

Porirua Harbour Coastal Reserves Survey

Head Office
333.917099341 NEW

PORIRUA HARBOUR RESERVES



1. INTRODUCTION
2. THE HARBOUR
3. OBJECTIVES
4. RECREATIONAL ACTIVITY
5. POLICY FOR WATER SPORTS
6. BOATSHEDS, MOORING & LAUNCHING FACILITIES
7. PROPOSED DEVELOPMENTS
 1. Urban Subdivisions
 2. Motorway and Railway
8. GUIDELINES
9. RECOMMENDATIONS
 1. Existing Reserves
Pauatahanui Arm 1-17
Porirua Arm 18-23
 2. Proposed Reserves
Titahi Bay Peninsula 24

PORIRUA HARBOUR RESERVES

1. INTRODUCTION

Before a detailed set of recommendations relating to the provision of public reserves could be made it was necessary to consider a number of aspects, such as the utilisation and role of the Harbour in the Wellington Region, the pattern of recreation use, and the major developments proposed for the area.

From these considerations a number of guidelines have been recommended, which would enhance recreational usage, protect scenic and natural features and minimise the undesirable effects of future developments.

Specific and detailed recommendations on the reservation of land for open space have then been made and these are designed to form a comprehensive network of reserves around the Harbour.

1. THE HARBOUR

The Porirua Harbour, and Port Nicholson, are the only areas of sheltered coastal water in the Wellington Region, suitable for small craft. In many ways the Porirua Harbour is the more significant for small craft since it is smaller and more sheltered, and also because there is little conflict between commercial shipping and leisure boating. It has added significance in that the next similar sheltered body of water is Kawhia Harbour 300 miles to the north. The Harbour has always been an outstanding feature of the Region and it has particular importance for aquatic and allied recreation and the support of marine and bird life. Other features worthy of consideration are its scenic settings and its historic background. The Pauatahanui Arm is considered to be the more significant part of the Harbour, and accordingly has received more attention in this report than the Porirua Arm. This arises from the fact that while the southern arm has been significantly altered by major developments the northern arm is still largely unspoilt, (though major developments are proposed,) and much of the coastline is more or less in its natural state, and is readily accessible to the public. It is anticipated that the developments planned for the Pauatahanui Basin (many of which will have to be accepted and accommodated) will have major and far reaching effects on this Harbour.

3.

OBJECTIVES

Because of the Harbour's importance as a focus for recreation, the preservation and improvement of recreational usage and facilities becomes the primary objective of this report and recommendations.

In many areas the preservation of scenic and natural features would be in accord with the proposed informal recreational usage and few conflicts should arise.

However, increasing recreational usage will conflict in some cases with the preservation of wildlife in the Harbour.

This is to be expected, and although some areas primarily for wildlife have been proposed, first consideration will have to be given to recreational usage in other areas where conflicts arise.

Therefore the objectives in order of priority and significance are considered to be -

1. Preservation and improvement of Public recreational usage.
2. Preservation of scenic and natural features.
3. Protection of environment and wildlife.
Broadly these objectives will be achieved by:
4. Generally defining areas of both the Harbour and shore suited to various recreational activities.
5. Reservation of areas for recreation, scenic purposes, and for wildlife.
6. Control and guidance of proposed developments, to minimise any adverse effects, such as pollution, reclamation, silting, loss of public access, and destruction of scenic and natural features.

4.

RECREATIONAL ACTIVITY

Any sheltered body of water becomes a focal point for a wide range of recreational activity, both on the water and on surrounding coastline. However, it is the aquatic recreation possibilities which will decide the overall pattern and intensity of recreation and which are most significant. With this in mind it is vital to realise that the variety and intensity of aquatic recreation will increase rapidly due to three main factors.

1. Existing and proposed urbanisation of the Porirua and Pauatahanui Basins.
2. Rising level of wealth and leisure time available to people which will be reflected in increased boat ownership and in regional demands for aquatic recreation generally.
3. Confined and limited amount of suitable water available for recreation.

This will lead to increasing pressures on existing resources, to conflict between various types of recreation and to disturbance of scientific and natural values. Therefore some form of demarcation and separation of incompatible uses is desirable.

5. POLICY FOR WATER SPORTS

Generally speaking high speed powered boating activity, such as water skiing, speed boats operation and racing is incompatible, in these confined waters, with other activities such as yachting, rowing, swimming and low speed boating, and with the preservation and protection of marine and wildlife. Activities such as yachting, rowing, swimming and low speed power boating would not cause such major disturbances to the marine and wildlife and general ecological balance of the Harbour.

Therefore, in accommodating these two major types of incompatible uses and in considering the major differences between the two arms of the Harbour, the following policy for control and demarcation of aquatic recreation is suggested.

That the Pautahanui Arm of the Harbour be used for activities such as yachting, canoeing, rowing, swimming and low speed informal power boating and that the Porirua Arm be used for all high speed power activities such as water skiing, speed boats operation and racing.

It is appreciated that these conditions will conflict with several uses already established on the Harbour, some of which will be difficult to change, but they should be imposed as a general policy for future development and utilisation, recognising that present conflicting uses can be gradually changed, as opportunity provides. The differences in character between the two arms which would support this demarcation are as follows:

A. Pautahanui Arm

5. 1 Wide variety of shoreline including some sandy beaches and small headlands much of which is still in a semi natural state.

5. 2 Abundance of wildlife especially along the marshy parts of the coast and on the sand banks and mudflats.

5. 3 Good public access afforded to almost all the shoreline, either by public road, or by esplanade reserve.
5. 4 Several good swimming areas, particularly around the southern shore and the Mana peninsula.
5. 5 Existing mooring of large yachts, and launches and presence of boatsheds and launching facilities near the entrance to the Arm and around Golden Gate would not greatly interfere with the activities suggested for this Arm.
5. 6 Because of the relatively undeveloped nature of much of the land adjacent to the coast, there is much more scope for obtaining a wide variety of reserves to permit the interplay between the water and the land which is an important feature of informal aquatic recreation.

B. Porirua Arm

5. 7 Lack of character and appeal over three-quarters of the shoreline, due to extensive reclamation work for Town Centre roads and railway.
5. 8 Lack of significant wildlife, due to destruction of natural coastline and marshes, and to silting of upper reaches of the Arm.
5. 9 No public access to the whole extent of the eastern shore because of the N.I.M.T. railway embankment.
5. 10 No really suitable swimming beaches.
5. 11 Existing boatsheds and launching ramp along Onepoto road are necessary facilities.
5. 12 The new industrail reclamation, if suitably planned, would provide the substantial length of hard launching ramp, good vehicular access, and ample parking for cars and boat trailers which is desirable for high power speed boating.
5. 13 The rock and concrete protection of the various reclamations would ensure that boat wash would not cause erosion of shoreline.

6. BOATSHEDS MOORING AND LAUNCHING FACILITIES

As a general policy fewer boatsheds and more public ramps and launching areas are desirable, as private boatsheds preclude any other public usage of that part of the shore. However, this loss of public usage can be reconciled by setting aside clearly defined and limited areas for boatsheds, by providing a reasonably secure and negotiable tenure and by charging a realistic rental for this exclusive use of public land. This would then provide the Controlling Authority with an income source, which should be used in providing and improving public facilities elsewhere around the Harbour. It should be pointed out that groups of boatsheds, jetties and ramps, if in a reasonable state of repair, add interest and character to a Harbour. This is most apparent around the Paremata Bridge, Golden Gate and Deepwater Point, where the major facilities and moorings are situated. These provide for a need, both commercial and private, and have become a focal point of interest and activity in the Harbour. Also, as most of the craft using this area, such as commercial fishing boats, large launches, and yachts, are seagoing, they would not greatly interfere with the recreational activities outlined above and their continued use of this area readily fits into the general policies outlined in this report. Because of the demarcation of uses outlined above, any extension of boat facilities would be mainly required in the Porirua Arm, since the type of craft envisaged using the Pauatahanui Arm would be capable of being launched from the present beaches and mudflats. Areas suggested for boatsheds, ramps, jetties and moorings have been indicated on plan.

7. COMMENTS ON PROPOSED DEVELOPMENTS

7.1 Urban Subdivisions

The following apply particularly to the Cambourne and Whitby developments, which are in an advanced stage of scheming or development, however the principles advanced, below should be applied to other future subdivisional developments including industrial and commercial.

