

South Coast Management Plan

*To protect and enhance the coastal
character of Wellington's South Coast*

OCTOBER 2002

Absolutely

POSITIVELY

Wellington

THE CITY OF PŌHĀKI
WELLINGTON CITY COUNCIL

ISBN 0-909036-44-6

Further copies of this publication can be obtained from Wellington City Council by telephoning (04) 499 4444 or by writing to PO Box 2199, Wellington.

© Wellington City Council 2002. Except as authorised by the Copyright Act 1994, the contents of this publication can be used freely with acknowledgement to Wellington City Council. Wellington City Council asserts the right to be identified as the author of this work.

CONTENTS

1	INTRODUCTION	4
1.1	WHAT IS THE SOUTH COAST?	4
1.2	WHAT DOES THE MANAGEMENT PLAN DO?	5
1.3	SUPPORTING INFORMATION AND DOCUMENTS	5
1.4	RELATIONSHIP WITH TANGATA WHENUA	6
2	OBJECTIVES	6
3	RESOURCE STATEMENT	9
3.1	LEGAL DESCRIPTION OF AREAS COVERED BY THIS MANAGEMENT PLAN	9
3.1.1	<i>Roads</i>	12
3.1.2	<i>Foreshore</i>	13
3.1.3	<i>Amendments to Land Coverage</i>	13
3.1.4	<i>Classification and Reclassification of Land</i>	13
3.2	SITE MAPS	14
3.3	LANDFORMS AND LANDSCAPES	17
3.4	ECOLOGICAL RESOURCE	19
3.4.1	<i>Plants</i>	19
3.4.2	<i>Coastal cliff vegetation</i>	19
3.4.3	<i>Coastal foreshore vegetation</i>	20
3.4.4	<i>Inland Coastal Vegetation</i>	20
3.4.5	<i>Threatened Plant Species</i>	21
3.4.6	<i>Wildlife</i>	23
4	COASTAL HERITAGE AND USE	23
4.1	CULTURAL, SPIRITUAL AND HERITAGE SIGNIFICANCE	23
4.2	USES/ACTIVITIES	25
4.2.1	<i>Recreation/Leisure</i>	25
4.2.2	<i>Research</i>	25
4.2.3	<i>Commercial</i>	25
4.2.4	<i>Residential</i>	26
5	MANAGEMENT FRAMEWORK	26
5.1	AN AREA-BASED APPROACH	26
5.2	OTHER CONTRIBUTIONS TO DIRECTION	31
5.3	WELLINGTON CITY COUNCIL PROCESS	32
5.4	POTENTIAL INFLUENCES ON FUTURE MANAGEMENT	33
6	MANAGEMENT POLICIES	35
6.1	COMMUNITY INVOLVEMENT IN MANAGEMENT OF THE SOUTH COAST	35
6.2	TANGATA WHENUA AND IWI INVOLVEMENT IN MANAGEMENT OF THE SOUTH COAST	36
6.3	RESPECT FOR WAAHI TAPU AND OTHER SITES OF SIGNIFICANCE TO MAORI... ..	37
6.4	ACCESS	39
6.4.1	<i>Pedestrian Access</i>	40
6.4.2	<i>Motorised Vehicle Access</i>	40

6.4.3	<i>Cycle Access</i>	42
6.4.4	<i>Boat Launching Facilities</i>	42
6.5	SAFETY	43
6.6	ENHANCEMENT AND RESTORATION OF NATURAL AREAS	44
6.6.1	<i>Ecosystem Enhancement</i>	44
6.6.2	<i>Natural Features</i>	45
6.7	NEW STRUCTURES ON COASTAL LAND	46
6.7.1	<i>Monuments and Sculptures</i>	47
6.7.2	<i>Seawall Erosion Control</i>	47
6.8	EXISTING STRUCTURES ON COASTAL LAND	48
6.8.1	<i>Baches and Boatsheds</i>	48
6.8.2	<i>Recreation Club/Community Facilities</i>	50
6.8.3	<i>Coastal Management and Facilities</i>	50
6.8.4	<i>City Infrastructure</i>	50
6.8.5	<i>The Bait House</i>	50
6.9	UTILITIES	51
6.10	PROVISION OF FACILITIES	52
6.10.1	<i>Seating</i>	53
6.11	HERITAGE	53
6.12	AMENITY ENHANCEMENT	56
6.13	CLASSIFYING LAND AS RESERVE	57
6.14	ADJOINING LAND	57
6.15	COMMERCIAL USES	59
6.16	SIGNAGE AND INTERPRETATION	59
6.16.1	<i>Owhiro Bay to Karori Stream Signage</i>	60
6.17	FIRE CONTROL	60
7	COASTAL DESIGN AND CONSTRUCTION	61
7.1	CONTEXT	61
7.2	PURPOSE AND FOCUS FOR DESIGN	61
7.3	GENERAL DESIGN PRINCIPLES	62
7.4	ELEMENTS	63
8	IMPLEMENTATION ACTIONS FOR THE SOUTH COAST	68
8.1	SPECIAL FUTURE PROJECTS	73
9	BIBLIOGRAPHY	75

1 INTRODUCTION

1.1 WHAT IS THE SOUTH COAST?

Protection and enhancement of the coastal edge of Wellington is a major objective of Wellington City Council. The clean up of the Moa Point sewage outfall and purchase of the Owhiro Bay Quarry are just two examples of projects that have enhanced the South Coast - a popular and treasured part of the city's natural environment. It is also a well-used recreational asset and provides a key contribution to the character of a number of urban areas.

The area's conservation values and potential to provide a high quality recreational experience for Wellingtonians and visitors are not being fully realised. This Management Plan is a step towards changing this.

The South Coast is an area with a variety of resources, uses and land tenure. Individuals, groups and organisations value the area for different reasons. Despite these differences, there is wide consensus that the area is of great significance and is in need of effective management - and in some cases protection and restoration. There is no doubt that the desire to conserve and enjoy the character of the coast is a driving force behind the concern and interest many people have shown.

This Management Plan covers the land under Wellington City Council's jurisdiction (above the line of mean low water springs) from Point Dorset in the east, to Karori Stream in the west. This includes the following:

- € all reserve and non-reserve land to the seaward side of the coastal road (excluding private land)
- € specific reserve and non-reserve land to the landward side of the coastal road that is significant in the context of coastal character (excluding private land)
- € the coastal road and road reserve (excluding the carriageway)¹
- € Shorland Park, Dorrie Leslie Park, Wahine Memorial Park, Atatürk Historic Reserve, View Road South Headland Reserve and Beacon Hill Reserve
- € Tapu te Ranga (Island)
- € Owhiro Bay Quarry.

The extent of the Management Plan has been limited to the above boundaries to produce a manageable focus. If the Plan proves to be effective, the framework and relevant content may be applied to other coastal areas.

¹ The management and maintenance of the carriageway is not part of the Management Plan except that some enhancement projects (such as footpath extensions or altered intersections) have been suggested as possibilities for the future.

1.2 WHAT DOES THE MANAGEMENT PLAN DO?

The role of a management plan is to direct or manage the use of land classified as reserve under the Reserves Act 1977. The objective of a management plan is to establish guidance for day-to-day management and decision-making, and to establish the desired mix of values and uses for reserve land.

This document extends this role to address land that is not classified as reserve, as well as looking at opportunities for future development and enhancement. It provides a wider planning context for Wellington City Council's actions in the whole South Coast environment. This includes the management of non-reserve land and road reserve.

The minimum period for review of this Management Plan is five years from the date it is adopted.

1.3 SUPPORTING INFORMATION AND DOCUMENTS

As stated above, this Management Plan is designed to provide a framework to make decisions about:

- € the use of coastal land
- € allocating available resources
- € future potential development and enhancement
- € priority areas or issues to address.

This Management Plan is a summary of a number of areas of information and does not attempt to be all encompassing in this regard. In implementing this Management Plan the Council and community will draw from a number of other sources of information, including:

- € Wellington City District Plan 2000
- € Wellington City Council Heritage and Sites of Significance to Maori inventories
- € "Healing the South Coast" (April 1994)
- € Landuse Management Guidelines: To Heal the Wellington South Coast (September 1995)
- € Wellington Coast From Owhiro Bay to Oriental Bay: Enhancement and Restoration Guidelines (February 1997)
- € Ecological Survey of the Wellington South Coast 1996
- € Department of Conservation ecological site inventories
- € Conservation Management Strategy for Wellington 1996 – 2005.

There are also a significant number of published and unpublished fauna and flora surveys of the coastal area that will be drawn upon for management purposes (such as the Department of Conservation's *Plants of National Conservation Concern in Wellington Conservancy: Current Status and Future Management*).

1.4 RELATIONSHIP WITH TANGATA WHENUA

The Council has a special relationship with tangata whenua as outlined in the memoranda of understanding between the Council and Te Runanga o Toa Rangatira Inc. (Ngati Toa), and between the Council and the Wellington Tenth Trust (Te Atiawa).

Under the memoranda of understanding, each party recognises the authority of the other to exercise their responsibilities - kawanatanga (governance) by Wellington City Council, and rangatiratanga (customary authority) and kaitiakitanga (guardianship) by tangata whenua.

Actions taken under this Management Plan will reflect these principles and are intended to provide opportunities for discussion and to develop partnerships.

2 OBJECTIVES

This Management Plan aims to achieve the following objectives:

Primary Objective:

To protect and enhance the coastal character of Wellington's South Coast.

Secondary Objectives:

To enhance and, where possible, restore the natural values of the coast, while providing for the recreational and leisure desires of visitors/users.

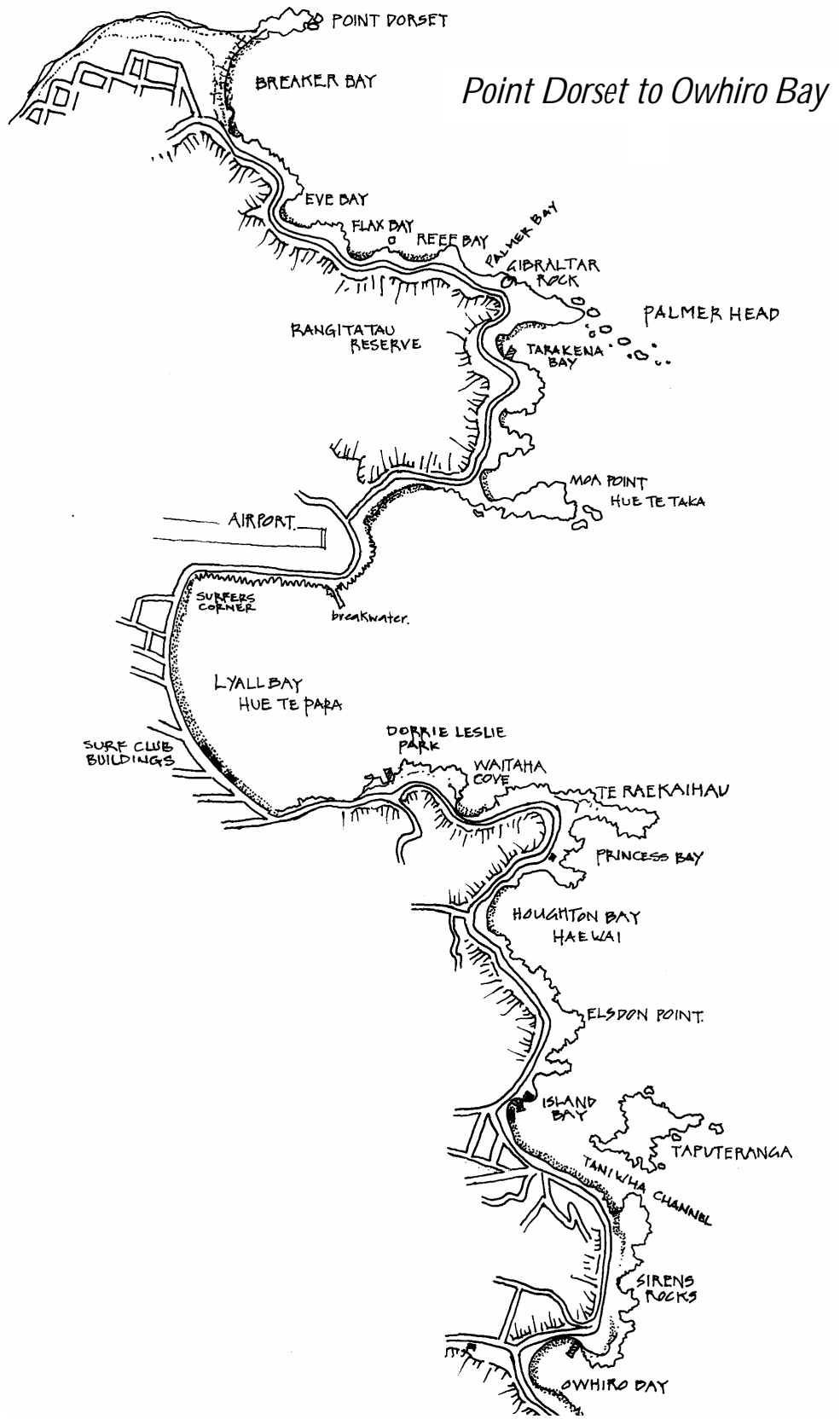
To reduce conflict between the many users and values of the area.

To respect, acknowledge and protect the history, heritage and diverse character that the South Coast holds for iwi and Wellington's communities.

To meet the needs of coastal visitors/users and the City, while ensuring any infrastructure or facilities are developed in sympathy with the coastal environment.

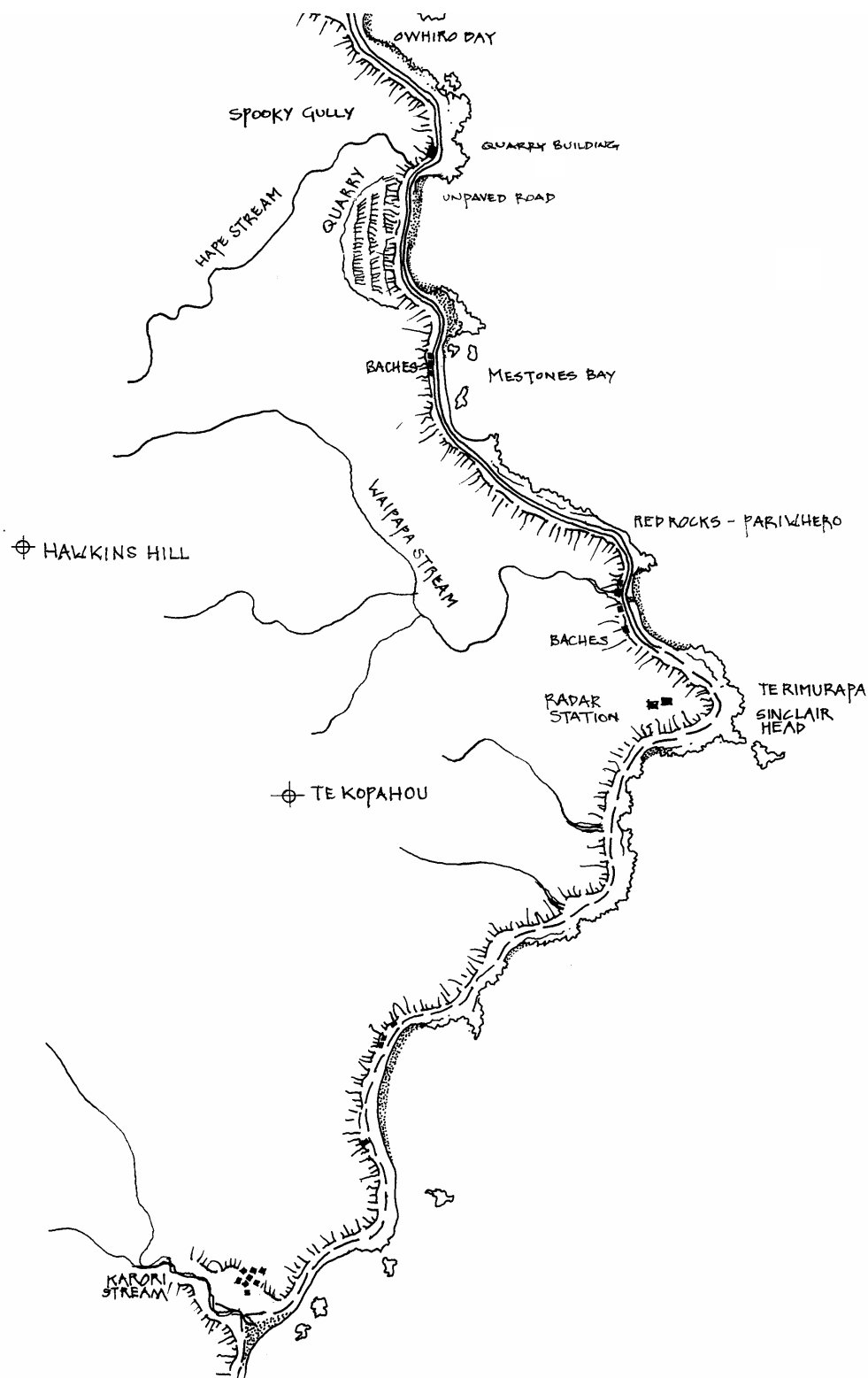
To manage the coast as a public asset with the assistance of the community in conjunction with our Treaty partners (in accordance with the memoranda of understanding held with the Council).

These objectives must be taken together and not used as isolated statements. However, in particular circumstances, certain objectives may have more relevance. Actions that promote more than one objective will generally have a higher priority than those that serve single objectives.



Point Dorset to Owhiro Bay

Owhiro Bay to Karori Stream



3 RESOURCE STATEMENT

3.1 LEGAL DESCRIPTION OF AREAS COVERED BY THIS MANAGEMENT PLAN

The legal descriptions of the areas covered by this Management Plan are contained within the following tables.

Site Map A

Site Name	Map Ref	WCC Site No.	Legal Description CT/DP/SO	District Plan Zoning	Description	Gazetted
Foreshore Reserve (Breaker Bay)	A1	292	Lot 2 DP 6560	Conservation Site 2C	Recreation reserve	1993 p1176
Beacon Hill Reserve	A2	659	Lot 11 DP 213 and Pt Sec 16 and Sec 17 Watts Peninsula District SO 11017 CT 209/239	Open Space B Outer Residential	Recreation reserve	1989 p4479
Beacon Hill Reserve	A3	659	Lot 1 DP 89958 CT 57D/59	Open Space B	Recreation reserve	Vested
Beacon Hill Reserve	A4	659	Lot 64 DP 9281 and Lot 177 DP 15452 CT 42D/750	Open Space B	Recreation reserve	1989 p4485 and p5763. Amended 1994 p917
Eastern Walkway Reserve	A5	1963	Sec 85 Watts Peninsula	Open Space B	Recreation reserve	1994 p917
Rangitatau Historic Reserve	A6	1963	Sec 1 SO 35920	Conservation Site 2D and Open Space B	Historic reserve	1991 p6 Name Change 1994 p1124
Recreation Reserve Bowes Crescent	A7	2006	Lot 48 DP 74871	Open Space B	Recreation reserve	Vested
Recreation Reserve Bowes Crescent	A8	2006	Lot 47 DP 74872	Open Space B	Recreation reserve	Vested
Ataturk Memorial Historic Reserve	A9	46	Pt Lot 1 DP 9192 CT 434/32 SO 19556	Conservation Site 2C	Historic reserve	1991 p2871
Ataturk Memorial Historic Reserve	A10	46	Pt Sec 3 SO 35920	Conservation Site 2C	Historic reserve	1991 p1684
Palmer Head and Foreshore	A11	722	Sec 2 SO 35920 CT Pt. 21A/909	Conservation Site 2C	Historic reserve	1991 p1684
Ataturk Memorial Historic Reserve (Tarakena Bay Foreshore)	A12	46	Pt Sec 56 SO 25169 CT 21A/909	Conservation Site 2C	Recreation reserve	1968 p757
Palmer Head and Foreshore	A13	722	Pt Sec 56 Watts Peninsula SO 25169 CT 21A/909	Conservation Site 2D and Open Space B	Recreation reserve	1968 p757
Rangitatau Historic Reserve	A14	1963	Pt Sec 3 SO 35920	Conservation Site 2D and Open Space B	Historic reserve	1991 p1684
Foreshore (ex Engine testing sheds)	A15	1196	Sec 28 Watts Peninsula SO 24188	Open Space B	Recreation reserve	
Foreshore (ex Engine testing sheds)	A16	1196	Sec 31 Watts Peninsula SO 24328	Open Space B		
Moa Point Dog Pound	A17	1046	Sec 61 Watts Peninsula	Open Space B	Dog pound	1968 p2037
Reserve Land Moa Point	A18	1933	Sec 1 SO 35818	Open Space B	Drainage purposes	1990 p144

Reserve Land Moa Point	A19	1933	Sec 3 SO 35088	Open Space B	Drainage purposes	1990 p144
Strathmore Park/ Tukanae St playarea	A20	524	Lot 3 DP 31043 CT 43A/813	Open Space B	Recreation reserve	1994 p917
Strathmore Park/ Tukanae St playarea	A21	524	Lot 2 DP 31043 CT 43A/813	Open Space B	Recreation reserve	1994 p917
Strathmore Park/ Tukanae St playarea	A22	524	Lot 1 DP 31043 CT 43A/812	Open Space B	Recreation reserve	1994 p917
Strathmore Park/ Tukanae St playarea	A23	524	Lot 33 DP 23808 CT 42D/767	Open Space B	Recreation reserve	1994 p917
Breaker Bay Playarea	A24	1963	Lot 96 SO 25711	Open Space B	Legal Road	

