

EKMT  
00004

54/1/701 - Thames  
Coromandel District  
Council - Jetty - Paku Hill,  
Tairua (1982-1986)

15 47 01

**10467**



10467



FILE NO. 54 / 1 / 701  
 PLAN NO. M.D(N). 1205.....  
 ..... 2 sets of ..... 4 sheets.

Applicant: **THAMES-COROMANDEL DISTRICT COUNCIL**  
 Type of structure or Work: **JETTY**  
 Location: **PAKU : TAIRUA HARBOUR**  
 Application for: LICENCE / **PLAN APPROVAL** / ASSIGNMENT / RENEWAL  
 Work is: MAJOR **MINOR**

Referred to	On Date	Reply Dated	Remarks
Ministry of Works	✓ 8/5/85	8/8/85	
Nautical	✓ 23/8/85	27.9.85	I visited the site last week and spoke with the Harbourmaster (see note overlaid)
Local Authority	SUBMITTED BY		
Harbour Board	/		
United & Regional Authority	/		
Catchment & Water Board	/		

Decision: ~~Approved~~ / Declined Signature: ..... Date: 17/10/85

REGIONAL OFFICE ACTION

	Initial	Date		Initial	Date
Approval Notified	JMO	23/10	Aperture Cards Filed/Sent to H.O.	12/11/85	MS
Completion Certificate Sent	JMO	23/10	Completion Certificate Received		
Approved Plan Sent	JMO	23/10	Plans to Hydrographer for Chart (Coastal & Lake Taupo)		
Licence Sent	/	/			
Alphabetical Index Card Noted	/	/	Maritime Planning Approval/Town & Country Planning Approval: Given/Declined		
Annual Return Noted	JMO	17/10	Date: .../.../.... File Ref: .../.../....		
Plan Register Completed	JMO	17/10			
Number Plate Ordered	/	/	DETAILS OF DEBIT NOTE: RR 093385		
Number Plate Despatched	/	/	Plan Consideration Fee \$100-00 29/4/85		
Accounts Advised - Rental Card/ Debit Note	/	/	Initial Premium _____		
Plans Sent for Microfilming	/	/	Rental _____		
Aperture Cards Checked	JMO	17/10	Number Plate _____		
	/	/	Total Debit _____		

I spoke with Council members and Mr. Rex Bird at Taurus and expressed my concern about the proximity of this proposed wharf to the main channel. They agreed to my on-the-spot recommendation that the completed wharf should have a First Green Light marking its NEastern extremity.

MJB

Acting R.N.O.



# Thames - Coromandel District Council

TELEPHONE: 86-025 THAMES

PLEASE ADDRESS ALL CORRESPONDENCE TO: THE GENERAL MANAGER,  
PRIVATE BAG, THAMES, N.Z.

If calling, please ask for  
MR HIGGS

Please quote reference.

V5/101

16 July 1986

Regional Secretary of Transport  
Ministry of Transport  
Harbours & Foreshores Section  
Private Bag  
AUCKLAND

ATTENTION : V LYALL


Dear Sir

re PAKU JETTY

Your letter of 8 July 1986 refers.

The structure is virtually complete. We are awaiting the contractor to provide a design certificate before the Completion Certificate is completed.

Yours faithfully

  
.....  
P D HIGGS  
SENIOR ENGINEER (PROJECTS)  
for GENERAL MANAGER





# MINISTRY of TRANSPORT

CUSTOM HOUSE  
QUAY STREET  
AUCKLAND  
NEW ZEALAND

PRIVATE BAG, AUCKLAND 1  
TELEPHONE: 773 400

WHEN REPLYING  
PLEASE QUOTE

Our Ref: 54/1/701  
Your Ref: V5/101

Harbours & Foreshores  
Section

8 July 1986

The General Manager  
Thames-Coromandel District Council  
Private Bag  
THAMES

Dear Sir

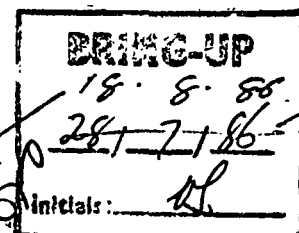
COMPLETION : JETTY : PAKU : TAIRUA HARBOUR

Further to your letter of 12 May 1986 advising progress on construction of the above structure.

Could you please advise if this structure has been completed. If it has, could you please forward the completed Completion Certificate to this office. If not could you please advise when this structure will be completed.

Yours faithfully

V. Lyall  
for Regional Secretary for Transport



M16/08G6/1485g

54/1/701



# Thames - Coromandel District Council

TELEPHONE: 86-025 THAMES

PLEASE ADDRESS ALL CORRESPONDENCE TO: THE GENERAL MANAGER,  
PRIVATE BAG, THAMES, N.Z.

If calling, please ask for  
MR HIGGS  
.....  
Please quote reference.  
V5/101  
.....

12 May 1986

Regional Secretary for Transport,  
Ministry of Transport,  
Marine Division,  
Private Bag,  
AUCKLAND

Dear Sir,

### PAKU JETTY : TAIRUA HARBOUR

The above structure is substantially completed. Council is still waiting for the contractor to carry out remedial works and finish off the contract before the Completion Certificate can be forwarded to you.



Yours faithfully,

.....  
P.D. Higgs  
Senior Engineer (Projects)  
FOR GENERAL MANAGER

BRING-UP  
17/6/86  
.....



# MINISTRY of TRANSPORT

CUSTOM HOUSE  
QUAY STREET  
AUCKLAND  
NEW ZEALAND

PRIVATE BAG, AUCKLAND 1  
TELEPHONE: 773 400

WHEN REPLYING  
PLEASE QUOTE

Our Ref: 54/1/701  
Your Ref: V 3/101

Harbours & Foreshores  
Section

6 May 1986

The General Manager  
Thames-Coromandel District Council  
Private Bag  
THAMES

Dear Sir

COMPLETION : JETTY : PAKU : TAIRUA HARBOUR

Further to our letter of 22 October 1985 advising approval pursuant to Section 178(b) of the Harbours Act 1950 for the above structure.

Could you please advise if this structure has been completed. If it has, could you please forward the completed Completion Certificate to this office. If not could you please advise when this structure will be completed.

Yours faithfully

V. Lyall  
for Regional Secretary for Transport

14. 8. 86/6

<b>BRING-UP</b>
6.7.86/86
5.6.86
Initials: <u>  11  </u>

M16/06E6/0932m



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

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54/1 /701

T 12/11/85

To: Head Office  
S.E.O. (Hbrs)

Thames Coromandel District Council  
Jetty, PAKU, TAIRUA HARBOUR

Please find attached aperture cards for the above proposal.

Plans approved on 17/10/85

As M.D. (N) 1205

*m smythe*

~~P. D. Spackman~~  
for Regional Secretary for Transport



# MINISTRY of TRANSPORT

CUSTOMHOUSE  
QUAY STREET  
AUCKLAND  
NEW ZEALAND

PRIVATE BAG  
AUCKLAND 1  
TELEPHONE: 773-400

WHEN REPLYING  
PLEASE QUOTE

Our Ref: 54/1/701  
Your Ref: V 3/101

Harbours and Foreshores  
Section

22 October 1985

The General Manager  
Thames - Coromandel District Council  
Private Bag  
THAMES

Dear Sir

JETTY: PAKU, TAIRUA HARBOUR

I am pleased to advise that plans of the above proposal have been approved pursuant to Section 178(b) of the Harbours Act 1950.

A copy of the approved plan marked "Copy of M.D.(N) 1205" is attached for your records.

Your attention is drawn to the condition on the approval:

"A fixed green light is to be displayed from the north-eastern corner of the outer end of the jetty."

Approval is subject to the following conditions:-

1. Construction of the work shown on the approved plan is to be supervised by a suitably qualified person.
2. The work shall not be altered or extended from that shown on the approved plan M.D.(N) 1205 without having first sought and obtained approval in terms of the provisions of the Harbours Act 1950.
3. The applicant or his successors or assigns shall be responsible for the continued maintenance of the work in accordance with plan M.D.(N) 1205.
4. The applicant shall upon completion of the works complete the attached certificate, certifying that the work has been completed in accordance with the approved plan and stated intentions.

This approval is given for the purposes of and in relation to the Harbours Act 1950 only, and is not to be taken as any representation or assurance by the Crown that the works are otherwise in order, whether in terms of engineering, planning, use or otherwise.

