. It is also intended to hold a public meeting at Coromandel, further details will be advised closer to the time.



-2-

The second plan and report has been distributed to those organizations and agencies who were invited to forward comment on the preliminary plan and also all those who did comment.

We look forward to receiving your comments and thank you for your co-operation and assistance in this exercise.

Yours faithfully



G Aveyard  
for Regional Executive Officer

Harbours & Foreshores Section,  
HEAD OFFICE  
Attention: Mr Hensen

Regional Office, AUCKLAND

16 February 1982

COROMANDEL COASTAL STUDY

... Attached are comments relating to the investigative study of the Coromandel Coast (Wilson Bay to Otautu Bay). The accompanying chart makes reference to the 13 known applications for marine farming licences within this area.

... I have also enclosed a copy of the previous report originally sent from Head Office.

I shall be pleased to make further comment if required.

F.A. Stolberger  
Examiner Masters and Mates

Encl.

## COROMANDEL COASTAL STUDY

The Coromandel Coast provides attractive and sheltered cruising grounds for a large and increasing fleet of pleasure craft based in the Auckland Area. Situated 25 miles west of the City it is within easy weekend cruising range and attracts large numbers of yacht and launch owners throughout the area.

Passage from Auckland is largely sheltered by the islands of the inner Hauraki Gulf. Thus Coromandel provides an alternative venue to the other medium range cruising area at Kawau according to prevailing weather conditions.

### Potential Traffic Density

According to New Zealand Yachting Federation statistics 85% of all pleasure craft in the country operate in the Auckland region. The Coromandel Coast is therefore, a potential cruising ground for -

4,256 registered keel yachts	) Figures according to the Auckland Yachting Association register.
3,655 registered trailer sailers	
176 multi-hulled sailing vessels	

In addition there are large numbers of motor launches for which figures are not available.

Within the Coromandel area itself, launching ramps at (1) The township (2) Koputauaki Bay (9 kilometres north) Long Bay (3 kilometres north) Omaru Bay (7 kilometres north) provide ample facilities for substantial trailer borne fleets in the holiday periods.

It is also the natural outlet for members of the Thames Sailing Club for whom the Coromandel Coast is the main outlet.

Commercial usage is relatively low however. The fishing fleets at Thames and Coromandel itself consist of 48 and 61 registered vessels respectively. The majority of these are long line and set net vessels, which fish the area close inshore according to season.

Although high traffic densities are evident only in the summer months and at holiday periods, it may be seen that almost 10,000 small craft operate either in or closely adjacent to the area.

### Factors Effecting Potential Growth

1. According to the New Zealand Federation statistics for the years 1979, 1980, 1981, registration of keel yachts and trailer sailers are increasing at about 8% per annum. Thus over this period the fleets of sail powered vessels with a cruising capability have increased at an average in the Auckland area of 715 per year.
2. Large increases in marina berthage in the Clevedon River are already in progress. These sites are much closer to Coromandel and easily within the day's sailing range.
3. Within the past year there has been marked growth in the operation of chartered yachts operating from Auckland as a tourist attraction. The



sheltered and scenic waters of the Coromandel Coast are seen as an ideal venue should this industry prosper.

4. Investigations are currently underway to find suitable locations either in Coromandel Harbour or its immediate vicinity, for the establishment of a timber export trade. Large areas of State forest will shortly reach maturity in the hinterland regions, with the only feasible means of outlet either by tug and barge traffic, by rafting or by the establishment of a deep water port close at hand.

According to the New Zealand Forest Service it is anticipated that the sea routes will carry some 130,000 tonnes of pine logs per annum. Suggestions of rafting timber to Thames could have a major impact on proposed mussel farming activities. There is therefore, every indication that already substantial/ pleasure boat traffic will increase and that this will be augmented by commercial traffic (other than fishing boats), will also expand.

### The Area

Much of the coastline consists of rocky shorelines steep to, with deep water close inshore. This is particularly the case in the off-lying islands and the more exposed areas of the mainland coast. There are numerous sand or shingle beaches generally at the heads of the bays and inlets.

Throughout almost the entire area, the sea bed consists of mud, sand and shells, thus affording good holding grounds where the depth of water permits anchoring. Currents and tidal storms are not particularly strong, rarely attaining more than  $1\frac{1}{2}$  knots except in some of the narrower passages.

The mean tidal range is 3.2 metres so that access to the head of larger inlets especially Maniawand Te Kouma Harbours is available only to trailer sailers or shallow draught craft.

According to meteorological Office figures, the prevailing wind direction is from southwest to northwest for more than half recorded observations, with significant southerlies mainly in the summer months. Average wind speeds of 13.7 knots in October and 9.9 knots in May were the highest and lowest monthly figures recorded.

In an area such as this with steep coast lines, comparatively narrow sea passages and the adjacent mountain ranges, local patterns of wind, would almost certainly be imposed.

### Patterns of Usage

The main harbour for pleasure boats is Te Kouma, which provides safe anchorage for many vessels in almost all conditions of wind. This generally is the venue either for weekend sailors from Auckland and Thames or for the races held frequently from both centres.

Further long term anchorage is available in bays along the northern shoreline in the approaches of Coromandel Harbour and to a lesser extent, the southern shoreline also. Apart from vessels which make the passage to Te Kouma and return, it forms the apex for the popular triangle Auckland, Coromandel, Great Barrier

route. Yachts in this case make passage north through the islands, leaving only short exposed passage from Cape Colville to the harbours in Great Barrier.

... The main anchorage and the general cruising routes are shown on the attached section of the chart. It should be noted particularly that the area northeast of Waimate Island is virtually the only safe anchorage for yachts making this cruising passage. The only other available haven is in Motukahua Island and is sufficient only to accommodate a very limited number of yachts at any one time.

In addition the Cow and Calf Islands adjacent to the entrance to Coromandel Harbour form the apex of the racing triangle for many yacht races.

Long lining and set netting is common throughout almost all of the area but there is surprisingly little crayfishing activity with only three registered boats operating from Coromandel.

