

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.