M6/22J5/0065j

We would also enclose for your information the following comment of our Technical Advisors:

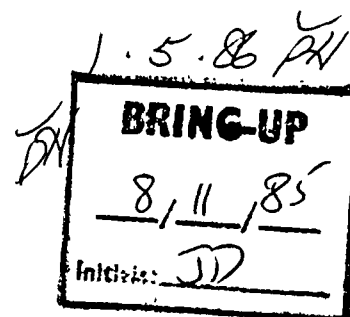
1. The demolition of the tee head of the existing jetty is considered unfavourable as it would seem unlikely that the northern beach will recover sufficiently to warrant the high cost and difficulties of its removal. The mechanics of sediment transport in this region are such that the tidal currents will keep material in suspension and not allow its deposition in the desired position.
2. It is noted that there are already two landing jetties serving this harbour and a third one to meet the very short period holiday demand appears to be a luxury. This is very much a local issue but it does seem that council is accepting high capital investments and future maintenance costs for a limited sector of the public.

Yours faithfully



P. D. Spackman  
for Regional Secretary for Transport

Encl



FILE: 54/1/701

PLAN NO. M.D.(N) 1205

2 Sets of 4 sheets

NAME OF APPLICANT: Thames-Coromandel District Council

LOCATION: Paku, Taunua Harbour

PURPOSE FOR WHICH FORESHORE WATERS ETC. REQUIRED: Jetty

- (1) Report from Ministry of Works & Development: for approval.
- (2) Report from Nautical Adviser: highly requirement.
- (3) Comments from Harbour Board/Authority: see local body
- (4) Comments from Local Body: Submitted by
- (5) Environmental Assessment: \_\_\_\_\_
  
- (6) Other: \_\_\_\_\_

RECOMENDATION

*OK*  
*[Signature]*

MINUTE SHEET

Department: .....

Subject

Section: .....

Parker Wharf TAIRNA

File No. ....

Date: 10-10-85

To-

HAF

This is to confirm that I recommend a fixed Green light be incorporated in the design of this wharf. It should be shown at the extreme offshore (seaward) extremity.

M.S. Bowen  
Acting R.N.O.

Do not write  
in  
this margin

Candidate Code Number



Pakea Wharf 1985



File Reference:

54/1/701

Ministry of Transport  
Northern Regional Office  
Private Bag  
Auckland

1. Captain .....

*Stolbege Bowen*

2. Deputy Nautical Adviser

Would you please examine the attached proposal (folios )  
and if possible issue recommendation.

*John Doe*

Harbours & Foreshores Section





**Ministry of Works  
and Development**

District Office

Dey St.

Private Bag, Hamilton

Telephone 62 899

Telex NZ 2777

Inquiries to Mr A K Attwood

Date 8 August 1985

Ref 13/108  
Your ref 54/1/701 of  
8 May 1985

The Regional Secretary  
Marine Division  
Ministry of Transport  
Private Bag  
AUCKLAND



ATTENTION : Mr P D Spackman

PAKU JETTY : TAIRUA HARBOUR

A favourable report on the proposed jetty extension as a structural item and that it will not impede navigation has been received from our Paeroa Residency Manager. It has also been reported by the Manager and supported by specialist staff of this office that the structure will not be detrimental to tidal flows or sediment transport within the harbour.

Accordingly approval of the new structure can be recommended for approval.

However both reporting units have commented unfavourably on the proposed demolition of the tee head on the existing jetty. It is seen as unlikely that the northern beach will recover sufficiently to warrant the high cost and difficulties in its removal.

The mechanics of sediment transport in that region are seen that the tidal currents will keep material in suspension and not allow its deposition in the desired position. Hence we would suggest that the district council be advised that the tee head removal is not seen as being justifiable.

It is noted that there are already two landing jetties serving this harbour and a third one to meet the very short period holiday demand appears to be a luxury. This is very much a local issue but it does seem that council is accepting high capital investments and future maintenance costs for a limited sector of the public.

A K Attwood  
for District Commissioner of Works



# Ministry of Works and Development

District Office

Dey St.

Private Bag, Hamilton

Telephone 62 899

Telex NZ 2777

Inquiries to Mr J Dahm

Date 7 August 1985

Ref

The District Water & Soil Officer  
HAMILTON DISTRICT OFFICE

## EXTENSION TO PAKU JETTY : TAIRUA HARBOUR

Two issues:

- effect of proposed structure on flow and sediment transport.
- effect of removal of head of present jetty.

- 1 Proposed structure will itself have virtually no effect, providing little obstruction to flow and none to sediment transport.
- 2 Removal of Present Jetty:

The jetty has acted as a groyne resulting in progradation along the southern side of the jetty and contributing to the development of an eroded, largely boulder-covered, beach for some 70 m north of the structure. The relative effect of the jetty and local tidal currents, which according to the channel configuration shown on the site plan map (2/242/77/7926/1) probably impinge on the shoreline north of the jetty, in development of the boulder beach cannot be definitively assessed in the absence of maps or photographs showing the condition of the beach in this region prior to construction of the jetty. However locals say the extent of the boulder beach is stable and does not appear to be extending (telecom Dahm-De La Rue/Stirling 17/7/85), ie even if the jetty obstruction is primarily responsible for development of the boulder beach, the effect appears to be limited to the local region immediately north of the jetty.

Thus the primary question to be resolved is the extent to which the northern beach is likely to benefit and the southern to erode as a result of removal of the jetty.

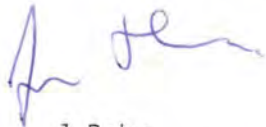
T Hume reports that sand accumulations occur along the southern margin of all obstructions across the beach along this shoreline. Thus it appears fairly certain that processes effecting sand movement along the shoreline (largely ocean waves refracted through the entrance and local wind-generated waves) result in a net northward movement of sediment. For this reason removal of the front of the jetty is likely to result in a northward transfer of sediment, with beach retreat of up to 4.5 m (the width of the removed obstruction) in the local region immediately south of the jetty.

However the benefit to the northern beach is less certain. Residency staff who visited the site state that the beach along the southern side of the jetty has now built out to the end of the jetty (telecom Dahm-De La Rue/Stirling, 17/7/85) so that sand moving northward along the beach is transferred into the channel region along the front of the jetty. However, as the beach immediately north of the jetty evidences

no sign of any recovery, it is clear that the majority of this material is not being bypassed to the beach, ie tidal currents which dominate sediment transport in the channel do not act to transfer sand directly to the northern beach. Thus if the northern beach is to benefit from removal of the jetty a beach link would have to be established between the beaches north and south of the jetty. It is likely that any significant aggradation of the northern beach, occurring as a result of jetty removal, would be limited largely to the region 15-20 m immediately north of the jetty, but could be quite significant in this region (ie 1.5-3 m). As noted by residency any such gains have also to be measured against loss of the jetty, used extensively by locals and holiday makers for fishing and swimming, and the difficulty involved in totally removing this concrete structure.

#### SUMMARY

- 1 Proposed extension will not have any serious impact on flow or sediment transport.
- 2 Removal of the frontal part of the present concrete jetty will result in erosion of the beach south of the jetty. This retreat could be up to 4.5 m in extent immediately south of the jetty, but will be less with increasing distance southward. No benefit will accrue to the beach north of the jetty unless a beach is established along the front of the jetty to link the two beaches. Any significant progradation will be limited to the region within 15-20 m north of the jetty.



J Dahm  
Water Engineering Group

13/108

9



# Ministry of Works and Development

PAEROA RESIDENCY

P.O. Box 123 Paeroa

Telephone 8725

Inquiries to G K Dela Rue Date 11 July 1985

Our ref 13/108

Your ref

The District Commissioner of Works  
HAMILTON



ATTENTION: Mr Attwood

### EXTENSION TO PAKU JETTY - TAIRUA HARBOUR

The Paku Jetty proposal has been examined and this office is satisfied that the construction of a pedestrian walkway and pontoon to extend from the existing jetty complies with the intentions of the Harbours Act 1950.

However the following comments should be considered before the design is committed.

The site was inspected on 8 July 1985 and this office concurs with the Design Engineer, A S Man's statement that the existing jetty has acted as a groyne providing a suitable environment for sand deposition and has resulted in the formation of an attractive beach frontage, whereas the northern side of the jetty has become boulder clad as a result of sand removal. However this office does not agree that the removal of the end tee structure of the existing jetty will necessarily replenish the sand removed from the beach frontage north of the jetty. It is possible that removal of the jetty end tee will lead to erosion of the southern beach frontage and only marginally increase sand deposition on the northern side. Hence the MWD feel that demolition and removal of the jetty end tee structure may be unnecessary.

If the existing jetty was left intact the proposed walkway and pontoon could be extended from the end tee structure.

The end tee structure presently provides a large platform available to the public for a variety of activities eg fishing, swimming, diving and viewing the Tairua harbour and adjacent coastlines.

Demolition of this structure could prove difficult and expensive. Any demolition contract should be written to ensure broken concrete blocks and other debris is not left on adjacent beaches.

