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**From:** Titahi Bay Residents <tbra@slingshot.co.nz>  
**Sent:** Wednesday, 1 December 2021 4:01 pm  
**To:** Ash Morton-Adair <Ash.Morton-Adair@porirua.govt.nz>  
**Subject:** Re: [EXTERNAL] Zoom Link for Hearing Stream 3 Day 4: Wednesday, 8 December 2021 (Proposed District Plan)

Hi Ash

Thank you for the assistance.

Please may we have the following Lay statements/representations attached to our submission.  
TBRA submission number 95.  
9 x Attachments.

Including:  
Att1 beach video links  
Att2 PCC 1990 Plan  
Att3 PNRP Court Order 3-21  
Att4 Map35+  
Att5 Submiss sample  
Att6 beach GWRC sign  
Att7 Beach GWRC sign remov  
Att8 RCP MHWS definit  
Att9 beach MHWS Dawe\_Corry

Kind regards  
Graeme

Graeme Ebbett  
Chairman  
Titahi Bay Residents Assn Inc  
Ph 236 8574, Mob 021 499 736

## Motor Vehicle Prohibition - Boat Sheds - Boat Launching Titahi Bay Beach (Except Surf Lifesaving etc)

### Form 5: Submission on the Proposed Natural Resources Plan for the Wellington Region

This is a submission on the Proposed Natural Resources Plan for Wellington Region pursuant to Clause 6 Schedule 1, Resource Management Act 1991

Name/Organisation: Donna Zimmerman Phone: 027 2367743  
Address for Service: 62 Malahro St Email: \_\_\_\_\_  
Titahi Bay Post Code: 5022

I/we could not gain an advantage in trade competition through this submission

#### Submission

- I/we oppose the provision of rules to prohibit motor vehicles over the entire length of Titahi Bay beach because of disturbance to the foreshore, seabed and remnants of fossilised forest.
- The reason is that adverse effects of motor vehicles on the environment can be avoided, remedied or mitigated with an agreed, practical, sustainable management plan.
- I/we wish to have the provision amended to allow blanket resource consent for motor vehicles in the boat shed areas at the ends of the beach.
- I/we authorise Titahi Bay Residents Assn Inc to present my/our case at a hearing.

The Wellington Regional Council is legally required to publicly notify a summary of submissions including your name and address so other submitters can make further submission and be able to serve you with a copy of it.

Email/Deliver Submission to: [tbra@clear.net.nz](mailto:tbra@clear.net.nz)

Before Friday 25 Sept 2015

Graeme Ebbett, 021 499 736

Titahi Bay Residents Assn Inc

37 Terrace Rd, Titahi Bay, Porirua 5022

Signature: [Signature] Date: 20-9-15

"GE 2.3"

# TITANI BAY BEACH DEVELOPMENT PLAN



*February 1990.*

## Titahi Bay Beach Development Plan

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### *PURPOSE OF REPORT*

This report is the outcome of a working group of Council Officers established to look into long standing public concerns associated with the Titahi Bay Beach area. Their brief is to suggest remedies and propose a long term development plan for the area which will satisfy public expectations taking into account existing and draft legislative and planning documents.

### *ACKNOWLEDGMENT*

Firstly members of the public especially Titahi Bay people, should be thanked for their response to the questionnaires, attendance at the public meeting and enthusiastic help with the beach clean up. With their participation, the recommendations of this report can be made with considerably more confidence.

Also the working party members themselves; Clare Wooding, David Bright, Don McIvor, Geoff Marshall and Richard Gibbs. Also Francesse Middleton, and Jonathon Anderson (who have both now left Council) plus more recently a new member, Brian Mosen. These council officers, since the middle of October 1989, have been involved in frequent group planning meetings, handled a large public information postal survey, attended evening public meetings and pre Christmas beach clean up day, investigated background information and were excellent ambassadors for the Council in their dealings with the public.

Ian Barlow - Working Party Convenor.

## SUMMARY OF REPORT

There is a very strong public opinion requiring Titahi Bay Beach to be a clean safe beach with some additional minor recreational activities and existing facilities well maintained.

This natural environment/conservation aspect is reinforced by Porirua City Councils Coastal Resources Management Plan, Regional Council Coastal and Maritime Scheme Review and the Department of Conservation.

The problem of cars can be lessened by better utilisation of existing off beach parks and strict enforcement on the beach.

Anti social behaviour can be discouraged.

Litter problems can be decreased with suitable well marked, well placed receptacles, public participation and constant maintenance of the Beach.

Boatshed and dog problems can be improved by fair, consistent enforcement of the existing regulations.

## RECOMMENDATIONS

1. That a distinctive signage system with suitable Beach Logo and Standard Symbol signs be established on the beach and adjacent city streets as necessary to identify all by-laws requirements and beach facilities and/or alternative parking areas.
2. That <sup>deleted 6/90</sup> existing by-laws and regulations relating to Boat Sheds, dogs and vehicles on the beach be strictly enforced. With regard to the boat sheds, enforcement shall be under a user pays system if necessary.
3. That a vehicle free beach, other than vehicles directly related to boatsheds or in the process of boat launching or retrieval, be achieved as soon as required numbers of convenient off beach parks can be made available.
4. That Council employ a beach warden/s as a Council on site representative for appropriate hours during the whole summer period plus fine weekends and public holidays for the balance of the year to deal with by-law enforcement, litter control and facility inspection.
5. That appropriate types/numbers of litter bins be established along the whole beach front.
6. That off beach parking be better utilised at the south end of the beach by construction of a one way link road from the South Beach road to the Windley Ave/Bothamley Lane Car Park and the upgrading of Windley Avenue. If additional permanent south end parking is required, it be constructed in South Beach Access Road and then the Stuart park one way system in that order.

\*  
deleted  
1/90

revised  
6/90

7. That a network of pedestrian pathways with lighting as required be established. The adjacent areas be stabilised, planted and protected as necessary in the whole foredune strip from Stuart Park to the north beach access.
8. That flat publicly owned areas behind the foredunes be developed for passive leisure and ease of maintenance.
9. That the existing childrens play area on the top lawn level in South Beach Access Road be developed as the major childrens play area for Titahi Bay and fully equipped as such.
10. That Porirua City Council encourage the Wellington Regional Council to purchase a suitable heavy duty mechanical beach cleaner and provide a service of regular mechanical cleaning of all the regions beaches including Titahi Bay. Only as long as this mechanical clearing does not disturb the natural equilibrium profile of the beach.
11. That bank toe protection in areas where there is no permanent wall or rip rap be achieved by beach sand replenishment. Existing rip rap areas be tidied and stabilised. Any work on the beach proper to be by joint agreement of Porirua City Council, Department of Conservation and Wellington Regional Council.
12. That Council maintain the beach area and environs including facility blocks to a consistent high standard.



13. Council continue to encourage public participation in their beach and sponsor at least one public beach clean up or public activity day each year.
  
14. That Council undertake to install a signage/information system, upgrade litter facilities plus carry out urgent maintenance and landscaping works before summer 1991 and undertake all recommendations above if demand is proved by 1995.

Timetable for Council Decisions/Public input for Titahi Bay Beach development plan

- (i) Draft report to be presented to Council in their March 1990 round of meetings for comment.
- (ii) Draft report open to Public Submission April to June 1990. Submissions also sought from Department of Conservation and Wellington Regional Council during this time.
- (iii) Final report to Council in August 1990 for sanction of long term development of the Titahi Bay Beach area.

# HISTORY OF DEVELOPMENT - TITAHI BAY BEACH AREA

TITAHI BAY BEACH 1930's

(Photo courtesy of Turnbull Library)

Written information pre European to 1930 from Porirua Museum



*PRE EUROPEAN TO 1930*

The natural and healthy advantage of the "broad, deep sweep of sandy beach" has always ensured settlement around Titahi Bay, long before the European use as a resort and residence.

Early Maori hamlets in the area made use of the natural land features for security, using terraces on flat or sloping land above the bluffs, or on the small flats found in the little bays and indentations of the coast.

European settlers followed the whalers into the Porirua Area.

In 1864 William Jillett was one of the earliest farmers in the area and he was often referred to as the 'true pioneer' of Titahi Bay.

It is believed that the first bach was built at Titahi Bay in the Christmas of 1900 by the Sievers family. Business people from Wellington and the Manawatu soon began to build batches on available sections and a Mrs. Elizabeth Thornley who ran the Titahi Bay Club Hotel also had a couple of cottages to let. The Club Hotel sited at the northern end of the beach provided both accommodation and tearoom facilities throughout the twenties. After the Second World War the hotel was run as a night club and was finally demolished in 1953.