Site Map B

Site Name	Map Ref	WCC Site Number	Legal Description CT/DP/SO	District Plan Zoning	Description	Gazetted
Foreshore Reserve (Hue Te Taka Peninsula/Moa Point)	B1	509	Sec 33 Watts Peninsula SO 25169	Conservation Site 2E	Recreation reserve	1962 p362
Foreshore Reserve (airport reclamation)	B2	938	Lot 4 DP 78304	Open Space B	Local Purpose (esplanade). Vested as part of airport development	
Foreshore Reserve (airport reclamation)	B3	938	Lot 3 DP 78304	Open Space B	Local Purpose (esplanade). Vested as part of airport development	
Esplanade Lyall Bay Parade	B4	2253	Lot 6 DP 75384	Open Space B	Local Purpose (esplanade). Vested as part of Airport development	
Lyall Bay Reserve Strips	B5	Ex 899	Lot 64 DP 2456	Open Space A	Recreation reserve	1989 p4479
Lyall Bay Reserve Strips	B6	900	Lot 62 DP 21360 CT Pt 7B/825	Open Space A	Recreation reserve	1989 p4479
Lyall Bay Reserve Strips	B7	900	Lot 2 DP 83928	Open Space A	Recreation reserve	1989 p4479
Lyall Bay Beach	B8	2253	Pt Lot 3 DP 2456 CT 428/268	Open Space B	Fee simple	
Lyall Bay Western End (Road)	B9	2253	Lot 6 DP 90866 CT58B/269 Pt Sec 6 Evans Bay SO 11017	Open Space B	Fee simple Designated as road	
Lyall Bay West	B10	207	Lot 5 DP 90866 CT58B/269	Open Space B	Fee simple	
Lyall Bay West (escarpment)	B11	207	Lot 13 DP 13175 CT58B/269	Open Space B	Fee simple	
Residential sections	B12	1289	Lots 18, 19, 20, 21 and 22 DP 90866 CT58B/269	Outer residential	Fee simple	
Dorrie Leslie Park	B13	207	Lot 4 DP 90866 Part Lots 455 to 460 DP 171	Open Space B	Fee simple	
Foreshore Reserve (Te Raekaihau Point)	B14	207	Lot 3 DP 90866 CT58B/269	Conservation Site 2F and Open Space B	Fee simple	

View Road/South Headland Reserve (Te Raekaihau Reserve)	B15	539	Sec 30 SO 31517 Pt Lots 383, 385, 387, 389, 420, 422, 424 and Lots 418, 426, 427 DP 172, Pt Lot 1 and Lots 11 to 20 DP 3142, Lots 7 to 12 DP 8961, Pt Lot DP 786, Part Sec 4 Town District.	Conservation Site 2F and Open Space B	Recreation reserve	1994 p917
---	-----	-----	---	---------------------------------------	--------------------	-----------

Site Map C

Site Name	Map Ref	WCC Site Number	Legal Description CT/DP/SO	District Plan Zoning	Description	Gazetted
Foreshore Reserve (Houghton Bay)	C1	207	Sec D on Plan B/161 CT58B/269	Conservation Site 2F	Fee simple	
Foreshore Reserve (Houghton Bay)	C2	207	Sec E on Plan B/161 CT58B/269	Conservation Site 2F	Fee simple	
Hermit's Cave	C3	211	Pt Lots 339, 341 and 343 DP172 Lot 132 DP 1467	Outer Residential	Fee simple	
Foreshore Reserve	C4	207	Lot 1 and 2 DP 90866 CT58B/269	Open Space B	Fee simple	
Foreshore Reserve	C5	207	Pt Lot 345 DP172	Open Space B	Recreation reserve	1915 p3605
Buckley Road/Orchy Crescent Reserve (East)	C6	1346, 707 & 1403	Pt Lot 342 and Pt Lot 344 DP 172, and Lot 100 DP44305 Lots 43 to 51 and Lots 119 to 129 DP 1467 Pt Sec 4 Town SO 10434	Open Space B Outer Residential	Recreation reserve Fee simple	1989 p4479 1989 p4482
Foreshore Reserve	C7	207	Pt Sec 9 Town SO 17263	Open Space A	Recreation reserve	1919 p708
Buckley Road/Orchy Crescent Reserve (West)	C8	707	Lot 103 DP 44307 CT 16D/1134	Open Space B and part Outer Residential	Recreation reserve	1995 p4478
218 Buckley Rd/Orchy Cres Playarea	C9	707	Lot 20 DP 53244	Open Space B	Recreation reserve	1995 p4478 Vested
Melbourne Road Reserve	C10	619	Lots 495, 496, 499, 500 DP 815 and Lot 3 DP18485	Open Space B	Recreation reserve	1989 p4483, and 1907 p3321
Vacant land (Melrose Road)	C11	538	Lot 105 DP44309	Open Space B	Fee simple	
Shorland Park Foreshore	C12	1014	Pt Sec 9 Town SO 10414 CT Pt 428/133	Open Space B	Recreation reserve	1989 p4482
Esplanade/Trent St Corner	C13	566	Pt Lot 459 DP251 SO17409	Outer Residential	Water works	1921 p10
Shorland Park (Reef St Adjunct)	C14	566	Pt Lot 463 and Lots 460, 461 and 462 DP 251	Open Space A	Recreation reserve	1989 p4482
Shorland Park	C15	567	Lots 473, 474, 475, 476, 477, 478, 479, 481, 482, 483 and Pt Lot 484 DP 251	Open Space A	Recreation reserve	1989 p4482 p4479
Foreshore Reserve	C16	1341	Pt Sec 9 SO 10521	Open Space A	Pleasure ground	1907 p3321

Foreshore Reserve	C17	1341	Lot 1 DP 12544	Open Space A	Recreation reserve	1907 p3321
Foreshore Reserve	C18	1341	Pt Sec 9 Town SO 10521	Open Space A	Pleasure ground	1907 p3321
Foreshore Reserve	C19	1341	Pt Sec 9 Town SO 10521	Open Space A	Pleasure ground	1907 p3321
Foreshore Reserve (Windy Point Owhiro Bay)	C20	1341	Pt Sec 9 Town SO 10434	Open Space A	Pleasure ground	1907 p3321
Foreshore Reserve (Windy Point Owhiro Bay)	C21	1341	Pt Sec 26 Owhiro SO 10434	Open Space A	Pleasure ground	1907 p3321
Oku Street Reserve (Town Belt)	C22	2151	Pt Lot 662 DP 251, and Pt Sec 26 Owhiro District SO 10434 CT 40A/58, and Lot 2 DP31855, and Pt Lot 1 DP 9430 CT 46B/810	Open Space B	Recreation reserve	1998 p68
Tapu Te Ranga (Island)	C23	1047	Island Block XII Port Nicholson SO 12079	Conservation Site 2B	Pleasure ground	Vested in Council by Sec 3 WCC Empowering Act 1927

Site Map D

Site Name	Map Ref	WCC Site Number	Legal Description CT/DP/SO	District Plan Zoning	Description	Gazetted
Owhiro Bay Parade	D1	No ref.	Lot 1 and 2 DP10394	Rural	Fee simple	
Owhiro Bay Quarry	D2	2327	Lot 1 DP 26786	Rural	Fee simple	
Owhiro Bay Quarry	D3	2327	Pt Lot 1 DP 26908	Rural	Fee simple	
Owhiro Bay Quarry	D4	2327	Lot 1 DP 61218	Rural	Fee simple	
Red Rocks Recreational Reserve	D5	1945	Lot 1 DP 28821 CT 41A/291	Conservation Site 3A	Recreation reserve	1991 p2942
Sinclair Head (Te Rimurapa)	D6	1086	Sec 100 Terawhiti SO 19730	Conservation Site 3A	Recreation reserve	1994 p917
Waipapa catchment (Te Kopahau)	D7	1081	Pt Lot 1 DP 29398	Open Space B	Sanitary works	1972 p733

3.1.1 Roads

This Management Plan also covers the areas of legal road that are not covered by the formed carriageway (known as 'road reserve') of the following roads:

- € Pass of Branda
- € Breaker Bay Road
- € Moa Point
- € Lyall Parade
- € Queens Drive
- € The Esplanade
- € Owhiro Bay Parade
- € Coastal road to Karori Stream.

In certain cases the 'road reserve' extends over areas of coastal foreshore (for example, the seaward side of Breaker Bay Road). Management of such areas against roading objectives is not appropriate.

3.1.2 Foreshore

The legal descriptions provided in the tables above relate to title boundaries. Often these may not correctly represent the physical environment that exists – particularly with older titles on the coastal edge. For example, the west end of Breaker Bay extends further seaward than the boundary of Site A1.

This Management Plan applies to all foreshore or coastal land that is within the Council's territorial boundary (above the line of mean low water springs) or coastal land over which the Council has management control.

3.1.3 Amendments to Land Coverage

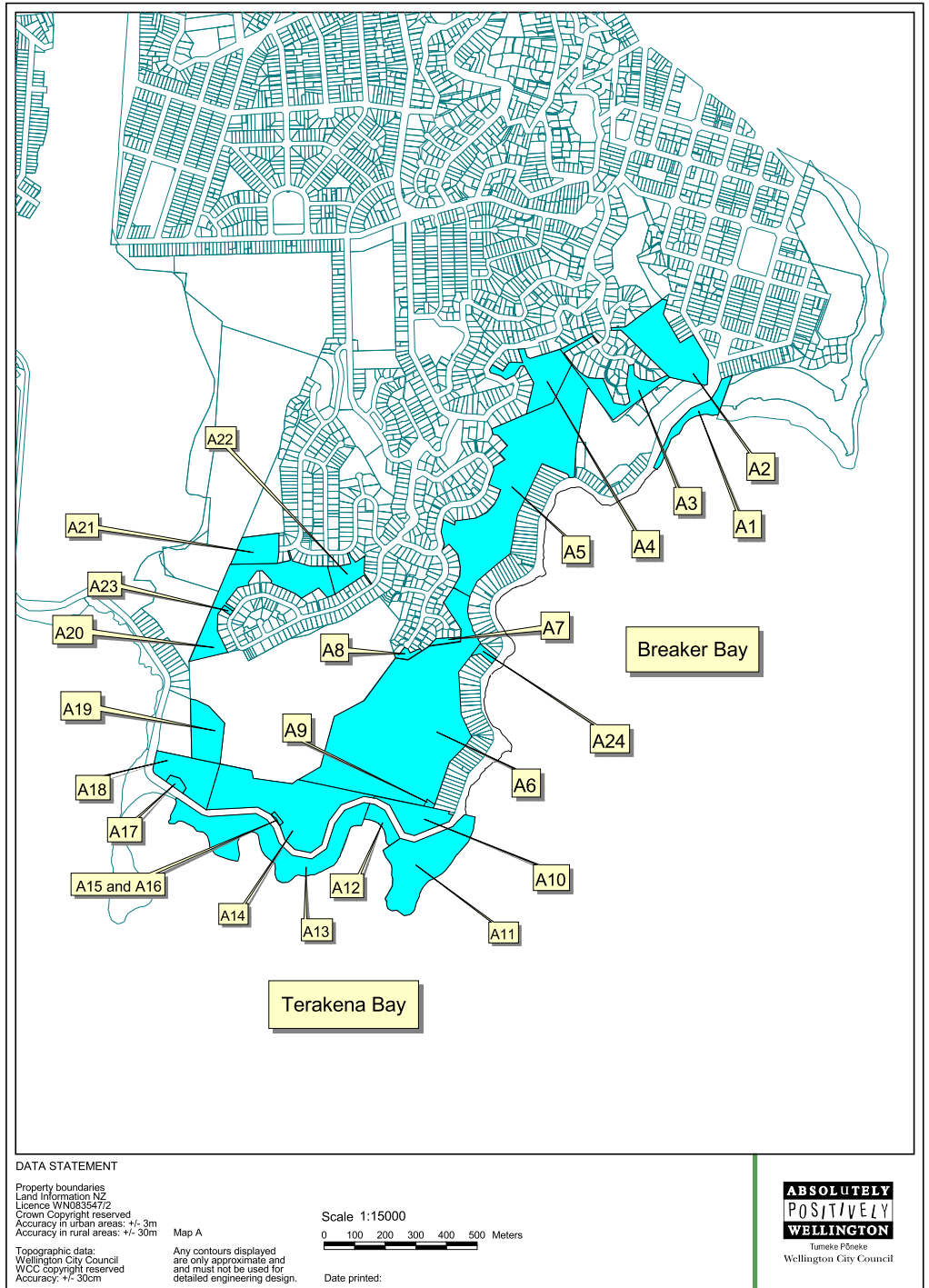
Other sites or areas of land may be added to those covered by the provisions of this Management Plan. This may be due to land purchases or due to changes of use (for example, land no longer being required for drainage purposes). Any addition would be specifically approved by Council.

Land may also be removed from the Management Plan, but this would require a special case and a Council resolution. Community consultation would also occur before any decision was made in relation to removing land.

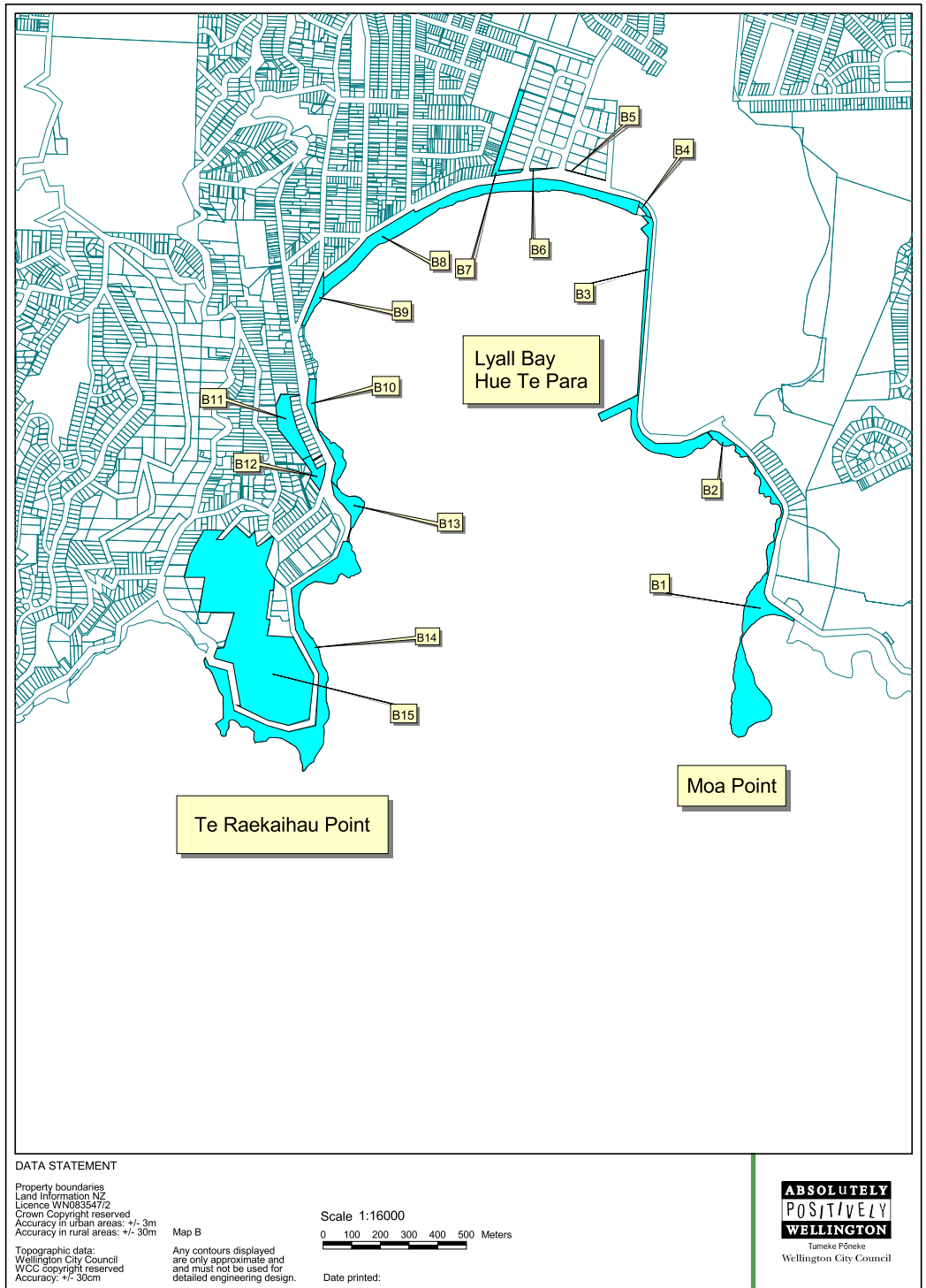
3.1.4 Classification and Reclassification of Land

The Council will review the status of all land covered by this Management Plan and will classify or reclassify land as reserve where this is appropriate (see section 6.13). In particular, land that has a historical classification of *Pleasure Ground* will become *recreation* or *scenic reserve*, fee simple land on the coastal edge is likely to become *recreation reserve*, and land designated for other works is likely to become classified under the Reserves Act 1977.

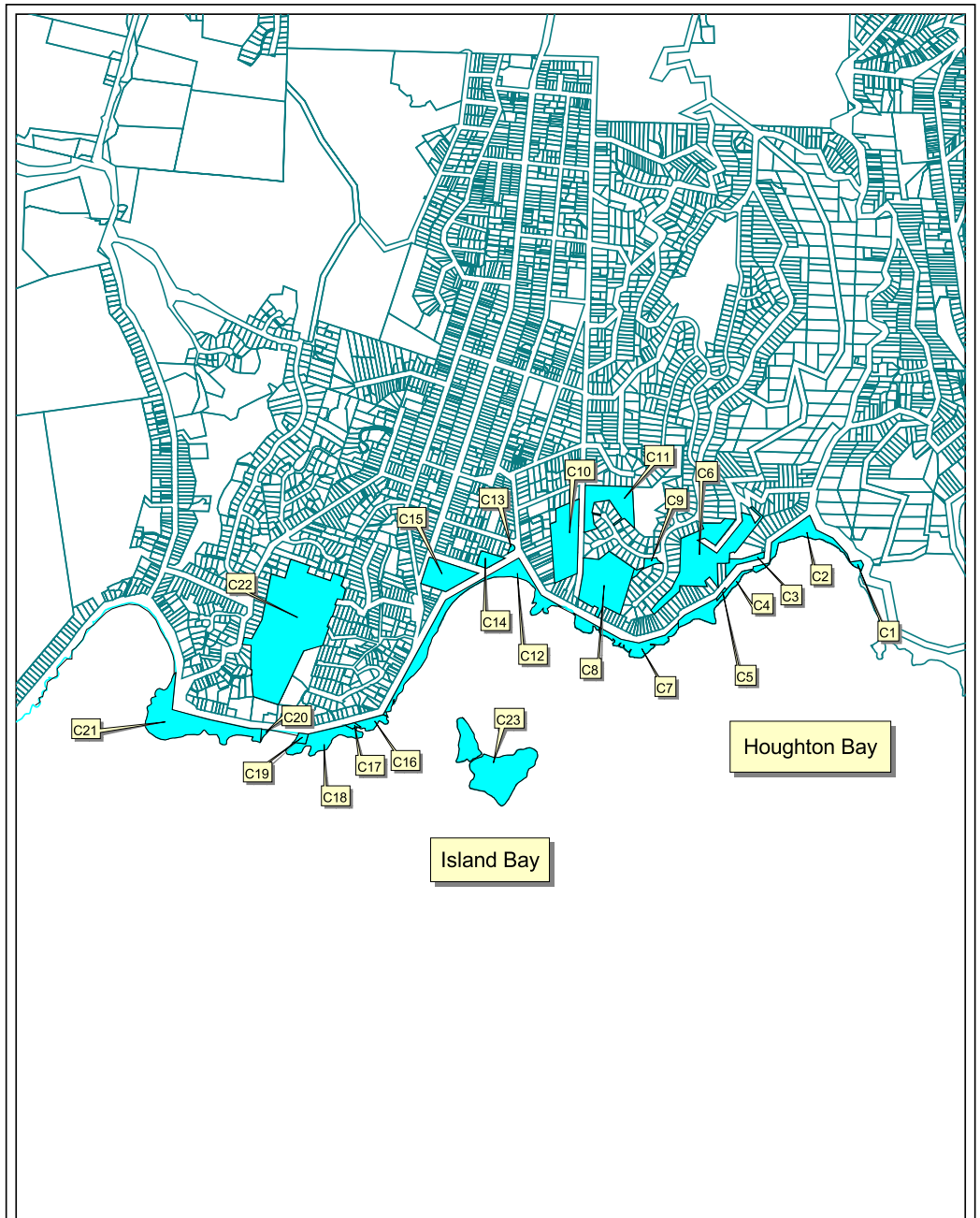
3.2 SITE MAPS



Site Map A: Breaker Bay to east of Moa Point.



Site Map B: Moa Point to Te Raekaihau Point.



DATA STATEMENT

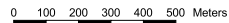
Property boundaries
 Land Information NZ
 Licence WN0835472
 Crown Copyright reserved
 Accuracy in urban areas: +/- 3m
 Accuracy in rural areas: +/- 30m

Topographic data:
 Wellington City Council
 WCC copyright reserved
 Accuracy: +/- 30cm

Map C

Any contours displayed
 are only approximate and
 and must not be used for
 detailed engineering design.