It is likely that the tug and barge services will take timber either by the island passages to Whangarei or south to Thames or to both. If rafting operations prove feasible this will operate to Thames only.

Recommendations

It would seem preferable that one or more suitable areas be set aside to allow mussel farm licence holders to group their areas together. There would seem to be benefits for farmers in the greater security from poachers as well as a reduction in the establishment and maintenance of required navigational marks.

The obvious benefits to other water users would be a reduction in interference with rights of navigation and access to recreational grounds.

Mussel lines generally run parallel to the shoreline and hence create a minimum of interference. Apart from the usual criteria however, e.g. blocking anchorages or access to them, restricting passage widths etc., they should be laid with care when adjacent to bluff headlands. There are frequent examples of this, where traffic rounding a point may come on lines or structures with little or no warning. This is particularly the case where channels are restricted in width, constraining vessels to keep to the starboard hand in obedience to the Collision Regulations.

... Referring to the attached charts.

Vol. 2 8.5  
Vol. 2. The application from Shearer (Mania Harbour) no objection.

Folio 11. The application from Davies (Southeast of Wekarua Island) no objection but the eastern limits should not approach the eastern extremity of the island.

Vol. 2.  
Folio 13. The application for Nicholson - no objection.

The waters of Te Kouma Harbour and the passage between Rangipuka Island and the mainland should be preserved free of hinderance.

The three existing lines controlled by Ministry of Agriculture and Fisheries on the south side of the Coromandel Harbour entrance, do not constitute a hazard but future development along this coast should be curtailed (a) to allow access

to several attractive beach areas, (b) in the light of proposed tug and barge or timber rafting activity.

7 The application from Bronlon is in one of two favoured anchorages in this area. This could be recommended provided tidal access to the head waters and main anchorage area in the bay is preserved.

Vol 2  
p 6 The application from Cunningham is not recommended as it could interfere with navigation rights of vessels entering that harbour from the north. It may be acceptable if moved further to the east along this shoreline.

2 The application from Victoria Farms. The legal description of this is not available but entrance to the passage between Whanganui Island and the mainland should be left clear. This passage is available to smaller fishing vessels entering Coromandel Harbour and, with discretion, to smaller keel yachts and trailer sailers. It is a passage however, which should not be attempted without local knowledge.

If located south of the off-lying rocks it should either extend to the rocks which it will serve to mark or if not extending so far eastward this reef will need to have a beacon installed if traffic is forced into this vicinity.

7 The applications from Nicholson and Dollimore and Holman relate to the narrow passage between Motutapere and Whanganui Islands. The legal descriptions are not available. The channel is constricted in its southern end to a maximum width of 2 cables by a reef extending from the southeast corner of Motutapere Island. It would seem that the Nicholson Dollimore application if lying within the extremities of this projection would not effect navigation and would in fact serve to keep vessels clear of the reef.

The existence of two such farms on either side of what is already a narrow passage could perhaps reduce the waterway to an unacceptable extent. The Holman application is therefore, less favoured than that of Nicholson and Dollimore.

Existing oyster lines along the east coast of Waimate Island do not represent a hazard to navigation. The owner has already been asked to withdraw the northern boundary southwards and to move the southern boundary northwards. In the first instance it is important to preserve tidal access to the anchorage northeast of Waimate. This is the only safe refuge available in this region. In the latter case the island terminates in a sharp bluff at the southern end and this part of the farm could be obscured to traffic from the southwest.

Vol 2 p. 10 The application from Black for the area for northeast Waimate is not acceptable under any circumstances as it totally blocks access to the anchorage area. The  
Vol 2 p. 7 application from Searle does not unduly effect navigation and could be approved.

Vol 2 p. 12 The application from Clifton again does not seriously effect navigation and may be approved.

CHE/WR

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54/49/2

22 December 1981

Ministry of Agriculture and Fisheries  
P.O. Box 1254  
AUCKLAND

ATTENTION: MR A.A. BARRON

Further to your letter of 9 December 1981. The area, West Coast of the Coromandel Peninsula, Wilsons Bay to Atautu Bay, is under Grant of Control of Thames Coromandel District Council. They will be able to provide all information re structures on foreshore etc.

The Thames Coromandel District Council will also have information concerning navigable routes used by boat traffic in the area.



C.H. Emerson (Miss)  
for Regional Secretary for Transport





Ministry of  
Agriculture  
& Fisheries

Private Bag,  
Auckland.

Telephone 771 729

Our Ref:

Your Ref:

Marine Department  
Ministry of Transport  
Private Bag  
AUCKLAND



December 9 1981

Attention: Harbours and Foreshore Section

As you are aware this Ministry is at present undertaking a marine farm planning exercise for the West Coast of the Coromandel Peninsula, Wilsons Bay to Atautu Bay. Could you please inform us of the location of any jetties and boat ramps, either public or private, ski lanes, moorings and anchorages or the authority or organisation that has a Grant of Control over the foreshore or waters pursuant to the Harbours Act 1950. Could you also identify the navigation routes regularly used by existing boat or ship traffic, navigable channels, creeks or rivers in the study area. We are currently trying to accumulate as much information on the area as is possible.

*A.A. Bartrom*

(A.A. Bartrom)  
Fisheries Management Division



67/49/2.



Ministry of  
Agriculture  
& Fisheries

File Reference: 7/9/1

Private Bag  
HAMILTON

Telephone: 81 949

December 14 1981.

Mr P Spakman  
Ministry of Transport  
Marine Division  
Private Bag  
AUCKLAND



MARINE FARMING : WILSONS BAY TO OTAUTU BAY  
WEST COAST, COROMANDEL PENINSULA

Further to previous correspondence.

Following the issue of the plan showing areas suitable for marine farming, some enquiries were received seeking clarification on the criteria used to determine these areas.

... The attached information has been prepared to clarify the matter.