A primary feature of these developments is that the high ground overlooking the harbour and land close to the shore is in demand for residential development, particularly for high price sites. This gives rise to three problems.

- i. Intended coastal reservation for public usage tends to be minimal and is in the main confined to the steeper, undesirable faces, although often larger areas, well inland, are proposed for reserves.
- ii. The esplanade or foreshore reserve is often separated from the adjacent road access by a row of sections, thus reducing public utilisation and access to the reserve. It also detracts from the scenic values, by presenting a view of a row of houses sitting immediately above and behind the esplanade reserves.
- iii. The skyline, which is an integral part of the scenic setting of the harbour tends to become cluttered and broken up by houses and other ancillary structures.

It is in these subdivisions that the Local Bodies responsible for administering the area have an opportunity and a responsibility, to ensure that ample coastal land is reserved for public usage, and that, as far as practicable, the harbours natural setting is retained.

The Local Bodies can achieve this by:-

- a. Making adequate coastal reservation a condition of approval of the scheme plan, even, if necessary, at the expense of reserves further inland.
- b. Ensuring that land offered as reserve contribution is suitable for recreation and is not merely land unsuited for residential use, or situated in isolated pockets.
- c. Requiring reserve contributions to be in the form of suitable land rather than cash.
It should be noted that once coastal land is sold for residential use it is virtually impossible to purchase it for recreational purposes.
- d. Encouraging subdivisional development onto the lower ground and ensuring that other developments such as industrial areas are well screened and set well back from the coast (e.g. Valley situations).
- e. As a general principle, ensuring that subdivisions adjacent to the shore are designed so that the esplanade reserves are bounded on the landward side by a public road, or that other access is provided.

Another aspect of the large scale subdivisional developments proposed is the changes they cause to the volume of drainage run off, and to the quality of stormwater.

The engineering aspects and location of these developments should be closely studied to ensure that silting and pollution of the Harbour is minimised and that the aquatic values of the harbour do not deteriorate.

The one chain minimum width as laid down under various Acts, for esplanade reserve, should be treated as an absolute minimum and as a general principle esplanade reserves should

be of sufficient width to allow for possible erosion, for recreational usage in depth and for preservation of the coastal environment in accordance with varying topography of the coast.

7.2 Motorway and Railway

The worst features of this type of development are to be seen in the Porirua Arm of the Harbour where over three quarters of the natural shoreline has been destroyed and where the water area has been significantly reduced.

The proposed extension of the motorway from Paramata across the western end of the Pauatahanui Arm is likely to have similar effects. However, with care and foresight, planning can minimise the worst effects and public access and enjoyment of the shore can be maintained.

Detailed proposals for this development have been made under Recommendation (1).

Although the exact location of the other developments - the proposed railway and motorway along the northern shore, and the freeway linking Porirua and Pauatahanui - is still very indefinite, they could be designed and located so as to maintain harbour values and maximum public enjoyment and possibly to improve public access to the coast, provided that:-

1. The proposed motorway and railway routes along the northern shore are kept well inland of the present Pimmeton Pauatahanui Road.
2. No major realignment of the Pimmeton Pauatahanui Road or of S.H. No.58 is undertaken meanwhile.

The eventual diversion of heavy and other through traffic onto these motorways would then enable the Pimmerton - Panatahanui Road and S.H. No.58 to become relatively quiet marine drives, thus improving access and enjoyment of the shoreline. Also the severed areas between the Pimmerton - Panatahanui Road and the new motorway and railway would be ideal for the creation of substantial recreation areas.

(see proposals 2, 4, 5, 6, 7, 8 & 9)

8.

SUMMARY GUIDELINES

The above considerations and recommendation can be briefly summarised as a series of guidelines to form the basis of a general policy for the protection, utilisation, enjoyment and development of the harbour and its environs.

8.1 Water

- i. Separation, demarcation and control of incompatible aquatic activities.
- ii. Provision and control of areas for boating and aquatic facilities and improvement of facilities within these areas.

8.2 Land

- i. Provision now for a comprehensive network of public reserves that will adequately provide for all present and future public utilisation and enjoyment, for preservation of the scenic and natural values of the harbour and for the protection of wildlife.
- ii. Full use of Local Body powers in approving subdivisional extension to ensure adequate coastal reservation and access, to encourage desirable development and to control and minimise the detrimental effects of development.
- iii. Location of motorway and railway routes to avoid destruction of the natural coastline and loss of public access to the coast.
- iv. Development and reservation of new shorelines formed by reclamation and motorway to provide for public recreational activity and for access.

9

RECOMMENDATIONS

These concern mainly the acquisition of new reserves around the Harbour to provide the network of public reserve summarised in paragraph 8.2 above.

However, there are some existing areas of public reserve around the Harbour which contribute to this network and have to be considered along with the new areas. Other reserve areas which are either fully developed and fulfilling their potential or are located so as to be incapable of further extension or development have not been the subject of additional recommendations.

9.1 EXISTING RESERVES

A summary of the more significant existing reserves, is set out below:-

1. Ngati Toa Domain - this is primarily an area for boat launching and provision of other facilities and for active recreation, although it does provide substantial strip of sandy beach backed by sand dunes and grassed area suitable to passive and informal recreation. The Domain is already extensively developed and used, therefore no recommendations are made for the area.
2. Onepoto Park - this area is adjacent to the foreshore by the Onepoto Boatsheds but because of its exclusive use for active recreation has not been included in the recommendations.
3. Plantation Reserve Paremata - this area is actually vested as a recreation reserve but is mainly steep hillside, planted in pines. Its recreational use is restricted, and its main potential of providing a visual break to the residential area is already realised. Therefore, no recommendations have been made for this reserve.

4. Pauatahanui Domain - this area is mainly undeveloped and under-utilised, although it does provide extensive wildlife protection much of which should be maintained. Accordingly recommendations for the future use and development of this area have been made under Recommendation 10.

5. Esplanade Reserve Western Shore Pauatahanui Arm - this area of Esplanade Reserve approximately 55 chains long and 1 to 2 chains wide will be radically affected by the proposed motorway reclamation to the extent that much of the original costline will be destroyed. Therefore this area has been considered in Recommendation 1.

9.2 PROPOSED RESERVES

The following recommendations have been set out to conform as far as possible with the format suggested in Appendix A of the Circular 1971/72 on Coastal Reserves Survey. However, because of the relative smallness of the area under consideration and the importance and interdependence of the recommendations certain modifications and generalisations have been made as follows:-

Numbering

Each Recommendation has a separate number, although each individually numbered recommendation may contain for the sake of completeness, several small areas in separate titles or ownership.

Aerial Photograph Numbers

These are given and refer to the 10 chain to an inch coloured photography (Survey 2128).

NZMS 1 Sheet Numbers

Not given as the whole area is contained within NZMS 160.

Physical Description and Proposed Use

This is given for each proposal and includes an indication of

the areas potential and possible uses.

Zoning

Where applicable or known, this is given. Some areas such as marshland and beaches requiring protection from reclamation have no definition and are thus not zoned.

The Hutt County Scheme is at the Draft Stage. The Porirua City Scheme is operative.

Proposed Use

This is indicated in the physical description. The primary objective of the proposals is protection for public access and environment and demarcation between specific uses has not been attempted.

Significance

The proposals although seemingly individual ones, are interdependent and cohere to form a regional reserve complex based on the Harbour.

Priority

This ranges from very high i.e. immediate action to medium. There are no areas with a low priority.

Action

This is suggested in each proposal. In many cases outright purchase will be required with extensive support by Central Government.

RECOMMENDATION 1

AERIAL PHOTOS B/8 & B/9

DESCRIPTION Motorway Reclamation S.H. No.1.

- 1a. Esplanade Reserve along western end of Pauatahanui Arm and Proposed Motorway across western end of Pauatahanui Arm.
- 1b. Reclamation for parking area adjacent to Paremata Railway Station.
- 1c. Vacant Railway land on northern side of channel, between old and new railway embankments.

All these areas will be formed or will be affected by the proposed extension of the S.H. No.1 Motorway from Paremata across the Harbour to Plimmerton.

National Roads Board's policy and design is to restore public access and facilities where these are affected by roading and their proposed design for this area is in general accord with Coastal Reserve principles and our thinking.