Until the introduction and development of private motor cars the majority of holidaymakers would catch a train to Porirua and then horse bus to the Bay.

By the late 1920's and early 1930's "weekenders" with cars would drive directly down to the beach and often two or three rows deep of cars would fringe the Bay.

1950's and 60's

The Makara County Council produced a development plan in 1956 showing a 60 car parking development in the South Beach Access Road area.

An alternative proposal showed parking proposals extended onto Arnold Park with childrens play equipment and picnic areas also on this park. A one way road from the top end of Tireti Road into Stuart Park with a large car/trailer park in the bottom end of the Stuart Park Valley plus boat launching ramp to the south of the present Seaquarium site.

A proposal promoted by Makara County Council in 1960 showed a development plan from Porter and Martin Architects and Town Planning Consultants that took up virtually the whole block on the seaward side of Tireti Road, Main Road and Bay Drive with a 'Gold Coast' type development of car parks for 1300 cars concert and carnival lawn with sound shell, shops, indoor sports and dancing centre plus outdoor tennis courts and skating area, childrens play area, residential flats, Hotel, restaurant and cabaret.

A modified scheme restricting development to land south of Thoms Road was then proposed which was the position when Makara County was abolished in August 1962.

In 1963 Porirua Borough Council proposed schemes with parking and play areas off Windley Avenue, a one way road link from Toms Road to South Beach Access Road.

Also a one way road along the back of the boatsheds linking the 1956 Stuart Park car/trailers park to the bottom end of the South Beach Access Road.

By 1965 Council had set up a Beach Development sub committee which recommended that £2000 (pound) per annum be provided for development of Titahi Bay Beach and Porirua Harbour. Also that the committee favours a "natural" type beach development.

### *1970 - 1990*

None of the 1950's/60's proposals were undertaken until 1970 when Porirua City Council raised a \$70,000 loan for toilet facilities, roadways and car parking associated with the beach.

Additional requests from residents in 1970 was for underground cabling along the beach front area, launching ramp, vehicle or pedestrian access for the full length of the beach above high tide level and that the beach be cleared of broken glass and rubbish regularly.

In these last 20 years Council has redeveloped the South Beach Access road with new landscaping and car parking areas, upgraded the promenade roadway to the south end public toilet block, developed a large car park with access off Windley Avenue developed angle parking in Toms Road and Terrace Road with Terrace Road Volla Street link walkway, improved beach access ramps, removed old wooden toilet/changing blocks and constructed a new toilet/changing block with beach wardens room at the northern beach entrance, carried out fore dune toe stability works south of the Surf Club Clubhouse, created fenced foreshore protection area and stabilised/planted the sand dunes above the new toe stability walls, installed new rubbish tins, picnic platforms and tables.

The pilot electrolytic sewerage treatment plant was commissioned in the early 1970's and after the experimental project was abandoned the site was subsequently converted into the McArthur Park Seaquarium.



*RECENT COUNCIL DECISIONS*

The current round of discussion of problems relating to Titahi Bay Beach was first raised at the P.R.T. & P. Committee on 15 March 1989 when a 477 signature petition relating to rubbish, in particular broken glass, was received (24/89). There was also discussions in reference to anti social behaviour by young people and it was resolved that the Police forward a copy of their report on this activity to Council (53/89).

On 26 April 1989 the McArthur park Seaquarium approached the PRT & P Committee in relation to development of an access roadway to the Seaquarium. The matter was to be raised by elected members at the 1989/90 estimates meeting (69/89).

This item was however not given funding in the 1989/90 Estimates.

Also at the 26 April 1989 PRT & P Committee Meeting a letter was received from the Titahi Bay Community Police Advisory Council. This discussed installation of lighting of Titahi Bay Beach to prevent anti social night behaviour.

It was recommended (60/89) that officers pursue the matter of illuminating the Titahi Bay Beach area and 75/89(a) that officers investigate and report on the condition of boatsheds at Titahi Bay and that the report include appropriate policy pertaining to the management of boatsheds.

A detailed report on lighting Titahi Bay Beach was considered by the PRT & P Committee at 7 June 1989 and it was recommended that (88/89) the report be received and the officers undertake a development plan for the Titahi Bay Beach incorporating the question of lighting the beach. This was confirmed by Council 200/89.

*BEACH WORKING PARTY-BRIEF AND ACTIONS TO DATE*

The Titahi Bay Beach Working Party was convened on 13th October 1989 to consider a development plan for the beach which should:

- (i) Identify current problems.
- (ii) Propose solutions.
- (iii) Provide a blueprint for future development associated with the beach.

Particular attention should be paid to:

- (i) Vehicles on the beach.
- (ii) Anti social behaviour especially after dark.
- (iii) Litter and glass.
- (iv) Problems associated with the boatsheds.

On the 8th November 1989 working party members met with Ngatittoa elders Messrs Katene, Metekingi and Solomon to discuss the public participation programme in relation to development of the beach area and to establish the relationships between Ngatittoa and the beach area in a historical sense.

The working party was advised that there are no factors which are restrictive from a Maori point of view and the Maori people would like to participate in the process of developing a plan with the general public.

Explanatory letters and questionnaires were sent to 337 householders in the beach area of Titahi Bay inviting them to attend a meeting to discuss development or improvement options for the beach on 21 November 1989.

A similar letter was sent to 83 user groups and boatshed owners to attend a meeting on 22 November 1989.

Further information letters were sent to 26 community groups and schools in the Porirua area, articles and questionnaires were run in the Te Awa iti and Kapi Mana, and questionnaires were available at libraries, post office and retail outlets in Titahi Bay with return drop boxes at these points.

The residents and user group meetings were well attended and were extremely useful from a public participation point of view. Viewpoints expressed at these meetings are combined with the information received from the 374 returns of the questionnaire (an encouraging response) and reported in the "Public Viewpoint" Section of this report.

One suggestion at the residents meeting was that the Working Party organise a community clean up day. The Working Party felt that this was a good idea and would further reinforce the Council/Public participation in this project. It was agreed that it should be undertaken before Christmas so the beach would be clean and safe for the Christmas break.

The clean up was held on 23rd December and was very successful with 80 people turning up to remove approximately 100 rubbish bags of glass and other foreign matter to the tip. The clean up was reported in both the community newspapers.

On the 29th November the Beach Working Party made recommendations to the Corporate Management Committee on immediate priorities concerning the beach. These related to experimental lighting in Beach Road, additional and larger rubbish bins, fish cleaning tables, off beach car parks, beach stormwater outlets, walkway maintenance, south beach access ramp, surf board riders club leased building, public toilets, communitor, foreshore protection, glass, burnt out shop in Bay Drive, dogs, south beach play area, boatshed parking and holiday period user survey.

Some of this work is already underway and the balance will be placed in the 1990/91 draft estimates for possible funding.

An experiment was set up on 21st December 1989 in Beach Road with the installation of two new high powered street lights to light an area of foreshore bank to the north of the Surf Club where the Community Policing unit felt there was a night time activity trouble spot.

As at the middle of February 1990 the lighting seems to be an unqualified success with no worrying anti social behaviour in Beach Road being reported to either Council or Community Police Officers since the installation of the experimental lights. There is however some concern from residents in Beach Road associated with the street scape viewpoint of these lights. This would be taken into account with any permanent installation.

**BEACH SURVEY RESULTS- PUBLIC VIEWPOINT**

**374 BEACH SURVEY QUESTIONNAIRES WERE RETURNED**

55% of returns were from the 25-50 age group.

85% of returns were from the Titahi Bay/Onepoto area.

57% of returns use the beach on average 1 to 3 times per week.

**QUESTIONS 1 & 2 ASKED FOR COMMENTS ON POSITIVE AND NEGATIVE ASPECTS OF THE BEACH**

45% of returns liked the natural environment.

38% of returns liked the safe swimming.

54% of returns felt that rubbish was a problem.

25% of returns felt that broken glass specifically was a problem.

48% of returns felt that vehicles on the beach were a problem.

25% of returns felt that dogs and horses on the beach were a problem.

28% of returns felt that beach facilities were poorly maintained.

Other problems in the 10% to 20% range were; pollution, seaweed/driftwood, lack of sand, poor boatshed maintenance, anti social behaviour.

**QUESTION 3 ASKED WHAT DIRECTION THE BEACH AND SURROUNDING LAND SHOULD TAKE - PERCENTAGE REPLIES WERE**

11% of returns wanted the existing character retained-carry out necessary maintenance only.

28% of returns wanted the natural character retained and restored where lost.

43% of returns wanted the natural character retained with minor recreational activities e.g. boatsheds, parks and playareas.

18% of returns wanted the extensive development of recreational facilities such as fun parks, restaurants etc.