G Aveyard  
for Regional Executive Officer

Encls



# Ministry of Agriculture & Fisheries

P.O. Box 3437  
Auckland  
New Zealand  
Phone 794-700

Fisheries Management Division  
~~Customhouse~~ 6th Floor  
~~Quay Street~~ Swanson Towers  
~~Phone 773-008~~ Federal Street

## CRITERIA USED TO DETERMINE AREAS THAT ARE SUITABLE FOR MARINE FARMING

The type of marine farming that is likely to increase in the next five years is the plastic float long line system used for growing mussels as developed in the Marlborough Sounds. It is unlikely there will be much interest in the raft culture method as the long line system has largely superseded that method. The other type of activity relating to mussel farming that could develop in the Coromandel area is that of spat catching for mussels.

The major requirements necessary for a long line mussel farm are:

- (1) A depth of 6 to 7 metres or more.
- (2) A tidal current preferably less than 3 knots.
- (3) As much shelter as possible, especially from SW and NE winds.
- (4) Sea water with little pollution (including fresh water).
- (5) An area to collect spat.

### Primary Secondary and Tertiary Sites

Mussel farming sites can be categorized into three types of sites.

#### (1) Primary Sites

Most suitable for mussel farming in which there is

- Greater than 6 to 7 metres of water
- Tide flow of less than 2 knots
- Sheltered on all sides
- Pollution free

#### (2) Secondary Areas

These are not as suitable for mussel farming and are sites where the requirements for a farm have been compromised eg a semi exposed site.

#### (3) Tertiary Sites

Sites which have greatly moved away from one or more of the requirements as set out above eg a fully exposed site.

2

It is likely that as applications for primary sites are either developed or developed as farms then pressure of applications will most likely increase in secondary areas. A secondary area is an area where some of the requirements have been compromised but where it is being found it is still economical to culture mussels.

It is unlikely there will be much interest in tertiary sites in the near future. Any development of these areas will be dependent on future technological developments.

#### Spat Catching

Research work has been and is continuing to be done on the feasibility of catching mussel spat in the area under discussion. Results so far have shown that of the eight sites tested, only one has shown any promise of being an area with consistent commercial amounts of mussel spat settling.

#### Suitable oyster farming areas

In this planning exercise "suitable" in relation to areas for oyster farming means areas that from the Ministry's experience are suitable for farming as it is currently practised in the area.

#### Unmarked marine areas

Areas not marked on the marine farming planning study maps are unsuitable for marine farming generally because:

- (1) It is too deep or too shallow for oyster farming.
- (2) Too shallow or too exposed for mussel farming.

(A.A. Bartrom)  
Fisheries Management Division

54/47/2

Reference: 7/9/1  
Telephone: 81 949  
Private Bag  
HAMILTON

December 7 1981



Ministry of  
Agriculture  
& Fisheries

Mr P Spakman  
Ministry of Transport  
Marine Division  
Private Bag  
AUCKLAND

MARINE FARMING - WILSONS BAY TO ATAUTU BAY  
WEST COAST COROMANDEL PENINSULA

Further to my 7/9/1 of November 26 1981.

Arrangements have been made to hold a public meeting at the RSA Hall,  
Kapanga Road, Coromandel on Saturday, December 19 1981 at 2.00 pm.

The intention is to outline the planning exercise to those present  
and clarify any points which may be raised.

We will also have marine farming displays for viewing between noon  
and 2.00 pm and staff available to answer queries.

It would be appreciated if you could advise members of your  
organisation who may be interested in attending the meeting.

G Aveyard  
for Regional Executive Officer





**Ministry of  
Agriculture  
& Fisheries**

File Ref: 7/9/1

Private Bag  
HAMILTON

Telephone: 81 949

November 26 1981

Mr P Spakman  
Ministry of Transport  
Marine Division  
Private Bag  
AUCKLAND

**MARINE FARMING - WILSONS BAY TO ATAUTU BAY, WEST COAST COROMANDEL  
PENINSULA**

The Thames-Coromandel District Council and this Ministry recognise that there is a growing number of applications for marine farm sites in and around the Coromandel Harbour. This has highlighted the need to develop a planning strategy for the conservation and optimum use of marine resources and marine farming within these areas.

A planning exercise now being instigated by this Ministry will reiterate that marine farming as an industry is to be encouraged, but should not be to the detriment of other users of the water, the character of the region, land planning requirements or the capacity of amenities to cope with any increased development. More specifically, the content of the planning exercise is essentially an expansion of the criteria set out under section 7 (1) of the Marine Farming Act 1971, which the Minister of Agriculture and Fisheries considers before deciding to grant a marine farming lease or licence. This exercise will determine those areas where marine farming can or cannot take place and will subsequently be given effect under Section 4 (2) of the Act by notifying in the New Zealand Gazette those areas which will not be available for marine farm leasing or licensing.

This planning exercise is not supplanting the overall planning study being conducted by the Thames-Coromandel District but will be integrated into it.

... As a basis for the exercise, this Ministry has recently completed a scientific assessment of the area and the attached plan shows the areas where biologically it is considered oyster and mussel farming would be possible. The areas marked include existing leased and licensed areas as well as areas currently under application.

This plan is being sent to the various local authorities and government departments who either exercise responsibilities or have an interest in the development of the area, to give them the opportunity to examine and identify those areas where the development of marine farming would be undesirable in terms of navigational needs, recreational use of the water or adjoining land, the development of other industries and associated facilities and the preservation of the coastal environment from both aesthetic and

ecological points of view.

It would be appreciated if you would forward your comments to this office by January 29 1982, so that a further plan can be prepared taking into account other relevant aspects and requirements.

We also intend to involve the general public in this exercise and a public notice stating that copies of the plan and this letter will be available for perusal at the Ministry's offices at Coromandel, Thames, Hamilton, Auckland and Wellington and the Post Office Coromandel; will be published in the newspaper circulating in the Coromandel area.

I look forward to receiving your comments and thank you for your co-operation and assistance in this matter.