In general terms their design provides for:-

- (i) Provision of a beach and pedestrian and vehicular access along the eastern shore of the motorway reclamation across the Pauatahanui Arm. The vehicular access will probably extend along the southern half of the reclamation only. Pedestrian access to link up with the land in proposal (2) will be provided.
- (ii) Provision of a bridge structure to enable the existing water channel in front of the boatsheds to be retained, and used as a children's bathing area and for launching small craft.

(iii) The area of inter-tidal sand flats between the embankment and the existing Esplanade Reserve will be built up and developed in conjunction with the Esplanade Reserve as a Recreation area.

(iv) The small sandy beach and vacant Railway Land lying between the new and old railway embankments, is to be developed to provide vehicular access to the eastern side of the reclamation in (i) above and to provide a boat launching area.

(v) The reclamation for parking area adjacent to the Paramata Railway Station will also provide for an extension or improvement of Harbour facilities already used by commercial fishermen such as a slipway boat building yard jetty and storage sheds.

A small area of recreation reserve to the south of the parking area will also probably be provided.

Although this development will have a major affect on the Harbours natural setting, the design proposals outlined above, if carried out to their fullest potential, will result in major improvements to recreational and marine facilities.

Close consultation and co-operation between the National Roads Board, the Porirua Harbour Authority, Hutt County and Porirua City is desirable, to ensure that the development attains its full potential.

AREAS: 1a. (i) New beach, 6½ acres and approximately 50 chains in extent.

(ii) Existing Esplanade Reserve, Reclamation and Boat Pool, 20 acres.

1b. Boat launching Jetty and Reserve, 2½ acres.

1c. Launching area, 3½ acres.

ACTION: Close consultations and liaison between this Department and M.O.W., N.R.B., Porirua Harbour Authority and Territorial Authorities.

RECOMMENDATION 2

AERIAL PHOTOS B/6

LOCALITY & LEGAL DESCRIPTION

Pt Sections 81 & 82 Forirua District

Tenure: Freehold

Area: 16 acres

PHYSICAL DESCRIPTION & PROPOSED USE

This is an area of steep scrub covered hillside and gullies falling to a narrow coastal flat with mud flats at low tide and rocky points. There are no good beaches. The primary feature of this area is that it is still in a semi original natural state.

This area will be affected by the proposed "Cambourne" development, in that a tentative scheme plan (prepared by Truebridge Callender & Beach) shows a minimal one chain wide Foreshore Reserve backed by residential sections.

This area should be acquired for foreshore reserve as part, or all, of the reserve contribution from the Cambourne development, and the roading pattern should be designed so that as much of the landward boundary of the reserve as practicable is bounded by road.

The primary purpose of this reservation would be for informal recreation and for access to the coast, but it would also provide scenic amenities and protection to natural features.

ZONING: Part Rural and Residential (Draft Scheme)

PRIORITY: Very High

ACTION: Acquisition by County as condition of approval of scheme plan if not already given. The area could consist of Foreshore Reserve and Reserve contribution. Consultation by Department with the County to achieve this object.

RECOMMENDATION 3

AERIAL PHOTOS B/3

LOCALITY & LEGAL DESCRIPTION

Part Section 82 Porirua District and Part Lot 1
D.P. 4681.

Tenure: Freehold

Area: 28 acres

PHYSICAL DESCRIPTION AND PROPOSED USE

This is an area of steep grass and scrub covered hillside above the Pimmerton - Pauatahanui Road. There are several small grassy flats adjacent to the road and some regeneration of native bush on the hillsides, making the area very suitable for informal recreation. Suitable planting would also preserve the scenic setting of the Harbour.

ZONING: Rural (Draft Scheme)

PRIORITY: High

ACTION: Designation by Local Body. Acquisition by reserve contribution and purchase.

RECOMMENDATION 4

AERIAL PHOTOS B/2

LOCALITY & LEGAL DESCRIPTION

Part Section 85 Forirua District, Part Lot 1 D.F.4681,
Accretion and possibly Harbour Bed.

Tenure: Freehold and possibly Crown land

Area: 6 acres

PHYSICAL DESCRIPTION & PROPOSED USE

This is an area of swampy ground and salt marsh with small areas of firm ground around the Kahao Stream Estuary, between the Pimmerton-Pauatahanui Road and the shore. The area would be suitable mainly for wildlife protection, with some low intensity recreation such as launching of canoes and dinghies.

ZONING: Rural (Draft Scheme)

PRIORITY: High

ACTION: Clarify tenure, designation with view to purchase or possible acquisition as foreshore reserve and reserve contribution.

RECOMMENDATION 5

AERIAL PHOTOS B/2

LOCALITY & LEGAL DESCRIPTION

Part Sections 86 & 87 Porirua District.

Tenure: Freehold

Area: 29 acres

PHYSICAL DESCRIPTION & PROPOSED USE

The main feature of this area is the native bush covered hillside above the shore and as it is the only native bush near the Harbour, it becomes an important scenic feature. Adjoining the bush and forming part of the proposed reserve, is grassed hillside and flat which if planted out in native trees, would form an extension to the existing bush and provide a sheltered attractive picnic spot.

Some agreement as to the future of the three beaches on the land would have to be reached, although they have no registrable title.

ZONING: Rural (Draft Scheme)

PRIORITY: High

ACTION: Designation by Local Authority

RECOMMENDATION 6

AERIAL PHOTOS C/1

LOCALITY & LEGAL DESCRIPTION

Lots 23 & 24 D.P. 18135 (Utility Reserve) and adjoining
Unformed Legal Road, Part Harbour Bed (Crown land)

Tenure: Reserve, Road & Crown land

Area: 6 acres

PHYSICAL DESCRIPTION & PROPOSED USE

This is the area of lowlying coastal flat covered in rough grass and salt marsh lying between the road and the shore at Ration Point. At present its prominent feature is the group of large macrocarpa trees and grassed area, already used for camping and picnicking. The area would be ideal for picnic area and associated launching of small boats and yachts.

ZONING: Rural (Draft Scheme)

PRIORITY: Medium

ACTION: Clarify status, survey and make appropriate reservation.

RECOMMENDATION 7.

AERIAL PHOTOS C/1

LOCALITY & LEGAL DESCRIPTION

Part Sections 86 & 87 Porirua District.

Tenure: Freehold & Recreation Reserve (Lot 29 D.P.18135)

Area: 8 acres

PHYSICAL DESCRIPTION & PROPOSED USE

This covers some of the extensive, slightly elevated flat area which forms Ration Point. Part of the area is already a Recreation Reserve (Lot 29 D.P.18135) and the proposal is to extend this reserve so that it covers most of the flat area (excluding existing subdivision). This would then form a large reserve with substantial road frontage, adjacent to the shore.

ZONING: Rural (Draft Scheme)

PRIORITY: Medium

ACTION: Designation by local authority - acquisition by way of reserve contribution on subdivisional schemes or by purchase.

SUMMARY OF RECOMMENDATIONS 5, 6 & 7

These three areas could be combined to form a substantial coastal reserve area capable of catering for a wide range of recreational and leisure activities. There could be a scenic bush area, boat launching, picnic sites, grassed general activity space, ample parking and possibly a camping area.

This is one locality whose recreation potential could be greatly improved by suitable inland relocation of the Pimmerton-Pauatahanni Road.

RECOMMENDATION 8

AERIAL PHOTOS C/2

LOCALITY & LEGAL DESCRIPTION

Lot 2 D.P. 18817, Part Section 89 (Accretion shown on D.P. 5272) and Parts of Porirua Harbour Bed (2)

Tenure: Freehold and Crown land (Harbour Bed)

Area: 19 acres

PHYSICAL DESCRIPTION AND PROPOSED USE

This covers the coastal strip between the road and the shore, from Ration Point to the Pauatahanui Domain.

It is mainly mud flats and salt marsh, with small areas of stable ground around the Horokiri Stream and adjacent to the road and small shelly beaches.

The area is already a significant wildlife area and should be reserved primarily as a wildlife area. Some small parking and picnic areas could be provided around the Horokiri Stream, which is a popular whitebait stream.

ZONING: Rural (Draft Scheme)

PRIORITY: High (Adjoins proposed Industrial Park which is likely to be developed within 5 years).

ACTION: Reservation of C.L. area, designation of freehold area with a view to acquisition by way of reserve contribution and foreshore reservation, relating to the Industrial Park Development and by purchase if necessary.