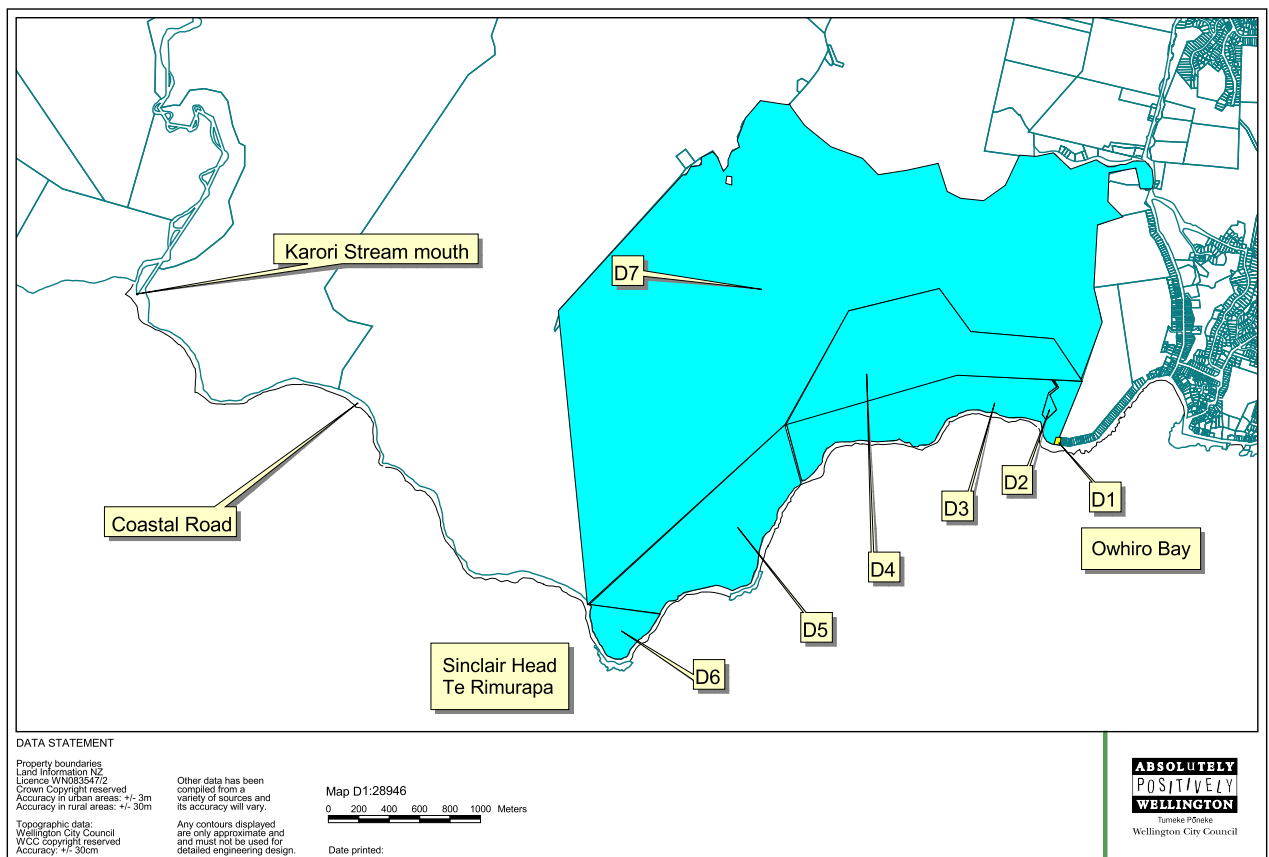
Scale 1:16000



Date printed:



Site Map C: Houghton Bay to Owhiro Bay.



Site Map D: Owhiro Bay to Karori Stream

3.3 LANDFORMS AND LANDSCAPES

The South Coast has, as one of its defining features, a number of sharp ridges and steep escarpments running down to the coastal edge. These dramatic landscape features are mostly covered in flax communities or regenerating scrub. The 24.5km predominantly rocky coast intermittently gives way to valleys with sandy bays. From east to west, the main sand beaches that fall under this Management Plan are: Breaker Bay, Princess Bay, Houghton Bay, Island Bay and Owhiro Bay. The Lyall Bay beach platform is a strong feature that separates the eastern peninsula from the rest of the coast.

The coast is dissected by a number of streams (both modified and natural). These include:

- € Te Poti Stream
- € Waitaha Stream (Queens Drive)
- € Owhiro Stream
- € Hape Stream (Spooky Gully)
- € Whare-raurekau Stream (Mestones Bay)
- € Waipapa Stream (also known as Te Kopahou Stream)
- € Mangarara Stream
- € Karori Stream (the western boundary of the Management Plan area).

The coastal ridges generally run north-south in line with the faulting of the area. These ridges provide definite skyline features for the valley systems – some of which have been developed for residential purposes. Where the ridges meet the coast, rocky outcrops running out to sea provide a sheltering effect and small pebble beaches or bars have formed as a result. The strength of the coastal tides and waves mean the pebble and sand beaches often change their profile and nature – sometimes in a short space of time.

Sand dunes were present at a number of places on the coast, however a combination of roading works and residential development removed large proportions of these coastal features (see photo in section 4.1). They are now limited to an area to the east of Karori Stream, a small area at Island Bay and the restored areas of Lyall Bay.

The highest point covered by the Management Plan is Hawkins Hill at 495m. Viewed from a distance, it forms the skyline backdrop to Wellington City. The southern limit of the ridge that incorporates Hawkins Hill is Te Kopahou. This hill gives its name to the general area. Another feature important as a form of recognition or identification is Tapu Te Ranga – the island that the suburb is named after.

The greywacke and argillite rock of the area originates from seafloor sediments. While still soft, the rock was deformed and faulted. Deformation continued once the rock hardened and there is still active faulting today. The Wellington fault runs the length of Long Gully. Several subsidiary faults have moved recently, creating pug and crush zones near the Owhiro Bay Quarry.

The red, basaltic pillow lava that is exposed at Red Rocks/Pariwhero was formed by lava erupting onto the seafloor while sediments were accumulating. This feature is exposed as rocks on the coastal edge, but it also runs inland as a rock band. This area was extensively quarried for the red rock material up until the late 1980s. The beach platform along parts of the coast was raised in the 1848 and 1855 earthquakes.

The climate and weather patterns have a strong influence on the vegetation that grows along the coast. The windswept vegetation provides a strong landscape feature and a palette of colours for the South Coast. The area covered by this Management Plan experiences an annual rainfall of between 1000 - 1250mm and is exposed to gales on an average of 43 days per annum (based on Wellington Airport observations 1980-86). Windiness and relatively high sunshine hours combine to create a high evaporation rate compared with other North Island sites. Prevailing northwest winds funnel through Cook Strait creating a venturi effect that increases the wind speed in this portion of Cook Strait.



Point Dorset, Breaker Bay and Eve Bay before coastal road developed (Crawford's Branda Quarry in middle of photo), July 1919.

Photographer: George Leslie Adkin
1888 – 1964. Adkin Collection,
Alexander Turnbull Library Ref G-
23177-1/2.

Significant influences on the landscape include: residential development, seawall and road construction, and quarrying. While the recently closed Owhiro Bay Quarry is an obvious example of human impact on the area's landforms, others include stone cutting at Red Rocks (Pariwhero) circa 1915, and the removal of the end of Te Raekaihau Ridge to expose Princess Bay to the range of the Miramar battery.

3.4 ECOLOGICAL RESOURCE

3.4.1 Plants

The coastal edge of Wellington supports many plant species adapted to the Cook Strait conditions. There are local varieties of species more commonly found in mountain environments. There are some rare plant communities, some nationally endangered plants - and a number of species have become locally extinct.

The area covered by this Management Plan is included in the Cook Strait Ecological District and is characterised by maritime conditions and skeletal soils derived from the weathered greywacke substrate.

The original ecological diversity of the coast has declined through the clearance of forest cover, and the last few decades have seen further decline in ecological quality through farming, quarrying, fire, off-road vehicles and the spread of pest animals, feral stock, pest and weed species.

The remnant plant communities offer nuclei for regeneration and planting programmes, and the natural processes of revegetation are restoring indigenous plant communities. However there is a significant proportion of threatened species and fragile ecosystems that require management attention.

In general, information on the ecological health of the coast is limited, although some areas, such as the Waipapa catchment, have been studied in detail. The information within the document 'Healing the South Coast 1994', studies of the District Plan conservation sites and other studies provide an indication of the likely quality of the coastal ecosystems.

3.4.2 Coastal cliff vegetation

The steep coastal cliffs that bear the full force of Cook Strait gales support a mosaic of coastal scrub, flax and tussock land, and scree. Taupata, stunted karaka, mahoe, manuka, akiraho, tree hebe, five-finger and kowhai would once have created a dense scrub given suitable slope and soil.

Of note are the karaka growing between Red Rocks/Pariwhero and Sinclair Head/Te Rimurapa (NZMS 260, R27, 538819) - for these are associated with a pre-European Maori settlement site. The grove is one of 36 areas identified as "Priority and Requiring Protection" in the Biological Resources of the Wellington Region 1984. They are suffering from wind exposure, possum browsing and old age. Some regeneration is occurring and this may be assisted by pest control and revegetation planting.

Also of note is *Muehlenbeckia astonii*, shrubby tororaro, west of Sinclair Head. This species is listed by the Department of Conservation as "nationally vulnerable, regionally critical".

Deforestation, intensive browsing, fire and quarrying have greatly increased the area of destabilised cliff faces to the west of Owhiro Bay. The main vegetation community along the South Coast now includes Tauhinu, speargrass, springy cushions of *Coprosma propinqua*, flax and large-leaved pohuehue that have colonised scree and detritus accumulations.

3.4.3 Coastal foreshore vegetation

In the foreshore zone, different substrates (rock, shingle, sand, seepages) exhibit quite specific plant associations, now intermingled with introduced species. This strip has been affected by roading, off-road vehicles, commercial sand and boulder extraction, recreational activities and the planting of exotic species.

Regionally significant habitats have diminished to the extent that several coastal plants are considered regionally rare. They include: the prickly herb known as sea holly, the distinctively coloured sand coprosma (probably extinct on the Wellington Peninsula now), the small herbaceous plant *Crassula moschata* (the South Coast is its only known locality in the North Island), sand piripiri and pingao, some of which are nationally rare or threatened.

The sand daphne (*Pimelea arenaria*) and *Muehlenbeckia ephedroides* that once existed in this area are now locally extinct. The coastal dune vegetation at the mouth of Karori Stream has been identified by the Department of Conservation as a key area supporting *Austrofestuca littoralis* (sand tussock) and pingao.

3.4.4 Inland Coastal Vegetation

Inland from the coast, the original vegetation comprised a mix of coastal and broadleaf forest species. Sheltered hillsides above approximately 350m originally bore tawa forest studded with very large rimu and northern rata. Rotting trunks are still evident on what are now grasslands around Hawkins Hill. The only mature remnant of this forest type on the Wellington Peninsula is that protected in Otari-Wilton's Bush Reserve. The soils under these forests were generally Makara and Korokoro hill soils, deeper and more friable than the Makara and Terawhiti steepland soils that characterise coastal faces and valley sides.

With thinner soils, increased exposure to salt-laden gales and freedom from frosts, forest composition differed significantly. Such coastal forest on the Wellington Peninsula had a smooth, wind-resistant canopy of kohekohe, predominantly, with karaka, ngaio and titoki. Where there was shelter from the worst gales, the canopy also included hinau, tawa, kaikomako and, in the valleys, large pukatea.

There are few mature coastal forest remnants in the study area, mainly within the Waipapa, Spooky/Hape Gully and Careys Gully catchments. There are pockets of tree hebe and kaikomako in some gullies. Regeneration within the coastal area is most advanced in Careys Gully above the landfill. Small pockets of second growth and modified forest (totalling three hectares in Spooky/Hape Gully and Waipapa catchments) are generally confined to gullies and gully walls.

The main coloniser of new ground is the shrub tauhinu. It has extended its natural range into farmland because it is not eaten by farm stock and is spray-resistant. It is the dominant shrub in the Waipapa catchment. Gorse is prevalent above Landfill Road and Spooky Gully headwaters where farmland has been retired. Elsewhere it is in localised pockets (such as in the valley above Tarakena Bay). Gorse is able to colonise poor soils and raises the level of available nitrogen and provides a detritus layer. If

undisturbed, it provides shelter for native seedlings and will be overtopped in 15 to 20 years by native species. It takes longer for native bush to overtake gorse than tauhinu or bracken.

Depending on site conditions, tauhinu and gorse are succeeded by manuka/kanuka stands or by a broad-leaved scrub community of mahoe, five-finger, akiraho, ngaio and coprosma and hebe species.

The native silver tussock, forms picturesque swards on ridgetops and is mixed with speargrass and, on bluffs around Hawkins Hill, an unusual occurrence of inaka occurs, usually associated with sub-alpine habitats.

3.4.5 Threatened Plant Species

A number of species are now under threat. Nationally and regionally threatened species require careful assessment to determine the most appropriate management. Offsite plant propagation is being used to ensure population survival.

The coast is sensitive to human interference and there is a concern that Wellington is losing its characteristic Cook Strait flora. While recent exploration of some areas has discovered a greater diversity of remnant populations, in Spooky/Hape Gully alone there are seven species that are no longer found anywhere else in the Wellington Region.

The presence of goats has had a significant effect on the coastal cliff vegetation in the hills west of Owhiro Bay. In the course of 15 years, plant populations, notably of species preferred by goats as food, such as speargrass and *Brachyglottis lagopus* (a yellow daisy-headed herb, now locally rare) have declined dramatically. The recovery of species favoured by goats will continue to be influenced by the level of goat control in the area.

Also becoming rare in Wellington due to browsing and habitat loss are the leafless clematis and the leafless bush lawyer more common in Palliser Bay in the Wairarapa. The leafless clematis is almost entirely confined to a population of 40 plants in Waipapa Stream.

The nationally vulnerable divaricating shrub *Muehlenbeckia astonii* is limited to a very small number of individual plants. Conversion of coastal and riparian strips to farmland has fragmented populations and removed potential colonisation sites.

Status of rare plants on the Wellington South Coast

Believed extinct on the Wellington South Coast		
SPECIES NAME	NATIONAL RANK	REGIONAL RANK
<i>Muehlenbeckia ephedriodes</i>	Sparse	Regionally critical
<i>Pimelea arenaria</i>	Serious decline	Regionally vulnerable
<i>Crassula peduncularis</i>	Nationally endangered	Regionally critical
<i>Korthalsia lindsayii</i> (leafless mistletoe)	Not threatened	Sparse
<i>Lepidium obtusatum</i>	Extinct	Regionally extinct
<i>Lepidium oleraceum</i>	Nationally endangered	Regionally critical
<i>Coprosma acerosa</i>	Not threatened	Gradual decline

Nationally threatened species		
SPECIES NAME	NATIONAL RANK	REGIONAL RANK
<i>Austrofestuca littoralis</i> (grass)	Gradual decline	Gradual decline
<i>Eryngium vesciculosum</i> (small prickly herb)	Gradual decline	Sparse
<i>Hoheria</i> aff. <i>Sextylosa</i>	Gradual decline	Data deficient
<i>Muehlenbeckia astonii</i> (divaricating shrub)	Nationally vulnerable	Regionally critical
<i>Desmoschoenus spiralis</i> (sedge)	Gradual decline	Gradual decline
<i>Myosotis</i> sp. (<i>a</i>) <i>australis</i> var. <i>lytteltonensis</i>	Nationally critical	Regionally extinct

Regionally threatened species	
SPECIES NAME	REGIONAL RANK
<i>Asplenium obtusatum</i> (fern)	Regionally critical
<i>Blechnum blechnoides</i> (formerly <i>B. banksii</i>) (fern)	Gradual decline
<i>Clematis afoliata</i> (scrambler)	Gradual decline
<i>Cheilanthes distans</i> (fern)	Sparse
<i>Crassula moschata</i> (small herb)	Sparse
<i>Discaria toumatou</i> (shrub)	Serious decline
<i>Einadia allanii</i>	Serious decline
<i>Elymus multiflorus</i> (grass)	Sparse
<i>Hymenophyllum minimum</i> (fern)	Sparse
<i>Melicytus</i> aff. <i>obovatus</i> (shrub)	Regionally critical
<i>Mentha cunninghamii</i> (herb)	Sparse
<i>Pellaea calidirupium</i> (fern)	Sparse
<i>Rubus squarrosus</i> (scrambler)	Sparse
<i>Rumex neglectus</i> (herb)	Regionally critical
<i>Scandia geniculata</i> (liane)	Serious decline
<i>Senecio rufiglandulosus</i> var. unnamed (herb)	Data deficient
<i>Suaeda novae-zelandiae</i> (herb)	Regionally critical

Locally rare on the Wellington South Coast but not threatened
SPECIES NAME
<i>Acaena juvenca</i> (piripiri)
<i>Acaena pallida</i> (piripiri)
<i>Brachyglottis lagopus</i> (herb daisy)
<i>Carex comans</i> (grass)
<i>Cheilanthes sieberi</i> (fern)
<i>Crassula kirkii</i> (small herb)
<i>Epilobium microphyllum</i> (herb)
<i>Fuchsia perscandens</i> (scrambler)
<i>Microseris scapigera</i> (herb daisy)
<i>Ophioglossum coriaceum</i> (fern)
<i>Spinifex sericeus</i> (grass)
<i>Viola</i> sp. aff. <i>V. cunninghami</i> (herb)

3.4.6 Wildlife

Sinclair Head/Te Rimurapa is known as a haul out site for male New Zealand fur seals. It is not a breeding colony. Seals are resident between May and August, and are fully protected and numbers are slowly increasing. These seals are an important visitor and tourist attraction.

The coastal environment is also home to invertebrates, including the rare speargrass weevil, lizards and birdlife. Among the coastal birds are: the banded dotterel, pied/torea and variable oystercatchers/torea pango, shags, gannets/takapu and reef herons. Little blue penguins/korora breed at a number of sites along the coast and black-backed gulls/karoro nest on Tapu Te Ranga.

Birdlife that is more commonly found inland, but that can also be observed on the coast, includes: grey warbler/riroriro, pipit/pihoihoi, fantail/piwakawaka, silver eye/tauhou, shining cuckoo/pipiwharauoa, kingfisher/kotare, yellow hammers, paradise ducks/putangitangi, welcome swallows and goldfinches.

Again, information on the wildlife within the Management Plan area is limited. Particularly information on freshwater habitats and biota. With the increase in vegetation cover, it is anticipated that more species will be found and will breed in the area.

4 COASTAL HERITAGE AND USE

4.1 CULTURAL, SPIRITUAL AND HERITAGE SIGNIFICANCE

Sites within the area are believed to record up to 1000 years of settlement. Owhiro Bay itself was a well-developed settlement when Europeans arrived. Iwi associated with the area prior to the arrival of Te Atiawa and Ngati Toa, the present day tangata whenua, include Ngati Mamoe, Ngai Tara, Ngati Ira and Rangitane.

Over the years, sites of cultural significance including waahi tapu along the South Coast have been severely degraded and some important historical places have been significantly modified - such as the Red Rocks headland. Few traces remain of early settlement areas, urupa or oven sites. These sites have deep spiritual significance to local iwi.

A number of pa sites are located along the coast, such as Rangitatau Pa, the canoe landing site in Tarakena Bay, Oruaiti Pa on the site that is now known as Fort Dorset, and the Ngati Mamoe pa at Te Rimurapa. The Ngai Tara stronghold on the Miramar Peninsula, Whetu-Kairangi, was protected by outposts along the coast as well as in the inner harbour.

Charred moa bones found on the sands of Lyall Bay (Hue-te-para) are evidence of moa hunting on the isthmus. Terraces (such as on the point above Te Raekaihau Point) and kainga sites (with evidence of middens, implements and ovens) found in a number of locations in the bays (such as Te Mapunga near the Island Bay Beach and Owhiro Bay) and overlooking the coast, show cultivation and occupation occurred at a number of sites.

The headland known as Pariwhero (Red Rocks) was frequented by early Maori inhabitants for its fishing and supply of bull kelp. Various legends explain the red colouration: Maui stained the rocks with blood from his nose (blood which he used to bait his hook prior to catching Te Ika a Maui - the North Island); Kupe wounded himself on paua; Kupe's daughters, despairing over his prolonged absence, dashed themselves on the rocks. Tapu te Ranga, the island that gives Island Bay (Paekawakawa) its name, was a small pa, used as a refuge by Ngati Ira following the Te Atiawa occupation of the area.

Te Rimurapa headland (Sinclair Head) was classified as Maori Reserve and an early settlement site. During World War II, the NZ Army had an observation post on the headland - the derelict remains are still evident. Other defence sites can be seen on the Miramar Peninsula.

The once isolated coastline has, since the 1900s, made a transition from a holiday location with baches and summer houses, to an urban coastline. Many parts of the coast have developed into urban areas including Breaker Bay, Owhiro Bay and Island Bay.

Island Bay became a centre for Italian, Greek and Shetland Islander fishing communities. Fishing boats still moor in the bay and land their catch near the Bait House. The coastal edge has in many places evolved from a natural state to a managed one with seawalls, roads and buildings. Formed roads were gradually extended along the area, reclamation of small areas occurred, and the construction of the airport significantly altered the shape of Lyall Bay.