Yours faithfully



G Ayeyard  
for Regional Executive Officer

Encl

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**To view the wide format image(s) please go to the end of this document**

**The numbers listed below are also on the wide format image(s) that belong here**

**6259**

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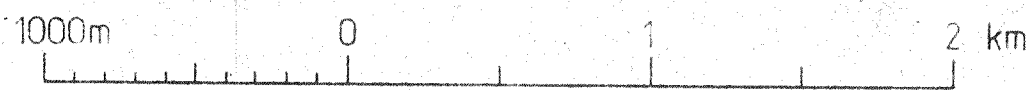
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**6258**



WILSONS BAY TO OTAUTU BAY  
WEST COAST COROMANDEL PENINSULA

Scale 1:25 000



Maps drawn by  
Dept of Lands & Survey Auckland

MINISTRY OF AGRICULTURE AND FISHERIES (Auckland)

KEY

6258

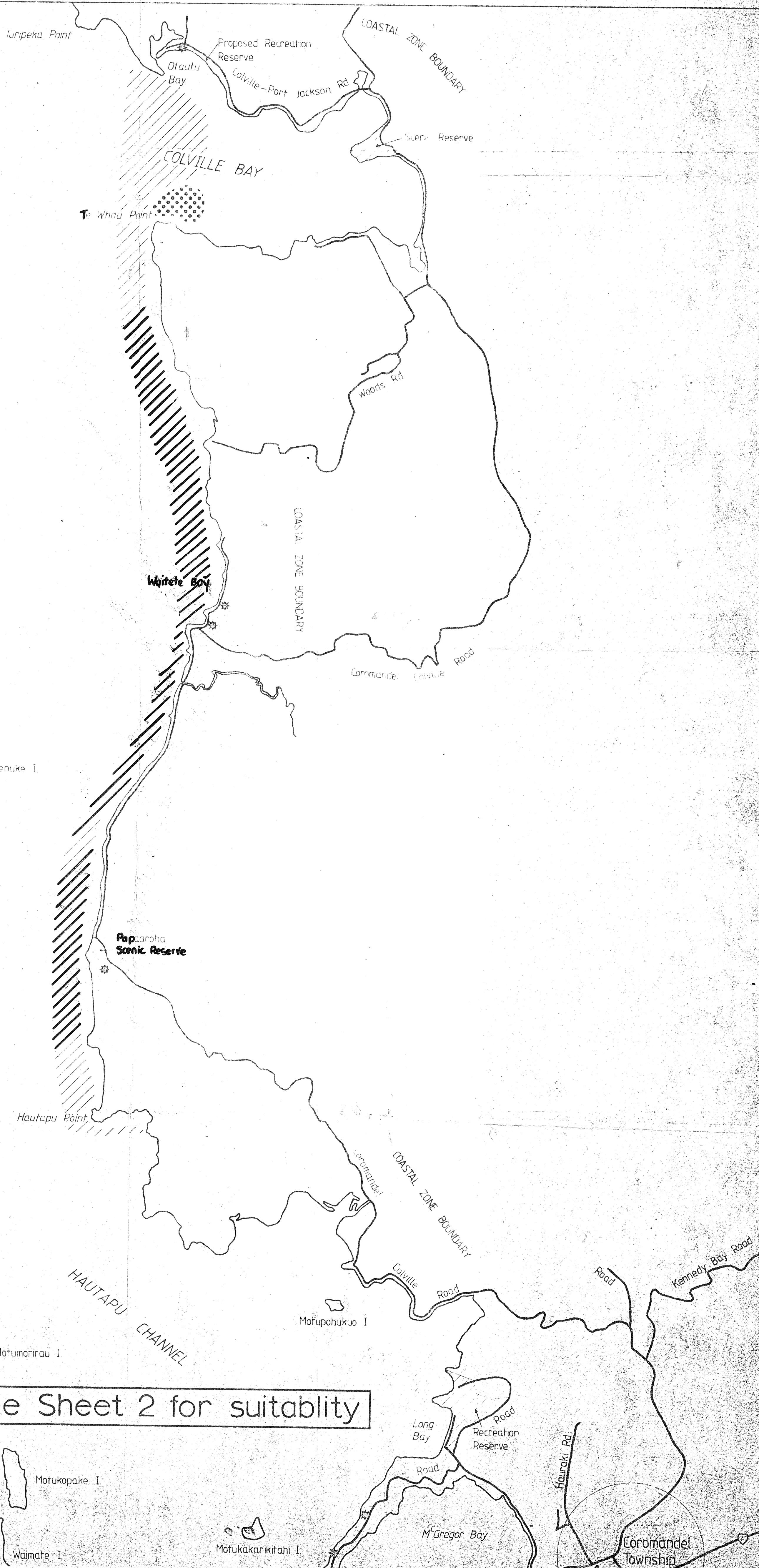
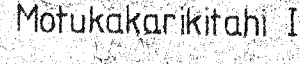
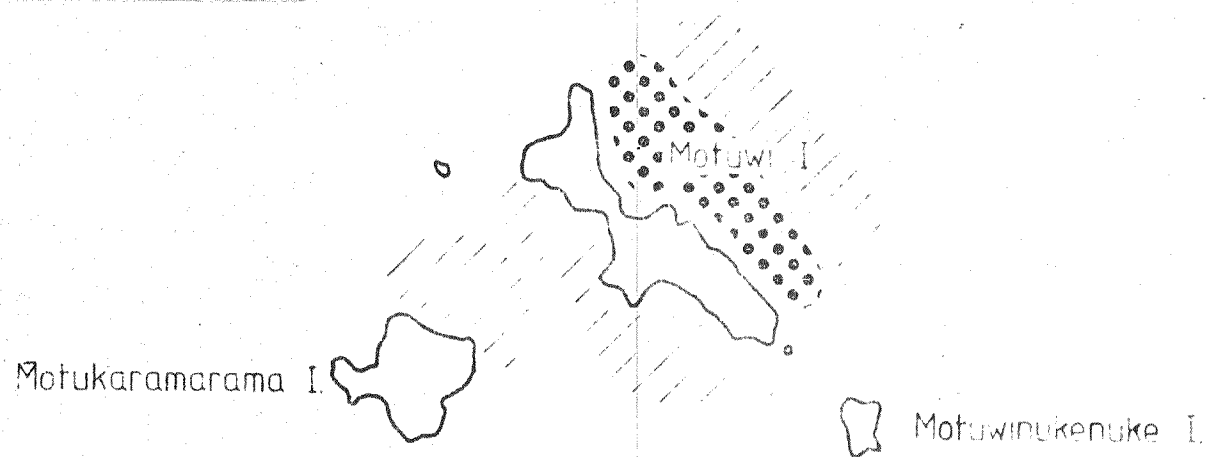
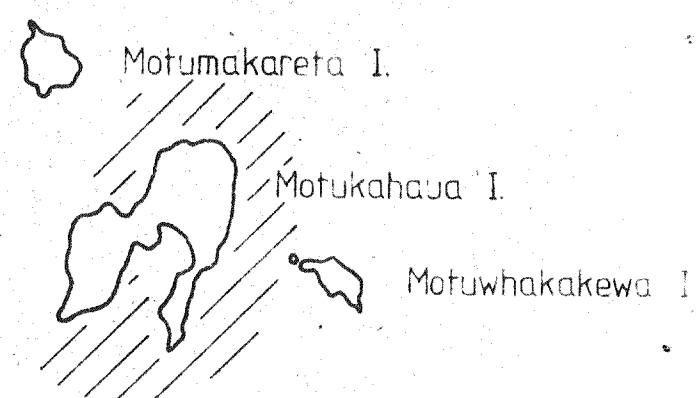
- Beach Settlement
- PRIMARY AREAS  
Areas suitable for mussel farming.
- SECONDARY AREAS  
Areas not as suitable for mussel farming but where applications are likely to occur in the near future.
- TERTIARY AREAS  
Areas which at present would not be considered suitable for farming, but given the present rate of technological development, the area may be considered in 4-5 years.
- SUITABLE OYSTER FARMING AREAS
- SPAT CATCHING AREAS