RECOMMENDATION 9

AERIAL PHOTOS C/2

LOCALITY & LEGAL DESCRIPTION

Part Lots 5 and 6 D.P.2985, Lots 1 and 2 D.P.18522.

Tenure: Freehold

Area: 12 acres

PHYSICAL DESCRIPTION AND PROPOSED USE

This is an area of coastal flat and terrace covered in good pasture, with native and exotic 'scrub' and trees on the terrace slopes. Two houses are built on the area (Lots 1 & 2 D.P.18522) and would have to be excluded in the short term at least, from the reserve.

With suitable planting and development the area would form a substantial picnic and informal recreation area, in a scenic setting.

This recreational potential of this area would also be improved by a suitable relocation of the Plimmerton-Pauatahanui Road.

The Consortium developing this locality has in mind a similar proposal for this area.

ZONING: Rural (Draft Scheme)

PRIORITY: High

ACTION: Designation by Local Authority, acquisition by way of Reserve contribution and by negotiation with the consortium.

RECOMMENDATION 10

AERIAL PHOTOS C/2 & F/2

LOCALITY & LEGAL DESCRIPTION

Pauatahanni Domain, Section 116 (Staces Paddock) and Part Section 63, Pauatahanni District.

Tenure: Domain and Freehold (Sections 116 & 63)

Area: 100 acres of Domain and 20 acres of additional land

PHYSICAL DESCRIPTION AND PROPOSED USE

Inclusion of Section 116 and part Section 63 would extend the Domain to include all the grassed flat and riverbank up to S.H. No.58, and would give the Domain a more rational boundary.

This is the extensive lowlying area of mudflats, stream, estuaries, swamp, saltmarsh and grassed flats at the head of the Pauatahanni Arm of the Harbour. It is crossed by the Kapuni Gas Pipeline and the Pimmerton-Pauatahanni Road.

The coastal area, mainly saltmarsh, mudflats and estuary is a very important wildlife habitat and refuge, however much of the remaining areas of the Domain, mainly swamp and grass flats, which are at present little used, have a far greater potential for recreation and could help satisfy an increasing demand for recreation space around this Harbour.

Therefore, areas suited to wildlife habitat and to recreation need to be defined, so that the maximum public benefit is obtained from the area, while still according maximum protection to the wildlife area.

Probably some form of buffer zone with some planting, and used sparingly for informal recreation would be required.

The wildlife area seems to be best defined by the existing roads and the pipeline route, and could be the area on the seaward side of S.H. 58 Kapuni Pipeline and the Pimmerton-Pauatahanni Road.

The main recreation areas would be the firmer ground to the north of the Pimmerton-Pauatahanni Road and around the Pauatahanni Stream and could be developed to provide large areas for informal recreation, picnicking and parking, with shade and amenity plantings.

The buffer zone would provide a link and gradation of recreation activity to activity compatible with the wildlife areas, such as bird watching, walking tracks, etc.

ZONING: Domain and Rural (Draft Scheme)

PRIORITY: Medium.

ACTION: Designation. Acquisition possible by esplanade reservation and reserve contributions and purchase.

Preparation of a management plan and appropriate reservations or other form of protection where required.

RECOMMENDATION 11

AERIAL PHOTOS C/2

LOCALITY & LEGAL DESCRIPTION

Part Section 91 Porirua District and Part Lot 5 D.P. 3138
and part Lots 1 and 2, D.P. 16225

Tenure: Freehold

Area: 3 acres

PHYSICAL DESCRIPTION AND PROPOSED USE

This is the steep hillside immediately above No. 58 State Highway.

It is at present largely covered in bush and trees, with a few driveways onto the road. The object of this proposal is to preserve this bush and tree clad slope from clearing and earthworks and thus help preserve the natural setting of the Harbour.

Part of the hillside is probably legal road, so probably only a strip of 1 to 2 chains wide is necessary to provide this protection.

ZONING: Rural (Draft Scheme)

PRIORITY: Medium

ACTION: Designation by local authority with view to acquisition by way of reserve contribution.

RECOMMENDATION 12

AERIAL PHOTOS C/4

LOCALITY & LEGAL DESCRIPTION

Part Porirua Harbour Bed

Tenure: Crown Land

Area: 2 acres

PHYSICAL DESCRIPTION AND PROPOSED USE

This is the Duck Creek Estuary and is mainly swampy rush covered banks, with firmer grass and scrub covered ground around the old road line.

This area could become a very pleasant picnic spot, with grassed and planted slopes leading down from the old road line to rush fringed stream banks.

The Community Development Consortium is interested in acquiring and developing the area, mainly for part of a golf course, but also as part of a reserve extending inland along the Duck Creek.

ZONING: None

PRIORITY: High

ACTION: Consultation with the Consortium if they still have viable proposals - otherwise suitable reservation.

RECOMMENDATION 13

AERIAL PHOTO C/5

LOCALITY & LEGAL DESCRIPTION

Part Lot 4, D.P.3138 (Bradeys Hill)

Tenure: Freehold

Area: 42 acres

PHYSICAL DESCRIPTION & PROPOSED USE

This hill is a major feature of the Harbour with its road and tree fringed lower slopes, rounded grassy upper slopes, and areas of native scrub and bush on the flanks. It also provides panoramic views of the Harbour and hinterland.

At present the Consortium intend developing the upper slopes of this area for prestige housing with the lower steeper slopes, bush areas and highest areas being set aside for reserves. This provision for reserves is commendable, but ideally the whole hill should be reserved as a lookout and scenic area, with a road and walking tracks, similar to Mt Eden, One Tree Hill or Mt Victoria.

This would provide a large area capable of comprehensive development rather than the fragmentary type of reserve, which would result from the Consortium's intended development.

ZONING: Rural (Draft Scheme)

PRIORITY: High (Consortium will probably be developing this area within 3 years)

ACTION: Designation by Local Authority - Consultation with Consortium regarding reserve proposals - if not satisfactory acquisition of remaining areas by purchase.

RECOMMENDATION 14

AERIAL PHOTO C/5

LOCALITY & LEGAL DESCRIPTION

Parts Lot 3, D.P. 3138.

Tenure: Part Freehold and Part Crown Land.

Area: 2 acres

PHYSICAL DESCRIPTION & PROPOSED USE

These comprise an area of grassed flat and bush and tree covered steep hillside alongside S.H. No.58.

Part of the area is Crown Land (formerly Roadman's house and paddock). This is mainly Pine and bush covered hillside with a small flat area by the road and has a derelict house on the site.

The other part is owned by the Consortium and although not a reserve they have made provision for public use, such as car parking and picnicking. The area is a flat grassed area surrounded by large trees and backed by steep bush covered hillside.

These two areas combined would form a small sheltered flat picnic and parking area, across the road from a swimming beach.

ZONING: Rural (Draft Scheme)

PRIORITY: High

ACTION: Consultation with Consortium with a view to reservation of the whole.

RECOMMENDATION 15

AERIAL PHOTO C/7

LOCALITY & LEGAL DESCRIPTION

Part Lot 2 D.P. 3138 and Part Lot 1 D.P. 10775

Tenure: Freehold

Area: 9 acres

PHYSICAL DESCRIPTION & PROPOSED USE

This is an area of steep scrub covered hillside with several small gullies providing small flat areas adjoining the road.

Planted out with suitable shade and shelter trees this area would provide several small picnic areas looking across Browns Bay towards Golden Gate. The Bay is popular for swimming.

ZONING: Rural (Draft Scheme)

PRIORITY: High

ACTION: Designation. Acquisition by way of Reserve contributions relating to residential development.

RECOMMENDATION 16

AERIAL PHOTOS B/3

LOCALITY & LEGAL DESCRIPTION

Extension of Esplanade Reserve around Golden Gate.

Tenure: Freehold

Area:

PHYSICAL DESCRIPTION & PROPOSED USE

This would give continuous public access right around the Golden Gate Coastline.

As existing Esplanade Reserves in this area are only six to ten feet wide and this width has been accepted as the norm, it could be very difficult to obtain the usual minimum width of one chain in any new subdivisions. However, it should be ensured that any land set aside as Esplanade Reserve is negotiable on foot by the public at all tides.

ZONING: Residential.

PRIORITY: High

ACTION: Designation where appropriate. Possible future acquisition by way of additional foreshore reservations at the time of further subdivision.