#### **REPLIES FROM OTHER ORGANISATIONS**

Department of Conservation - Redevelopment should be minimal, natural character should remain or be enhanced, replant in plants native to Wellington/Marlborough Sounds ecological region.

Boat Launching area marked and controlled, cars discouraged, restrictions on powerboats, jet skis etc.

Royal Forest and Bird Society - access for boat launching only, no general parking on beach, no more retaining walls.

Community Police Advisory Council - glass and rubbish - more bins required, lighting, barrier and kerbing required in Beach Road, full time caretaker, bank toe protection to north of surf club.

#### **QUESTION FOUR ASKED FOR PEOPLES IDEAS FOR IMPROVING OR DEVELOPING THE BEACH**

(a) Vehicles on beach - most suggestions were to greatly restrict vehicle on beach plus with possible charging for access. Further off beach parking areas being developed and link roads Lambley Road/Bay Drive and Beach Road/Bay Drive.

- (b) Boatsheds and buildings - most suggestions were requests to ensure that the boatsheds be maintained, relocated away from the sand areas, add a new toilet block near the surf club, upgrade the building above the south end toilets for a restaurant, caretakers flat or games room. Provide seating and shelter near the north end dairy.
- (c) Entertainment- most frequent suggestion was for more childrens play equipment. Others were boat hire, beach digs/community days, concerts for all ages/types, buskers, lighting to promote evening use of beach.
- (d) Suggested facilities - further tree and stability planting, picnic area development, a jetty for loading boats and fishing, more formal parks and walking tracks, restaurant, salt water pool for learning swimming, marine reserve southern side of bay, exercise circuit, drinking fountains, motorcamp Arnold Park, direct bus service from Porirua East, better access to Seaquarium, foredone toe protection, underground power lines, pedestrian safety footpaths Vella Street/Lambley Road.
- (e) Beach operations - full time beach warden and changing room attendant/s, regular beach cleaning - beach cleaning machine were frequent suggestions, large rubbish drums, importation of additional sand and fish cleaning facilities.
- (f) Dogs - specific walking times, exercise reserve, off lead only before 7 am and after 8 pm, excrement to be removed by owners.



### *RESIDENTS AND USER GROUP MEETINGS*

Approximately 130 people attended a Residents Meeting on the evening of Tuesday 21 November 1989 and 38 people attended a User Group Meeting the following evening.

At both meetings those present were welcomed, then the convenor of the working party explained the purpose of the meeting and after photograph slides with explanation of the area under consideration were shown, comments, suggestions and discussion was invited from the floor.

From information gathered at the meetings the working party were able to identify a number of concerns that people have about the beach:

Major points raised were:

- . Vehicles on the beach causing a hazard.
- . Litter and broken glass being unsightly and dangerous.
- . Council failure to enforce bylaws.
- . Unruly behaviour, drunkenness and vandalism.
- . Poor quality of public facilities.
- . Untidyness of the general beach and surrounding area.
- . Stormwater drains and stormwater discharge across the beach.

\* [ The overriding general opinion of these meetings was that residents basically required for Titahi Bay a clean safe beach with existing facilities well maintained.

Those people attending the meetings were grateful for the opportunity to put their views to Council officers and were assured that their concerns would

be attended to.

It seemed that most people left the meetings in a far more positive frame of mind about their beach and about the Council than before the meeting. From this point of view alone the meetings were very worthwhile and successful.

#### **DECEMBER - FEBRUARY VEHICLE SURVEY**

From 9th December to 11th February surveys were undertaken on 23 separate days. Dependent on weather conditions there were a minimum of 5 cars to over 100 cars on the beach. On sixteen of the 23 days car numbers exceeded 30.

The approximate number of people on the beach over this survey period varied between 20 and 580 with more than 50 people on 18 of the days and more than 100 people on 12 of the days.

A detailed vehicle survey on 11th February at 2:30 pm during the Te Awa Iti Big Dig showed that:- vehicles relating to boating or boatshed activities; were 2 Trailers off the beach, 2 tractors and 5 trailers on the beach plus 7 tractors, 9 trailers and 33 vehicles in front of the boatsheds.

vehicles relating to recreational beach activity; 61 vehicles on the beach (34 of which were not within the parking zones).

This made a total of 117 vehicles on the beach.

There were a further 155 vehicles in parking areas and streets immediately adjacent to the beach which can be assumed were associated with beach activities.

A point to note was that the 40 car public car park off Windley Avenue which backs onto the beach, had only one car parked in it!

## LEGISLATION AFFECTING BEACH DEVELOPMENT AND ADMINISTRATION OF THE BEACH AREA

### Legislation of 1940's and 50's

The problems of car parking, erosion, dogs and administration of the Titahi Bay Beach area accelerated during the forties and fifties, and while under the control of the Makara County Council, public pressure resulted in the establishment of a Domain Board in October 1957. Honorary patrol officers were appointed by the Board and the Titahi Bay Domain General By-Laws came into force in 1958, along with rules for the building of boat sheds.

Then by-laws were complex and detailed down to "though shall not throw sticks", restrictions that would not be acceptable by the public today.

One other controversial proposal by the Board was to promote a system of parking fees for the beach but this was declined by the Minister of Lands and Survey in 1958. However a trial scheme was started in January 1959 with local organisations providing attendants to collect the fees. The administration problems associated with this scheme resulted in the idea being dropped before the end of the summer season.

The Domain Board remained in existence until 1972.

### Current legislation

The Department of Conservation administers Harbours and Reserves Acts, sections of which may apply to any major developments in the beach area.

The Porirua City Council administers the following bylaws which affect the

beach area.

(a) Porirua harbour bylaw 1971.

In relation to foreshore areas these bylaws make reference to suitable clothing, behaviour, intoxication, indecent or offensive language, dogs except on leash, no horses in bathing areas, no vehicles except in the act of launching or picking up boats, no parking except in areas set aside by Council for such purpose, surfboards only in signposted zones.

(b) Beaches bathing and control.

Deals with conduct on beach, rubbish, sale of food, use of vehicles in areas set aside only, organised games, clothing, controls on surfing, dogs except on leash.

(c) Control of dogs.

Advises under section 7(b) April 1972 that dogs be permitted on Titahi Bay Beach provided they are kept on a leash or chain held by the owner of such dog and securely attached to a collar on such dog.

(d) Boatshed Regulations - see later section of report on "problems associated with the boatsheds".

***DRAFT COASTAL RESOURCES MANAGEMENT PLAN***

The Draft Coastal Resources Management Plan has identified the Titahi subregion as a management area. Issues of particular concern in the Titahi Bay area relate to access and parking. The Plan argues that little planned provision of facilities has occurred and the need exists now to develop the beach front to allow for the most effective use. Because much of the nearshore space along the Titahi Coast is in public ownership, there is ample scope for improved provision of facilities and access to beach space.

The Plan states the need for controls on the development of the nearshore land to prevent a change of character of the beach community and to prevent multi-unit or multi-storied residential developments which will detract from the visual character.

Some conflict between uses and users is identified, particularly when use is high. This is probably difficult to eliminate. A further conflict occurs with carparking and vehicles driving on beaches. The parking problems could be lessened but the problem of vehicles on the beach cannot be solved simply. As long as vehicles are allowed on the beach for boat launching and for access to the boatsheds because it will be difficult to eliminate the less purposeful users.

The management Plan identifies the following issues associated with particular uses:

1. (The following coding relates to the actions: \*\*\* very high priority  
\*\* high priority  
\* medium priority  
- low priority)

- Swimming: \* access problems to beach and parking at times of heavy use.  
\* reasonably provided for with facilities (changing sheds/toilets).  
\* occasional conflict between users - particularly windsurfing.

- Actions: \* develop nearshore space.  
- improve parking.  
- restrict windsurfing in summer months.  
- cold water showers.

2. Casual Coastal activities:

- \* major use of the resource.  
\* lack of clear signposting and access points.  
Actions: \*\* improve beach access for physically impaired.  
\* develop sitting/viewing spaces.  
\* develop adjacent land for coastal recreation.  
- develop and signpost access points to beach and outer coast.

3. Surfing: \* user numbers not great - require little in the way of ancillary facilities.  
\* one club has well developed clubhouse facilities on the beach and the other has expressed an interest in clubhouse facilities also. This should be resisted as

there is no benefit in having two rather small clubs competing for resources on the one beach.