Consideration should also be given to the need to place a beacon or permanent light on the pontoon since the structure extends seaward toward the main Tairua Harbour channel. The pontoon is unlikely to restrict navigation within the Tairua Harbour unless there is a significant shift in the seabed channel.

*could you please review the proposition and to the effects on beach & harbour bed. You may wish to consult with marine scientist & others. PPD 12-7-85*

*Mr Dodson  
12-7-85  
Ketter*

Finally the MWD questions the need for another jetty and pontoon within the Tairua Harbour since the proposed facility is unlikely to be fully utilized outside the summer holiday period.

*G K Dela Rue*

G K Dela Rue.  
for Manager



**Ministry of Works  
and Development**

District Office

Dey St.

Private Bag, Hamilton

Telephone 62 899

Telex NZ 2777

Inquiries to Mr D T Crossman

Date 22 July 1985

Ref 13/108

Your ref 54/1/701

The Regional Secretary for Transport  
Ministry of Transport  
Harbours & Foreshores Section  
Private Bag  
AUCKLAND

ATTENTION : M R Biddle

THAMES COROMANDEL DISTRICT COUNCIL : PAKU JETTY : TAIRUA HARBOUR

Your memo of 10 July 1985 refers.

The report of the above proposal is just to hand from our Manager in Paeroa Residency. Some further aspects of the proposal are being studied by this office and you should expect to receive our report within 10 days.

D T Crossman  
for District Commissioner of Works

*File with H/F*

54/1/701

HARBOURS & FORESHORES  
SECTION

10 July 1985

The District Commissioner of Works  
Ministry of Works and Development  
Private Bag  
HAMILTON

THAMES - COROMANDEL DISTRICT COUNCIL : PAKU JETTY : TAIRUA HARBOUR

Further to our memoranda of 8 May and 21 June 1985.

Could you please advise when this office may expect to receive your report in terms of the Harbours Act 1950, on the above proposal.

*MRS*

M. R. Biddle  
for Regional Secretary for Transport

MRE:AC

54/1/701

HARBOURS & FORESHORES  
SECTION

The District Commissioner of Works  
Ministry of Works & Development  
Private Bag  
HAMILTON

21 June 1985

THAMES-COROMANDEL DISTRICT COUNCIL'S PAKU JETTY :  
TAIRUA HARBOUR

Further to our memorandum of 8 May 1985, enclosing a copy of structural/  
location plans M.D.(N) 1205.

Could you please advise when this office may expect to receive your  
report in terms of the Harbours Act 1950, on the above proposal.

M. R. Biddle  
for Regional Secretary for Transport





# Thames - Coromandel District Council

TELEPHONE: 86-025 THAMES

PLEASE ADDRESS ALL CORRESPONDENCE TO: THE GENERAL MANAGER,  
PRIVATE BAG, THAMES, N.Z.

If calling, please ask for  
MR MANS

Please quote reference.

V3/101

12 April 1985

Regional Secretary for Transport,  
Marine Division,  
Ministry of Transport,  
Private Bag,  
AUCKLAND



Dear Sir,

## PAKU JETTY - TAIRUA HARBOUR

Approval is sought in terms of section 178(b) of the Harbours Act 1950 to make modifications to the above existing jetty sited at Paku Hill, Tairua Harbour, Tairua.

The modifications consist of:

- (1) The demolition of existing concrete and block tee section at the south west end of the jetty.
- (2) Construction of a new pedestrian walkway and pontoon replacing the tee section.

The proposal has the approval of the Tairua Harbour Committee and Council. Council has requested that the Ministry of Transport be approached for approval to commence work on the modifications.

### Environmental Aspects Supporting Our Application

Since the existing jetty's construction it has acted as a groyne causing the foreshore on the northern side of the jetty to become a boulder clad, unattractive beach. It has also caused the channel to silt and move out in the vicinity of the jetty.

Removal of the end tee will free up a good supply of sand to help replenish the northern beaches and allow the natural along shore drift to resume, thus creating an aesthetically pleasing foreshore once again.

Planning/

Planning Aspects

The proposal was previously explained to two of your Officers, Miss Ann Ranger, Executive Officer of the Foreshore Division Wellington, and Mr Peter Spackman, Senior Foreshore Division Officer Auckland, during their site visit to Tairua Harbour January 19-21, 1982. At the time the work was considered compatible with the overall harbour development.

The facility is for pedestrian traffic only, offering a full tidal range berthage for small pleasure craft, and a fishing and swimming area generally less congested than the other two jetties in the Harbour. The modification and upgrading of the jetty is consistent with Councils overall development plan for the harbour.

Please find enclosed, in duplicate, drawings of the proposal, together with Plan Consideration Fee of \$100.

Yours faithfully,  
K.C. FENTON  
CHIEF ENGINEER  
THAMES-COROMANDEL DISTRICT

Per: .....

A.S. MANS  
DESIGN ENGINEER





# MINISTRY of TRANSPORT

## MARINE DIVISION

PRIVATE BAG  
AUCKLAND  
TELEPHONE: 773-400

CUSTOM HOUSE  
QUAY STREET  
AUCKLAND

Reference: 34/1/701 .....

Your ref: V 3/101 .....

Date: 8 May 1985 .....

Thames-Coromandel District Council  
Private Bag  
THAMES

Dear Sir

PAKU JULY : TAIRUA IHBANUA

Receipt of your application & plans for your proposed improvements  
to the above jetty

is acknowledged. Technical reports will be obtained on the proposal. This will take some little time, but as soon as a decision has been reached, you will be advised.

30/8/85

24-7-85  
5-7-85  
21-6-85

Yours faithfully

MR Bin  
P.P.

P.D. Spackman  
for Regional Secretary for Transport

BRING-UP  
7/6/85  
Initials MRB  
30-8-85

The District Commissioner of Works  
Ministry of Works and Development  
PRIVATE BAG  
HAMILTON

Copy for your information and action. Would you please make a report and recommend action in terms of The Harbours Act 1950 on the proposed ..... to this office, and comment if the structure could be a hazard to navigation or infringe on the public's rights on the foreshore.

Should the proposal require to be subject to any special conditions please advise.

Enclosed are:

- 1. Correspondence .....
- 2. Structural/location pb. MDN/1205 .....
- 3. ....
- 4. ....

MR Bin  
P.P.  
P.D. Spackman

JMD: [redacted]

Private Bag  
Auckland  
Telephone: 773-400

Customhouse  
Quay Street  
Auckland

54/1/701

10 February 1982

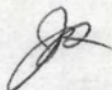
The General Manager  
Thames Coromandel District Council  
Private Bag  
THAMES

Dear Sir

JETTY : PAKU HILL

... Enclosed for your information correspondence  
with the public in regards to the proposed  
changes to the jetty at Paku Hill.

Yours faithfully



J. M. Dean  
for Regional Secretary for Transport

Encl.

JMD:SMH

Private Bag  
Auckland  
Telephone: 773-400

Customhouse  
Quay Street  
Auckland

54/1/701

5 February 1982

Simpson Coates & Clapshaw  
P.O. Box 5340  
AUCKLAND

Attention : Mr R. A. Fisher

Dear Sir

JETTY : PAKU HILL

Further to your letter of the 29 January 1982.

Plans of the intended changes to the jetty have not been received from the Thames-Coromandel District Council as yet, but this office is aware of the proposal.

The changes envisaged are to make the jetty more suitable for pleasure craft and to remove the groyne effect of the T-shaped end section.

We will notify the Council of your interest in this matter. Could you please contact them if you have any queries as they are the administering body for the Coromandel Peninsula Coast.

Yours faithfully



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

SHAW, LL.B.  
IRVINE, LL.B. (Not. Pub.)  
DELEN, LL.B.  
M.S. L.L.E. LL.B.  
R.G. WILLIS, LL.B.  
J.S. RYAN, LL.B.  
R.A. FISHER, LL.B. (Dip. TP)  
D.M. McNAMARA, LL.B. (Hons)  
B.V.C. STAFFORD, LL.B.  
P.J. FERGUSON, LL.B.  
R.H. HANSEN, LL.B. (Hons), A.C.A.  
T.N. McFADGÉN, LL.B. (Hons), LL.M. (Hons)  
W. AKEL, LL.B. (Hons), M. Jur., B.C.L. (Hons)  
SUSAN G. RHODES, LL.B.

CONSULTANT  
K.G. MacCORMICK, M.A. (Hons), LL.B.

SIMPSON COATES & CLAPSHAW  
BARRISTERS AND SOLICITORS  
NOTARY PUBLIC

450 QUEEN STREET  
AUCKLAND, NEW ZEALAND

BOX 5340 AUCKLAND 1  
TELEPHONE 770-820  
CABLES. CONSENSUS

TELEX: NZ21448

OUR REF:  
Mr R.A. Fisher  
YOUR REF:

29 January 1982

The Secretary  
Ministry of Transport  
Marine Division  
Customs House  
Quay Street  
AUCKLAND

Attention : Mr Burnand

Dear Sir

RE: TAIRUA HARBOUR

We refer to the writer's telephone discussions of today's date with Mr Burnand.