WILSONS BAY TO OTAUTU BAY  
MARINE FARMING PLANNING STUDY  
Areas suitable for marine farming.

Note

This is a preliminary plan only, showing the areas where it is considered oyster and mussel farming would be possible. This does not mean that these areas will be available to marine farming. The identification of areas that will not or will be available for leasing or licencing will be made later and circulated for comment.

Area of 3 hectare farm (200 x 150 m)



See Sheet 2 for suitability

Coromandel Township



- Beach Settlement
- PRIMARY AREAS
- SECONDARY AREAS
- Areas not as suitable for mussel farming but where applications are likely to occur in the near future
- TERTIARY AREAS
- Areas which at present would not be considered suitable for farming, but given the present rate of technological development, the area may be considered in 4-5 years
- SUITABLE OYSTER FARMING AREAS
- SPAT CATCHING AREAS

KEY

Maps drawn by Dept of Lands & Survey Auckland

MINISTRY OF AGRICULTURE AND FISHERIES (Auckland)

1000m  
0 1 2 km

Scale 1:25 000

WILSONS BAY TO OTAUTU BAY WEST COAST COROMANDEL PENINSULA

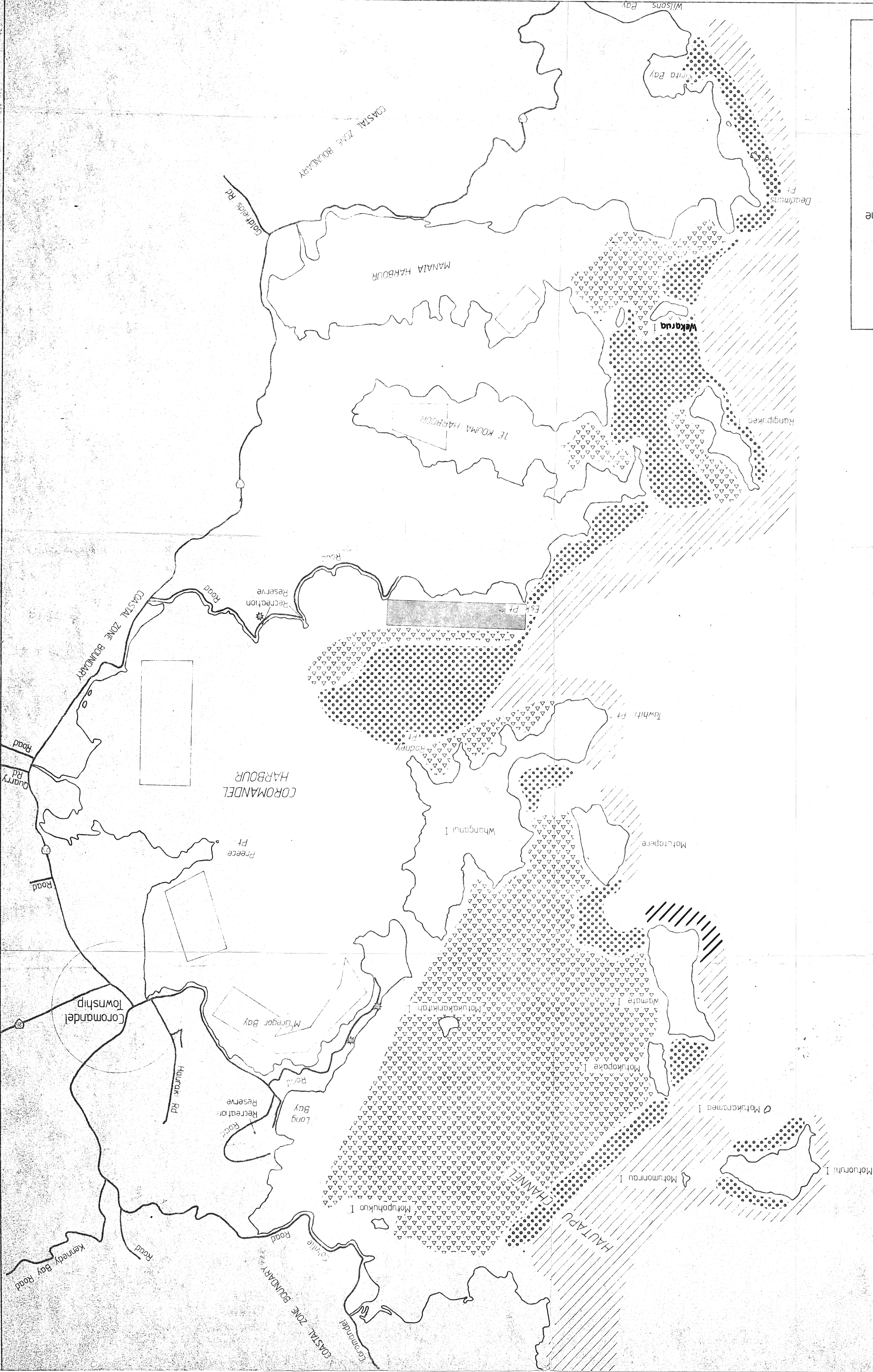
**WILSONS BAY TO OTAUTU BAY MARINE FARMING PLANNING STUDY**

Areas suitable for marine farming