4. Boat launching/boating/boatsheds:

- \* popular launching area for small boats.
- \* use limited by lack of a hard surfaced ramp and by sea conditions when rough.
- \* insufficient parking for extension of use.
- \* little potential for provision of additional or improved facilities.
- \* there are 88 boatsheds in the Titahi Bay area.
- \* the boatsheds are used generally for the storage of boats and tractors however a third of these are used for purposes other than boat storage.
- \* most boatsheds appear to be maintained in a reasonable state though some would benefit from a fresh coat of paint.
- \* the sheds are generally a colourful addition to the beach environment.
- \* the sheds are cause for some complaint generally resulting from the more social uses.
- \* the sheds are a source of pollution and litter.

- Actions: \*\* police use of sheds.  
\*\* provide rubbish collection service to sheds.

5. Diving: \* divers make active use of coast.  
\* contamination from pollution restricts use for diving.  
\* little can be influenced by the Authority to assist the use.  
\* activity needs to be controlled to avoid depletion.

- Action: \*\* post signs on foreshore showing limit of safe food gathering areas.

6. Fishing: \* popular activity.  
\* usable area quite small.  
\* activity depleting the resource.  
\* need to establish marine reserves.

- Action: \*\* draft fisheries management plan.

7. Windsurfing:

- \* limited use of area.
- \* creates conflict with other users.

### MANAGEMENT AREA : TITAHI BAY

The draft plan argues that a development plan should look at providing good access to the beach, developing passive recreational areas, walkways, and conserving and enhancing coastal scenery.

Some particular points to consider:

- \* All structures built on the beach should be built of wood or faced with wood. Wooden surfaces are more visually attractive and do not provide the tempting target to bottle throwers that concrete does. Broken glass is a major cause of complaint and public dissatisfaction with the beach. Nearly all broken glass on the beach is found on or adjacent to concrete structures.
- \* Carparking should be improved by developing a road from the access road to the old changing sheds at the south end of the beach up the escarpment to the present carpark. The present access lane from Tireti Road should then be made one-way access down this lane, as on a busy day must be nearly impossible to two way traffic.
- \* Arnold park could be better used as passive recreational shore space with more landscaping and viewing points developed. A track from this park to the shore would greatly increase the associated value of one to the other. This park should be opened for use as overflow carparking on busy days only.
- \* The top story of the old changing shed at the south end of the beach should be demolished and the top for the shed could be developed as a passive sitting space as has been done with the shed by the northern entrance to the beach.
- \* Planting and sand dune stabilisation work south of the Surf Clubrooms should be extended to include the entire coastal escarpment at the back of the beach.
- \* Greater use should be made of Stuart Park. Part of the outfall access road could be opened and perhaps developed to allow access to a limited part of the cliff tops by car. This could be developed as a viewing area for those who are not able to otherwise enjoy this view.
- \* The boatsheds should be strictly controlled and used for their originally intended purpose only.

\* → [ \* Vehicle access could be restricted by placing bollards in the beach to limit vehicle access to permitted areas. ]

#### Action

- Rezone Residential 4 land west of Tireti Road Residential 3.

### LAND MANAGEMENT

The draft plan states that all of the coastal land in public ownership adjacent to the foreshore should be managed as coastal resource. This



should include Arnold and Stuart Parks and the land below the access roads to the Sewage Treatment Plant and the outfall.

- shoreline stability.

Titahi Bay is the only vulnerable shore within the coast.

The backshore land which appears to be dune at the south and other soft deposit at the centre and north of the bay. This will be prone to erosion from raised sea levels. The threat of erosion is probably not great though if beach space is to be maintained the coastal process should be given room to modify the shore between the Surf Club and the south end of the beach.

- Coastal buffer zones.

Rising tides may eventually require public ownership of the seaward coastal properties from the clubhouse to Arnold Park.

The following objectives for Titahi Coast have been developed in the draft Management Plan:

1. CONSERVATION OF VISUAL VALUES

To establish policies which will ensure the recognition and maintenance of the visual qualities of all parts of this shore.

2. CONSERVATION OF ECOLOGICAL QUALITIES

To conserve and enhance the parts of the shore which are, or have been, of significance as marine habitats.

3. MANAGEMENT OF RECREATIONAL USE

To recognise and enhance the recreational uses of the foreshore and particularly the foreshore at Titahi Bay where these do not interfere with the well being of the visual or ecological quality of the coastal environment.

***POLICY PROPOSALS***

1. Management of Titahi Coast:

That the Authority will manage the Titahi Coast as a coastline of regional landscape significance.

2. Management of Marine Environment.

That the Authority will seek to have the marine ecology of the coast managed in part as a recreational resource and where appropriate as a Marine Protected Area or Marine Reserve.

3. Implementation of Recommended Actions.

That the Authority will implement or seek the implementation of the stated proposed actions.

### **CENTRAL GOVERNMENT RESOURCE MANAGEMENT BILL**

The reform of legislation relating to resource management has implications for the management of coastal areas. The changes will affect both the Draft Coastal Management Plan for Porirua and the preparation of this development plan for Titahi Bay. It is anticipated that the new legislation will be in force in July, 1990.

The area defined as the Coastal Marine Area has, to date, been managed by the Porirua Harbour Authority under a grant of control. This area, bounded by mean high water mark and the territorial limit of the sea, under the new Bill, will be the responsibility of the Wellington Regional Council.

The Bill requires regional authorities to prepare coastal management plans within two years of the new legislation coming into force. The Wellington Regional Council has prepared a proposed planning scheme review for the Wellington Region (9 September 1989). Section four of the review concerns coastal and maritime planning. The objectives and policies are included here as they should be assessed in relation to the preparation of a development plan for Titahi Bay. Regional planning documents are binding on territorial authorities.

The Bill also provides for the delegation of responsibility for the management of coastal areas to territorial authorities and for the issuing of resource consents.

**WELLINGTON REGIONAL PLANNING SCHEME REVIEW  
COASTAL AND MARITIME PLANNING OBJECTIVES AND POLICIES**

There are a number of objectives and policies contained in the proposed planning scheme review which have direct implications for the Titahi Bay Development Plan.

These include : the conservation and enhancement of ecological features of the Region's marine environment; mitigating coastline erosion; enhancing beaches; protection of the character and qualities of the Region's coastal landscapes; that landscape enhancement projects for coastal areas within the region should be undertaken (litter clearance, tree planting, removal of "eyesores", beach restoration, and removal of coastal vehicle trackways); that outstanding scenic lookout points around the Region's coastline and harbours should be identified and visitor facilities provided at such locations (eg carparks, viewpoint indicators); that all bodies carrying out operations or development in coastal areas should give full regard to the ecological impacts of their activities and that the ecological impacts of coastal development projects are fully assessed; that the current adequacy of commercial and recreational fisheries management should be investigated particularly with respect to problems of over-fishing and illegal activity; the conservation, management and enhancement of The Region's coastal scenery and landscape features; that the planning powers of territorial authorities should be utilised to protect the more significant views of the Region's coastline and harbours as enjoyed from adjoining residential and recreational areas; that land use changes and development proposals should be assessed according to criteria relating to sensitivity to landscape characteristics, a general presumption against the siting of new developments requiring major built facilities or extensive landscape modification in coastal locations where such locations are not essential and that every effort should be taken to minimise the potential landscape impacts of new public access routes and other developments prior to approval being given for their commencement.

Under the Coastal Access Recreation and Tourism section, policies which relate to Titahi Bay Beach include upgrading of carparks and associated facilities (eg Toilets), and provision for small boat launching.

The scheme review also states that priority should be given to the implementation of the recreational policies and proposals contained within the Porirua Harbour Management Plan.

*ANALYSIS OF BEACH PROBLEMS - WORKING PARTY BRIEF*

(i) VEHICLES ON BEACH

There has been much Council debate during the last 20 years with reference to cars on the beach. The existing situation allows cars to enter the beach at the north or south end access ramps and travel along the beach to a sign prohibiting vehicles from passing. These zones keep vehicles within approximately 80 metres of the access ramps.

Both the Department of Conservation and the Royal Forest and Bird Society suggested cars should be discouraged from parking on the beach.

The public survey showed that 48% of replies felt vehicles on the beach were a problem.

The survey also showed that restricting vehicles and developing off beach parking was a high priority. This is reinforced in the Regional Council Scheme Review.

As the Councils Coastal Resources Plan states, the problem cannot be simply solved as long as vehicles are allowed on the beach for boat launching and access to the boatsheds. Carparking can be improved by developing a link road between South Beach Access road and Windley Avenue Car Park.

Cars on the beach have their problems with speed and parking in rows. Children run between the rows because the beach is basically a fun recreation area. Further sand is polluted from oil leaks etc.

There is a lot of potential for off street parking at the south end of the beach with promotion of use of the Windley Avenue park which could also be extended, more parking in South Beach Access road area and even parking in Arnold and the bottom end of Stuart Parks.

The northern end of the beach, because it is sheltered from the predominate fine weather northerly wind, tends to be the most popular area for swimming and hence vehicles.