We act for Mr Brian Snell and other residents of Tairua who are concerned about the proposal of the Thames Coromandel District Council to extend the Paku Jetty.

The writer assumes that any extension to the Jetty would be a "harbour work" as defined in the Harbour Act 1950 and that the District Council are required to obtain the approval of the Minister under Section 178 of the Act.

Would you please note our client's interest in the matter so that if a plan of the work is deposited with your office our clients will have the opportunity to inspect the plan and details of the work and to make submissions to the Minister.

Yours faithfully  
SIMPSON COATES & CLAPSHAW



Mr R.A. Fisher



JMD:RB

Private Bag  
Auckland  
Telephone: 773-400

Customhouse  
Quay Street  
Auckland

54/1/701

3 February 1982

Mr R.A. Galloway  
42 Rangiwai Road  
Titirangi  
AUCKLAND 7

Dear Sir

JETTY : PAKU HILL

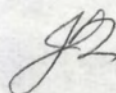
Further to your letter of 26 January 1982, expressing concern over intended changes to the jetty on Paku Hill.

Plans of the intended changes to the jetty have not been received from the Thames-Coromandel District Council as yet, but this office is aware of the proposal.

The changes envisaged are to make the jetty more suitable for pleasure craft and to remove the groyne effect of the T-shaped end-section on the western side of the beach.

We will notify the council of your interest in this matter and they will advise you of future plans.

Yours faithfully



J.M. Dean  
for Regional Secretary for Transport



R.A. Galloway,  
42 Rangiwai Road,  
Titirangi,  
AUCKLAND.7.

26th January 1982

Ministry of Transport,  
Marine Division,  
Private Bag,  
AUCKLAND.



Attention: Mr. Spackman

Dear Sir,

It has been brought to my attention by Mr. Rex Price, the Harbour Master at Tairua, that the Tairua Harbour committee intends to make changes to the jetty on Paku Hill.

As a ratepayer and resident with a property directly opposite the jetty I am most concerned of any changes that may take place to the existing jetty.

The present jetty was built by the original subdividers of Paku Hill for small boat owners and childrens fishing and offers protection to the small beaches on the seaside. Any changes would attract the commercial vessels, with their noise and smell pollutions, to this part of the harbour and would be most unwelcome.

Could you please keep the undersigned informed if your department intends to agree to any alterations to the jetty.

Yours faithfully,

A handwritten signature in blue ink, appearing to be "R.A. Galloway".

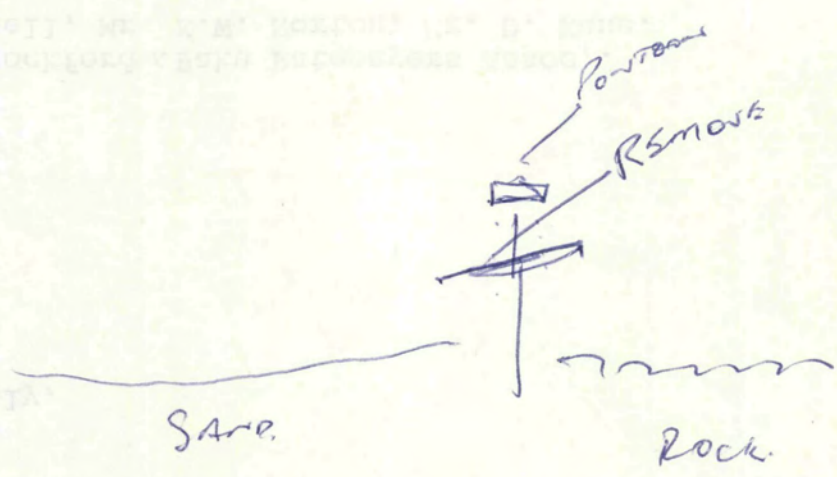
R.A. GALLOWAY

c.c. Mr. J. Crockford & Paku Ratepayers Assoc.,  
Mr. B. Snell, Mr. K.W. Norton, Mr. D. Kane.

Handwritten text at the top of the page, possibly a header or title, which is mostly illegible due to fading.

Handwritten text on the left side of the page, possibly a name or identifier.

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Handwritten text on the left side of the page, below the second line.

Handwritten text on the left side of the page, below the third line.

Handwritten text on the left side of the page, below the fourth line.

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Handwritten text on the left side of the page, below the sixth line.

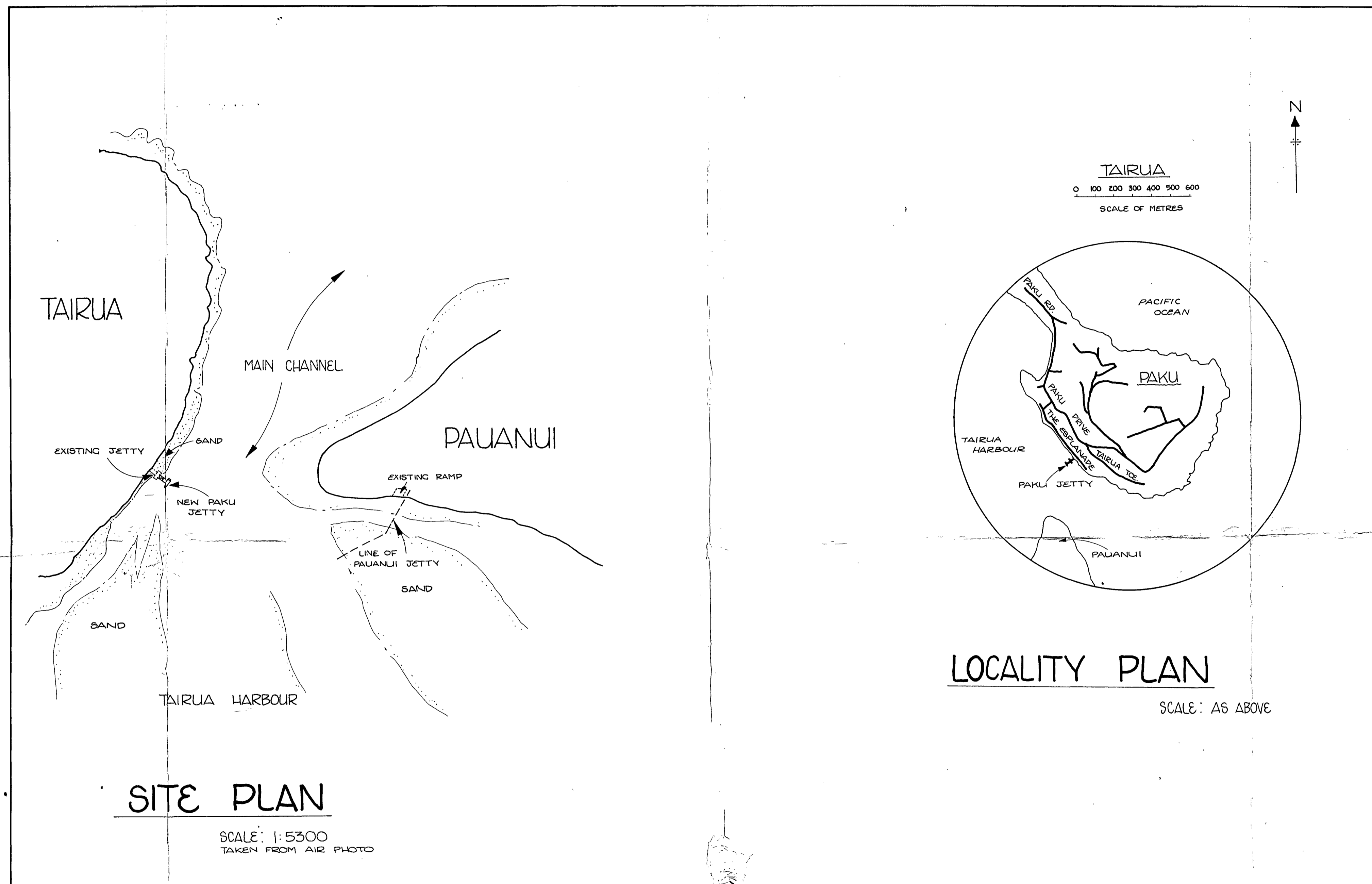
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Handwritten text on the left side of the page, below the eighth line.



Handwritten text on the right side of the page, below the stamp.

Handwritten text on the right side of the page, below the second line.