**Note**

This is a preliminary plan only, showing the areas where it is considered oyster and mussel farming would be possible. This does not mean that these areas will be available to marine farming. The identification of areas that will not or will be available for leasing or licensing will be made later and circulated for comment.

Area of 3 hectare farm (200 x 150 m)





OBJECTIONS TO PROPOSED MARINE FARMING:  
W. SOONS BAY TO OTAUTU BAY,  
WEST COAST COROMANDEL PENINSULA.

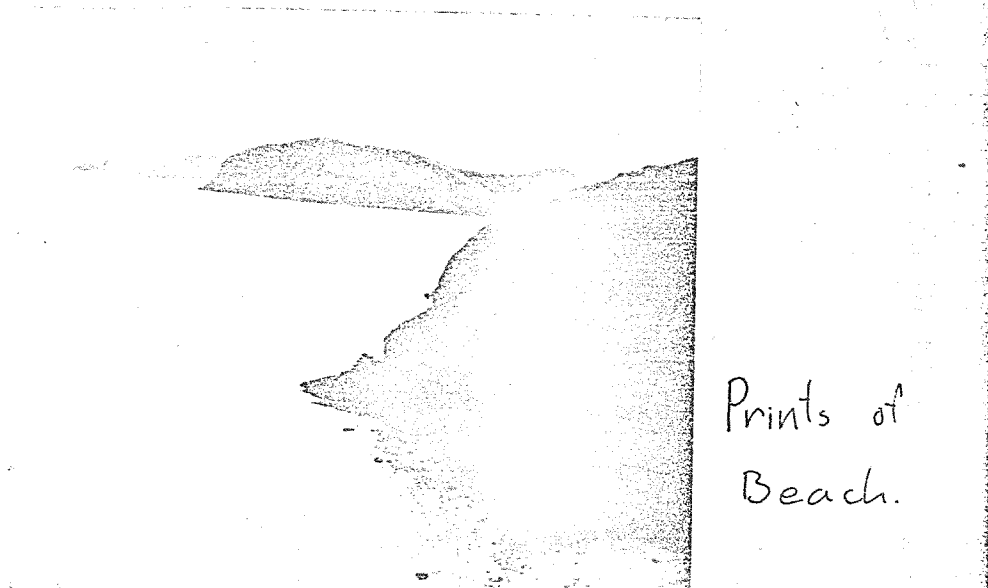
1. Contrary to the Report, item 18: "North Te Kouma Head to Esk Reef," there are, in fact, two beaches in this area. The proposed Block of Mussel Farming will block off one of these beaches entirely.
2. We consider that the Marine Farms will block off our access to this area of our Farm.
3. We consider that the Marine Farms will severely limit the public use of this very desirable sandy beach.
4. We consider that both areas of Marine Farming off our Land are too wide at 400m and will severely restrict the recognised access ways as shown on the map and should be limited to 100m width.
5. With reference to Item 3.2 in the Report we consider that such large areas of Marine farms will become an eyesore and reduce the appeal that this area has for its Natural Beauty.
6. We would like to see both areas reduced in width to no more than 100m and for the area between Esk Pt. and Te Kouma head to extend no more than 1/2 km from Esk Pt. and not the 1km. as proposed.