RECOMMENDATION 12

AERIAL PHOTOS B/2

LOCALITY & LEGAL DESCRIPTION

Parts Section 2 Porirua District (Crown Land) and Lot
1 D.P.10307 (Freehold)

Area: 1 acre

PHYSICAL DESCRIPTION & PROPOSED USE

This is an area of steep bush and scrub covered hillside between S.H. No.58 and the shore, with some small flat areas by the shore. There are a number of small dilapidated baches on the land, some of which are squatting on the Crown Land.

This area, after removal of the baches would form a pleasant little picnic and rest area and bushy area, right by the water's edge.

ZONING: Residential

PRIORITY: High

ACTION: Designation. Purchase if objections (supported recently by the Department) to the projected change of use (High Density Residential) are upheld.

RECOMMENDATION 18

AERIAL PHOTOS B/12 - B/16

LOCALITY DESCRIPTION AND PROPOSED USE

This refers to the railway embankment shoreline along the eastern side of the Porirua Arm. At present there is no provision for public access to and along the whole extent of this embankment (2 miles). At a minimum pedestrian access along this coast should be provided with access across the railway at suitable points.

N.R.B., in designing the motorway and associated interchanges, from Porirua to Paremata, has considered making provision for vehicular access across the railway at three points.

ZONING: Proposed Motorway

PRIORITY: In accordance with N.R.B. motorway priorities.

ACTION: It is suggested that the interested parties, i.e. N.R.B., Railways, Porirua Harbour Authority and Porirua City investigate this provision of access.

RECOMMENDATION 19

AERIAL PHOTOS

LOCALITY & LEGAL DESCRIPTION

Railway Land, Legal Road and Harbour Bed (Middle Lagoon).

Area: 20 acres (including water area).

PHYSICAL DESCRIPTION & PROPOSED USE

Construction of the present railway embankment resulted in the formation of three saltwater lagoons along the eastern shore of Porirua Harbour. Subsequent reclamation for motorway has resulted in the almost complete filling in of two of these lagoons, with a substantial area of the third one left.

This lagoon is connected to the open harbour by large stormwater pipes, so that it is still subject to a certain degree of tidal action.

It is recommended that this lagoon be retained for use as a boating pond i.e. canoes, model boats etc. Inclusion of the old railway embankment and provision of an Esplanade Reserve along the motorway embankment would ensure good public access to the lagoon.

Attractive parking and recreation areas with tree planting etc. could be provided by reclaiming the swampy areas between the old railway embankment and the old legal road.

ZONING: Proposed Motorway Reserve and Railway

PRIORITY: High - allied to development of the motorway.

ACTION: Further investigation. Consultation with appropriate authorities regarding development, reservation and control.

RECOMMENDATION 20

AERIAL PHOTOS B/18

LOCALITY AND LEGAL DESCRIPTION

Proposed Esplanade Reserve, Reclaimed Industrial Land
(Part Porirua Harbour Bed)

Area: 8 acres

PHYSICAL DESCRIPTION AND PROPOSED USE

Some of the industrial land, in the vicinity of Parumoana Street and the Kenepuru Stream has already been subdivided and an Esplanade Reserve of one chain width provided. However, because of the state of the Harbour and stream in this area and because the reserve is backed by the rear yards of industrial sites, this part of the Esplanade Reserve has very little recreational potential.

The new reclaimed area, to the north of the existing industrial area, offers greater potential particularly as it extends into less shallow water and also as opportunity exists for providing a wider reserve.

In this area the proposed Esplanade Reserve is up to two chains wide with the road servicing the industrial sections alongside the reserve. Therefore, good vehicular access and ample parking is provided, making this Esplanade Reserve ideally suited for a major trailer boat launching area, such as power boats etc. This would provide the main shore facility required by the proposed usage of this Arm of the Harbour (see 5.1). Some dredging may be required to maintain a sufficient depth at all tides and construction of wide concrete launching ramps would be necessary.

ZONING: Proposed Reserve

PRIORITY: High

ACTION: Continued consultation with M.O.W. to ensure appropriate reservations are made.

RECOMMENDATION 21

AERIAL PHOTOS B/17

LOCALITY & LEGAL DESCRIPTION

Reclaimed areas between Old and New Titahi Bay Roads
(Part's Porirua Harbour Bed).

Tenure: Crown Land Proposed Reserve

Area: 8 acres

PHYSICAL DESCRIPTION AND PROPOSED USE

Although cut off from the shore by the major arterial Titahi Bay Road, these areas if filled, grassed and planted would provide recreation areas to be enjoyed in conjunction with boating activities on the Harbour i.e. provision for parking and picnicking while watching speedboat races or water skiing.

ZONING: Proposed Reserve

PRIORITY: Medium

ACTION: Reservation

RECOMMENDATION 22

AERIAL PHOTOS B/15

LOCALITY AND LEGAL DESCRIPTION

Part Porirua Harbour Bed

Tenure: Crown Land

Area: 2 acres

PHYSICAL DESCRIPTION AND PROPOSED USE

This is a small area of reclamation at the junction of Onepoto and Titahi Bay Roads. It is flat with a boat launching ramp and the Porirua Rowing Clubhouse on the site.

Because of the adjacent boatsheds, the existing ramp and the good vehicular access the area would be best used as a public boat launching area.

ZONING: Proposed Reserve

PRIORITY: Medium

ACTION: Reservation

RECOMMENDATION 23

AERIAL PHOTOS b/13

LOCALITY AND LEGAL DESCRIPTION

Parts 1, 2 and 3 Onepoto Block

Tenure: Crown land (Parts 1 and 2) Freehold
(Parts 3.)

Area: 45 acres

PHYSICAL DESCRIPTION AND PROPOSED USE

This is an area of steep gorse covered hillside dropping from the Onepoto subdivision to the shore and to Te Onepoto Bay. Much of the area is suited for planting only, but the lower slopes and flat areas around Te Onepoto Bay could be developed for informal recreation areas.

This area would be best developed in conjunction with Proposal 24 below.

ZONING: Proposed Reserve

PRIORITY: High

ACTION: Reservation of Crown Land. Designation and purchase of balance.

PROPOSAL 24

AERIAL PHOTOS

LOCALITY AND LEGAL DESCRIPTION

Part Section 186, Porirua District (College Reserve)
Titahi Bay Peninsula

Tenure: Freehold

Area: 284 acres

PHYSICAL DESCRIPTION AND PROPOSED USE

This includes generally the whole of the rural hill country and coastline to the north of Titahi Bay, with the exception of the Radio Station Reserve and small areas adjacent to the residential areas, which may be better utilised for residential purposes.

It is important to consider the whole of this area and not just the immediate coastline since the character of the area depends not on any one single feature or aspect but on the total sweeping effect of a skyline of rolling hills and ridges, falling to rocky headlands and sandy beaches. Therefore, to preserve this character the entire area must be preserved largely in its present natural state and no haphazard or piecemeal development allowed. A particular danger to guard against is the granting of permits to quarry rock from cliffs or to remove rock or shingle from the foreshore. These activities have far reaching and permanently damaging effects on the landscape and on the environment.

Because of its size and variety of topography, this area is the most significant considered in the report and has high potential for development as a major Regional Reserve. The potential usages of the area can be summarised under two main headings:-

(a) Scenic:

The peninsula provides a scenic setting to the Harbour entrance and is an integral and prominent part of the seascape, particularly as seen by the traveller or sightseer on the No.1 State Highway or on the Main Trunk Railway. It imparts a grandeur and sense of timelessness to the Harbour, particularly when viewed against the rapid urbanisation of surrounding areas.

(b) Recreation:

The coastal area of sandy beaches, rocky headlands and coves and seaward hill slopes have great potential for recreation, but any development must be in keeping with the overall scenic character of the coast. The types of activity envisaged are swimming, fishing, landing of small boats, walking and rambling trails, both along the coast and over the hills, sheltered and shaded areas for family groups and picnics and rock climbing.

Some planting of lower hill slopes, gullies and flats would add variety, shelter and shade. Any roading would have to be kept to an absolute minimum.

Grazing could be used as a management tool, to keep down rank and second growth and to maintain a rural setting.

This would require some subdivisional fencing.

The inland slopes forming the valley leading to Te Onepoto Bay could be more intensively developed to provide parkland areas, picnic sites, camping ground, golf course and provision made for vehicle access and parking. Access from these areas to the coast and beach areas could be by walking tracks and a limited number of short cul-de-sacs.