DESIGNED	P. HIGGS	DATE	APR. '83
SURVEYED			
DRAWN			
CHECKED			
TRACED	S.M. EDHOUSE	APR. '83	AMENDMENTS

**THAMES  
COROMANDEL  
DISTRICT  
COUNCIL**

**PAKU JETTY - TAIRUA**

HOR	SCALES
VERT	SHOWN
	PLAN NO
	4-71010-1

Condition:  
A fixed green light is to be displayed from the North-eastern corner of the outer end of the jetty

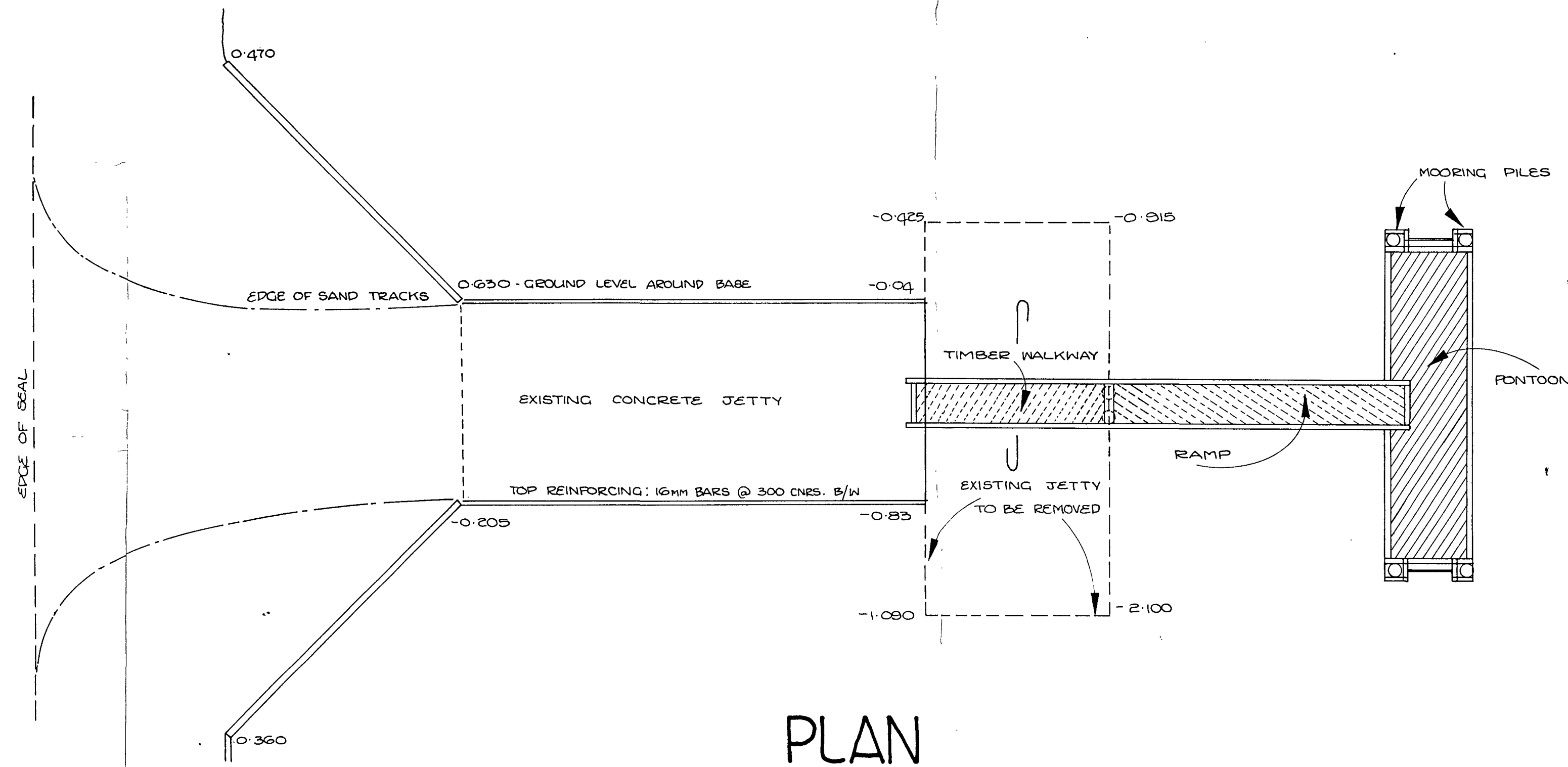
RELEVANT PARTICULARS APPROVED PURSUANT TO SECT. 178 (b) OF THE HARBOURS ACT 1950

*17/10/83*  
acting in exercise of powers delegated to me under the Ministry of Transport Act 1968

**M.D.(N)** 1205

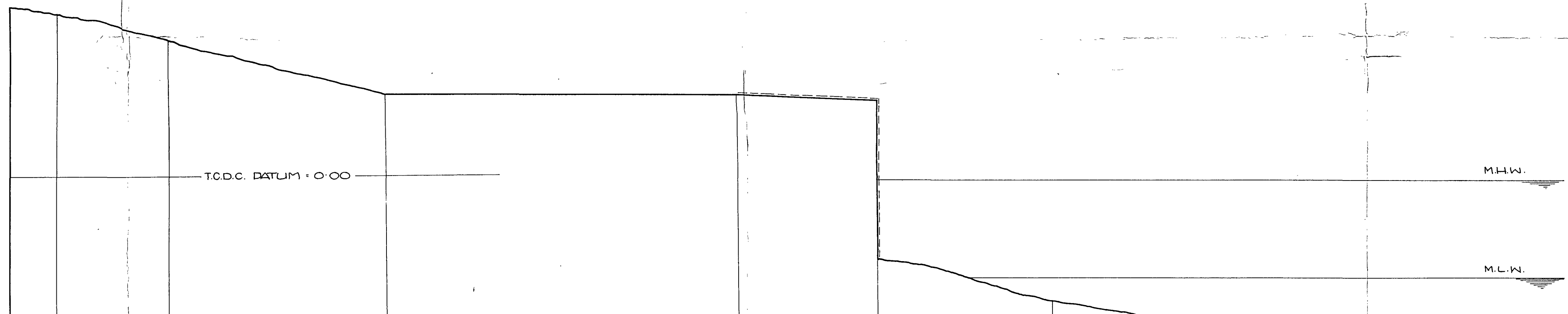
SHEET (1) OF (4)  
FILE: 54/1/701

1864



**PLAN**

SCALE: 1:100



DISTANCE	0.00	1.60	6.10	12.90	25.00	25.90	35.90	40.40	47.10	53.90
REDUCED LEVEL	2.910	2.785	2.270	1.390	1.340	1.245	-2.195	-2.485	-2.525	-2.355
COMMENTS	16. XXX EDGE OF SEAL		RAMP LEVEL	START OF JETTY	START OF TIE SECT.	TOP LEVEL AT END OF JETTY SEA BED LEVEL	EDGE OF SAND	CHANNEL LEVEL	CHANNEL LEVEL	CHANNEL LEVEL

RELEVANT PARTICULARS APPROVED  
PURSUANT TO SECT. 178 (b) OF THE  
HARBOURS ACT 1950

*17/12/85*  
acting in exercise of powers delegated to me under  
the Ministry of Transport Act 1968