I. G. James  
TE KOUMA R.D.,  
COROMANDEL.

Print One



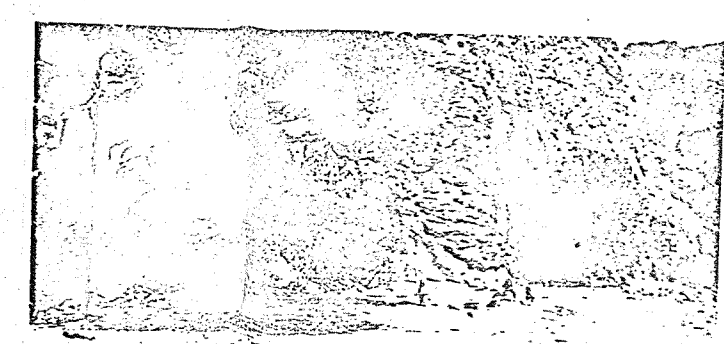
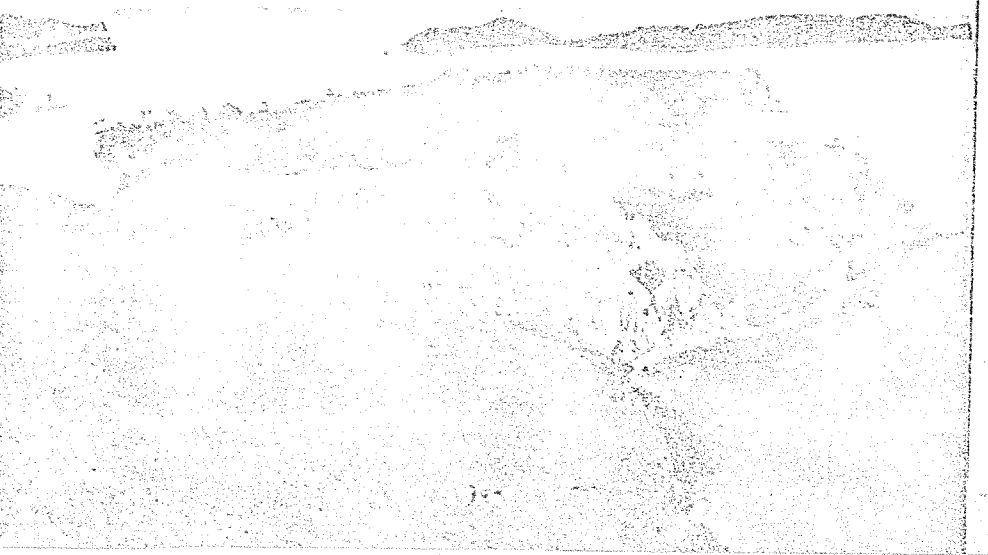
Print Two



Prints of Beach.



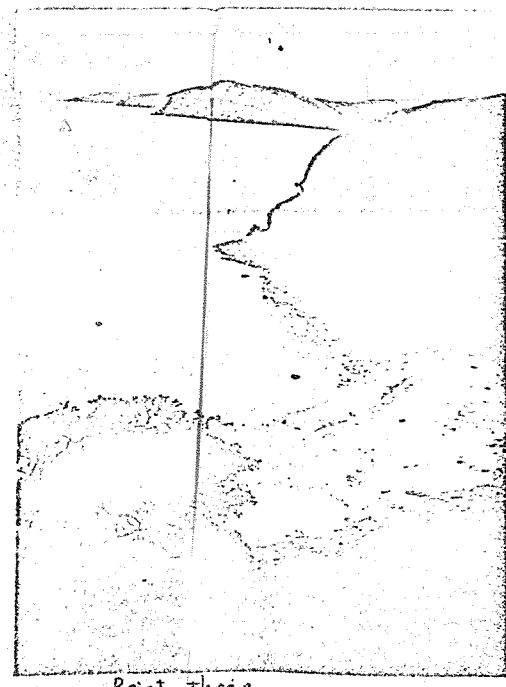
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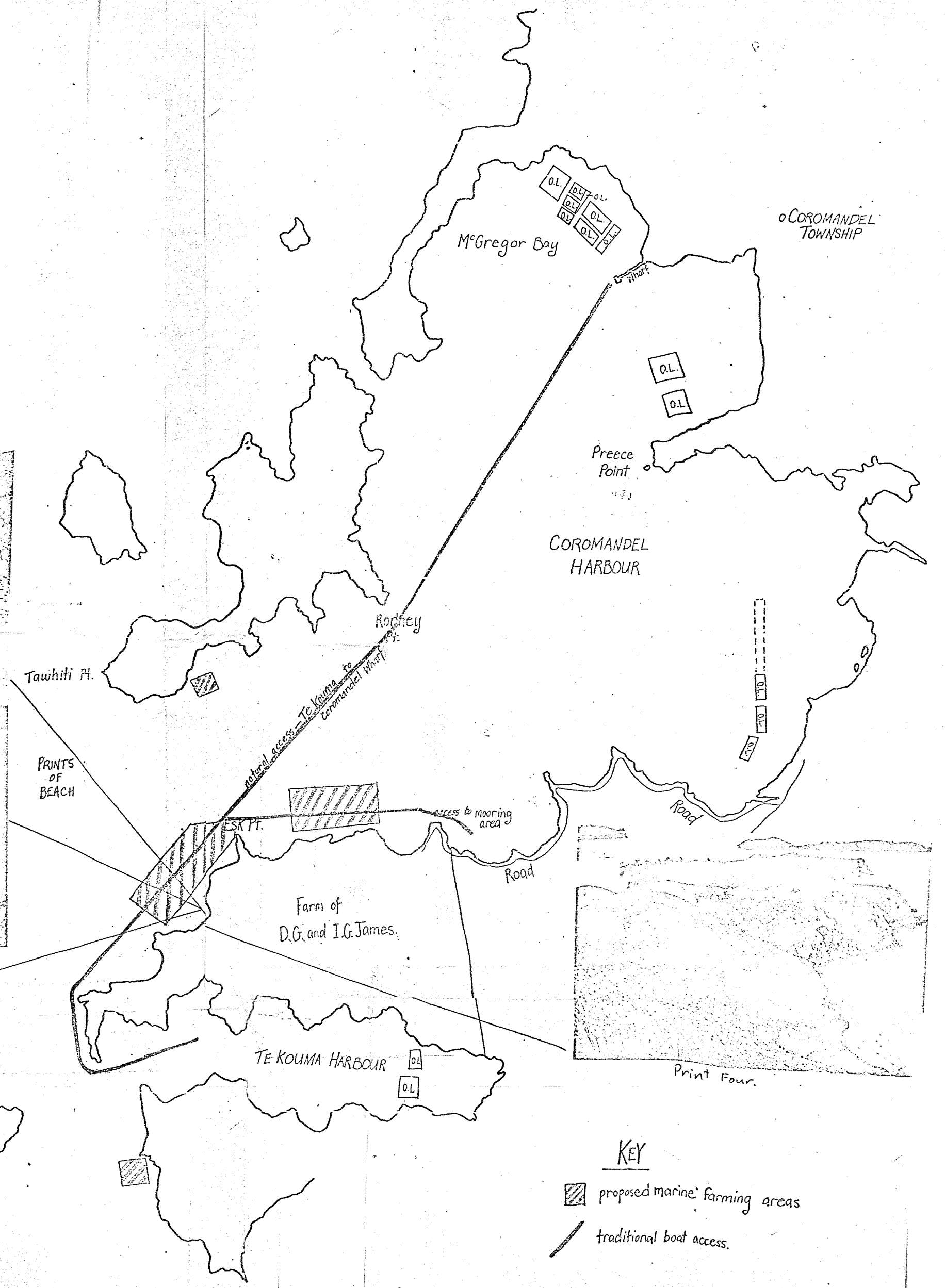
Print one



Print two



Print three



KEY

- ▨ proposed marine farming areas
- traditional boat access.



