

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).

Lyllal 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).

Lyllal 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.