The roadside angle parking in Bay Drive could possibly be extended from the existing 35 parks to 45 parks and beach users could be encouraged, by signs, to use kerbside parking in Richard and Whanake Streets plus Lambley Road. Wide berm areas in Lambley Road and Vella Street could be developed for off road parking.

The connecting track between Lambley/Vella and Bay Drive, behind the northern boatsheds, could be developed for one way parallel parking of vehicles with trailers.

If the vehicles access point at the north end of the beach was shifted to the Lambley/Vella corner, then the whole existing area at the end of Bay Drive (existing north end access) could be developed for parking, including if necessary an area of raised flat foredune to the south of the northern access toilets.

There are existing off road car parks for approximately 40 cars in Terrace Road with an access pathway down to Vella Street. It would be difficult however to convince beach users that the Terrace Road parks are car parks for the beach.

With the additional parking as outlined above, at both ends of the beach, the vehicle zones on the beach could be limited to the areas in front of the boatsheds which are not popular for bathing anyway. Boatshed owners could have identification stickers on their vehicles including their boatshed number. All boatsheds to be clearly marked with numbers. Other vehicles in these zones would therefore only be on the beach to launch or retrieve a boat. This could be strictly enforced on busy days by a suitably authorised warden.

However until additional car parking areas are developed and/or clearly identified, it is obvious that the best option is that the existing zone areas remain with strict control on busy days.

Development of further off street parking may not make good sense from a cost benefit point of view.

Taking into consideration the number of times per year that a significant number of cars used the beach for parking. More than 50 cars were on the beach only on 10 of the 23 days analysed in the period between Mid December and Mid February. We can assume that this sort of loading would only occur at the present time on about 10% of the year dependent on weather conditions.

Council has three options:

- (a) Let cars park on the beach as exists now.
- (b) Develop more off street parks for beach users.
- (c) Encourage motorists to park in surrounding streets by use of a clear signage system.

(ii) ANTI SOCIAL BEHAVIOUR ESPECIALLY AFTER DARK

This seems to come in cycles with a particularly bad period occurring in Beach Road during 1989.

On advice of the Titahi Police Community Advisory Committee an experimental lighting system was set up in Beach Road in December 1989.

This flooded the area with light where the trouble had been occurring.

Since the lights were installed there has been no further trouble reported from this area.

The Beach Working party has had a lot of feedback from Beach Road residents in regard to the new lights and it now seems that a permanent system of a design agreed to by affected residents which will achieve the same lighting intensity is all that is now required to solve the current round of anti - social problems.

This is not to say that a new spot will not be picked as a congregating point, somewhere else on the beach, at some time in the future.

It seems, from our experiment in Beach Road, that lighting these areas does help calm the situation and even disperse the problem.

One of the main problems with this night activity is that it often ends in a lot of broken glass.

(iii) LITTER AND GLASS

The beach is an area where almost every visitor will take either food or drink. On a busy day this can create an enormous litter problem of empty containers and papers to dispose of.

Unless there are sufficient well marked useful design containers on the beach the inevitable mess happens.

The public survey result showed that 54% of replies felt that rubbish was a problem with 25% stating that broken glass is specifically a problem.

The public beach clean up on 23 December 1989 gathered up 100 bags of broken glass and general rubbish and this did not cover the area immediately around the boatsheds at each end of the beach.

The Beach Clean up day was an excellent public relations exercise and the Working Party are of the opinion that a minimum of one public beach cleanup day per year at the beginning of summer, should be a regular sponsored Council event.

Our Beach Warden also helps with general beach tidyness from December to March as part of this persons duty is to uplift general litter on the beach.

There is a general call for more bins especially at the south end, larger bins with lids and bins adjacent to the boat sheds.

It is suggested that the existing small open top bins be supplemented with large plastic bins with lids in the period from December to March inclusive



and that large plastic bins with lids be on all year installation at each end of the boatsheds at both ends of the beach.

Well marked numerous bins may encourage people to put their bottles in the bin rather than throw them at the nearest hard surface thus creating our broken glass problem.

The beach warden does a regular inspection and clean up of broken glass in the known trouble spots.

### PROBLEMS ASSOCIATED WITH THE BOATSHEDS

The PRT & P Committee of 26 April 1989 (75/89a) resolved that offices investigate and report on the condition of boatsheds at Titahi Bay and that the report include appropriate policy pertaining to the management of boatsheds.

#### Existing Boatshed Fees

The Porirua Harbour Authority recommended in February 1989 that boatshed Fees be increased to \$100.00 per annum exclusive of GST and that this sum be reviewed on the implementation of the Harbour Management Plan.

There is also a future possibility of fees being based on a site valuation.

#### Existing Boatshed Regulations

Adopted by the Porirua Harbour Authority on 27th February 1972.

These regulations require the licensee to keep the boatshed in good order and paint at least once every four years; keep boatshed and site clean tidy free from rubbish or growth; Council building inspector is entitled to serve notice to have repairs, renovations, painting, cleaning or other work undertaken; the licensee shall not use or permit his boatshed to be used for any purpose other than the storage of boats and/or launches and their equipment for his own use; the boat shed may have a stove, a fridge, a sink and simple seating facilities; the licensee will not use or permit his boatshed to be used for sleeping purposes; every licence shall expire on 31st March in each year and may be reviewed year by year; on default of the above conditions and with 1 months notice the licence may be determined and

the boatshed must be sold or removed. There are arbitration requirements/facilities under this action.

The public survey showed that most people did not mind the sheds but felt they should be better maintained.

The boatsheds were originally allowed to enable keen boaties/fishermen to store a heavy wooden boat and equipment safely at the beach. This was generally before modern light weight boats, good trailers and high powered towing vehicles.

The advent of the modern boating equipment has now made it unnecessary to store boats in a beach shed and in fact it is reported that a third of the sheds are used for purposes other than boat storage.

The Draft Coastal Resources Management Plan states that there are 88 boatsheds, most would benefit from a fresh coat of paint, sheds are a colourful addition to the beach environment, the sheds are cause for some complaints generally resulting from the more social uses, the sheds are a source of pollution and litter.

The public meetings/survey and working party members are in agreement with these points as well as the suggested actions contained in the Management Plan. They are police use of the sheds and provide rubbish collection service to the sheds.

The existing boatshed regulations are very clear and cover all the relevant points. There appears to be plenty of people willing to purchase a shed for a legitimate use under the regulations.

It appears that trying to police (i.e. catch up with the licensee) on a 8.15 to 4.45 Monday to Friday schedule is not possible hence a general lack of enforcement.

As the licensee's have a privileged position associated with the beach they should take a responsible attitude towards complying with the licence terms.

If this requires out of hours policing, perhaps by a contracted security firm, then the licensee fee should cover this service.

## DOGS

The public survey showed that 25% of replies felt that dogs and horses on the beach were a problem. Suggestions were that dogs have specific walking times, an exercise reserve be set aside, dogs only off leads at certain times, excrement to be removed by owners.

Residents at the public meetings indicated that a number of local people enjoy walking their dogs on the beach every day in the early morning or evening. The major complaint seems to be dogs running loose among crowds of people on the beach. Strict enforcement of the bylaws were recommended in these cases.

The Dog Bylaws does allow for people to have a dog on the beach at any time provided the dog is on a chain or leash held by the owner.

It seems that if this Bylaw was obeyed and excrement was removed by owners then there would be no problem.

Conversely a bylaw banning dogs altogether would be even more difficult to administer than the existing situation.

## FACILITIES

The public survey showed that 28% of replies felt that beach facilities were poorly maintained. This related mainly to the three public toilet/changing blocks associated with the beach, the southern one in particular which has been the object of vandals for many years. This was reinforced at the Public meetings.

Encouragement by the working party to the Surf Board Riders Club has seen the building on top of the south end toilet block occupied as a clubhouse and painted on the outside. Also fresh paint on the public toilet section of this building has improved its image significantly and it is hoped that it will now be more respected.

Cold water showers and toilet facilities in all 3 blocks have been upgraded to a fully operational condition in the last two months.

There are enough public toilets/showers/changing facilities for numbers using the beach at the present time although patrons could be better directed to existing facilities.

A suggestion for an additional facility block to the north of the Surf Club could be considered in future years dependent on numbers using the beach.

There are commercial shop facilities for drinks, snacks etc at each end of the beach at the present time. A Dairy at the end of Bay Drive and McArthur Park tea rooms.

The public survey showed little demand for additional facilities of this type. However childrens play equipment, picnic areas, more planting and

footpaths were high on the facility list.