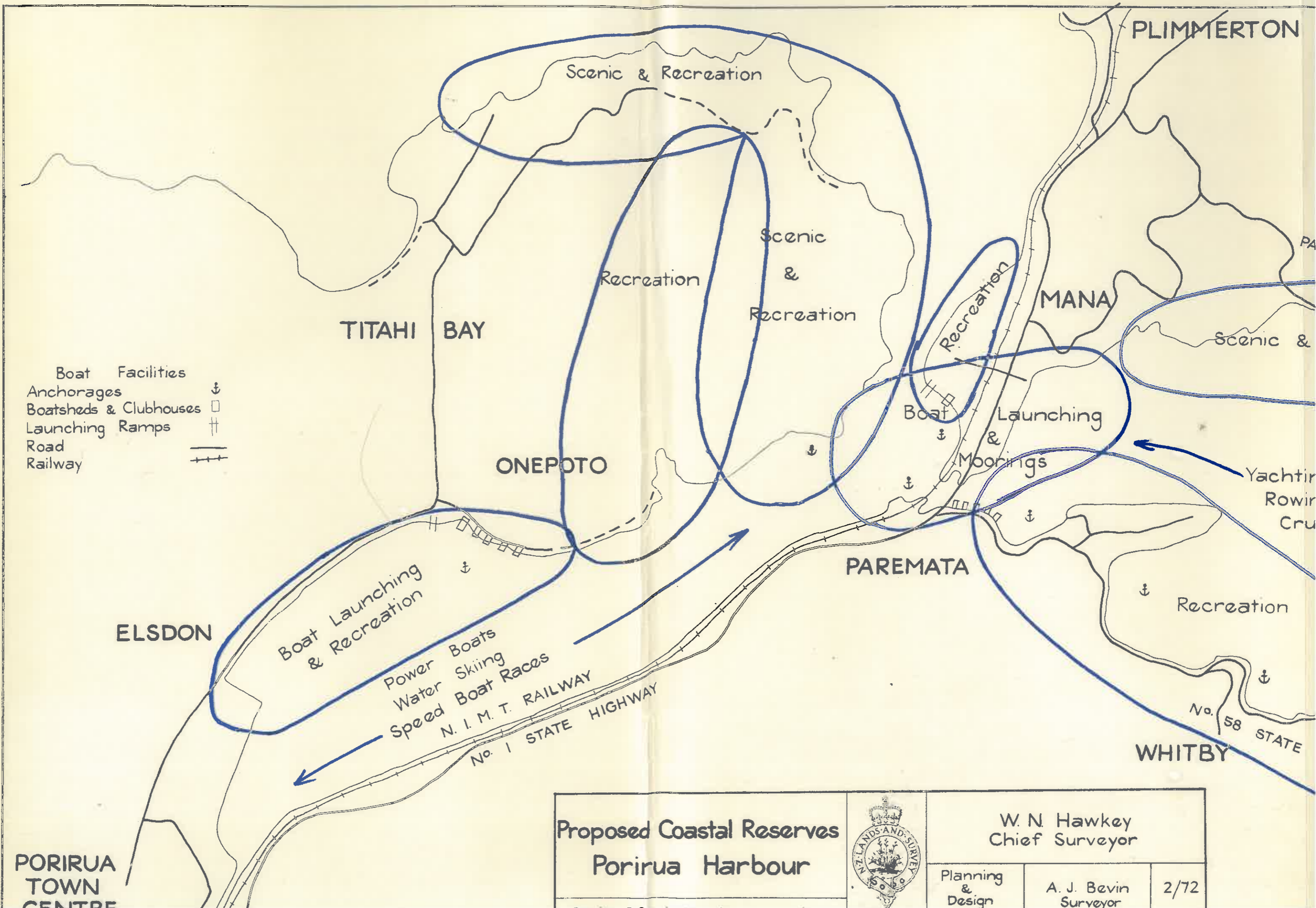
ZONING: Proposed Esplanade Reserve one chain wide along foreshore, balance Rural.






PRIORITY: Very high.

ACTION: A detailed study and plan for this area is beyond the scope of this report and because of its Regional Potential, acquisition and reservation should be discussed jointly by the Local Authorities and Central Government. Meanwhile the area should be protected by designation as future Regional Reserve.