# WILSONS BAY TO OTAUTU BAY WEST COAST COROMANDEL PENINSULA

Scale 1:25 000



### KEY

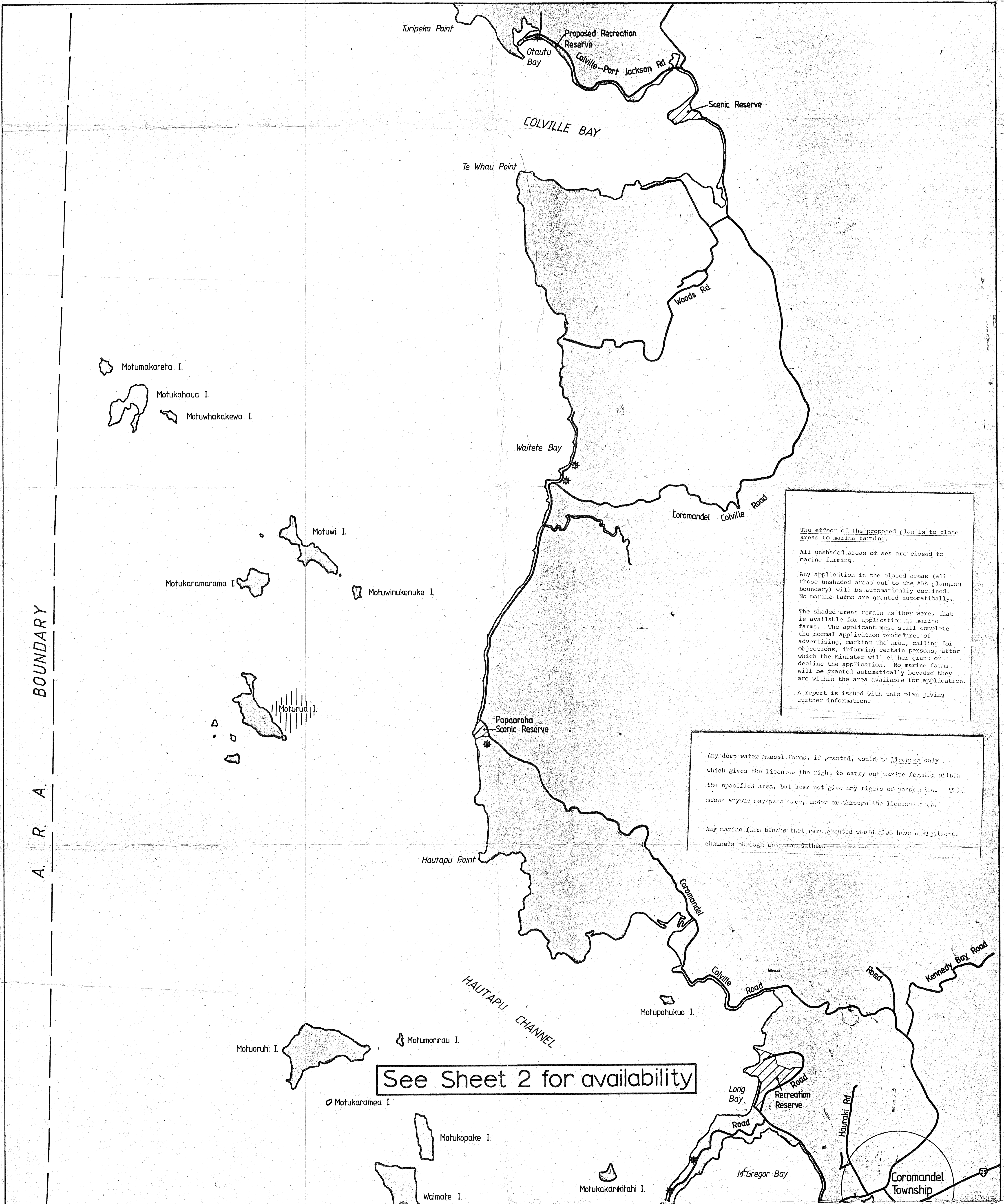
- Beach Settlement
- Present Oyster Leases
- Proposed areas available for oyster farming
- Proposed spat catching nursery and purification area (if needed) Not available for application
- Proposed areas available for marine farm licence applications

#### PLEASE NOTE

Unmarked areas of sea are those proposed to be closed to marine farming

MINISTRY OF AGRICULTURE AND FISHERIES (Auckland)

Maps drawn by  
Dept of Lands & Survey Auckland



The effect of the proposed plan is to close areas to marine farming.

All unshaded areas of sea are closed to marine farming.

Any application in the closed areas (all those unshaded areas out to the ARA planning boundary) will be automatically declined. No marine farms are granted automatically.

The shaded areas remain as they were, that is available for application as marine farms. The applicant must still complete the normal application procedures of advertising, marking the area, calling for objections, informing certain persons, after which the Minister will either grant or decline the application. No marine farms will be granted automatically because they are within the area available for application.

A report is issued with this plan giving further information.

Any deep water mussel farms, if granted, would be licensed only which gives the licensee the right to carry out marine farming within the specified area, but does not give any rights of possession. This means anyone may pass over, under or through the licensed area.

Any marine farm blocks that were granted would also have navigational channels through and around them.

See Sheet 2 for availability

A. R. A. BOUNDARY