Elevated view of a wooden dwelling overlooking Lyall Bay, circa 1900.

Photographer: T Stonebridge and Co. Source WCC Archives Ref 00138:0:11593.

Ships that have been wrecked on the South Coast between Karori Lighthouse and Owhiro Bay include the Tyne (the earliest, wrecked in 1843), Cyprus, Wellington, Nambucca, Crescent, La Bello, Progress and Penguin. Lives were lost on all these

wrecks. Very little physically remains of these wrecks. One of the explanations for the large number of wrecks is probably Thoms² Rock (Toka Haere), located off the Karori Stream mouth. This rock, which is part of a reef, was known as a toka tipua or demon rock, for its apparent ability to change position.

4.2 USES/ACTIVITIES

4.2.1 Recreation/Leisure

The length of coast covered by this Management Plan hosts a number of different uses and recreational activities. A high proportion of these relate directly to the marine environment including: boating, surfcasting, picnicking, building sandcastles, fishing, diving, surf lifesaving, surfing and swimming. The coastal areas provide a base to carry out these activities.

Other uses do not necessarily need to occur on the coast, but the coastal environment provides a desirable, high amenity location for carrying out the activity. These activities include: road and mountain biking, walking, running, on and off road driving, dog exercising, playing and just 'being there' and meeting people.

Coastal activities are supported by a number of facilities situated on land covered by the Management Plan such as boat ramps, changing sheds, toilets, club buildings, seating and carparking areas.

Land that does not border the coast, but that has coastal character, adds another layer of recreational assets. This land brings with it playareas, walking tracks, picnic areas, and areas of regenerating vegetation.

The coast therefore hosts a large number of both passive and active types of recreation. Access to and along the coastal area is a key aspect of the success of recreation in these areas.

4.2.2 Research

A number of research programmes have been conducted on the South Coast. A large influence on this is the presence of the Island Bay Marine Laboratory. This level of research is one reason for the proposed Taputeranga Marine Reserve.

4.2.3 Commercial

Commercial uses are limited by the provision of the Reserves Act for land classified as reserve. Commercial uses on other land (such as road reserve or un-classified land) are limited by Council policies. The Council's intention is to generally bring all coastal land (other than road reserve) under the umbrella of the Reserves Act (see section 6.13).

Current commercial uses of the coast include: mobile food vendors, tours to Red Rocks/Pariwhero and the seals, and dive training/trips. By way of their location, the Wellington International Airport and Clearwater Sewage Treatment Plant are also commercial uses of the coast.

² The rock is named after Joseph Thoms – a whaler of the area.

4.2.4 Residential

The baches at View Road South Headland Reserve and those accessed by the coastal road to Karori Stream are a mix of weekend/holiday accommodation and permanent residences.

5 MANAGEMENT FRAMEWORK

5.1 AN AREA-BASED APPROACH

For management purposes, each part of the coast has been described on the basis of its primary characteristics. While the areas are joined together by the coastal character that they all share, distinguishing features have been used to identify distinct areas.

The combination of the urban edge, topography such as coastal escarpments, and the inherent character of the different parts of the coast define each area's nature. The uses that occur in each area assist in their definition, but are more a reflection of their physical attributes (including location in relation to urban areas). By identifying the characteristics of each area, the application of the management policies (section 6) can then be appropriately focused.

Each area will be managed in light of its identified character described below. Specific elements have also been described if these are an important aspect of a site's use.

Name: Breaker Bay	Site Reference: A1 and Breaker Bay Road
Breaker Bay is an urban coastal edge, however the seaward side of the road is generally natural in character. The existing boatshed structures add to the coastal character of the immediate area. Uses include recreation and community landscape projects.	

Name: Breaker Bay Escarpments	Site Reference: A2, A3, A4, A5
This area is characterised by its natural landscape. Restoration work is appropriate, and track access (Eastern Walkway) and signage are key elements of the use of these sites.	

Name: Rangitatau Reserve	Site Reference: A6, A7, A8, A9, A10, A14, A15, A16
This area is also known in part as Ataturk Park. Its character is natural and the aim is to progress the restoration of the valley system and escarpments. This area is traversed by the Eastern Walkway which passes the Ataturk Memorial. There are historic sites in the area. Key uses of the area are for walking and vegetation restoration. Parking facilities are provided on site.	

Name: Wahine Park, Tarakena Bay Foreshore	Site Reference: A11, A12, A13
The coastal edge in this location is predominantly natural in character and this should be maintained. This area is managed as a natural area balanced with recreation demands. Planting, structures and facilities in the area is designed to respect its undeveloped nature. A coastal trail provides access through the area and new structures will not be encouraged. The level of amenity infrastructure and facilities will remain at a minimal level. The management of the road reserve and carriageway will respect the natural character of the area. The Tarakena boatramp and carpark area provide recreation access to the beach and sea.	

Name: Dog Pound, Moa Point Road	Site Reference: A17
<p>This is a specific use that is not anticipated to change in the near future. If the facility was removed from this area, consideration would be given to removing the structures or to finding uses sympathetic to its natural coastal character.</p>	

Name: Moa Point Escarpment	Site Reference: A18, A19
<p>This area is characterised by its natural landscape. Restoration work is appropriate and track access and signage is appropriate.</p>	

Name: Strathmore Park	Site Reference: A20, A21, A22, A23
<p>This area is predominantly natural in character. Tracks provide access through the area and down from the slopes to the coast. Weed management and restoration are future management objectives.</p> <p>Playgrounds are managed under the Council's Playground Policy for recreation purposes.</p>	

Name: Breaker Bay Playarea	Site Reference: A24
<p>Playgrounds are managed under the Council's Playground Policy for recreation purposes.</p>	

Name: Hue Te Taka/Moa Point	Site Reference: B1
<p>This site has a strong natural character comprised of coastal formations. It is managed as a natural area balanced with recreation demands. Access to the peninsula is dependent on the tides. Restoration and weed/pest management activities are directed at ecological conservation. Carparking facilities are provided in natural settings.</p> <p>The level of amenity infrastructure and facilities will remain at a minimal level. The management of the road reserve and carriageway will respect the area's natural character.</p>	

Name: Moa Point Road	Site Reference: B2
<p>This site has a strong natural coast character. A coastal trail provides access through the area and new structures will not be encouraged. While there are a number of houses in the location, the site does not have a significant urban character.</p>	

Name: Moa Point Road (airport reclamation)	Site Reference: B3
<p>The key function of this area of land is to provide erosion protection – predominantly for the coastal road and airport. Equipment for the operation of the airport is permitted in this area, as are operations to maintain the seawalls in this high impact coastal environment.</p> <p>The area is also important for recreational access and has an established beach to the south which has a natural character.</p>	

Name: Lyall Bay	Site Reference: B4, B8, B9
<p>Lyall Bay Beach is managed for recreation purposes and this defines its predominant character. This includes provision of, or support for, surfing facilities, surf club facilities and beach access. Amenity infrastructure (such as litterbins and seats) will be provided to accommodate the level of use experienced by this site. Beach grooming will be required from time to time. Parking enhancement and road safety works are permitted, provided the public spaces are maintained or enhanced. The beach planting (pingao) will be retained and extended where possible.</p> <p>Site B9 includes formed road.</p>	

Name: Lyall Bay Reserve Strips and Road	Site Reference: B5, B6, B7 and Lyall Parade
<p>The area inland from the beach has an urban coast character – strongly influenced by the recreation uses that occur there. It is defined by residential and commercial buildings in conjunction with the coastal outlook. The reserve land comprising sites B6 and B7 was historically designed to limit vehicle access across the areas of natural and amenity planting.</p> <p>The public spaces along the road provide parking, beach access, a playground, toilet and recreation facilities. It is likely that further facilities will be required as the use of Lyall Bay Beach increases. Playgrounds are managed under the Council’s Playground Policy for recreation purposes.</p>	

Name: Dorrie Leslie Park	Site Reference: B10, B13
<p>Dorrie Leslie Park has a recreational character. It is comprised of open grass areas and amenity plantings. The boatramp and carpark area provide recreation access to the coast and sea. Further carparking, traffic access points, and amenity landscaping will be provided as the area is further developed and the coastal edge enhanced.</p>	

Name: Lyall Bay Escarpment	Site Reference: B11, B12
<p>This area is characterised by its natural landscape of regenerating vegetation. It is a highly visible escarpment from the Lyall Bay beach area. Restoration of the area will be pursued where appropriate.</p>	

Name: Te Raekaihau Point Princess Bay	Site Reference: B14
<p>Te Raekaihau Point is the proposed site for a Marine Conservation Centre. Its current character is predominantly natural, but is in a degraded state. Princess Bay has a strong recreation focus and is a well used sandy bay. Its surroundings are natural in character, however recreation facilities are appropriate if sensitively designed and sited.</p>	

Name: View Road South Headland Reserve (Te Raekaihau Reserve)	Site Reference: B15
<p>This is a generally natural area that is characterised by regenerating vegetation and steep escarpments. The aim is to progress the restoration of the valley system and escarpments (via community and Council projects). This area is traversed by a number of tracks with a link down to the coast and further development of access and signage would be appropriate.</p> <p>Also noted as a possible addition to the Town Belt Management Plan.</p>	

Name: Houghton Bay	Site Reference: C1, C2
<p>Houghton Bay has a recreation focus but this is set within a natural character. The beach is 'wild' and should remain so. Surfing and walking are two significant uses of the beach. Facilities may be appropriate on the street edge, but as the beach is relatively small, they may not be needed.</p>	

Name: Hermit's Cave	Site Reference: C3
<p>This area is characterised by its natural landscape. It is a steep escarpment with naturally regenerating vegetation (particularly flax communities). Any restoration work for this site should focus on improving its ecological quality. This may involve revegetation of the road edge and of specific areas within the site that are predominantly weed species.</p>	

Name: Elsdon Point Foreshore	Site Reference: C4, C5, C7
<p>These sites run parallel to a residential area. The seaward side of the road is natural in character with areas of established vegetation along a rocky foreshore. There are limited structures in the area and this should be maintained. Landscaping will focus on addressing areas of disturbance on the coast.</p>	

Name: Buckley Road/Orchy Crescent Reserve (East and West)	Site Reference: C6, C8
<p>This area is characterised by its natural landscape of regenerating vegetation. The escarpments provide a strong backdrop to the coast and residential areas. Restoration of the area will be pursued where appropriate.</p> <p>Also noted as possible additions to the Town Belt Management Plan.</p>	

Name: Orchy Crescent Playarea	Site Reference: C9
<p>Playgrounds are managed under the Council's Playground Policy for recreation purposes.</p>	

Name: Melbourne Road Reserve	Site Reference: C10, C11
<p>This area is characterised by its natural landscape of regenerating vegetation. The escarpments provide a strong backdrop to the coast and residential areas. Restoration of the area will be pursued where appropriate. The sites are an extension of sites C6 and C8.</p> <p>Site C11 is an inland extension of the coastal environment. These sites are also noted as possible additions to the Town Belt Management Plan.</p>	

Name: Island Bay Beach	Site Reference: C12
<p>Island Bay beach is managed for recreation purposes and this defines its predominant character. This includes provision of, or support for, surf club facilities, toilets and beach access. Amenity infrastructure (such as litterbins and seats) will be provided to accommodate the level of use experienced at this site. The heritage seawall will be maintained and protected.</p> <p>To the eastern end, the Bait House provides a strong reference point. The boatramp and carpark area provide recreation access to the coast and sea. To the western end, planting (pingao) will be retained and extended where possible - this area is more natural in character with rocky foreshore and dunes.</p> <p>Beach grooming will be required from time to time. Parking enhancement and road safety works are permitted provided the public spaces are maintained or enhanced.</p>	

Name: Trent Street/Esplanade Corner	Site Reference: C13
<p>This site is a drainage reserve. It may be possible to improve the general area through the use of amenity planting on this site. This will depend on drainage requirements.</p>	

Name: Shorland Park and Reef Street Adjunct	Site Reference: C14, C15
<p>This community playground is managed as an urban park with a coastal flavour. Its infrastructure and landscape will have a coastal style where relevant. Improving the safety of road crossings in the area between the beach and the park is desirable. Options include physical structures to slow traffic, road narrowing or markings. Playgrounds are managed under the Council's Playground Policy for recreation purposes.</p> <p>The Reef Street Adjunct is currently under-utilised as open space and the future of this site needs to be addressed.</p>	

Name: The Sirens and Windy Point	Site Reference: C16, C17, C18, C19, C20, C21
<p>This site parallels an urban edge but retains its strong natural coast character. Significant structures will not be encouraged. Significant use is made of this area for walking. Parking and pedestrian safety are two key issues that will be addressed. Site specific landscaping will be undertaken to enhance the coastal character.</p>	

Name: Oku Street Reserve	Site Reference: C22
<p>This area is characterised by its natural landscape of regenerating vegetation. The escarpments provide a strong backdrop to the coast and residential areas. Restoration of the area will be pursued where appropriate.</p> <p>Also noted as a possible addition to the Town Belt Management Plan.</p>	

Name: Tapu Te Ranga	Site Reference: C23
<p>This island is an important visual and ecological landform. Any activities associated with the island will be managed to maintain these values. The island is open to the public, but use will not be encouraged. Periodic animal and plant pest management will be necessary. Management of the black-backed gull population is required to maintain airport safety.</p>	

Name: Owhiro Bay Beach	Site Reference: No site ref
<p>This beach is generally recreational in character. It has a hard edge (seawalls) with little natural character against the road edge. Carparking and signage are appropriate on the northern edge. The beach has a strong urban character.</p>	

Name: Owhiro Bay Parade	Site Reference: No site ref
<p>Owhiro Bay Parade parallels a residential area. The seaward side of the road is generally natural in character. Uses include recreation and community landscape projects.</p>	

Name: Waipapa/Te Kopahou, Owhiro Bay Quarry to Karori Stream	Site Reference: D1, D2, D3, D4, D5, D6, D7
<p>The area from the closed Owhiro Bay Quarry parking area to Karori Stream, and inland to the extent of the coastal catchments (Waipapa and Hape streams) will be primarily managed as a natural wilderness area. A moderate level of access, such as inland walking and biking tracks, and the coastal platform vehicle trail, will be supported. The existing bach structures add to the coastal character of the immediate area. Animal and plant pest management will be an important consideration for maintaining the ecological health of this area. Restoration efforts will focus on the quarry area and landscaping of the quarry carpark.</p> <p>Site D1 consists of two residential sections (zoned rural). There may be the opportunity to sell these as part of the quarry carpark landscape and development.</p>	

5.2 OTHER CONTRIBUTIONS TO DIRECTION

There are a number of other documents that influence the use of the South Coast. These include:

- € Wellington City District Plan 2000
- € Wellington Regional Council Coastal Policy Statement and Coastal Plan
- € New Zealand Coastal Policy Statement
- € Wellington Conservation Management Strategy
- € Resource Management Act 1991
- € Reserves Act 1977

- € Building Act 1991
- € Consolidated Bylaws (WCC)
- € Dog Control Policy (WCC)
- € Mountain Bike Policy (WCC)
- € Leases Policy for Community and Recreation Groups 2001 (WCC)
- € Bush and Streams Restoration Plan 2001 (WCC).

These documents provide direction on a number of specific issues. The role of this Management Plan is to provide direction to the Council (as land owner) and community about uses and activities that are appropriate in relation to the South Coast. For example, the Building Act will specify how a toilet building must be constructed, but the Management Plan will indicate the areas on the coast where one might be appropriate. The District Plan provides important regulatory controls over the use of land, including open space and conservation sites.

The documents are complementary and provide a total package – a regulatory framework and a guide to types of use and future enhancements.

The Reserves Act 1977 requires management plans be developed for land held as reserve. While a management plan is used to guide the ongoing use and development of reserve land, the provisions of the Reserves Act 1977 also apply. Therefore when using this Management Plan reference must also be made to the provisions of the Reserves Act when dealing with issues such as lease tenure or commercial use of land classified as reserve. Activities may not be solely controlled by the content of this Management Plan.

5.3 WELLINGTON CITY COUNCIL PROCESS

Many of the projects that will occur on the coast in the future will be funded or facilitated by Wellington City Council. The land that is covered by this Management Plan is managed or the asset is ‘owned’ by various functions within the Council. These functions include:

- € roading (seawalls, footpaths, carparks, road signs)
- € traffic management (street lighting, road marking, traffic management systems)
- € drainage (stormwater outfalls, pipes)
- € waste management (sewerage system, wastewater discharges, leachate management)
- € parks and reserves (open space and reserve land management, tracks, playareas)
- € property management (leases of reserve land, acquisition and disposal of land, Reserves Act advice)
- € architecture and design (advice and design for landscaping and structures).

The Council will ensure that these different functions take into account the contents of this Management Plan in planning projects, budgeting and consulting with the community. Discussions between the various asset owners and peer review of proposals will assist in finding the best solutions to meet the objectives of the Management Plan.

Prior to work starting, the Council will ensure that all relevant points of view are included. Internal processes will also include a check that community consultation occurs to the extent that is necessary.

5.4 POTENTIAL INFLUENCES ON FUTURE MANAGEMENT

5.4.1 Sea Level Rise

The design of structures such as seawalls, coastal buildings or recreation facilities that are proposed for the coastal edge should take into consideration the potential for the sea level to rise. The design should incorporate any known information about the extent of sea level rise to protect the long-term viability of the structure and the coastline.

5.4.2 Marine Reserve

A marine reserve has been proposed for the South Coast from a point between Te Raekaihau Point and Princess Bay to east of the closed Owhiro Bay Quarry.

The Taputeranga Marine Reserve (if it is implemented) will complement the objectives contained within this Management Plan for protecting and enhancing the coastal ecosystems. Facilities that enhance the ability for people to experience the marine reserve are supported, but cognisance must also be given to protecting the character of the coast and to the locality's other uses.

5.4.3 Further Airport Development

This Management Plan does not explicitly provide for, or oppose, the future development of the Wellington International Airport. If the runway was extended to the south it would have impacts on the coastal and marine environments. These impacts will need to be considered in relation to the benefits associated with such a project. The determination of any airport extension project will occur through the resource consent process (under regional and local policies and plans).

If a runway extension was planned, the Council would seek to address the objectives of this Management Plan through such areas as improvements to the visual amenity of the area (landscaping of the coastal edge), maintenance of all forms of coastal access (roadway, pedestrian tracks and footpaths) and safety (such as controls on traffic speed).

5.4.4 Significant Projects

The interest shown in the South Coast is reflected in the number of projects that are being promoted throughout the area. Some of these projects are on land that is covered by this Management Plan. Others are outside its control (such as those involving the marine environment).

The following projects are significant proposals, not all of which have secured funding, that fit with the objectives of this Management Plan:

- € **Sink F69:** This project is a proposal to sink the frigate HMNZS Wellington offshore from Houghton Bay as a diving attraction. Over time the ship will also become a habitat for marine species.
- € **Artificial surfing reef in Lyall Bay:** the Lyall Bay Surf Reef Charitable Trust is planning to construct an artificial reef in Lyall Bay to increase Wellington's surfing opportunities.
- € **Redevelopment of the Bait House:** A number of proposals centre around the Bait House in Island Bay. These include commercial ventures and community resources. A wharf has been proposed to enhance access for people using the marine environment.

- € **Marine Conservation Centre:** This centre will be designed to profile the diversity of Wellington and Cook Strait’s marine and coastal environments. It is being proposed by the Wellington Marine Conservation Trust. The Council supports the development of the centre on Te Raekaihau Point and has provided funding support through its Long Term Financial Strategy.

Where projects are not covered by this Management Plan their impacts will still need to be assessed. For example, attractions in the marine environment are likely to create a demand for on-shore visitor facilities, increased traffic and may place more demand on boat launching facilities. Any proposed facilities or measures to manage the impact of projects such as those listed above will be assessed under this Management Plan. This Plan will also be used when considering any related resource consents.



Shingle being collected from Owhiro Bay by the Wellington firm Tonks and Andrews using the “run-around”, circa 1910.

Photographer: Sydney Charles Smith 1888 - 1972. S C Smith Collection, Alexander Turnbull Library Ref G-46382-1/2.

6 MANAGEMENT POLICIES

The following management policies are aimed at achieving the objectives listed within section 2 of this Plan. The policies are accompanied by recommendations relating to their implementation.

6.1 COMMUNITY INVOLVEMENT IN MANAGEMENT OF THE SOUTH COAST

Policy

The Council will seek to improve the management of the South Coast by involving community groups wherever possible.

Explanation

The term 'community' means both the people that live in areas bordering the South Coast, as well as those groups who have particular interests relating to use and protection of the area. Both these communities can add significantly to the management and future planning of the coast. This may be by way of expertise, undertaking physical projects, or acting as eyes and ears to assist the Council.

The Council has a number of responsibilities for managing the South Coast. By involving the community, extra resources, knowledge and energy can be added to the resources that the Council has available. When combined, this will mean that far more can be achieved in furthering the objectives of this Management Plan. The community management of Shorland Park is one example of this. Recognition is given to the many individuals and groups who currently undertake projects that assist with the restoration and enhancement of the South Coast. The Council will aim to improve its relationships with these groups and to support their work.

One specific action will involve approaching the community for more volunteers to become rangers for the South Coast. This will increase the ability for the community and the Council to protect the amenity of the area. One specific area that will be focused on is the area from the Quarry carpark to Karori Stream. There are difficulties with controlling activities along this isolated stretch of coast, and increasing the number of voluntary rangers will provide more ability to manage issues such as unsafe vehicle use, damage to vegetation and coastal landforms, and pollution.