**M.D.(N) 1205**

SHEET (2) OF (4)  
FILE 54/1/701

**LONGSECTION**

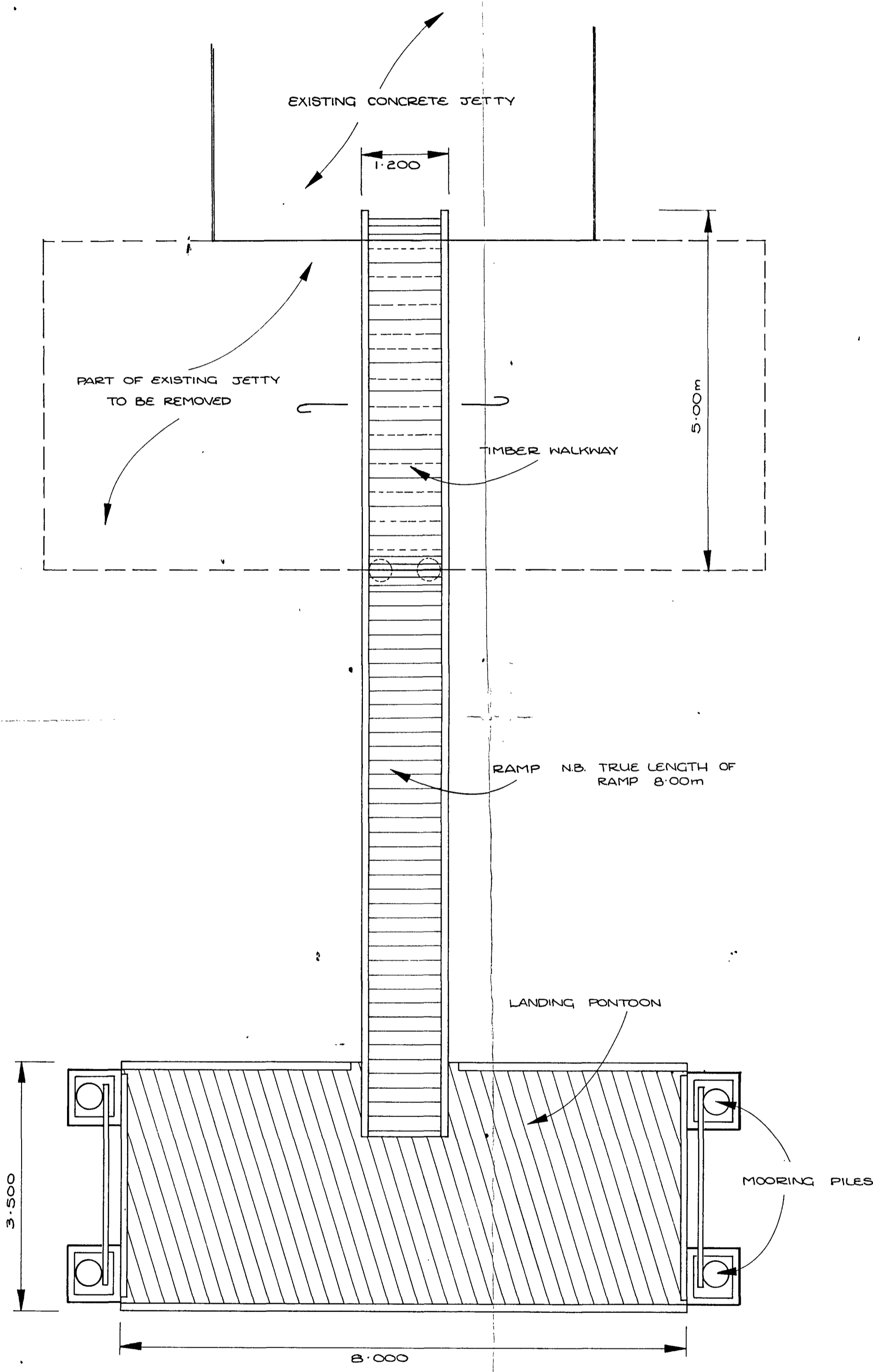
SCALES: 1:100 HOR.  
1:50 VERT.