A public launching ramp was suggested but this would only exacerbate the existing vehicle problem. There are two alternative public launching areas in the City (Onepoto and Paremata bridges) which do not conflict with swimmers and which should be improved for additional use rather than Titahi Bay.

#### COUNCIL RESERVE AREAS

The existing reserve areas of Stuart Park, Arnold Park, South Beach Access and Windley Ave/Bothamley lane are presently under utilised.

Additional car parking, picnic areas, landscaping/planting and link pathways were suggested for all these areas.

#### POLLUTION

10% to 20% of survey respondents indicated problems with pollution. This may have included a certain aspect of the litter problem.

The Working Party identified three areas of pollution associated with the beach area.

- (a) Water pollution in the stormwater outlets.

Water tests have shown that this water may be polluted with sewerage. This aspect is being investigated by Council health inspectors.

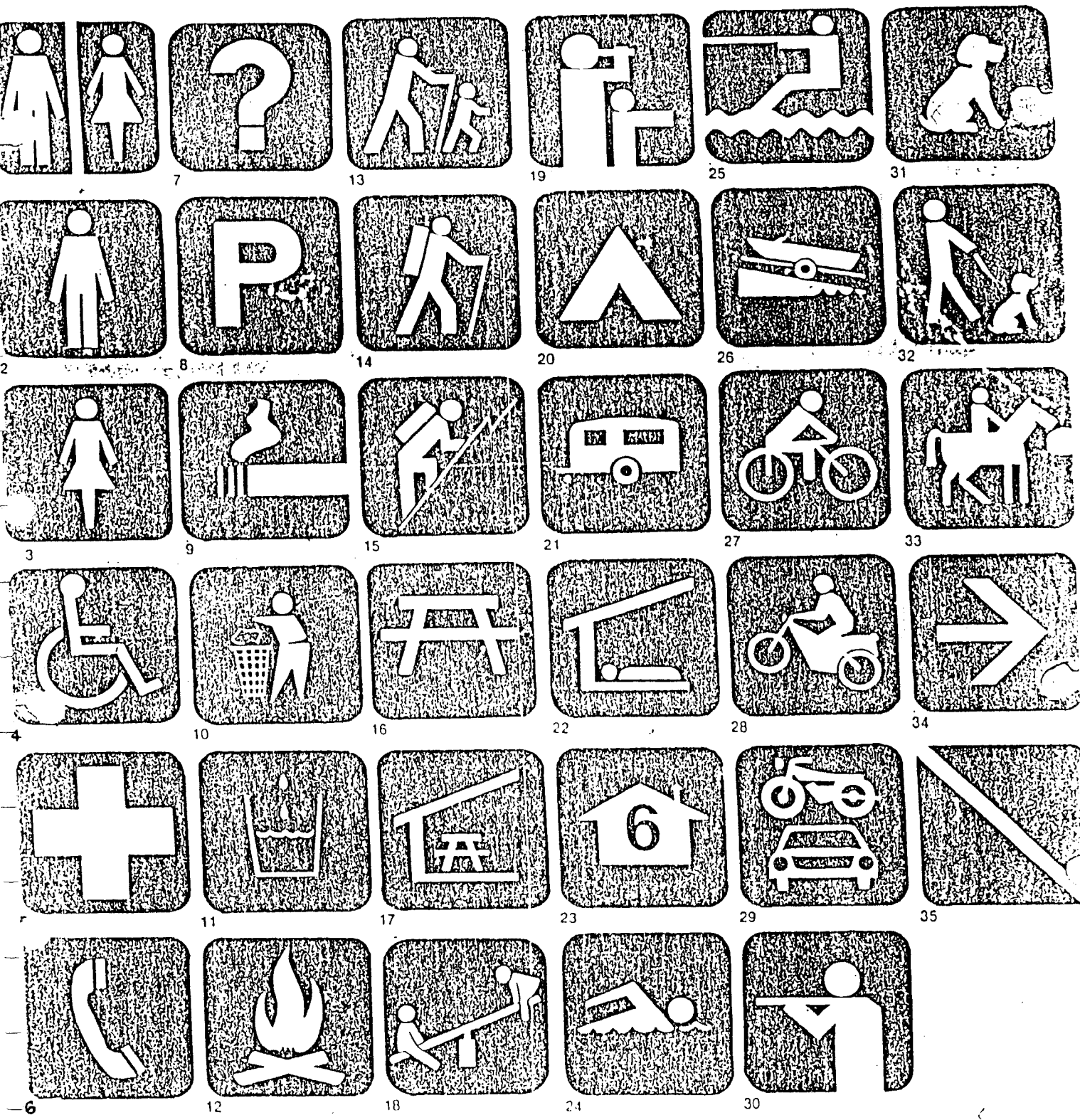
- (b) Comminutor. This unsightly, smelly building is about to be removed now

that the sewer treatment plant has been commissioned.

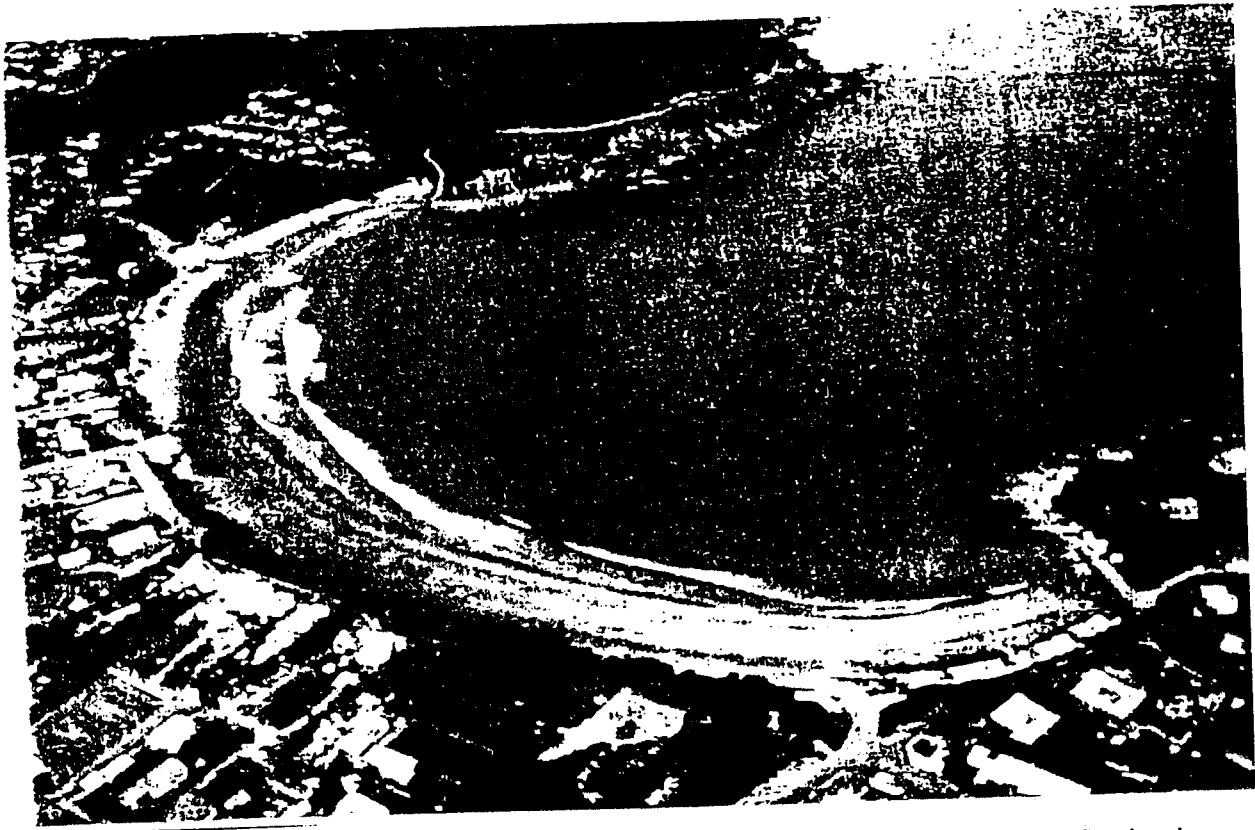
(c) Overhead wires. Visual pollution.

In the past Council has had a policy of undergrounding services in streets when they were upgraded. Cost of undergrounding an existing overhead system is prohibitive at todays costs. The working party would see this work as the final landscape improvement in the beach environment.