Implementation

- € To achieve the best possible outcomes in terms of design, timing and output consultation and communication part of project planning.
- € The Council will approach the community for people who are interested in becoming voluntary rangers. Training will be provided and the current system of support will be assessed to ensure that the work of voluntary rangers is effective.
- € The Council will invite community groups to submit proposals for management, restoration or enhancement of the South Coast when project resources are available. Funds will come from either established budgets or funding obtained for special projects.

6.2 TANGATA WHENUA AND IWI INVOLVEMENT IN MANAGEMENT OF THE SOUTH COAST

Policy

The Council will seek to improve the management of the South Coast by working in partnership with tangata whenua and by involving iwi where appropriate.

Explanation

Iwi have a long history of association with the South Coast. Iwi associated with the area include Te Atiawa and Ngati Toa - the present day tangata whenua - as well as Ngati Mamoe, Ngai Tara, Ngati Ira and Rangitane.

This means that there are particular lessons and perspectives that can be applied to management issues. The importance of the coast to iwi is shown in the number of sites identified in the District Plan and the fact that much of the coast is covered by Maori Precinct status (Rangitatau Precinct, Tapu Te Ranga Haewai Precinct and Rimurapa Landscape Feature Precinct). These are areas to which there are traditional connections and whose objectives seek to maintain identified qualities. The opportunity exists to form Roopu Kaitiaki (guardian groups) for these areas to act as points of liaison and to provide guidance regarding tangata whenua rights and interests (as discussed in the document Landuse Management Guidelines: To Heal the South Coast, September 1995, WCC).

Opportunities for shared management of the resources of the South Coast will also be supported by the Council. This may be particularly relevant for the management of coastal kai moana, recognising that this Management Plan is an integral part of managing the interface between land and sea. Shared management may involve iwi in decision-making, the provision of guidelines for use, or providing advice on projects or proposals. In keeping with Treaty principles, this will involve giving appropriate recognition to historical Maori ownership and occupation.

The area reflects the historical names for many of the features and places on the coast, but this process will be progressed wherever possible to ensure that Maori place names are used in signs, information and official Council documents.

Implementation

- € Dialogue with tangata whenua and iwi will occur so the Council and community's actions ensure proper recognition of the special significance of the South Coast to Maori.
- € Strong consideration will be given to proposals for shared management or tangata whenua management of coastal resources.
- € Where it is proposed that signs are to be placed on the coast, tangata whenua will be consulted to ensure that sites and historical associations are identified and respected, and that Maori place names are used.

6.3 RESPECT FOR WAAHI TAPU AND OTHER SITES OF SIGNIFICANCE TO MAORI

Policy

All actions will reinforce the protection of and respect for Waahi Tapu and other sites of significance to Maori that exist on the South Coast.

Explanation

The District Plan lists sites of significance to Maori that are provided with a degree of protection. This is not the sum total of sites related to occupation and use of the South Coast by Maori - as sites have been identified since the District Plan was produced.

Actions taken under this Management Plan will respect all sites of significance. This will include active protection, as well as recognising the importance of sites where no physical evidence remains. Where possible and appropriate, the conservation of sites will be included as part of coastal enhancement work.

Over time opportunities to identify the history and heritage of the South Coast will be used to highlight the importance of the area to Maori. This may be in the form of interpretative signs or conservation of specific sites where possible. The Council will continue to work with iwi to identify and describe the area's heritage.

Implementation

- € Any work that is planned on the South Coast will be assessed for impacts on sites of significance to Maori. Opportunities to add conservation value to such sites will be considered as part of any work programme.
- € Information on cultural sites will be included on signs and in South Coast publications.
- € Further heritage information will be sought to identify sites and places that hold significance to tangata whenua and iwi. Advice will be sought from tangata whenua and iwi as to the content of any signage that identifies sites.

Waahi tapu sites listed within the District Plan

Site Ref	Site	Description
M114	Oruaiti Pa	Fort Dorset occupied the site of Oruaiti pa, one of the old stockaded villages of past centuries. The name signifies the place of small hole [or pit]. Rangitane people occupied it and were supposed to be the original builders, but it was later taken over by other tribes.
M113	Turanga-o-Kupe	Pinnacle rock offshore from Point Dorset. Possibly so named from the fact that Kupe, the Explorer, injured himself on this rock while swimming there, hence the name, which means the front of Kupe, and its variant, Te Ure-o-Kupe, which indicates the place of his injury.
M112	Rangitatau/ Palmer Head	One of the pa or fortified villages of Tara, known as Rangitatau, was situated on the western side of the entrance to Port Nicholson, opposite Pencarrow Head. It was probably either on the hill at Palmer Head, or at Tarakena. On both of these hills are signs of old time occupation. Iwi affiliation is not known, but is possibly Ngai Tara.
M111	Rangitatau Pa	Tuteremoana of Ngai Tara is said to have lived there, the principal house being named Raukawa. The nearby fortified village of Poito used Rangitatau as a citadel in times of stress.

M110	Poito Pa	A pa at the head of Tarakena Bay, near Wellington Heads, on a low spur, above Te Poti stream on its western side. A stockaded village, under the Ngati Ira chief, Takatua, and its nearby citadel, Rangitatau (some 100m away) were attacked, sacked and burnt by raiders under Nga Puhi's Tuwhare and others circa 1819-20. Originally Ngai Tara, later occupied by Ngati Ira. See also site M112.
M109	Paewhenua	In the bay below the old signal station signs of occupation have been noted in the form of shell heaps and human remains (kainga). Adkin notes it as a kainga. Best observes that the tooth of a sperm whale, partly cut through, and half a stone mere, bored by marine life, were found on the beach. At one time a considerable number of karaka trees grew along the coast, but by the 1950s many had disappeared or were dying.
M90	Tapu Te Ranga	Tapu Te Ranga is the name given to the island offshore of Island Bay. Like that of the name Heretaunga, the name seems to have been borrowed from the Hawkes Bay district (possibly by Ngati Mamoe). Best writes that it is an ancient Hawaiki tapu house name. As shown by Best's map, this island was the site of a small pa following Te Atiawa's invasion of Te Whanganui a Tara. This was where Tamairangi, wife of Ngati Ira chief Whanake, and her children sheltered in a stone-walled pa following a penultimate onslaught at Turakirae.
M89	Unidentified Terraces	According to a 1983 archaeological report, three to four terraces were visible on the point between Houghton Bay and Lyall Bay - varying in size between 10x8 and 7x3 metres. The iwi association for this site is not known.
M86	Waitaha	A kainga or pa was located at the western end of Lyall Bay (Queens Drive), near the former quarry. There was a small stream nearby. Noted in Best p174 and Adkin p97.
M85	Uruhau Pa	A stockaded village of Ngai Tara on the hill at Island Bay, eastern side of the valley, overlooking the beach. The name means 'windy head'. The chief was Pakau, and the principal house of the pa was named Te Maioha.
M83	Island Bay (Te Mapunga)	Kainga on seaward side of The Esplanade, Island Bay. Iwi connections not known. Best states that "prior to European settlement traces of Maori occupation were discernible all round the bay, on the flat, on the hills on both sides; it appears to have been a favoured place".
M78	Hue-te-para Beach	Lyall Bay Beach
M46	Whareraurekau Kainga	A site between Pariwhero (Red Rocks) and Owhiro Bay. Thought to be the site of a very old kainga, at the old run-around. The iwi connection for this site is not known.

M45	Pariwhero	Red Rocks, on the coast between Owhiro Bay and Rimurapa. A much frequented area in earlier times, though apparently not a settlement site. There are at least two stories relating to the colour of this cliff. In one, Kupe was gathering paua here when one shellfish clamped his hand. He bled, and stained the rocks red. In the other, the red of the rocks is the blood stain of Kupe's daughters. Fearing for their father's safety on a long voyage, they gashed themselves in grief over his absence.
M44	Large Karaka Grove	Near Taumata Patiti pa at Rimurapa. Possibly Ngati Mamoe. See Taumata Patiti pa (M43).
M43	Taumata Patiti pa	Ngati Mamoe came to the Wellington District about the beginning of the fourteenth century. Ngai Tara, the occupants of the region at the time, gave Ngati Mamoe land extending from Rimurapa towards Omere (Cape Terawhiti) and northwards to Karori and Mokara. This area was called Pahua. Ngati Mamoe occupied Pahua for about 150 years, probably leaving around 1460 AD. Taumata-Patiti was a Ngati Mamoe pa, probably small, on the south-eastern boundary of Pahua.
M41	Makure-rua Pa	A site on the hill above the beach at Rimurapa. Best notes of this site "A stockaded village of Ngati Mamoe at Te Rimurapa."

6.4 ACCESS

Policy

To enhance access along and to the South Coast.

Explanation

Public access exists along the whole stretch of the South Coast. This linear access is joined at a number of places by other access routes (roads and tracks) which provide opportunities for circular walking and driving routes. These access routes include:

- € coastal track from Seatoun to Breaker Bay
- € Eastern Walkway
- € Onepu Road
- € track from View Road down to the coast
- € Houghton Bay Road
- € Southern Walkway
- € The Parade, Island Bay
- € City to Sea Walkway
- € Happy Valley Road/Ohiro Road
- € tracks from the wind turbine to Hawkins Hill and Waipapa catchment.

Access can be improved by upgrading and maintaining tracks and footpaths, erecting wayfinding signs, and developing brochures, maps or other material to assist people who are using the coast. Integration of walkways and tracks can also enhance the recreation potential of the coast.

A paper road follows the Karori Stream down to the coast from South Makara Road. The existing formed road crosses private land and permission from the landowner is required to use it.

6.4.1 Pedestrian Access

Providing good access along the coast is a critical part of supporting the community's ability to use it. In this context *good access* means access that is safe, has consistent linkages and can be used comfortably by a wide range of people. This will not mean that all parts of the coast will have the same quality of access (for example some areas have concrete footpaths while others have beach tracks). In some cases more than one type of access may be provided.

The optimal aim is to have a pedestrian walkway on the seaward side of the road that runs for the length of the coast from Breaker Bay to Owhiro Bay/Quarry.

Implementation

- € The coastal trail concept will be used to ensure that there are footpaths and/or tracks around the whole coast from Point Dorset to Karori Stream. The quality of the access ways will vary with the location and character of each area. For example, urban areas will have footpaths or boardwalks, while natural areas are more likely to have tracks.
- € Separation of user groups on the coastal road will occur where possible (for example, having both a vehicle track and a pedestrian track).

6.4.2 Motorised Vehicle Access

There is a formed road from the start of Breaker Bay (Pass of Branda) along the length of the coast, to the end of Owhiro Bay Parade (the start of the former quarry area).

The coastal land covered by this Management Plan is only accessible to motorised vehicles in the following cases:

- € the coastal road from Owhiro Bay Parade to Karori Stream
- € formed vehicle access points (such as parking areas and boatramps)
- € informal access to specific areas, such as Te Raekaihau Point, where vehicle access is not controlled by fences, bollards or kerbing
- € access by permit to or across site D7 Waipapa/Te Kopahou (by way of the Tip Track or from Ashton Fitchett Drive).

The use of the formed road and traffic management operations are not limited by this Management Plan. However any proposal to upgrade roadways must take into account that the narrowness and winding nature of some areas of the coastal road assists with maintaining safe vehicle speeds and can support the character of the area.

Many people drive to the coast and then walk along the foreshore. Parking spaces are in reasonable supply along most of the coast. There are formal parking areas at a number of locations (either gravel or asphalt areas). Further parking will be provided where this does not have significant adverse impacts on recreational uses or on the natural environment. Progressively, informal parking areas will be addressed - either through removal - if this is warranted - or through demarcating them through landscape/amenity works.

Parking management will be undertaken where unsafe pedestrian access is caused by cars parking on footpath areas. New private or commercial parking encroachments will not be supported, particularly on the seaward side of the road.



Access from the gates at Hape Stream westward along the coast is an unformed public road that runs generally along the coastal platform to Karori Stream. In places the actual legal road area lies over steep cliffs and rock outcrops, and much of the route is subject to constant tidal erosion. The road is suitable for off-road vehicles, but a higher level of competence is required to use the more isolated areas of the coast. All users have an obligation to act responsibly, both in relation to other user groups and to protect the environment.

Vehicle use of the coastal road presents a potential danger to pedestrians and can damage coastal ecosystems. Enough complaints are received by the Council from pedestrians about the behaviour of traffic (excessive speed, feeling unsafe, noise and dust) to indicate that conflict does occur. Concern has also been expressed about vehicles adding to the disturbance by people and dogs of seals, and the fire risk presented by abandoned vehicles being burnt near the coastal escarpment.

Under this Management Plan the road will not be formally maintained except to address hazards. Over time the current level of access will decrease as the formed road is replaced, through tidal and wave action, by a coastal platform. Access will therefore be limited to those drivers with suitable vehicles and a level of competence that suits these conditions.

By limiting access (by way of road condition) and by providing strong messages about responsible use, it is hoped the conflict will reduce, whilst allowing a reasonable level of access along a coastal platform track for recreational pursuits and to access the baches.

It has been indicated to the Council that user groups are willing to undertake the occasional repair that may be required to the coastal platform roadway. It will be essential that any repair work is undertaken in a manner sensitive to coastal processes and natural ecosystems, as part of a community management process, with the Council's prior written agreement and subsequent supervision.

The coastal road will be closed at the Quarry gates on Sundays to allow people to experience the coast without significant vehicle numbers. The hours for gate closure will reflect the desire to provide a vehicle-free experience during the hours when pedestrians are most likely to be present (summer/winter hours). Currently the gates

are closed from 9am to 6pm. Consideration will be given to instigating reduced hours over the winter period. Some vehicles may be present, as it is difficult to restrict trail bikes or to enforce their exclusion, and some off-road vehicles are able to access the coast from inland access points (for example, over private land). However the situation will be monitored and action will be taken to limit access further if vehicle users fail to respect the rights of other users and the environment.

Implementation

- € Off-road users of the coastal road will be consulted and involved in managing access to it, erecting signs stating obligations of all roadway users and indicating the condition of the road, and separating users where possible for reasons of safety.
- € An assessment will be undertaken of the need to impose a speed limit on the coastal road.

6.4.3 Cycle Access

Cycling is a common activity along the South Coast, both road cycling (recreational and organised sport rides) and mountain biking. Off-road cycling areas include the coastal road and Waipapa/Te Kopahou area. The former is one of the few flat, off-road rides in Wellington.

Cycling has the potential to conflict with other uses and separation of cycling from motorised vehicles and/or pedestrians may be beneficial from a safety perspective. The Council's Off Road Mountain Bike Policy applies to the Waipapa/Te Kopahou area. Traffic management activities and projects involving areas accessed by cyclists will take cyclist safety into account.

6.4.4 Boat Launching Facilities

There is a significant demand for boat launching facilities on the South Coast. It is believed that the recent addition of the Owhiro Bay/Windy Point boat ramp is likely to cater for demand for the foreseeable future. This situation will be monitored. Issues about parking that are associated with the boatramps will also be monitored and if necessary enforcement action will be taken against illegally parked vehicles and trailers.

Current Boat Launching Sites

Launching Facility	Use
Tarakena Bay	General Emergency airport launching site
Lyll Bay beach access (west end)	Windsurfing
Lyll Bay ramp (east end)	Small boats, beach launching
Dorrie Leslie boat ramp	General Emergency airport launching site
Island Bay informal beach access (opposite 192/194 The Esplanade)	Small boats
Island Bay (Bait House) boat ramp	General
Windy Point/Owhiro Bay boat ramp	General
Owhiro Bay Parade informal beach access (opposite 144 Owhiro Parade)	Small boats

The use of informal boat launching areas (such as the one along Owhiro Bay Parade) will continue. No construction or ramp forming will be undertaken or allowed in relation to these informal boat ramps. Assessments will be done to look at whether minor works are needed to protect the surrounding environment (for example, it may

be useful to delineate access routes to protect vegetation or to lay substrate material for vehicle traction).

In keeping with the objectives of maintaining the natural character of the coast and facilitating recreation where necessary, new boat ramps will only be considered where a demonstrated need is evident. Where a need is identified, an assessment will be made to determine the most appropriate site. Obsolete or redundant boat ramps will be removed where practical.

Implementation

- € Monitoring of boat trailer parking will be undertaken to assess whether action is required to reduce traffic impacts.
- € Assessments of the informal boat launching areas will be undertaken to look at whether there are any issues associated with their use that need to be addressed.

6.5 SAFETY

Policy

Ensure that the design of facilities and access ways promotes safe use of the coast while at the same time maintaining or enhancing the coastal environment and experience.

Explanation

It is important that users feel safe and are safe when using the coast. However, a balance is needed between multiple and often competing objectives. For example, while street lighting may increase vehicle safety, it may also detract from evening and night views of the coast. It is important that other options are always considered when safety is being discussed.

A priority area for attention will be the parts of the formed road where the pedestrian footpath is not significantly distinguishable or is non-existent. The area to the east of the Bach Café is an example of this. Parking management will also be part of increasing safety, as cars parked on the footpath area force pedestrians onto the roadway.

In general pedestrians and vehicles should be separated wherever possible. However, a footpath or dedicated area alongside the roadway will not always be possible and in some cases (such as from Wahine Park to Hue Te Taka/Moa Point) may not be desirable. It will not always be practical to do this and in some cases combining uses may be appropriate. In both cases, other options should be carefully considered to ensure that safety is maximised.

The community has expressed safety concerns over access to the coastal edge at some points (such as Lyall Bay and Island Bay). This may be because of the width of the road or the number of roads that must be crossed. Options to increase the safety of pedestrians crossing from the main residential areas to the coastal edge will be considered in association with traffic management. This will also include looking at the location of the kerb ramps.

Watersports are a predominant form of recreation on the coast. This Management Plan cannot control use of the marine environment, but some efforts can be made to alert users to relevant dangers (such as conflicts of use between boats and swimming/diving, reminders to ascertain weather conditions and requirements of boat

owners). Where conflicts are becoming dangerous, consideration will be given to promoting regulatory control to the appropriate authorities.

In the area near the airport (sites B3, B4 and the eastern end of B5) signs warning of the hazard presented by aircraft, or for the safety of aircraft (for example, highlighting the risk of bird strike), are appropriate.

Implementation

- € Separation of user groups on the coastal road will occur where this is possible (for example, having both a vehicle track and a pedestrian track).
- € Distinguish roadway from pedestrian ways along formed road edges and undertake any associated parking management/enforcement if required.
- € Obtain landscape and design advice when safety structures are being considered, as well as safety advice for other amenity or infrastructure projects.
- € Erect signage that identifies safe/unsafe watersport locations, or that reduces unsafe conflicts of use.

6.6 ENHANCEMENT AND RESTORATION OF NATURAL AREAS

Policy

To protect, enhance and restore natural features and ecosystems, with particular attention to rare and endangered species, plant and animal communities and ecosystems.

Explanation

6.6.1 Ecosystem Enhancement

The focus of restoration and enhancement of the coast is first and foremost on its vegetation. Restoration planting will aim to reproduce communities of species that are native to the Cook Strait ecological district. The revegetation of coastal escarpments and the coastal edge will predominantly use those plants that are native to the South Coast. The choice of plants for amenity planting will also have a focus on native species. The restoration/enhancement of vegetation cover combined with pest management and the reduction in human impact (where this is relevant) will provide the basis for ecosystem recovery.

As with many natural ecosystems, further information is required to more fully understand the ecosystem dynamics and impact of users on the varied environments along the coast. Where resources are available, further work will be undertaken to better understand the ecological resources of the coast. The information gained will be used to advance pest animal, pest plant and weed management programmes, revegetation projects and restoration efforts. Threatened species management will also be a priority for action. The Council will work closely with the Department of Conservation and community groups to identify and manage nationally and regionally threatened species.

Some actions can be taken in advance of obtaining further information about ecosystems to assist with addressing more obvious impacts. Some general assumptions can be developed about the type of vegetation and wildlife that may establish on the coast from previous studies and existing remnant ecosystems.

Consideration will be given to the influence of revegetation projects on sites of significance to Maori.

Eradication of pest animals, pest plants and weeds is the preferred option, but where this is not feasible, a targeted approach to management will be used. Where weed species that represent a significant future threat are identified, they will be a specific focus (for example, wilding pines). Weed species that are present on the coast include: boneseed, gorse, cape ivy, old man's beard, marram grass, tree lupin, tall fescue and *Senecio glastifolius*. Programmes are already in place to address goat control and possums. The Council has developed a Bush and Streams Restoration Plan and is working on a pest strategy that will address pest animals, pest plants and weeds in the area covered by this Management Plan.

Implementation

- € Community initiatives for revegetation will be supported where possible including advice and provision of material and plants.
- € Pest animal, pest plant and weed management programmes will continue.
- € Work with private landowners to co-ordinate pest animal, pest plant and weed control programmes and to prevent stock wandering into sensitive areas.
- € Pest plant and weed management will also be undertaken where this will facilitate revegetation projects.
- € Research efforts will be directed at understanding the coastal ecology to assist with restoration.
- € An implementation plan will be developed to address threatened species management. This will draw from the document Landuse Management Guidelines to Heal the Wellington South Coast 1995.
- € Structural and landscape barriers will be used where necessary to protect sensitive coastal ecosystems, including along the coastal roadway from Owhiro Bay to Karori Stream.