**PAKU JETTY - TAIRUA**

SCALE: SHOWN DATE: APR. 1985 P. HICCS/S.M. SPINDRASE

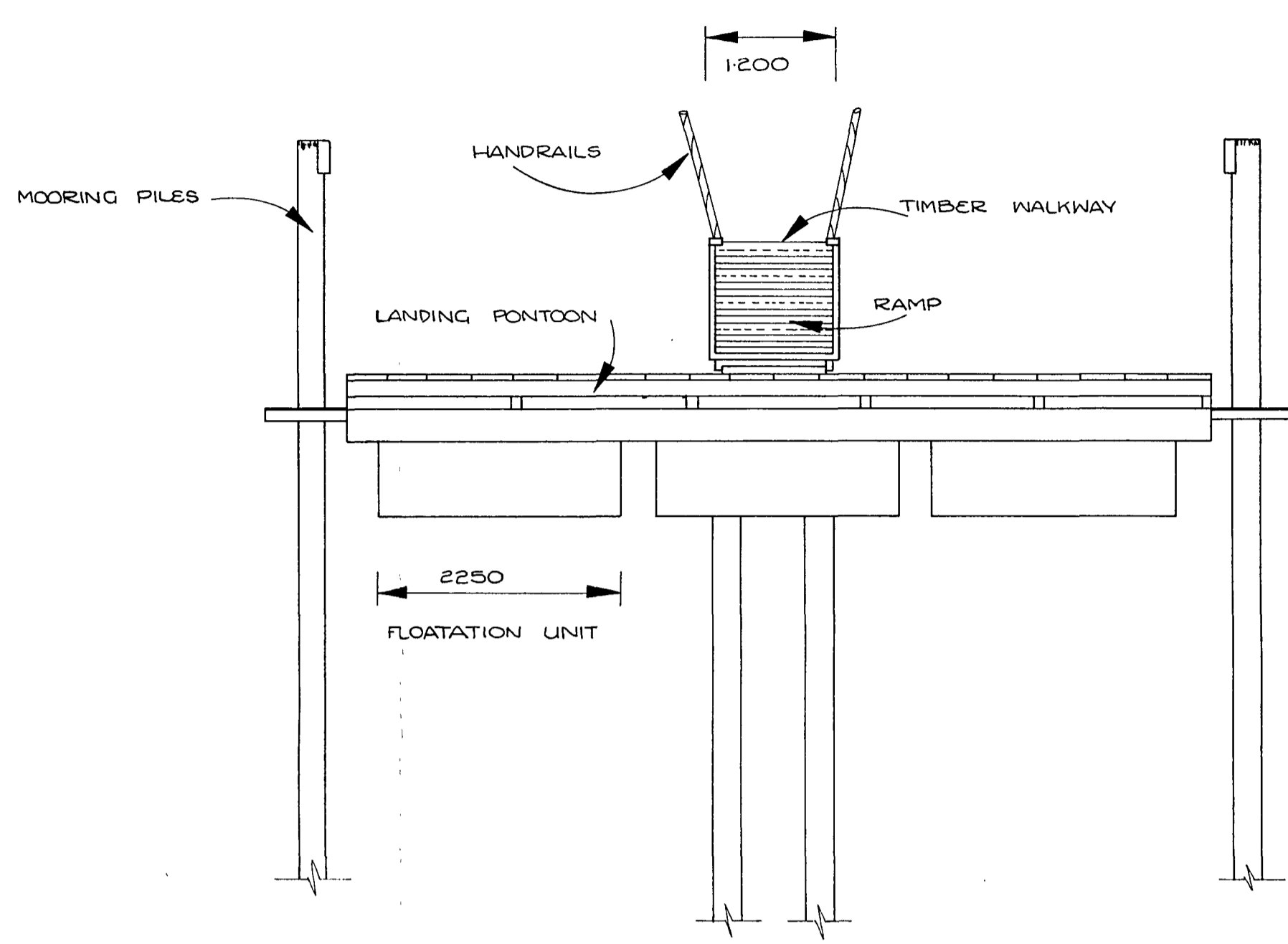
1865

4-71010-2



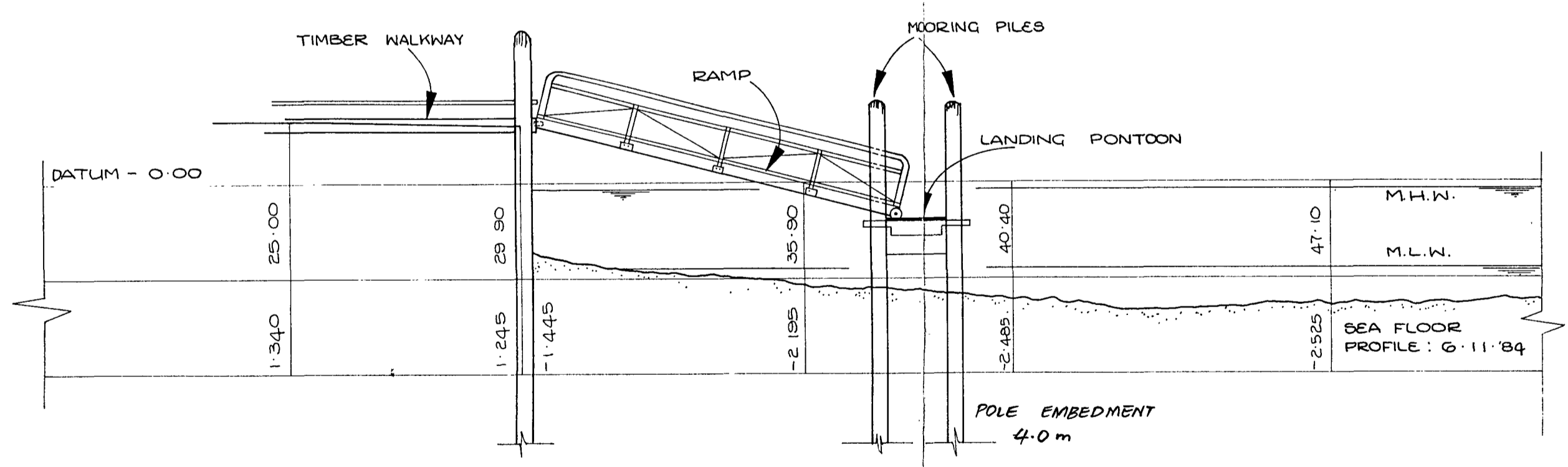
PLAN VIEW

SCALE: 1:50



FRONT ELEVATION

SCALE: 1:50



SIDE ELEVATION

SCALE: 1:100

PAKU JETTY - TAIRUA

SCALE: SHOWN DATE: APR. 1985 PHIGGS/S.M.EDHOUSE

1866

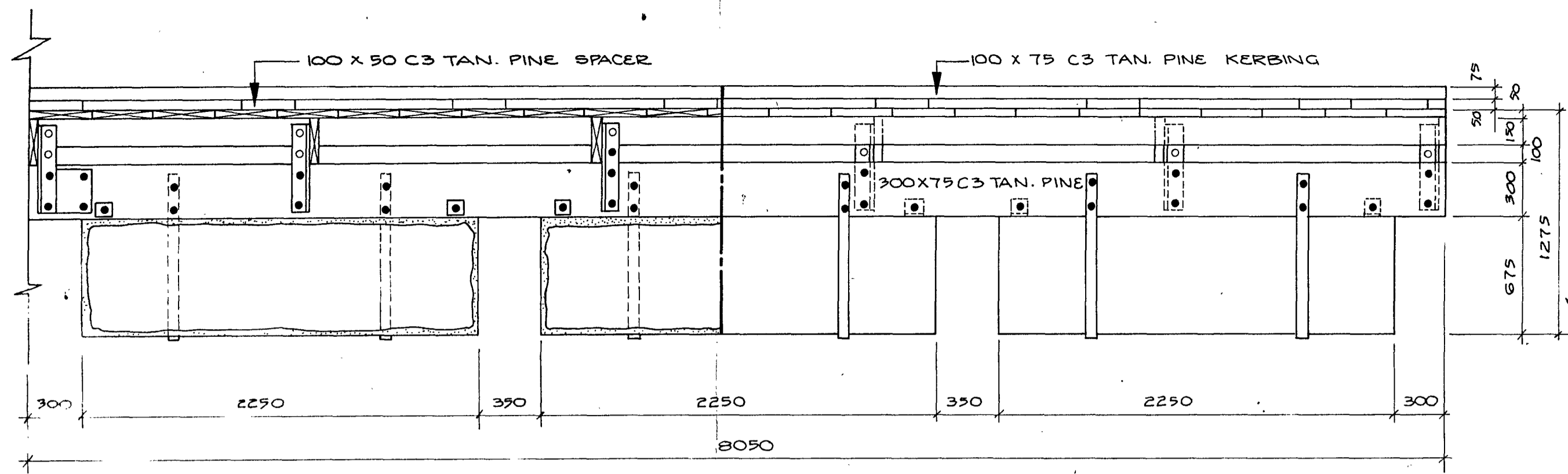
RELEVANT PARTICULARS APPROVED PURSUANT TO SECT. 178 (b) OF THE HARBOURS ACT 1950