- 1. Men and Women
- 2. Men
- 3. Women
- 4. Disabled persons NZS 4121
- 5. First Aid
- 6. Telephone
- 7. Information
- 8. Parking
- 9. Smoking
- 10. Drinking Water
- 11. Drinking Water
- 12. Fires
- 13. Class I — Walking track
- 14. Class II — Tramping track
- 15. Class III — Route
- 16. Picnic facilities
- 17. Picnic shelter
- 18. Playground
- 19. Lookout
- 20. Camping
- 21. Caravaning
- 22. Sleeping shelter
- 23. Hut (no. indicates number of bunks)
- 24. Swimming
- 25. Water skiing
- 26. Boat ramp
- 27. Bicycle riding
- 28. Trailbike riding
- 29. Vehicles
- 30. Shooting
- 31. Dogs
- 32. Dogs on leash
- 33. Horse riding
- 34. Arrow
- 35. Standard slash to prohibit activities (runs from top LEFT to bottom RIGHT)



An aerial view of Titahi Bay beach.

## Council plans to upgrade Titahi Bay beach

**Porirua City Council wants to upgrade Titahi Bay beach and seeks ideas from the community.**

Contact for the Titahi Bay working group Clare Wooding says council is aware of problems with the beach - especially pollution.

"Now that the sewage treatment plant has become operational the beach is much cleaner," she says.

"Council would like to hear from people who use the beach about the sort of changes that would make it a place Porirua people would like to visit."

"We need your ideas for

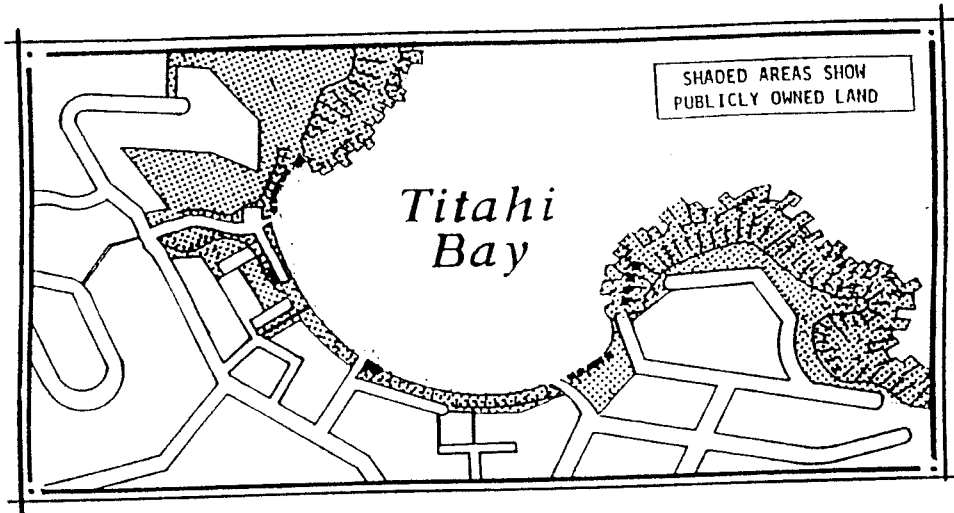
upgrading the environm

To have your say - facilities, recreation opportunities, or simply preservation of the environment - you should up a questionnaire for Porirua City Council at it with reception municipal building in Street.

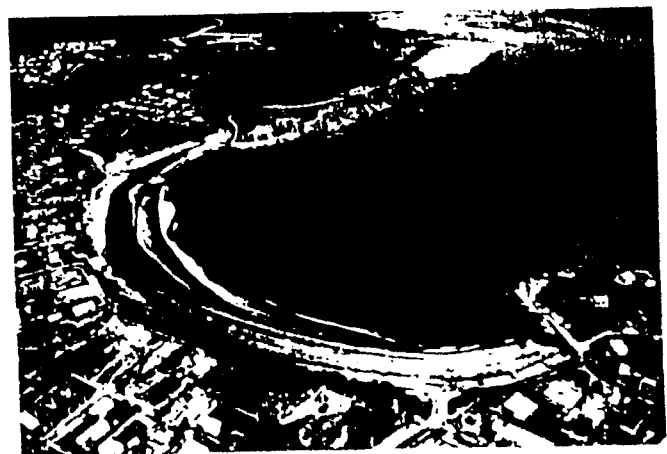
The questionnaire available from the library and at locations the bay.

You can return it to Bay Beach Working Porirua City Council, 50-218, Porirua.

# TITAHI BAY BEACH REDEVELOPMENT



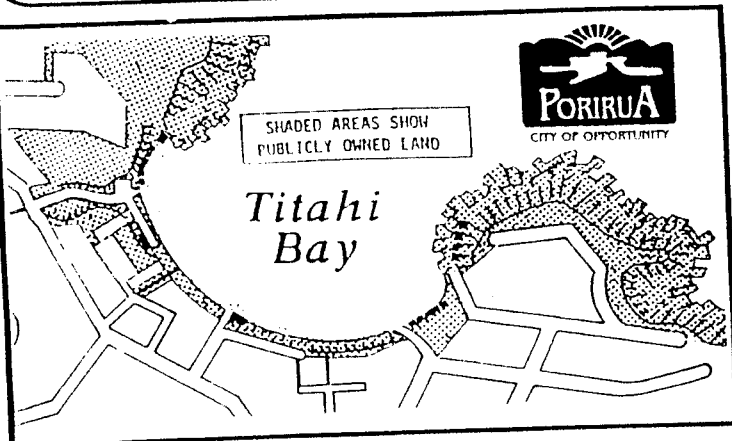
WE WOULD LIKE TO KNOW HOW TO  
IMPROVE YOUR BEACH... PLEASE FILL  
IN ONE OF THESE QUESTIONNAIRES  
AND TELL US YOUR IDEAS.



**PORIRUA CITY COUNCIL**



# TITAHI BAY BEACH REDEVELOPMENT



## Titahi Bay Beach: Proposed Upgrading

Porirua City Council thinks that the Titahi Bay beach and adjacent, publicly owned areas need to be upgraded. Now that the sewage treatment plant has become operational the beach is much cleaner and it will become much more popular, especially over summer.

The Council is aware that there are a number of "problems" associated with the beach, pollution has been one of the major ones for many years. The Council is looking at ways of dealing with some of the current problems, and at the same time to consider the future of the beach area.

The Council would like to know what you, the users of the beach, would like to see happen. Perhaps you have not used the beach much in recent years because of the pollution,

or for other reasons — we need to know the sort of changes which would make it a more attractive place for Porirua residents to visit.

People visit beaches for many reasons, not just swimming and surfing. If you like the beach and surrounding areas for walking, sitting, jogging or perhaps for the view, we need your ideas for upgrading the environment.

We are interested in your ideas for short term improvements or changes and for longer term developments.

Perhaps there are facilities or forms of recreation you would like to see provided. An equally valid option, however, may be to preserve the natural physical environment as much as possible.

We would like you to fill in the questionnaire and send it to: Titahi Bay Beach Working Group, Porirua City Council, PO Box 50 218 Porirua, or drop it in to Ground Floor Reception, Municipal Building, Hagley Street Porirua.

We would like to receive the questionnaires by 16th December, 1989. Once they have been analysed, they will form the basis of a draft Management Plan. This plan will then be open for further comment from the public.

If you have any queries, please phone Clare Wooding at Porirua City Council on 375 089.

## Questionnaire

1. What do you like about the beach? .....
2. What do you dislike about the beach? .....
3. The Council wants to improve the beach and surrounding land. What direction do you think it should take? Please tick one box.
  - (a) The existing character be retained with only necessary maintenance being carried out.
  - (b) The natural character should be retained and restored where it has been lost.
  - (c) The natural character should be retained but minor recreational activities be allowed e.g. boatsheds, parks and playareas.
  - (d) There should be extensive development of recreational facilities such as fun parks, restaurants, etc.
4. Please list your ideas for improving or developing the beach. ....

## TITAHI BAY BEACH DEVELOPMENT

Please complete:

Name of Organisation: .....

or Age under 25  between 25-50  over 50

What area do you live in? .....

How often do you use the beach? .....