6.6.2 Natural Features

The past treatment of the coast has left a number of sites that could benefit from restoration. The most obvious example of this is the old working faces of the closed quarry. Landforming of this feature represents a significant cost and current thinking is that it should be made safe and left for nature to take its course. The scars also present a graphic reminder of the environmental impact that can occur. The Red Rocks escarpment is one area that, if resources allow, would be a priority for restoration. Input from iwi would be required if this was to be considered further.

Many parts of the coast have had material dumped on them to prevent erosion or for land reclamation purposes (such as Dorrie Leslie Park or the Quarry carpark). The exposed material will be progressively removed as work is undertaken along the coast. Spot dumping will also be cleaned up.

Protection and rehabilitation of sites will occur where feasible and again where resources allow. Some actions may also require the agreement of the landowners. Identified sites include:

- € Waipapa Stream mouth
- € Hape Stream mouth and lower catchment
- € Dunes near Karori Stream
- € Beach opposite the Bach Café
- € Dorrie Leslie Park (stage 2).

General enhancement of other landscape features such as Tapu Te Ranga or Te Raekaihau Point will occur through such mechanisms as landscaping, revegetation and weed management.

6.7 NEW STRUCTURES ON COASTAL LAND

Policy

Seek to limit new structures on the coast, specifically on the seaward side of the road, to only those that are necessary.

Explanation

The character of the coast can rapidly be degraded by the proliferation of structures (including buildings). Historically in New Zealand the coast has often been treated as a lower value resource with little thought given to the long-term impacts on amenity, recreation and environmental values.

The above policy recognises that certain structures are:

- € necessary for the enjoyment of the coast (such as boat ramps and jetties)
- € necessary to manage coastal activities (such as signs, litter bins and fences)
- € necessary for the effective functioning of the City's infrastructure.

Note that the term *necessary* is a stringent test for any proposal to place structures associated with the City's infrastructure within the coastal environment. This includes lighting, stormwater outlets and seawalls. *Necessary* implies that all other options have been explored or alternatives are not available. Using the coastal environment as a solution should not be seen as a 'quick fix' or easy option. Where a structure is necessary, the design and location will be important. For example, where it may be necessary to drain stormwater into the marine environment, consideration still needs to be given to whether one large or a number of smaller outlets is preferable, whether the pipework can be wholly or partially buried, and what construction materials are appropriate.

Necessary also implies that any assessment must start from the point of view of the coastal values, rather than the objectives driving the desire for the proposed structure. For example, while streetlights improve road safety, in more natural areas they detract from the visual amenity of the area, can disorientate seabirds, and can reduce people's enjoyment of sunsets and views. If road safety is a significant issue, other methods should be considered that maintain such coastal values.

Any assessment of proposed new structures will take into account the following:

1. Only structures that are necessary for the enjoyment of the coast, are needed to manage coastal activities, or are necessary for the effective functioning of the City's infrastructure will be supported.
2. Structures should not be located on the seaward side of the coast road if at all possible.
3. Structures that are supported, must minimise their adverse impacts on the coastal environment and recreation and, if possible, should enhance the area's values.

Where a new structure is supported, its design (including size, bulk and location) should be directed at enhancing coastal character. The structure should be seen as an extension of the coastal character of the immediate area, rather than an intrusion into it. Within natural areas this will mean that structures should blend in with the surrounding landscape. In recreation areas, this will mean matching existing coastal styles or potentially adding recreational value as a secondary objective (for example, the jetty structures on the Island Bay stormwater outlets).

Careful consideration shall be given to the physical and visual impact of any exposed structures (such as pipes) on the coastal edge and all alternative options shall be considered.

The following should also be considered under the *New Structures* category:

- € significant road widening projects and footpaths
- € projects to re-build or replace existing or damaged structures (to the extent of considering alternative options or enhanced designs)
- € significant additions to existing structures in relation to bulk and size.

Infrastructure work that occurs within the formed roadway is not limited by this Management Plan.

Only in exceptional circumstances will a structure that is **not** necessary be supported. This may occur where a structure is of such importance to the City that this policy may be overridden. However the structure must have a direct relationship to the coastal environment. Any such project would need to be carefully assessed and undergo city-wide consultation so the Council can be satisfied its effects on the coast are outweighed by its benefits.

6.7.1 Monuments and Sculptures

There are a range of monuments and sculptures on the coast such as the Ataturk Memorial, the balanced stones at Moa Point, and the rock carving at Owhiro Bay. Sculptures and memorials are structures that add a sense of identity and vibrancy to the coast.

Sculptures and monuments will be carefully assessed on a case-by-case basis against the following criteria:

- € the degree of local or city-wide support
- € the degree to which the structure's style, materials and subject matter align with the specific character and heritage of the site and surrounding area
- € whether the structure is a temporary or permanent installation and the number of other structures in the locality.

For example, sculptures made from natural material (wood and rock) are more likely to be acceptable in natural areas than those made from artificial or manufactured materials such as concrete.

6.7.2 Seawall Erosion Control

Seawalls have been constructed at a number of sites along the coast. They prevent the erosion of coastal areas. While some of this land has been reclaimed in the past (such as Dorrie Leslie Park), the control of wave and tide erosion is important to protect public and private assets and recreational spaces. Seawalls, whether made from concrete, wood or stone or a combination, can be designed and engineered to fit with the character of each area. Coastal erosion is also contributed to by runoff from land and vehicles.

The Airport Company is responsible for the maintenance of the seawall adjacent to the airport on Moa Point Road and the breakwater extending into Lyall Bay. There are private seawalls between 249 Lyall Bay Parade and 281 Lyall Bay Parade.

Implementation

- € All projects with more than a minor effect on the coast should be discussed by, and planned in association with, the Council's land manager, the relevant infrastructure manager and the local community.

- € In planning new structures on the coast, reference should be made to section 7 *Coastal Design and Construction*.

6.8 EXISTING STRUCTURES ON COASTAL LAND

Policy

Seek the removal of existing structures where their impacts on the environment and recreational uses outweigh their benefits, including:

- € *Removal of all structures related to private use from land covered by this Management Plan that is intended to be managed as a natural area unless the structure adds significantly to the use of the coast*
- € *Removal of any obsolete infrastructure.*

Explanation

Existing structures are located at numerous points along the coast. These range from boatsheds and baches, through to pipes extending across beaches. Many of these are appropriate for the coastal environment and add an element to the set of factors that determine the character of the coast. Others are perhaps structures that today may not have been built but, in their time, were seen as appropriate. Overlying the issue of character are principles that describe how public land is currently viewed and valued. An important principle in relation to existing structures is that private use of public land is only acceptable where the public interest (including protection of the environment) is best served. For example, road encroachments for parking in many parts of the City reduce traffic congestion and make good use of land that may not have many alternative uses.

Existing structures have been assessed in terms of the balance between their impacts and what they add to the coast. This is the basis for decisions on retention or otherwise of coastal structures.

6.8.1 Baches and Boatsheds

There are a number of baches on public coastal land - such as those on or along side the quarry road and one on View Road South Headland (Te Raekaihau) Reserve. These baches do not have separate titles and remain by goodwill agreements with the Council. They are situated on reserve land, land intended to become reserve and on land classified as legal road. While the presence of the baches offers some benefits for coastal management (such as surveillance, rescue and security) they are private structures on public land that is managed for its natural characteristics. A number of the baches have been identified as having heritage significance. The baches at Mestones Bay and Red Rocks have been identified as Historic Areas by the New Zealand Historic Places Trust.

The general policy is that baches will be transferred into public ownership when the lease is relinquished (either voluntarily or at the death of the lessee). Where a bach is owned or operated by a club or trust, then the lease shall be negotiated on a similar basis as other community leases. Generally, if a bach is destroyed then it will not be rebuilt.

When a lease is relinquished and a bach transfers into public ownership, the Council will consider the options of re-leasing the bach under a tenancy-type agreement to the current or a new lessee, making the bach available for public use/rental, or removal of the structure.



Four boatsheds are located at Breaker Bay. The legal status of these boatsheds is that they are encroachments onto road reserve. While they are a private use and in many ways are similar to the baches, they exist in an urban/recreational setting. Because of this their continued presence is supported for the immediate future. The Council will, however, require appropriate maintenance of the structures and surroundings (including the removal of unused, old or dangerous structures such as disused slipway rails). This is a condition of the encroachment licence. Where a boatshed is relinquished by a licensee, the Council will determine whether the structure should be removed or licensed to another user.

Implementation

- € Assess current boatshed encroachment licences for requirements for maintenance of structures and surroundings. Ensure that these requirements are implemented.

- € Develop lease agreements with all owners of baches that address the following:
 - Ø requirements for maintenance of structures and surroundings (including weed and pest plant removal) and compliance with all relevant construction standards
 - Ø setting of appropriate rentals for the use of public land
 - Ø definition of tenancy length and future transfer of ownership
 - Ø other contributions to the management of the coast
 - Ø restrictions on re-building and expansion of, or significant alteration to, structures.

6.8.2 Recreation Club/Community Facilities

This category encompasses the surf clubs at Lyall Bay and Island Bay, and the community centre at Lyall Bay. These buildings are located in urban/recreation areas and add to the coastal character of the areas. The structures facilitate public recreation. For these reasons their continued presence is supported.

If the groups using these facilities no longer require the use of the buildings, then the Council will determine whether the structures should be removed or whether another use can be found that reflects their beach location. Where buildings are being used for recreation/community uses, the Council's intention will be that the maximum community benefit is gained from their use.

Leases and rentals apply to the use of these buildings and maintenance conditions will apply.

Implementation

- € Ensure that leases are in place for recreation club structures, including requirements for maintenance of structures and surroundings, and implementation of these requirements.
- € Assess current recreation and community building uses to ensure that continued presence is appropriate.

6.8.3 Coastal Management and Facilities

These are structures that are integral to the public use and enjoyment of the coast. They include toilets, changing sheds, litter bins, fences, signage, boat ramps and structures associated with formal recreational open space (such as those within Shorland Park).

The continued presence of these structures is fundamental to the ability to experience and enjoy the coast. Removal will only be undertaken where structures are redundant or superseded.

6.8.4 City Infrastructure

City infrastructure encompasses the pipes, drains, pumping stations, outfalls and roads present on the coast. These structures are required for the functioning of the City. Once again, removal of these structures would only be undertaken where they are redundant or have been superseded by further development of the networks. The renewal or replacement of infrastructure will not be treated in the same way as a new structure, unless it also involves a significant increase in effects (such as size or area). Any renewal or replacement type project should still look at whether any existing impacts on amenity, recreation or the environment can be reduced.

Construction methods should be utilised that minimise environmental impacts wherever possible (such as no-dig techniques).

6.8.5 The Bait House

The Bait House is considered by many to be an icon of Island Bay. To others it is an eyesore that should be removed from the coast. It is a solidly constructed building that was built in circa 1949 as a storage place for bait for the fishing fleet that moored in the bay. It is situated on land that was originally taken for the purpose of a pleasure ground in 1931. The land was reclassified as recreation reserve in 1989. No long-term use has been found to date for the building and it is currently in a run-down state. The site has physical limitations such as waste water servicing and the area for parking is limited.

Community suggestions for the building are:

- € demolition and site restoration
- € wharf facility
- € community centre
- € interpretation centre (for example for Island Bay or the proposed marine reserve)
- € recreational facility (such as canoe storage)
- € café.

Implementation

- € A specific project will be undertaken to see whether any viable uses can be established for the building and surrounding site. This will include inviting ideas and seeking community feedback. If no use can be found and the local heritage value is not significant, then the building will be demolished.



6.9 UTILITIES

Policy

Seek to limit utility structures on the coast, specifically on the seaward side of the road, to only those that are necessary.

Explanation

Above ground utilities will be treated in much the same way as new structures (section 6.7) and existing structures (section 6.8). Generally utility structures will only be permitted where they cannot practically be located elsewhere. Where utility structures are necessary, the focus will be on minimising their impacts. For the purposes of this Management Plan the definition of utility structures is taken from the provisions of the Wellington District Plan, and includes lines and poles, aerials, antennas, masts, utility structures, utility networks, and utility network apparatus. Public notification of any proposal to install these structures may be required under the provisions of the Resource Management Act or the Reserves Act.

Where above ground utilities already exist (such as on areas of road reserve adjoining urban areas) recognition will be given to existing legal situations and consents. However, in areas that have been identified for their natural character or for restoration, the Council may seek to remove existing infrastructure in favour of less intrusive design and location (including undergrounding).

The focus on limiting the number of structures on the coast, particularly on the seaward side of the road means that undergrounding of utilities will be preferred. Any above ground structures will be required to be designed, landscaped and located to ensure the minimum impact to recreation, amenity (including visual impact) and natural values.

Leases or easements will be required as well as any other relevant consent permissions. Market rentals will apply to any easement or lease. Removal of utility structures will be required where they are redundant or have been superseded by further network development. This will be a condition of the lease or easement where the Council has the legal ability to impose such a condition.

Implementation

- € New utilities, replacements or upgrades may be permitted by granting leases or easements only where the coastal values of the area are not significantly compromised.
- € All new utilities, replacements or upgrades shall comply with the following conditions:
 - Ø All utility structures must be sited to minimise their impact on existing natural and heritage features, waahi tapu sites, visual amenity, recreational facilities and vegetation.
 - Ø All utility structures (that involve pipes, cables, lines or similar equipment) shall be placed underground except where it is not practicable to do so.
 - Ø The location of utility structures should not unduly compromise recreation uses or future facilities and restoration works.
 - Ø The applicant is responsible for any reinstatement of natural ground, vegetation or infrastructure to the satisfaction of the Council.
 - Ø The utility structure must be accurately mapped and documented with plans supplied to the Council.
 - Ø All costs arising from an application for a utility lease or easement are the responsibility of the applicant.

6.10 PROVISION OF FACILITIES

Policy

Facilities for the South Coast will be provided only where they are essential for the public's enjoyment and use of the South Coast.

Explanation

It is not intended that facilities (of various types) will be provided at all points along the coast. Where there are established needs and the character of the area involved supports the provision of facilities, a careful planning and design process will be used to find the best option. For example, changing sheds are unlikely to be provided in the more isolated, natural areas. This is both for safety reasons and so that the essential un-built character of the area is not undermined.

In areas of open space that are managed as urban recreation spaces (such as Shorland Park), facilities such as play equipment, safety fencing and toilets will be provided.

6.10.1 Seating

Ad hoc seating has been provided at a number of points on the coast. Some seats have been relocated from other areas and there is a range of styles. Distinct styles of seating will be used to support the character of natural areas and of urban or recreational areas along the coast.

Seats will be placed at locations along the coast to:

- € take advantage of views
- € provide rest points
- € allow observation of areas where children play.

As resources allow, the community will be asked for suggested locations. Seating will be included in other projects where appropriate (for example, track construction).

Implementation

- € Monitoring of visitors and users will be undertaken to allow effective planning for facility provision.
- € Any public facilities will be developed through a process of consultation.
- € Asset management planning for the urban recreation spaces will identify facility needs (asset renewal and upgrades).
- € Seating designs for the coast will be developed and locations found in discussion with local communities.

6.11 HERITAGE

Policy

Coastal heritage and community connections to areas and structures will be recognised and protected wherever possible.

Explanation

Activities that occur on the coast will be managed to protect or enhance coastal heritage. This includes community heritage, as well as heritage items and waahi tapu that may be formally recognised in the District Plan. Community heritage may include recognition of the early fisher communities of Island Bay, the remains of the army defence structures on the Miramar Peninsula and Rimurapa Headland, the maritime wrecks along the coast, and buildings and structures that have strong community connections. The heritage of the coast will be maintained wherever possible and practicable.



Fishing Boats, Island Bay Beach, circa 1920.

Photographer: FG Barker.
Source WCC Archives Ref
00138:0: 5625.

Implementation

- € Heritage considerations will be included in the design and location of structures, including utilities, and in the general management of the coast.
- € Any project that has the potential to negatively impact on heritage values will be assessed by the Council’s heritage advisor.

South Coast Heritage

The following list contains some of the heritage items found on the South Coast. The list is not complete and community consultation will be needed to identify specific heritage issues when work is being planned for an area. Waahi tapu sites are listed in section 6.3.

WWII Radar Station	Ahuriri Street, Miramar Headland. World War II.
Lyall Bay seawall	Lyall Parade, Lyall Bay. Constructed in 1932. A concrete seawall with a decorative profile.
Maranui Surf and Lifesaving Clubrooms	Lyall Parade. One of the oldest clubhouses in New Zealand with parts of the building dating from 1930. Significant additions in 1956 and 1964.
258 Queen’s Drive	House, Lyall Bay.
Former fishermen's cottages (206-212 The Esplanade, Island Bay)	This group of three cottages represents an important reminder of the rich Italian fishing community that formed an integral part of Island Bay’s history and identity. The homes were a significant element contributing to the social lives of the community. The group of houses maintain a substantial authenticity of design, setting, workmanship and materials.
Island Bay seawall	The Esplanade, Island Bay. This seawall was completed on 22 November 1937. It was built because Island Bay suffered severely from “sand drifts in times of southerly storms” City Engineer 29 August 1934.
1 Milne Tce	Cliff House, Island Bay.
Baches at Mestones Bay	Five baches (circa 1910 to 1960). Examples of a by-gone era and way of life. Identified as historic areas by the NZHPT.
Baches at Red Rocks Bay	Four baches (circa 1907 to 1930) examples of a by-gone era and way of life. Identified as historic areas by the NZHPT.
NZ Army observation post	Te Rimurapa Headland. World War II. Previously land was Maori reserve. The land was taken in 1930 under the Public Works Act for coastal defence purposes.

South Coast Maritime Heritage (Shipwrecks)

Subraon	26 October 1848 Wooden Barque of 510 tons. Location: At the southern end of Breaker Bay at the entrance to Wellington Harbour. In 2-3m of water on a sand and rock bottom.
Tui	26 October 1848 Iron steamer of 64 tons. Location: 500m north of Barretts Reef at the entrance to Wellington Harbour. In 12m of water on a sand bottom.
Wahine	10 April 1968 Twin screw turbo-electric vessel of 8,948 tons. Location: Initially struck and crossed Barretts Reef, ultimately capsized beside Steeple Rock at Seatoun. Debris remains.

Deinda	03 February 1992 Ferro-cement hulled yacht. Location: On Luhr's Rock on the western side of Lyll Bay . In 5-7m of water on a rocky promontory. Look just on the landward side of Luhr's Rock (the pointy one, sometimes called Sharktooth Rock).
Cyrus	March 1874 Three masted barque of 317 tons. Location: Lies 60m off-shore on the western side of Owhiro Bay . In 5m of water on a rock and gravel bottom.
Progress	1 May 1931 Iron steamer of 181 tons. Location: 50m east of the <i>Yung Pen</i> on the western side of Owhiro Bay . In 3-12m of water on a rock and shingle bottom.
Wellington	7 March 1869 Full-rigged wooden ship of 696 tons. Location: 20m off the rocks on the western side of Owhiro Bay . In 5-12m of water on a rock and shingle bottom.
Yung Pen	12 December 1982 Steel fishing vessel of 174 tons. Location: 20m off-shore in the channel on the western side of Owhiro Bay . In 5m of water on a rock bottom. The vessel's name means Good Luck Forever.
Grasmere	25 December 1895 A three-masted, wooden barque of 423 tons. Location: Ran onto a rock in the vicinity of Thoms Rock , Cape Terawhiti, about two miles off-shore.
Nambucca	16 January 1905 Wooden screw steamer of 94 tons. Location: Lies beside a lone rock (Nambucca Rock) in the centre of the bay 1km west of Sinclair Head. About 600m from shore in 11m of water.
Penguin	12 February 1909 Iron screw-steamer of 824 tons. Location: Believed to have struck Thoms Rock and sunk nearby in deep water. Wreck never located. Wellington's worst loss of life.

Information provided by Maritime Archaeological Association of NZ.



The 'Bella' blown ashore at Owhiro Bay, 1904.

Photographer unknown.
Source K A Wilson
Collection, Alexander
Turnball Library Ref F-
135993-1/2.

6.12 AMENITY ENHANCEMENT

Policy

To enhance the visual quality of the South Coast.

Explanation

Amenity is a complex issue to address. However, at a simple level the amenity of the coast should be aligned with the coastal character of the area. Included in this are issues of design, colour, materials and landscape. Amenity also includes the important ability for the community to recognise or identify with parts of the coast.

The Council will work to develop designs for such items as signs, recreation facilities and landscape work that reinforce the character and amenity of the coast and its parts. The visual impact of structures on the immediate area as well as from a distance will also be considered for any potential development.

In relation to coastal planting, a focus purely on native vegetation may not always be appropriate for every part of the coastline. Community efforts to maintain parts of the coast are directed to revegetation using native species, but also to beautifying the surroundings. The community has expressed a desire to see a more 'mixed' approach to planting, particularly in relation to colour, which can also be obtained through the use of native species.

Both indigenous and exotic species that can withstand the coastal environment are appropriate in areas that have an urban character. Examples of these areas are the suburb of Breaker Bay and from the intersection of Owhiro Bay Parade and Happy Valley Road to the last house before the quarry buildings. It will be important that any such plantings can be maintained and are of a high quality design. Exotic species will not be supported in areas with a natural character or as part of revegetation programmes.

Particular tree species that are not native to the Wellington region may also be appropriate in these areas, to enhance the amenity through the addition of shape or colour.