17/10/85  
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M.D.(N) 1205

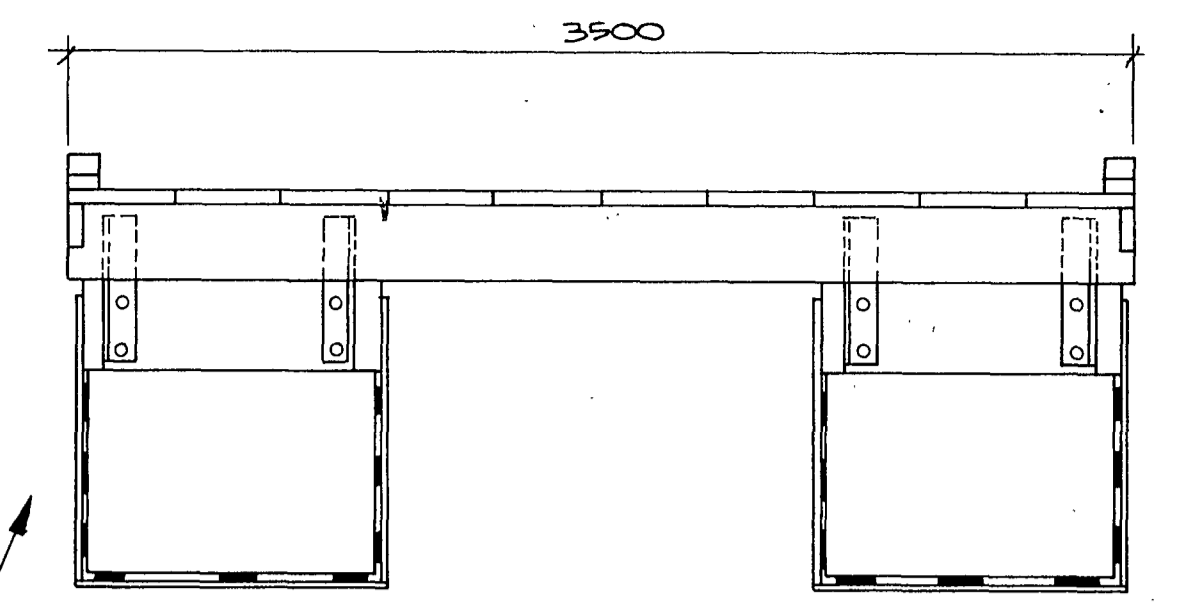
SHEET (3) OF (4)  
FILE 54/1/701

4-71010-3



ELEVATION - SECTION B-B

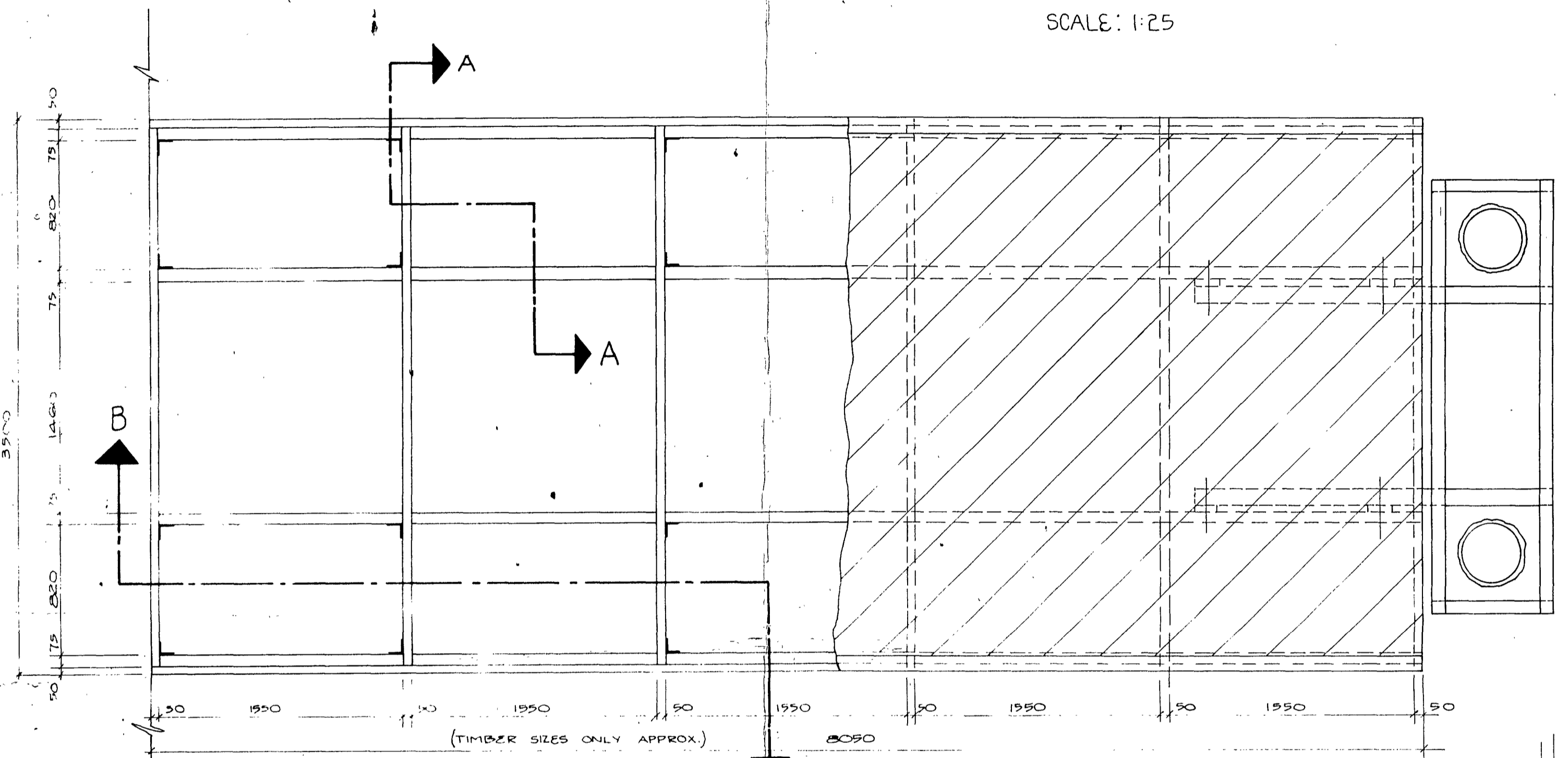
SCALE: 1:25



END ELEVATION

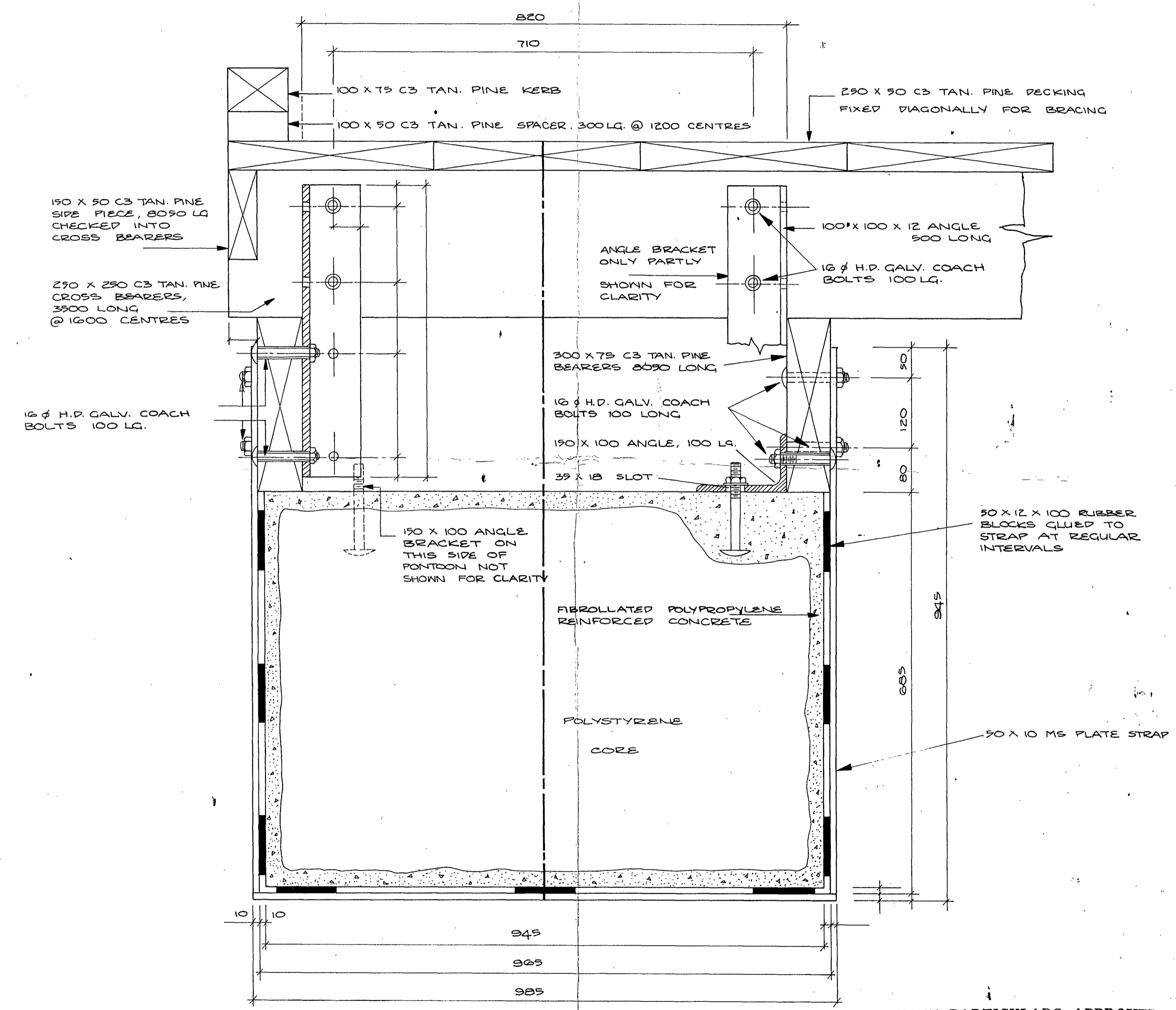
SCALE: 1:25

PILE RETAINER NOT SHOWN ON THESE ELEVATIONS - SEE BELOW FOR DETAILS



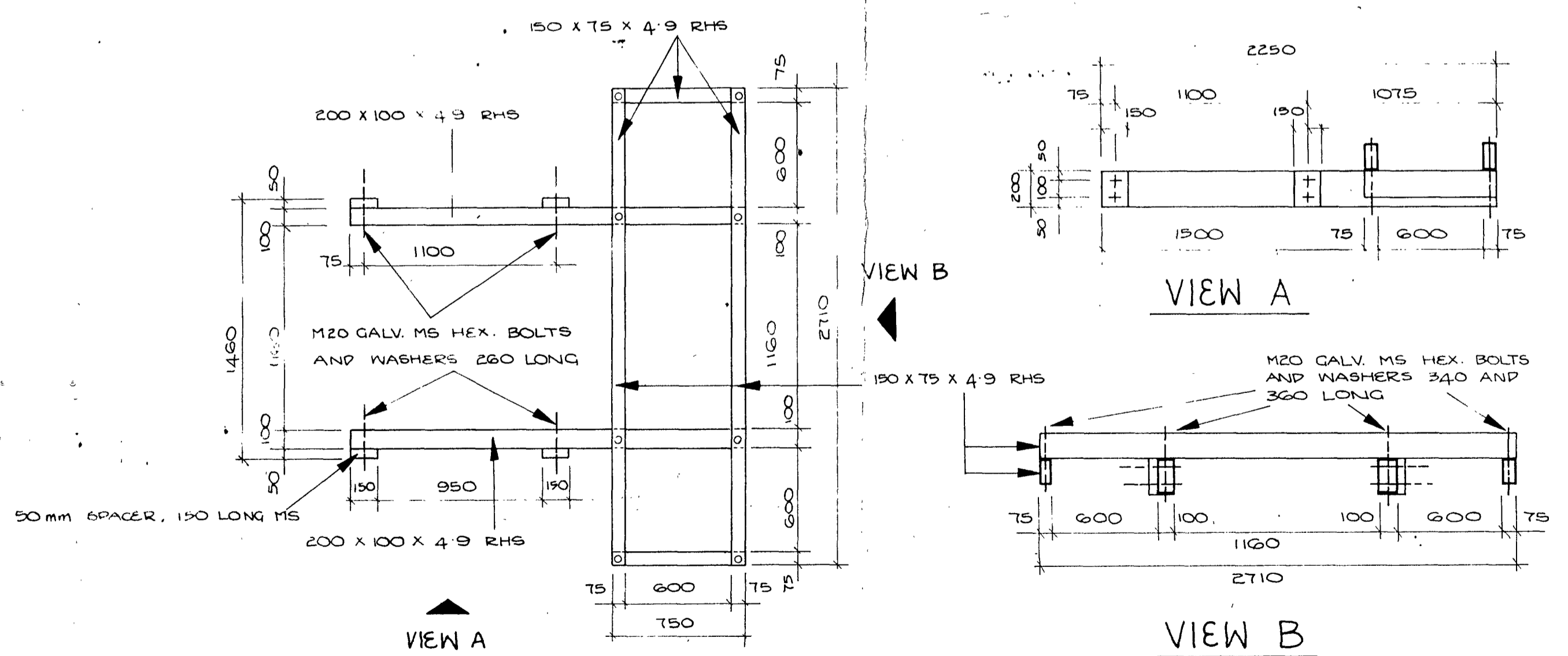
PLAN VIEW

SCALE: 1:25



SECTION A-A

SCALE: 1:5



PILE RETAINER

SCALE: 1:25

PAKU JETTY - TAIRUA

LANDING PONTOON DETAILS

SCALE: SHOWN / DATE: APR. 1985 PHICG/EM.SPHOUSE

RELEVANT PARTICULARS APPROVED PURSUANT TO SECT. 178 (b) OF THE HARBOURS ACT 1950

acting in exercise of powers delegated to me under the Ministry of Transport Act 1968

M.D.(N) 1205

1867

SHEET (4) OF (4)

FILE 54/1/701

4-71010-4