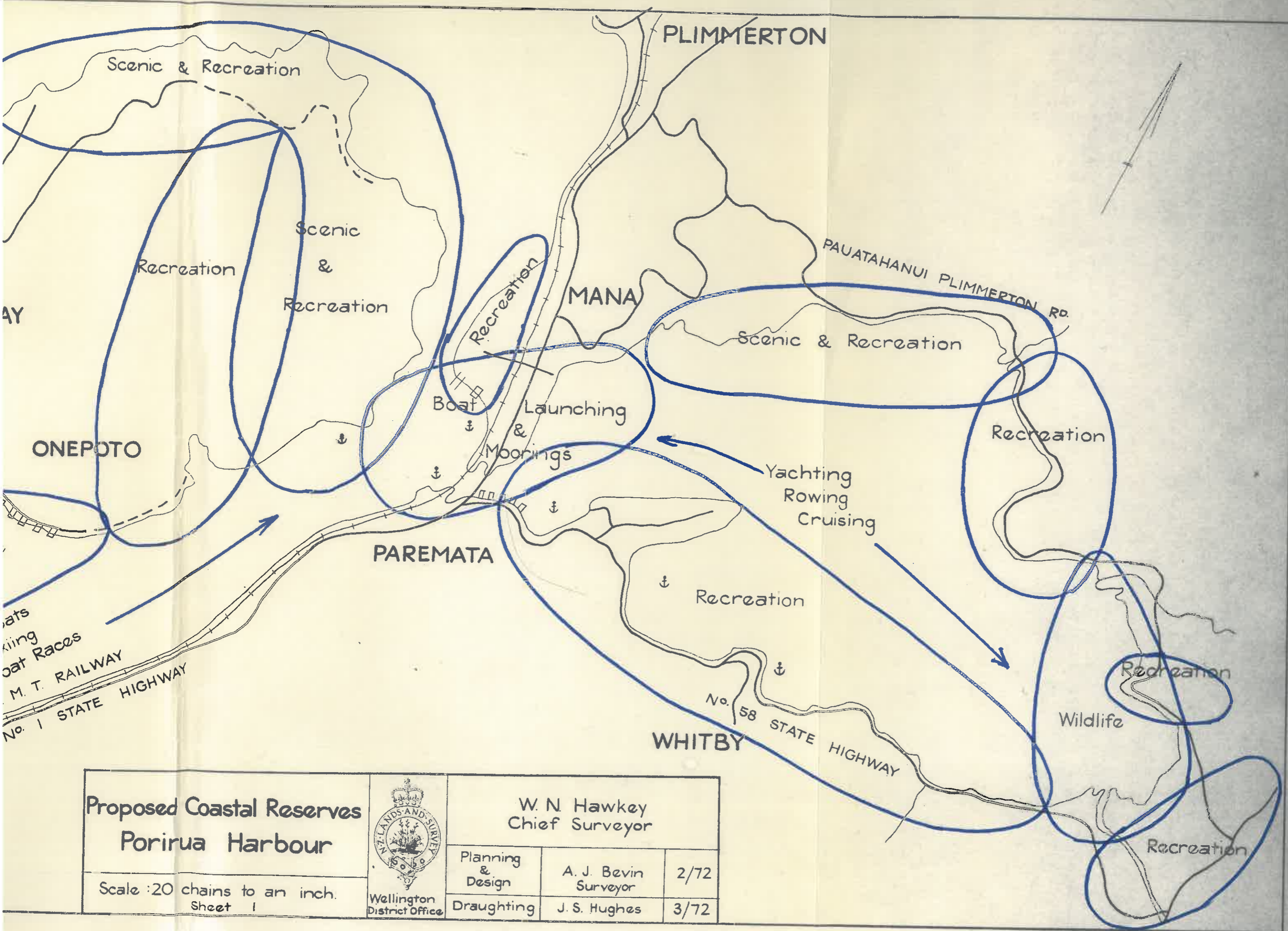
A.J. Bevin
Staff Surveyor


W.N. Hawkey
Chief Surveyor



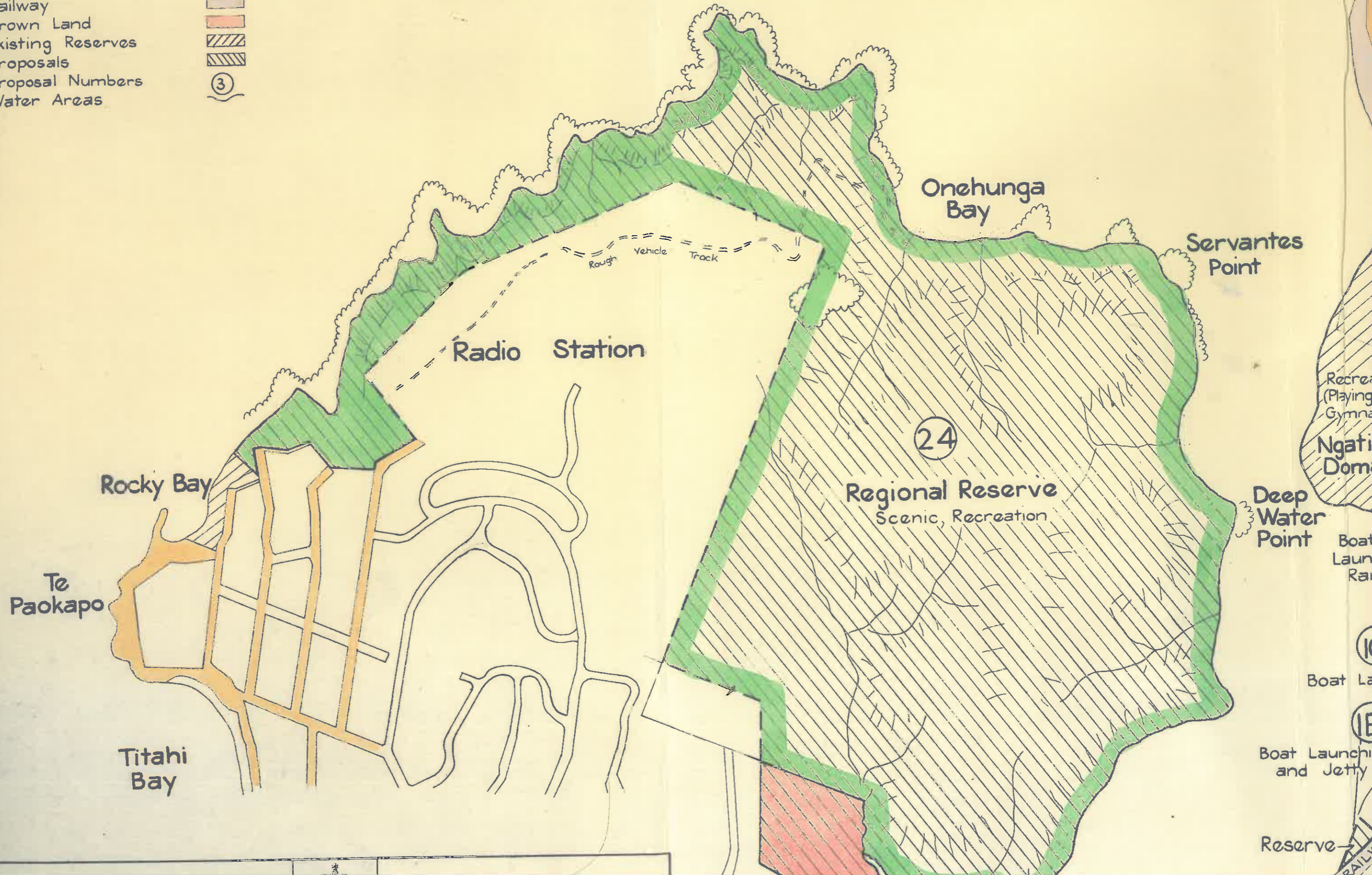
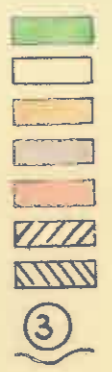
- Boat Facilities
- Anchorages 
 - Boatsheds & Clubhouses 
 - Launching Ramps 
 - Road 
 - Railway 

Proposed Coastal Reserves Porirua Harbour				W. N. Hawkey Chief Surveyor	
				Planning & Design	A. J. Bevin Surveyor