Landscaping is a generic activity that is needed along most parts of the coast. The implementation plan has identified specific areas that require priority attention and other areas that will benefit from 'spot' landscaping. Spot landscaping will be used to enhance specific sites where a small amount of landscape work (landforming and planting) will produce a larger impact (visual or physical). It will be used in conjunction with other projects such as delineating parking areas or limiting access. Spot landscaping will also focus on sites that have some established vegetation which provide shelter or a focal point to extend the quality of the coastal vegetation.

Implementation

- € Any proposed structure will be assessed by qualified landscape architects to ensure that colour, materials and design assist in achieving the objectives of this Management Plan.
- € The Council will support and facilitate community beautification projects where they fit with an area's character.
- € Control of 'amenity' weeds such as mallow will be undertaken, but as a lower priority action.
- € Regular litter control will be undertaken as part of maintenance contracts. The Council will also support 'clean-up' events.
- € Prohibition of illegal dumping of material such as rubbish, clean fill or other material on the coast.

6.13 CLASSIFYING LAND AS RESERVE

Policy

The Council will reinforce the importance of the coastal land under its control by seeking to classify it as reserve land unless there are exceptional reasons not to do so.

Explanation

The land on the South Coast is an important asset for the Wellington community. As part of recognising this importance, it is appropriate to provide the land with an extra layer of legislative protection under the Reserves Act 1977. This can be obtained by classifying the land as either:

- € local purpose reserve
- € recreation reserve
- € historic reserve
- € scenic reserve
- € scientific reserve.

This process of classification binds the Council and limits (to a greater or lesser extent) the uses that the land can be put to. This increases the protection that the land enjoys and the certainty for the community about future uses that may occur. Without limiting the consultation and classification process, it is generally intended that all land to the seaward side of the road will be classified as recreation reserve.

Implementation

- € A process of assessing the blocks of land listed in section 3.1 that are not classified under the Reserves Act 1977 will be undertaken following the adoption of this Management Plan. This will involve assessing each piece of land and, if appropriate, processing it under the appropriate classification. Consideration will be given to the significant values associated with the land and its current and potential future uses. Particular attention will be given to land that is held for specific purposes (such as drainage reserves) to ensure that existing infrastructure can be maintained or renewed if necessary. Consideration will also be given to blocks of land that may benefit from re-classification (for example, changing a classification from *local purpose* to *recreation*).

6.14 ADJOINING LAND

Policy

The Council will endeavour to ensure that the use or management of land that adjoins the areas covered by this Management Plan is sympathetic to the objectives of this Management Plan.

Explanation

This Management Plan covers the areas of Council-owned and administered land as of the date of Council approval. Other land may be added in the future. Non-regulatory mechanisms such as covenants or agreements, subdivision rules and land purchase can be used to increase the land area that is subject to the objectives listed in section 2. There are a number of areas of land that represent opportunities for this. These include privately owned coastal escarpment land, parts of Fort Dorset (such as Sec 1 and 5 SO 38155 and Lot 18 DP 303458) and extensions to the Eastern Walkway.

The use of adjoining land can have a significant influence on the area covered by this Management Plan. This is particularly so where an area has been identified as having natural values or where an area is strongly defined by the surrounding landscape. The Council can limit the use of private land, however this must be through a careful and reasoned process. The District Plan is the main mechanism available in this regard.

There is only a small area of privately owned coastal edge on the South Coast. This is at the western end of Lyall Bay. While it may be desirable for this land to be in public ownership, this would be at a significant cost, would only occur over a long period, and the impact on the objectives of this Management Plan (such as access) are relatively minor. For these reasons public control of these residential sites will not be pursued.

Four Crown reserves adjoin the Management Plan area. They are:

Name	Legal Description CT/DP/SO	Zoning	Description	Gazetted
Red Rocks Scientific Reserve	Sec 99 Terawhiti District SO 28528 Block XIII Port Nicholson Survey District	Conservation Site 3A	Scientific Reserve	1972
Sinclair Head Scientific Reserve	Sec 101 Terawhiti District SO 31137 Blocks XII and XIII Port Nicholson Survey District	Conservation Site 3A	Scientific Reserve	1983
Spear Grass Reserve	Pt Lot 1 DP 5864 Compensation Certificate 571953.1 Blocks X and XII Port Nicholson Survey District	Rural	Public Works Act Compensation Certificate	
Point Dorset Reserve	Sections 1 to 7 SO 38155	Open Space B and Conservation Site 2C	Recreation Reserve, Crown land	2000 p3131

Note: The provisions of this Management Plan do not cover these areas.

The first three reserves in the above table were established to protect one or two specific natural resources. They are managed under the *Conservation Management Strategy for Wellington 1996 – 2005 (CMS)*. The land that adjoins these reserves will be managed in such a way as to protect the features of these reserves and the objectives of the CMS. The Council will continue to work cooperatively with the Department of Conservation in the ongoing management of the whole area.

Implementation

- € Monitoring of the type, character and quality of development on private land.
- € Assessment of ability to control scale, intensity and impact of development on escarpments, ridgelines and hilltops through mechanisms such as the District Plan.
- € Opportunities to acquire land or to enter into covenants or agreements to further the objectives of this Management Plan will be assessed as the opportunities arise. Where this occurs, the land in question will be formally acknowledged as being covered by this Management Plan.
- € Where possible the objectives of this Management Plan will be included within the Council's resource consent process.

6.15 COMMERCIAL USES

Policy

Commercial uses will only be supported where they facilitate the use of coastal land and where they do not compromise coastal character.

Explanation

Commercial uses are acceptable provided that they support the use of the South Coast (land or marine environments) and do not detract from the coastal character of the site or area. In assessing applications the Council will be guided by the provisions of the Reserves Act³ and will also look at the need for public land to be used for a particular use (that is alternative sites are not available).

Approval of commercial uses is at the discretion of the Council. Suitable rentals, licences or leases will be negotiated if this is relevant. Temporary or trial arrangements may be used to test the impact of commercial uses.

Implementation

€ Applications for use of land covered by this Management Plan will be assessed by asset managers in accordance with the following criteria:

- Ø impact on coastal environment
- Ø impact on other users of the coast
- Ø whether alternative sites are available
- Ø whether the commercial use supports or enhances the use of the coast
- Ø provisions of Reserves Act where these apply.

6.16 SIGNAGE AND INTERPRETATION

Policy

To ensure that users of the South Coast are aware of its values and features and any obligations related to its use.

Explanation

Signage plays an important part in bringing the values of an area to the community's attention. Signage is also necessary to inform users about any activities that are not permitted or that need to be undertaken in a particular manner to care for the area as a public asset. Directional signs are needed to assist users in finding facilities and to minimise conflicting uses.

All along the coast from Point Dorset to Karori Stream interpretation signage will be used to highlight the area's Maori heritage and waahi tapu, heritage features (both land and marine), landscape features, and flora and fauna. As far as possible, signs will be bi-lingual and will incorporate local names as well as officially recognised names. In some circumstances, the necessary design of the signs may limit the amount of interpretative material that can be displayed.

³ Where the land is classified as a reserve the Council is legally bound by the provisions of the Reserves Act.

6.16.1 Owhiro Bay to Karori Stream Signage

It is important that the public is better informed about the rights, opportunities and obligations that exist for the area westward of Owhiro Bay and Happy Valley Road. It is suggested the signs are erected in prominent public areas to maximise their effectiveness, while hopefully acting as a deterrent against the high rates of vandalism experienced in this part of the coast. It would be desirable to include other signs to explain specific features and sites, but their isolation would make them easy targets for vandalism.

This exposed coastline close to the city can be dangerous. Visitors can be over-ambitious and are sometimes ill-prepared for changing conditions. Safety information will be provided.

Some private land owners experience un-authorized use of their land and signs, and literature should clearly identify boundaries between public and private land. These should set out limitations on access to private land, and advise if or how permission for access can be obtained.

Implementation

- € Signage will be designed and located for maximum interpretation while at the same time seeking to minimise any negative impact of the structure on the coastal environment (signs will be coordinated with other structures where possible to prevent the proliferation of structures).
- € Interpretation and way-finding signs will be used where necessary to inform people of the proper use of the coast and its natural, cultural and recreational values.
- € Traffic management signs for the coastal road will meet Transit New Zealand standards where these apply.

6.17 FIRE CONTROL

Policy

To minimise the threat of fire danger.

Explanation

At a number of sites, coastal vegetation and the wildlife that it supports, is vulnerable to fire. This is particularly relevant to the Red Rocks area and Moa Point/Hue Te Taka. Where escarpments lead up to urban areas there is also a fire danger to people and property.

Over time the transition from grass, to gorse, to native vegetation will reduce the fire danger. However the transition to the desirable vegetation cover can be slowed dramatically if fire occurs.

Implementation

- € Open fires will only be allowed by permit or at times and places specified by the Council under its bylaws (for example, 5th November celebrations).
- € Fire retardant plants will be used in high risk areas to reduce fire hazards.
- € Fire prevention/danger information will be added to signs where relevant.

7 COASTAL DESIGN AND CONSTRUCTION

This section looks at the South Coast from a more practical point of view. Its purpose is to provide general guidelines for those planning or physically carrying out work on the coastal edge.

7.1 CONTEXT

The area within the boundaries of the South Coast, Point Dorset through a variety of bays to Karori Stream, deserves particular care. This area of coastline provides value for spectacular sea views of the harbour entrance and Cook Strait and is a gateway for recreation. It is a refuge for areas of endangered and special ecological plant species and a habitat for native birds and fish.

These aspects provide special character - as do the variety of bays - from those that are mainly urban such as Lyall Bay - to the smaller bays such as Owhiro Bay - and then to those that are mainly uninhabited such as Tarakena or those west of the old quarry site. Seen in the greater context of the overall area, the bays vary from a strong urban coastal focus to a very rural coastal aspect. Design treatment for individual bays can be drawn from an understanding of the type of bay where work is to be carried out.

Many parts of Wellington's coast are highly modified (for example the coast road from Oriental Bay to Greta Point). In contrast, the southern coast has large areas of undeveloped, natural character. Therefore there should be careful consideration given to any proposal to build or place structures within the coast area. A strong desire has been expressed by the community that the natural character should generally be maintained unless there are significant, strong reasons for not doing so.

When considering whether to introduce new, built structures onto the coast a **minimum impact approach** should be adopted. This should ensure that only necessary structures are developed - or are developed only to the necessary extent so that the least amount of impact in relation to new structures occurs.

7.2 PURPOSE AND FOCUS FOR DESIGN

The intention of this section is to establish a direction for future work that is carried out by the Council and other public authorities. An important focus is on the seaward side of the road but the inland side of the road is also included where applicable.

The design and building of any works should use the coastal environment as a basis. Relationships between competing points of view, such as engineering standards and environmental needs, require negotiation prior to construction. For example, tarsealing a coastal carpark may be the most cost effectiveness option but this may not be appropriate in an area identified for restoration of its natural features - a natural gravel surface may be preferable. Maintaining and enhancing the coastal character should generally take precedence.

Consistent design and construction approaches to elements such as wall construction, steps, stormwater outfalls and lighting fixtures should be developed that respect the coastal character. At the same time functional issues must be considered including safe and convenient access to beach areas, protection of the road, and safety of vehicles and pedestrians.

7.3 GENERAL DESIGN PRINCIPLES

The design of any works for placement of new elements should start with the consideration of the whole coastal environment. Construction work carried out in relation to traffic, drainage, lighting, beach access for vehicles and pedestrians can have major visual impacts on the environment. Work done poorly or out of character leaves a statement of lack of understanding and care by those carrying out the work.

7.3.1 Identity

The identity of the South Coast should be considered as a whole - and also from the point of view of part of the coast. For example, local differences of each bay are important, but must also be seen against the greater area as a whole. Elements placed in the coastal arena should display a 'family resemblance'. Major elements such as seawalls, boardwalk/steps and street lighting features should have general consistency. Promontories at the end of each bay offer points where elements can be more easily changed, such as the style of seawall. Changing types of materials in the middle of a bay should be avoided.

7.3.2 Views

When moving around the coastline, there are continuous views that are experienced. The placement of structures or structural elements needs to be undertaken with this in mind as they need to be placed carefully to be unobtrusive and to avoid visual clutter. Guidelines to address this issue include:

- € placement of larger or taller structures against hills or into vegetation rather than on promontories or the beach side of the road.
- € avoiding creating silhouettes against the sea background. Place structures carefully and try to have them against the hillside or rock outcrops.
- € limit signage to those that are essential.
- € place signs together or on as few poles as possible - not scattered randomly along long stretches.

The coastal edge is primarily a natural environment and needs to be seen as such by those living in and visiting the area.

7.3.3 Materials and Construction

When constructing new works along the coast, it is important to think in terms of those materials most commonly seen in coastal environs. Materials that have a coastal 'look' include: chunky timbers, rock groupings, outcrops and aggregates. Materials are generally robust to withstand harsh coastal conditions. Surfaces tend to be irregular and weathered.

It is always tempting to use the least expensive method to achieve a solution to a problem. However, along this environmentally sensitive coastline it is preferable to utilise quality design and construction, rather than compromise to reduce expenditure. It is accepted that this may require additional funds and design time to achieve an appropriate product. This is preferable to ensure that the work achieves a better environmental and visual result, as the work will be seen and experienced by a large number of people for a long time.

An example might be wall construction. The coast has endless variations of rock and rock outcrops. With walls supporting road edges or seawalls it seems obvious to use rock. The South Coast rock is mainly brown grey, not blue grey. Walls should be seen as a continuation of existing rocky outcrops - not a few neatly stacked rocks placed in a sea of concrete. New structures need to take into account the irregular patterns of nature. Use of concrete substructures with a stone facing that provided a 'natural' finish would be an acceptable solution.

Be creative - use of vehicle barriers could include large rocks, large timbers, timber bollards, vegetation or a combination. Think about views and good placement when installing various elements. Temporary structures may be used to allow vegetation barriers to establish.

Be aware that there are some elements already in regular use on the coastal edge including bollards, fencing, rock groupings and native planting.

The exception to these statements is where emergency work is required to address health and safety risks or impending risk to infrastructure. 'Stop gap' measures will be used in these instances until more appropriate work to the site can be carried out.

A general list of coastal materials includes:

- | | |
|-------------------------------|-------------------------------------|
| € large chunky timbers | € shingles of various sizes |
| € rough sawn timbers | € shell - crushed and broken |
| € unpainted timbers | € driftwood |
| € natural brown grey rock | € aggregate finishes on concrete |
| € rock of suitably large size | € stainless steel/galvanised metals |

7.4 ELEMENTS

7.4.1 Footpaths

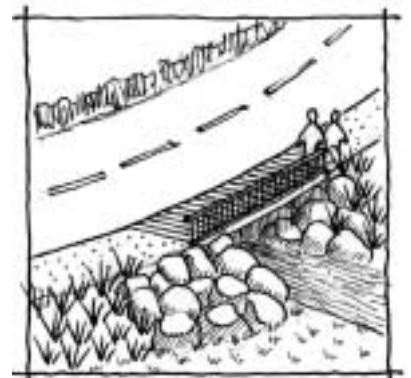
Access is required along the coastal road edge. The footpath is intended for pedestrians and would generally be located along the edge of the roadway. However there are areas, such as at Moa Point, where the footpath has taken an alternative route and is located away from the roadway. In this particular case, the path is not sealed and gives a more natural experience in keeping with the 'rural-ness' of that area of the coast.

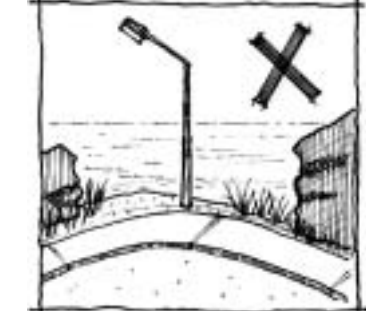
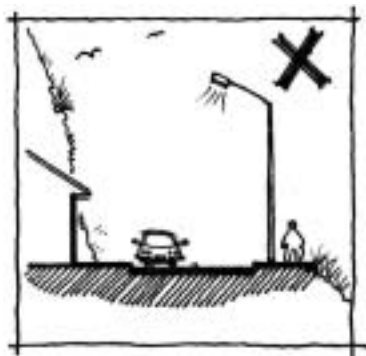
It is important to ensure that a footpath or track is available for those walking. The width should be appropriate to its setting. In general terms, people should be able to walk side-by-side or easily walk past each other (approximately 1.4m in width).

A variety of routes may be applicable along the shoreline, around natural elements, above and below existing road levels and around carpark areas.

Guidelines

- € Provide footpaths along road edges but consider other routes as well - including around and through natural features, above or below road levels, and along the shore edge.
- € Consider the use of other materials where feasible such as boardwalks, shingle paths or aggregate paving.
- € Use planting to differentiate between road edges and footpaths.
- € Ensure footpaths have appropriate falls and achieve appropriate drainage.





7.4.2 Walls/Seawalls

Walls along the shore edge occur frequently but often vary considerably in style and quality. They are built for a variety of reasons - including retention of banks, to stop coastal erosion, to protect roads and for access onto beaches.

The choice of materials should match the character of the immediate area. For example, a seawall to reduce erosion that is needed in a natural area should generally be constructed of natural rock. If this is not possible, for example, the location is exposed to wave impact, a large vertical height is involved or there is not enough area to sustain the profile of a rip-rap sea wall, a concrete sub-structure visually disguised by natural materials may be appropriate.

When natural rock is being used in wall or seawall construction, the base of concrete should appear as grouting rather than a substrate into which rocks have been pushed. An example that meets this criteria is the seawall to the south of Karaka Bay wharf, Miramar.

Where walls or sea walls already exist, designs should match existing styles, unless the existing styles do not fit with the area's character. In this case, a decision should be made about which style should be adopted. For example, if it is only a small addition or repair then the original style should be used. However, if the existing sea wall will need to be replaced in the near future then a more fitting design should be considered.

Guidelines

Maintain a consistency of wall style. It may be better to match an existing style in the area if there is a predominant one.

- ∄ Include natural rock promontories or outcrops in wall design.
- ∄ Construct new seawalls with natural stone facing and a carefully formed concrete top edge.
- ∄ Ensure concrete slurry/grouting is cleaned off stone facings.
- ∄ Do not use construction rubble where it is to remain visible.
- ∄ Do not use coloured concrete products or mortars.
- ∄ Ensure access to the beach/coast edge is included as part of the work when possible.

7.4.3 Lighting

In general terms, the purpose of lighting is to increase visibility for motorists and pedestrians with a result of a safer environment. Lighting can cause problems with glare, detracting of views and can cause problems for wildlife when poorly or inappropriately placed. In areas where there are few people living and it is generally an undeveloped coastline, such as from Moa Point to the beginning of Breaker Bay, the value of lighting should be questioned as to whether the area, because of its naturalness, should have lighting installed at all.

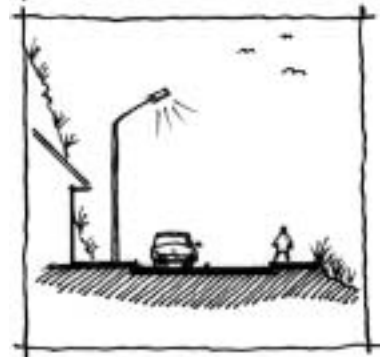
The aesthetics of lighting poles and fittings is also important to the value of specific areas. Specially designed lights and poles to support the uniqueness of an area may be appropriate. An area such as the main beach of Island Bay could have special lights.

Position of lighting poles can be crucial to ensuring views are not compromised. Placement of poles on the landward side of the road can alleviate glare caused by lights shining back at houses. Placement on the landward side also leaves the coastal edge looking more natural.

Lighting colour/rendition can also be important. General streetlights (high pressure sodium) give out an orange light. Lights which give out a white light (metal halide) allow the eye to see colours as they really are. This can be particularly important where special features, bus stops or pedestrian crossing are being lit.

Guidelines

- € Place lighting poles on the landward side on or near property boundaries.
- € Locate poles so that they are not silhouetted against the sea.
- € Select fittings and lamps to minimise glare.
- € Use poles and fittings that are compatible with the coastal edge.
- € Use a lower height pole (approximately seven metres) to keep in scale with the existing environment.
- € Use feature lighting for specific locations or features.
- € Lighting control boxes and concrete pads should be placed inconspicuously.
- € Poles need to meet existing recognised standards.



7.4.4 Drainage Pipes, Outfalls

All along the coast there are stormwater systems connecting to outfall pipes at the coastal edge. These outfalls perform a necessary and practical service, but they often seem to ‘stick out’ and look poorly placed within the natural setting. Outfalls are there to perform a practical need, but the way in which they are placed in the environment on the sea edge can make the difference between being seen as an eyesore or going unnoticed.

Large slabs of rough concrete, pipes jutting out to mid-air, and vertical concrete walls all need some treatment to help them sit more easily in the coastal environment. Use of stone that matches the existing coastal stone around jutting pipes, aggregate finish on concrete faces, planting up and over concrete abutments, can all contribute to a much more agreeable visual finish to these outfalls.

