

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.