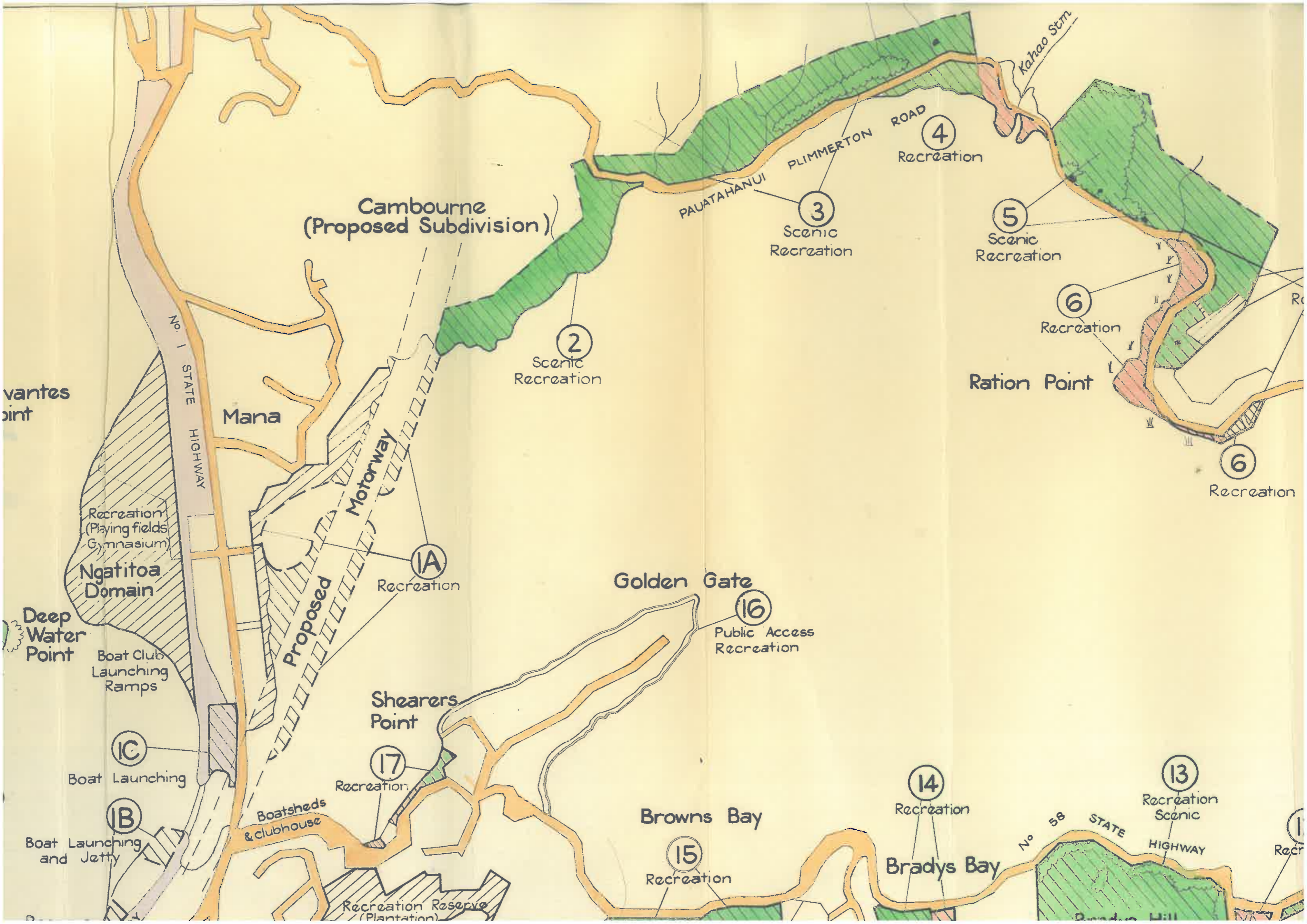


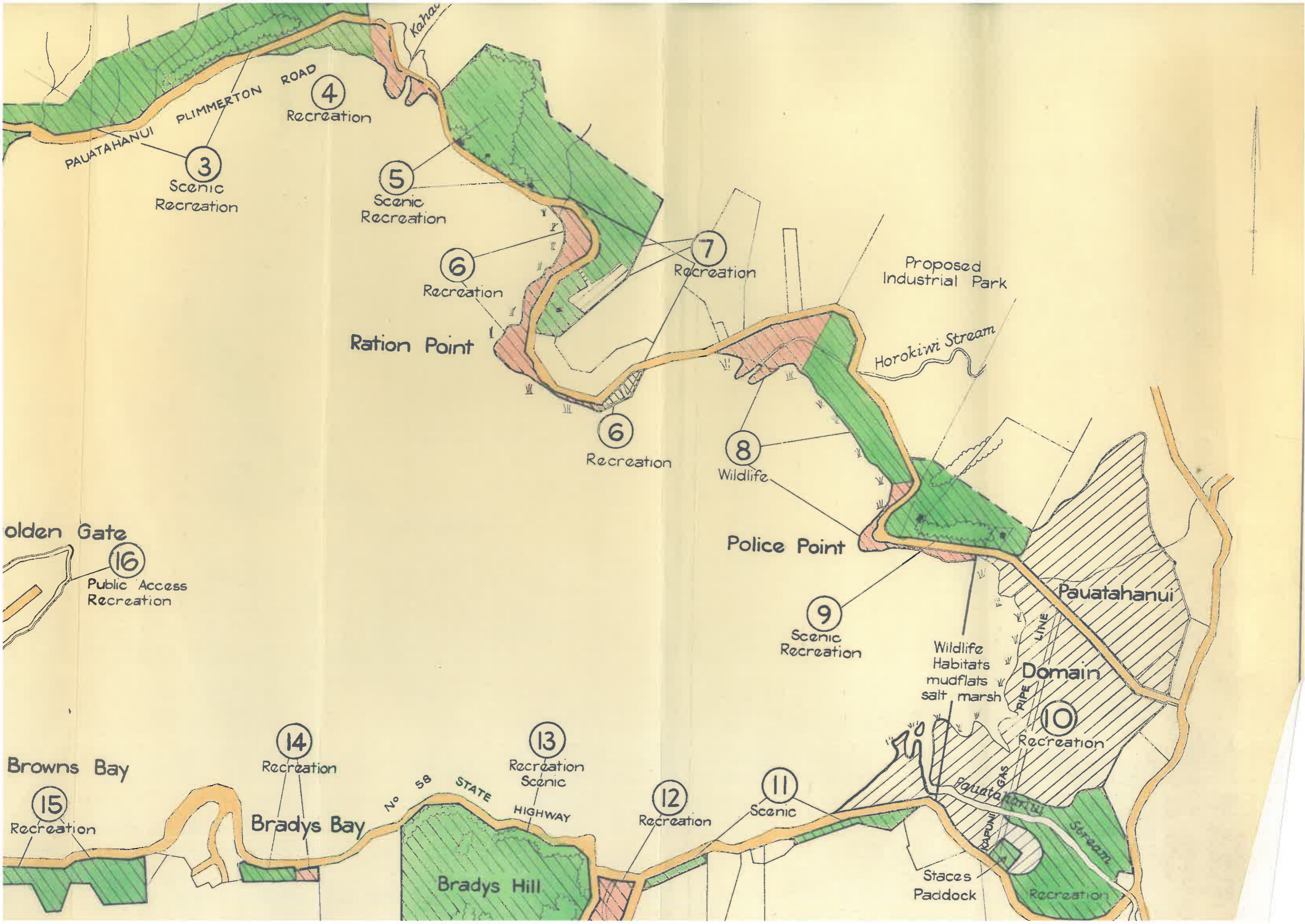
Proposed Coastal Reserves Porirua Harbour	 Wellington District Office	W. N. Hawkey Chief Surveyor		
		Planning & Design	A. J. Bevin Surveyor	2/72
Scale: 20 chains to an inch. Sheet 1		Draughting	J. S. Hughes	3/72

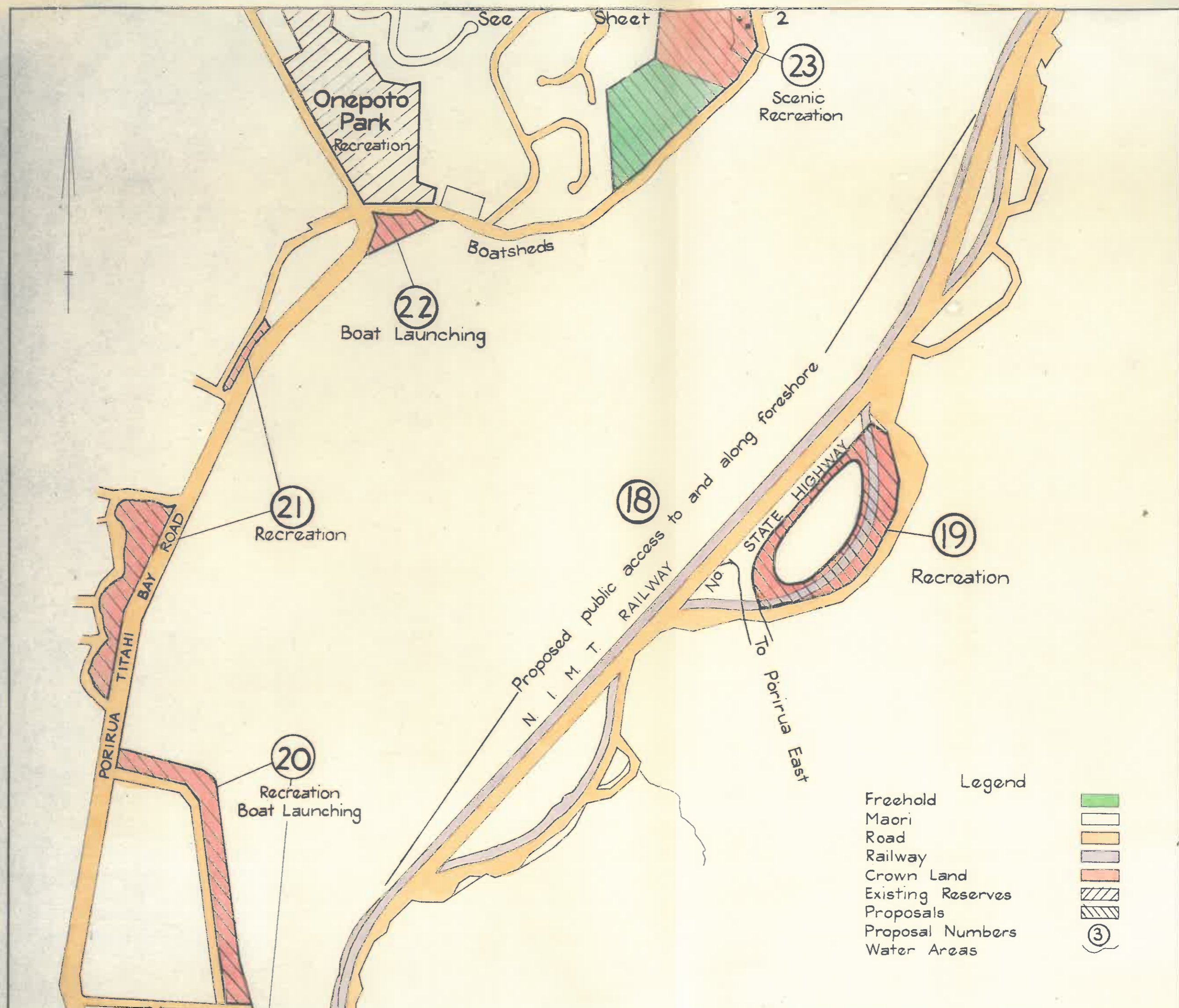
- Legend
- Freehold
 - Maori
 - Road
 - Railway
 - Crown Land
 - Existing Reserves
 - Proposals
 - Proposal Numbers
 - Water Areas



RAILWAY







Onepoto
Park
Recreation

Boatsheds

23
Scenic
Recreation

22
Boat Launching

21
Recreation

18

19
Recreation

20
Recreation
Boat Launching

Proposed Public access to and along foreshore

N I M T RAILWAY

STATE HIGHWAY

To Porirua East

Legend

- Freehold
- Maori
- Road
- Railway
- Crown Land
- Existing Reserves
- Proposals
- Proposal Numbers
- Water Areas

3