Guidelines

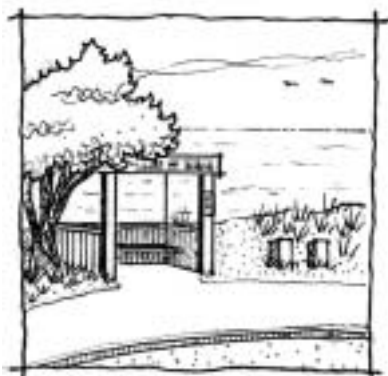
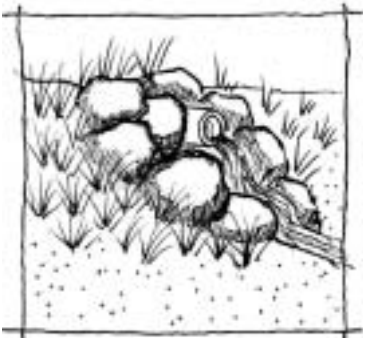
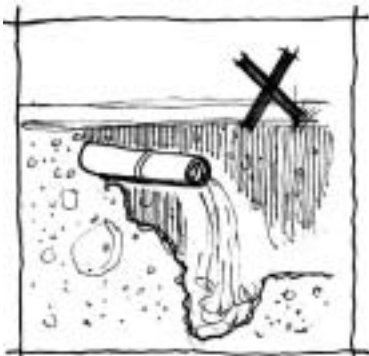
- € Construct outfalls to a common theme to fit into the natural environment.
- € Use techniques to make pipe extensions or concrete faces sit more easily in the environment, such as using rock groupings around outfalls, use of exposed aggregate on concrete faces, or use of stone facing on concrete faces.
- € Use planting where possible to soften hard edges of outfalls.



7.4.5 Service Structures

Service structures, such as pumping stations, manholes and bus shelters, are generally minor, but not insignificant structures, in the landscape. Concrete slab structures can look very out of place in the coastal environment and if used they need careful treatment.

Be aware of the potential for visual intrusion of structures. Placement of structures should acknowledge views of both those living in the area, and people passing in vehicles and on foot. Use of coastal colours for structures, unpainted timber, aggregate



finishes, placement of rocks around the perimeter and planting all help to ensure these structures blend in with their environment.

Guidelines

- € Build new shelters out of appropriate material for the natural environment.
- € Ensure placement is appropriate, discreet and does not compromise views.
- € Use natural elements such as rocks and planting to help the structure to recede into the landscape.



7.4.6 Furniture: Seats, Bins, Bollards, Fencing, Poles

Items of street furniture fulfil a functional requirement but are also indicative of the character of an area. Furniture along the coastal edge should support the natural setting and should not be visually obtrusive. Furniture should be appropriate to the coastal environment and able to withstand harsh conditions. This requires physical robustness and the ability to weather well - or be corrosion resistant.

The furniture for the South Coast requires a closely related and co-ordinated family of items. Areas which are seen as 'special' may have more unique furniture, but it should generally relate to the overall family of coastal furniture.

Guidelines

- € Use a family of similar and related furniture along the coastal edge.
- € Use furniture that is robust and will weather well.
- € Place furniture appropriately and discreetly to avoid blocking views.
- € Use furniture with natural finishes or colours that are related to the coastal edge.



7.4.7 Signage

It is important to ensure that signage within the coastal environment is well thought out and co-ordinated either with the existing or an overall theme or family of signs.

Placement is important and should minimise clutter. Often a number of signs can be located on one pole rather than each having their own.

Use essential signage only and ensure removal of old or redundant signage.

Guidelines

- € Use signs that are an appropriate size for the location.
- € Place signs to avoid blocking views.
- € Group signs as part of other elements of furniture, walls or planting.
- € Place signage on the landward side of the road except for essential road safety signage.



7.4.8 Planting

The choice of plant species will be an important part of a project's design and the choice will be influenced by the particular location. Native species sourced from local seed are generally given preference, but it is acknowledged that there are times when non-local natives or exotic species can also serve a useful purpose. Specific plants can help to enhance local identity through use of a particular species. Creative techniques can allow for planting around new wall construction, to provide a break between roadways and footpaths, and to visually soften hard elements.

Planting can be very useful for softening and assisting integration of structures into the landscape, it can help to reduce visual impact of construction (including structures and walls), define areas and provide shelter from the natural elements.

Planting is generally related to reserve or public land, but can also relate to privately owned land bordering public areas. The location of larger species should be considered carefully where there is potential to block views or traffic sightlines.

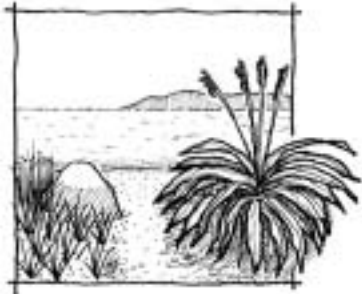
Guidelines

- € Use locally sourced and grown species.
- € Consider fire resistant plants.
- € Plant to soften structures and walls or for division between walkways and the road.

Plant species that occur on the South Coast includes:

<i>Acaena pallida</i>	Sand Bidibid
<i>Austrofestuca littoralis</i>	Sand Tussock
<i>Calystegia soldanella</i>	Shore Bindweed
<i>Coprosma acerosa</i>	Sand Coprosma
<i>Coprosma repens</i>	Taupata
<i>Crassula moschata</i>	a small coastal herb
<i>Desmoschoenus spiralis</i>	Pingao
<i>Discaria toumatou</i>	Matagouri
<i>Disphyma australe</i>	New Zealand Ice Plant
<i>Euphorbia glauca</i>	Shore Milkweed
<i>Isolepis nodosa</i>	Knobby Clubrush
<i>Lepidium oleraceum</i>	Cook's Scurvy Grass
<i>Muehlenbeckia astonii</i>	Shrubby tororaro
<i>Phormium cookianum</i>	Coastal Flax
<i>Pimelea arenaria</i>	Sand Daphne
<i>Plagianthus divaricatus</i>	Saltmarsh Ribbonwood
<i>Spinifex sericeus</i>	Silvery Sand Grass

Other native plants that are frequently seen - but are not native to the South Coast include: *Metrosideros excelsa* Pohutakawa, *Cordyline australis* Cabbage Tree and *Pittosporum crassifolium* Karo.



8 IMPLEMENTATION ACTIONS FOR THE SOUTH COAST

The following are actions that have been identified, through the development of this Management Plan, for enhancing the quality and amenity of the South Coast. Costs have been estimated where possible. Feasibility studies or similar actions have been identified where different options are possible or where costs are unable to be estimated.

Special future projects are identified as 'SP'. These 'special future projects' are ideas that have been suggested by the community. They have been included in this Management Plan so that they can be looked at in the wider context provided by the objectives for the South Coast. These projects cannot be encompassed by established budgets (in the Council's Long Term Financial Strategy) and therefore they require specific annual plan funding decisions. They will be assessed in terms of their costs and benefits, impact on users, affect on infrastructure, and community support. See also section 8.1.

The projects and activities within this Implementation Plan are funded through the budgets that are developed for the Long Term Financial Strategy and year-by-year annual plans. Available funding will be directed to the highest priority areas.

'Maintenance activities', identified as 'MA', are ongoing activities that are included within general service levels or contracts. The timeframe references are in years. Year 1 is 2002/03, Year 5 is 2006/07.

General Projects		
	Cost	Timeframe
Track network from Point Dorset to quarry carpark (coastal walkway) Stage 1: Assessment and Planning	Officer time \$3,000	1
Track network (coastal walkway) Stage 2: Construction. Footpath and roading upgrades will contribute to this project. Costs dependent on Stage 1.	\$15,000 estimate	2
Maintenance and replacement of seats, signs, fences and posts	Asset budgets (replacement)	Ongoing
Restoration and revegetation work (annual planting and preparation work). Programmed on basis of plan to be developed in first year. Includes revegetation on escarpments above Breaker Bay/Pass of Branda.	\$40,000	1-5
Assessment and classification of land to seaward side of road (under the Reserves Act 1977)	Officer time \$3,000	Current 1
Project to assess use of coastal buildings (specifically the Bait House). Public consultation and planning project.	Officer time \$3,000	Current 1
Assessment of boatshed encroachments in terms of their impacts on amenity and environment.	Officer time	1
Development and implementation of lease agreements with bach owners	Officer time \$3,000	Current 1
Maintain and develop relationships with WRC, DoC, other public agencies involved in the coast, community groups and individuals to take advantage of information sharing, joint decision making and support for shared objectives.	Officer time	Ongoing

Breaker Bay/Point Dorset to Wahine Park

Includes: Eve Bay, Flax Bay, Reef Bay, Palmer Bay.

	Cost	Timeframe
Monitoring of access to beach from Breaker Bay carpark (temporary installation).	-	Ongoing
Development of a long-term plan for replacement of macrocarpas on Beacon Hill Reserve (Site A2). Future revegetation project.	Officer time	1
Management of parking areas on road edge (use of grassed areas for boats and trailers)	Officer time	Ongoing
Erosion control (road edge). Eve Bay Stage 2 (\$20,000 per year)	\$40,000	2 – 3
Erosion control (road edge) Includes site opposite 163 Breaker Bay Road and assessment of old seawall between 168 and 171 Breaker Bay Road.	Roading cost	2 - 3
Facilitation of community planting initiatives (design and species selection) – pamphlet and/or provision of plants.	Established budget	Ongoing
Assessment of encroachments and structures (removal of unused or unsafe structures, review use of slipway rails). Removal of obsolete structures and debris.	Officer time. No cost if equipment on site.	1

Wahine Park to Moa Point/Hue Te Taka Peninsula

Includes: Palmer Head, Tarakena Bay.

	Cost	Timeframe
Weed control and release of plantings.	MA	Ongoing
Beach grooming.	MA	Ongoing
Pest control (rabbits and possums) on escarpments and Ataturk Memorial area.	MA	Ongoing
Coastal track construction (coastal trail) from last house in Palmer Bay to first house in Moa Point Road.	\$5,000	1
Revegetation programmes (support for community initiatives, advice, provision of plants).	-	Ongoing

Moa Point/Hue Te Taka Peninsula to Lyall Bay

	Cost	Timeframe
Feasibility of landscaping of road edges and airport embankments. Assess need to control access to road edges alongside airport by vehicles (management of area to allow some parking/viewpoints while maintaining pedestrian access and safety, and landscape amenity). Access for seawall maintenance reduces ability to landscape area.	Officer time	2
Coordination and possible replacement of seats, signs, fences and posts.	MA	Ongoing

Note: the relationship of any design or facilities to the airport must be considered (for example, attracting birdlife may increase the danger to aircraft).

Lyll Bay

	Cost	Timeframe
Provision of mid-beach toilet facilities. Cost dependent on design.	\$100,000 to \$150,000	Current
Opportunity to reduce the road width to provide a greater area of public space, increased parking, tree planting, new seawall design or removal of seawall.	-	SP
Continuation and maintenance of pingao planting programmes.	MA	Ongoing
Assessment of coastal buildings to ensure optimal use.	Officer time	1
Sand management (especially in centre of bay) and beach grooming.	MA	Ongoing

Note: the relationship of any design or facilities to the airport must be considered (for example, attracting birdlife may increase the danger to aircraft).

Lyll Bay to Te Raekaihau Point

Includes: Arthur's Nose, Waitaha Cove.

	Cost	Timeframe
Development of a landscape plan for whole area.	Officer time	1
Limitation of vehicle access to seaward side of road - except for designated areas, protection of vegetation (including use of landscaping as a deterrent).	\$10,000	1
Erosion control on coastal edge and removal of demolition material (preferably linked to redevelopment of Dorrie Leslie Park). Design plan required.	\$150,000 estimate	3
Continuation of redevelopment of Dorrie Leslie Park (Stage 2).	\$150,000 estimate	4
Weed control.	-	Ongoing

Te Raekaihau Point

A proposal to establish a Marine Conservation Centre on Te Raekaihau Point is supported by the Council. Enhancement of the general area and site will be part of this project.

Princess Bay to Houghton Bay

Includes: View Road South Headland Reserve.

	Cost	Timeframe
Upgrade/renewal of fencing and board-walk.	MA	Ongoing
Weed control.	MA	Ongoing
Beach grooming.	MA	Ongoing
Seating on observation points (and associated landscape and safety work).	\$3,000	2
Track signage and access into View Road South Headland Reserve (assess and develop).	\$5,000	2

Houghton Bay to Bait House

Includes: Elsdon Point.

See text for discussion of the future of the Bait House (section 6.8.5).

	Cost	Timeframe
Separation of pedestrians from traffic flows (delineation of road edge).	Roading programme	1 – 3
Assessment of parking on footpaths/road reserve, informal boat launching area and follow-up management (including creating and delineating parking areas, landscaping and enhancement of existing established areas of native vegetation, including the site opposite 192 and 194 The Esplanade).	\$15,000 Officer time	1
Weed control.	MA	Ongoing
Beach grooming.	MA	Ongoing
Fence and boardwalk maintenance.	MA	Ongoing
Investigate uses for Bait House (including assessing parking issues and traffic safety associated with Bait House and adjacent road).	\$3,000 Officer time	1

Island Bay to Derwent Street Seawall

Includes: Tapu Te Ranga.

	Cost	Timeframe
Upgrade steps at southern end of beach.	\$3,000	1
Diving raft moored in Island Bay (community support for project would be required). Project timing would depend on community consultation/support.	\$5,000	-
Opportunity to use area of Brighton Street/Trent Street intersection for parking and public space (roundabout, redesigned intersection), tree planting.	-	SP
Closure of road between Shorland Park and beach. Extension of public space and park.	-	SP

Assess pedestrian road crossing mechanisms to increase safety between beach frontage and surrounding residential areas (for example, traffic calming to increase safety between beach and intersection of Reef Street and The Parade).	Officer time	1 - 2
Removal of ex-toilet block in Shorland Park (Attempt to coordinate with other works).	\$5,000	1 or 2
Sand control and beach grooming.	MA	Ongoing
Weed and pest control on Tapu Te Ranga (periodic support for community initiatives).	Minor costs	Ongoing

Derwent Street Seawall to Windy Point

Includes: The Sirens.

	Cost	Timeframe
Monitoring of erosion and enhanced beach access (The Sirens).	MA	Ongoing
The Sirens carpark seawall.	\$75,000	2
Weed control (including amenity weeds).	MA	Ongoing
Assessment of traffic calming measures on sections of road where vehicle speeds are an issue (recommendations to Roding and Traffic).	Officer time	1 - 2

Owhiro Bay to quarry carpark

	Cost	Timeframe
Facilitation of community planting initiatives (design, species selection, provision of plants).	Minor costs	Ongoing
Beach grooming.	MA	Ongoing
Weed control (including amenity weeds).	MA	Ongoing
Assess informal boat launching areas opposite 144 Owhiro Bay Parade (removal or amenity protection).	-	1

Quarry carpark to Karori Stream

For actions related to baches see section 6.8.1.

	Cost	Timeframe
Signage for coastal road (safety issues, speed restrictions, distances, map).	\$6,000	Current
Pest control on escarpments and catchment areas (including goats and possums).	-	Ongoing
Weed control as part of revegetation programmes or targeted management.	-	Ongoing
Separation of transport modes where feasible on coastal roadway (vehicular/pedestrian) and vehicle access management.	\$10,000	1
Quarry main faces and carpark area.	-	SP

8.1 SPECIAL FUTURE PROJECTS

These projects are not definitively part of the implementation of this Management Plan. They have been included as they are ideas that have been raised by the community, but have not been progressed due to lack of resources or due to there not being a framework to assess their worth. They present opportunities to enhance the coast, but it is recognised that:

- € there are significant costs associated with the projects (particularly where alterations to the roading network are anticipated)
- € the infrastructure assets that pass through the sites have certain requirements which place constraints on development
- € there are likely to be impacts on the traffic network that need to be assessed carefully (for example, Houghton Bay is a bus turning area)
- € the local communities have particular interests that need to be taken into account.

The following descriptions are simply an exploration of these ideas. They do not indicate any commitment to the project. Purposefully, no account has been taken of the issues outlined in the bullet points above.

Specific Future Project	Enhancement work
Lyall Parade	<ul style="list-style-type: none"> € carriageway narrowing € angle parking on seaward side € expansion of public space € amenity tree planting € traffic calming to improve road crossing safety.
Houghton Bay Road/The Esplanade intersection	<ul style="list-style-type: none"> € give way T-intersection from Houghton Bay Road onto The Esplanade (narrowed exit) € extended public space on seaward side € physical barriers to define parking area € pedestrian footpath on beach/dune edge.
Bait House area and boatramp (following identification of a viable use)	<ul style="list-style-type: none"> € demolition material, retaining walls and concrete onsite removed or incorporated into structures € vehicle access and parking improved/managed € consideration given to wharf/jetty € potential future upgrade of boatramp € alternative of removing all structures and restoring site to a more natural state.
Brighton Street/Trent Street intersection	<ul style="list-style-type: none"> € give way T-intersection from Brighton Street onto The Esplanade (narrowed exit) € extended public space on northwest onto what is currently road (C13 drainage reserve) € traffic calming to improve road crossing safety (from site C13 to surf club building) € landscaped/formalised parking area in front of surf club € defined pedestrian footpath alongside seawall € option of roundabout.
Shorland Park/Island Bay beach link	<ul style="list-style-type: none"> € closure of road between Shorland Park and beach (traffic re-routed through Reef Street) € traffic management/road marking to direct through traffic € cul-de-sac access to residential houses from southern end of The Esplanade

	<ul style="list-style-type: none"> € extension of public space/landscaping from Shorland Park to beach € assessment of new access points onto beach € also option of traffic calming between park and beach (such as road narrowing, different surfacing, landscaping) to increase access safety.
Quarry Main faces and Carpark area	<ul style="list-style-type: none"> € quarry Restoration as described in the Owhiro Bay Quarry Closure Management Plan 2000 € main faces require landforming and drainage management € reduction in area of carpark and removal of demolition material on foreshore € residential sections (site D1) may not be required for public space € landscaping of area and vehicle management.

The decision was made to include these special future projects in this Management Plan at the 'idea' level so that it would provide a context for progressing these projects (including seeking resources in the future by the Council and also by the community). Detailed design work, cost/benefit assessments and community consultation would be done at a point in time where support was gained to progress the projects.

9 BIBLIOGRAPHY

- Adkin, G. L. (1959) *The Great Harbour of Tara*
- Anstey, C., Cosslett, C. & Green, W. (1998) *Routes, Risks and Restoration: an assessment of ecological significance and public access linkages within riparian zones*, Wellington: Wellington City Council, Corydon Consultants and EcoLogic Conservation Consultants
- Bedard, A. (1997) *Wellington Coast – from Owhiro Bay to Oriental Bay: enhancement and restoration guidelines*, Wellington: Wellington City Council Lands Commissioning
- Best, E. *The Land of Tara*, *Journal of the Polynesian Society* Vol 26, 27, 28
- Bouzaid, B., Manager Kiwi Point Quarry (2000) *Owhiro Bay Quarry Closure Management Plan*, Wellington: Wellington City Council
- Brownsey, P. J., Department of Natural Environment, Museum of New Zealand (1992) *A Terrestrial Biological and Ecological Survey of Hue-Te-Taka Peninsula, South Wellington Coast*, Wellington: prepared for Titchener, Monzingo, Aitken Ltd, Landscape Architects
- Campbell, D. J., Atkinson, I. A. E., & Northcote, L., Ecological Research Associates of NZ Inc. (1996) *Ecological Survey of the Wellington South Coast (ERANZ 6/96)*, Wellington: prepared for Wellington City Council
- Clark, D. J., Gabites, I. & Wassilieff, M. C. (1986) *Sinclair Head Scientific Reserve (proposed) in Scenic Reserves of the Lower North Island*, Wellington: Department of Lands and Survey
- Clelland, D. (1984) *Unprotected Natural Areas of the Wellington Region: a survey of eleven areas of biological significance*, Wellington: prepared for Department of Lands and Survey
- Department of Lands and Survey (1985) *Red Rocks Scientific Reserve: (Draft) Management Plan*, Wellington
- Druce, A.P. *Indigenous Vascular Plants of South Wellington Coast and Adjacent Hills. Species List No 118*
- Fish-Eye & Associates (1997) *Needs Assessment Report on Wellington Boat Ramps*, Wellington: prepared for Wellington City Council
- Gabites, I. (1993) *Wellington's Living Cloak: A Guide to the Natural Plant Communities*. Wellington Botanical Society and Victoria University Press
- Gabites, I. (1994) *Healing the South Coast*, Wellington: Wellington City Council, Department of Conservation and Royal Forest and Bird Society
- Mitcalfe, B.J and Horne, J.C (1992) *Some Indigenous Plant Communities of the Wellington Southwest Peninsula: Paper for the Department of Conservation*

- Thombleson, R. (1997) Wellington Coastal Carparking: from Owhiro Bay to Miramar Wharf – Report on existing facilities, Wellington: prepared for Wellington City Council
- Wellington City Council Culture and Recreation (Undated) A Draft Landscape Development Plan for the Lyall Bay to Palmer Head Coastline, Wellington
- Wellington City Council (1994) Nga Waahi Taonga O Te Whanganui a Tara Maori Sites Inventory
- Wellington City Council (1995) Landuse Management Guidelines to Heal the Wellington South Coast, Wellington
- Wellington City Council (1996) South Coast Recreation Survey Results; Winter 1996, Wellington
- Wellington City Council (1997) South Coast Recreation Survey Results; Summer 1997, Wellington
- Wellington City Council/Community Taskforce (1995) The Future of Shorland Park and the Bay, Wellington
- Wellington Regional Council (1984) Biological Resources of the Wellington Region
- Wellington Regional Council (1992) Off the Edge: A Discussion Document on the Characteristics of the Coastal Marine Area in the Wellington Region (WRC/PP-T-92/28), Wellington: Policy and Planning, Wellington Regional Council
- Willets, D., Harrison Grierson Consultants, (1998), Scientific Study of Vehicle Impacts on Wellington's South Coast: Final Report, Wellington: on behalf of Wellington City Council