# INTRODUCTION AND EXPLANATION

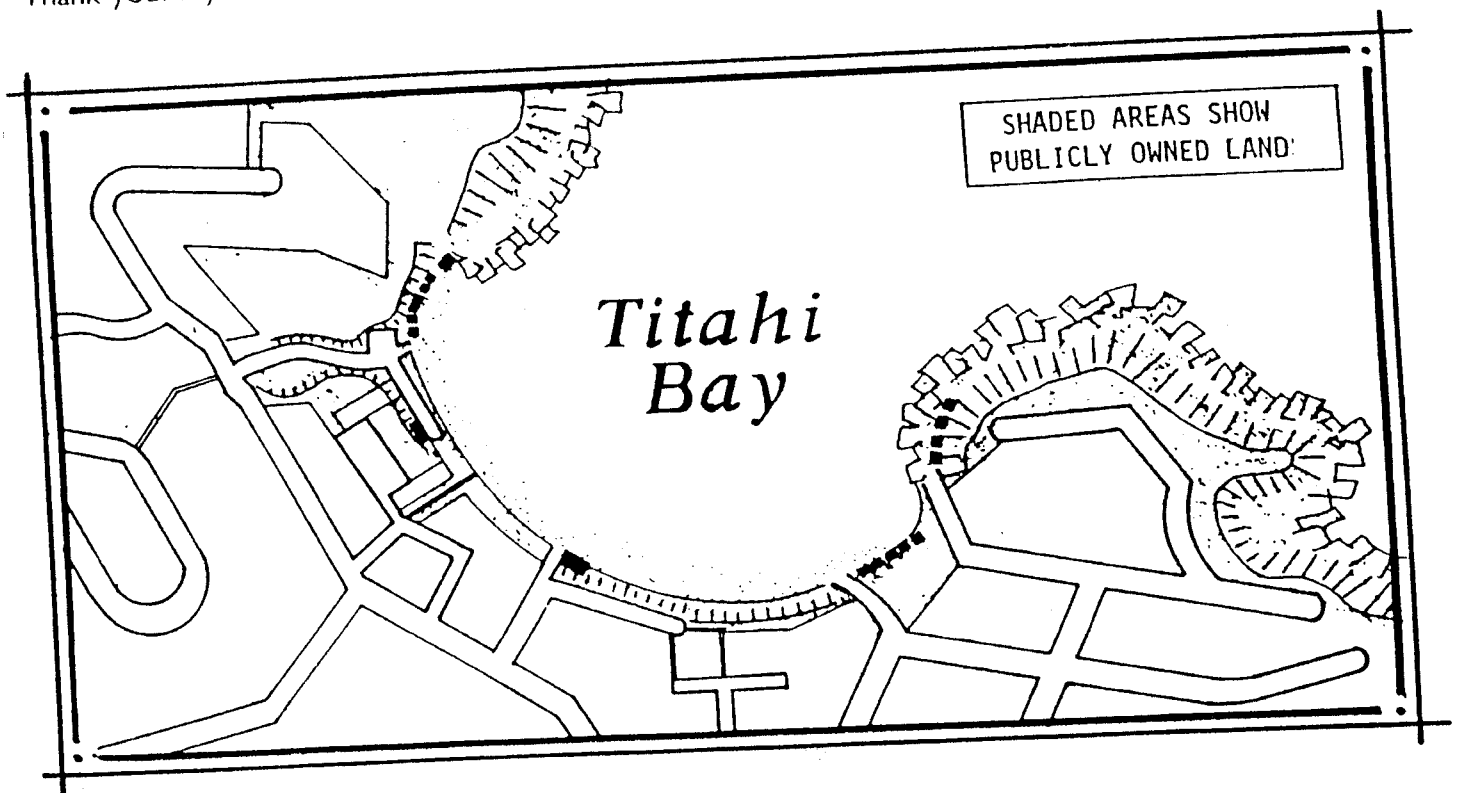
Porirua City Council has resolved to redevelop the Titahi Bay Beach and some of the adjacent, publicly owned, land. For some years there have been a number of problems associated with the beach. The pollution problem, now that the new sewerage treatment plant is operational, will be lessened. It is likely that the beach will increase in popularity, particularly over the summer period and the Council needs to know what changes if any, you would like in the area.

A questionnaire is on the other side of this leaflet — it asks you for your comments on a number of issues . . . things you like about the beach . . . about the problems you think exist at the moment . . . and any changes you would like to see . . .

Please look at the plan on this leaflet, think about the beach and the area, discuss ideas with your family, friends, workmates, then fill in the questionnaire and attach any extra paper you may need and drop it in or post to:

**Titahi Bay Beach Working Party**  
**Porirua City Council**  
**P.O. Box 50-218**  
**PORIRUA**

Thank you. If you have any queries please ring Clare Wooding on 375-089.



# TITAHI BAY BEACH REDEVELOPMENT



**PORIRUA CITY COUNCIL**

# Questionnaire

1. What do you like about the beach? \_\_\_\_\_  
\_\_\_\_\_

2. What do you dislike about the beach? \_\_\_\_\_  
\_\_\_\_\_

3. The Council wants to improve the beach and surrounding land. What direction do you think it should take? Please tick one box.

(a) The existing character be retained with only necessary maintenance being carried out.

(b) The natural character should be retained and restored where it has been lost.

(c) The natural character should be retained but minor recreational activities be allowed e.g. boatsheds, parks and playareas.

(d) There should be extensive development of recreational facilities such as fun parks, restaurants, etc.

4. Please list your ideas for improving or developing the beach.

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

*Please complete:*

Name of Organisation: \_\_\_\_\_

or Age under 25  between 25-50  over 50

What area do you live in? \_\_\_\_\_

How often do you use the beach? \_\_\_\_\_

# **PORIRUA CITY COUNCIL TITAHI BAY BEACH CLEAN UP DAY**

**please come along and help  
clean up the beach...**

**SATURDAY 23rd DECEMBER 9.00 am**

**meet at the tent outside the surf club  
bring a rake or shovel and gloves  
Council will provide rubbish bags,  
trailers and refreshments**

**Rain or shine**

**SATURDAY 23rd DECEMBER 9.00 am**



**LET'S CLEAN UP THE BEACH  
FOR CHRISTMAS**



## Titahi Bay Beach Clean Up Day

by Ian Barlow  
Technical Services Manager  
Porirua City Council

After two successful public meetings and a good response to the Council questionnaire on the future of Titahi Bay Beach, the Council's beach working group undertook to put in place, as soon as possible, some of the suggestions put forward by local people, especially work that could be done at little cost that would make an immediate improvement and or would gather useful information for future long term improvements.

One suggestion was that there be a community "clean up" day organised.

The working group felt this was a very worthwhile idea and as time was short and there was a general feeling that the work should be undertaken before the Christmas holiday period, the

morning of 23rd December was designated as the "clean up day".

The day dawned fine and sunny and up to eighty people were on the beach during the two hours between 9.00am and 11.00am. Many were families and all pitched in with rakes, shovels, forks and

just hands and rubbish bags.

St Johns were there in case of accidents. Council provided gloves, trucks, a tractor and established a base tent in front of the surf club where workers could have a cup of tea, coffee or cold drink and a snack.

Over 100 bags of rubbish were collected and taken to the tip. A huge amount of broken glass was picked up, as were paper, tins and bottles thrown or blown into the undergrowth at the back of the beach.

By the end of the morning the last of the major piles of seaweed were being removed by machine and with all rubbish cleared and large areas raked over, the beach was looking an absolute picture. The potential for the community aspirations expressed at the public meetings, of a clean, tidy, safe beach could be now seen in all its glory.

The Titahi Bay Beach Working Party would like to thank all those good people who turned up on 23rd December to clean the beach, including our Porirua M.P. Mr Kelly and Councillors Arnold and Bennett.

As this exercise was such a success, both from a beach environment and public participation point of view, a beach clean up may now be organised on a regular basis, as suggested by local residents.

It is really worthwhile protecting your beach environment from people generated litter. Council has done their bit with the commissioning of the new sewage treatment plant and we now ask you to do the same by not dropping litter on the beach, but placing it in a litter bin or take it home to put in your own rubbish.



# *Cleaning up the ba*



Porirua MP Graham Kelly, at left, mans a rake during the clean-up of Titahi Bay beach before Christmas.

With Mr Kelly is one of the 80 or so residents who fronted up on December 23 to join in the Porirua City Council initiative.

One hundred bags of rubbish were collected and a huge amount of broken glass picked up along with paper, tins and bottles from the undergrowth behind the beach, a spokesman said.

The council, in consultation with bay residents, is working on improvements in the area.

By the end of the morning clean-up the last of the piles of seaweed were being removed by machine and large areas of the beach had been raked.

The workers were ready for refreshments provided by council.

Residents had suggested the clean-up b become a regular event, the spokesman said.



## PORIRUA CITY COUNCIL

Municipal Office, Hagley Street  
Address correspondence to Town Clerk,  
Porirua City Council, PO Box 215, Porirua  
FAX No. 04 040 376 381

For enquiries please contact:  
Telephone: WN 375 089 ext.  
In replies please quote:  
Your reference:

### DEAR RESIDENT OF BEACH ROAD INFORMATION PAMPHLET - LIGHTING BEACH ROAD

You will now be aware of two new street light poles being erected on the seaward side of your road.

These came about as a request from the Titahi Bay Community Policing Unit to try and curb night time activities of unruly youths in this particular area, by lighting up the areas where they congregate.

These lights are temporary and experimental to see if a people behaviour problem can be rectified.

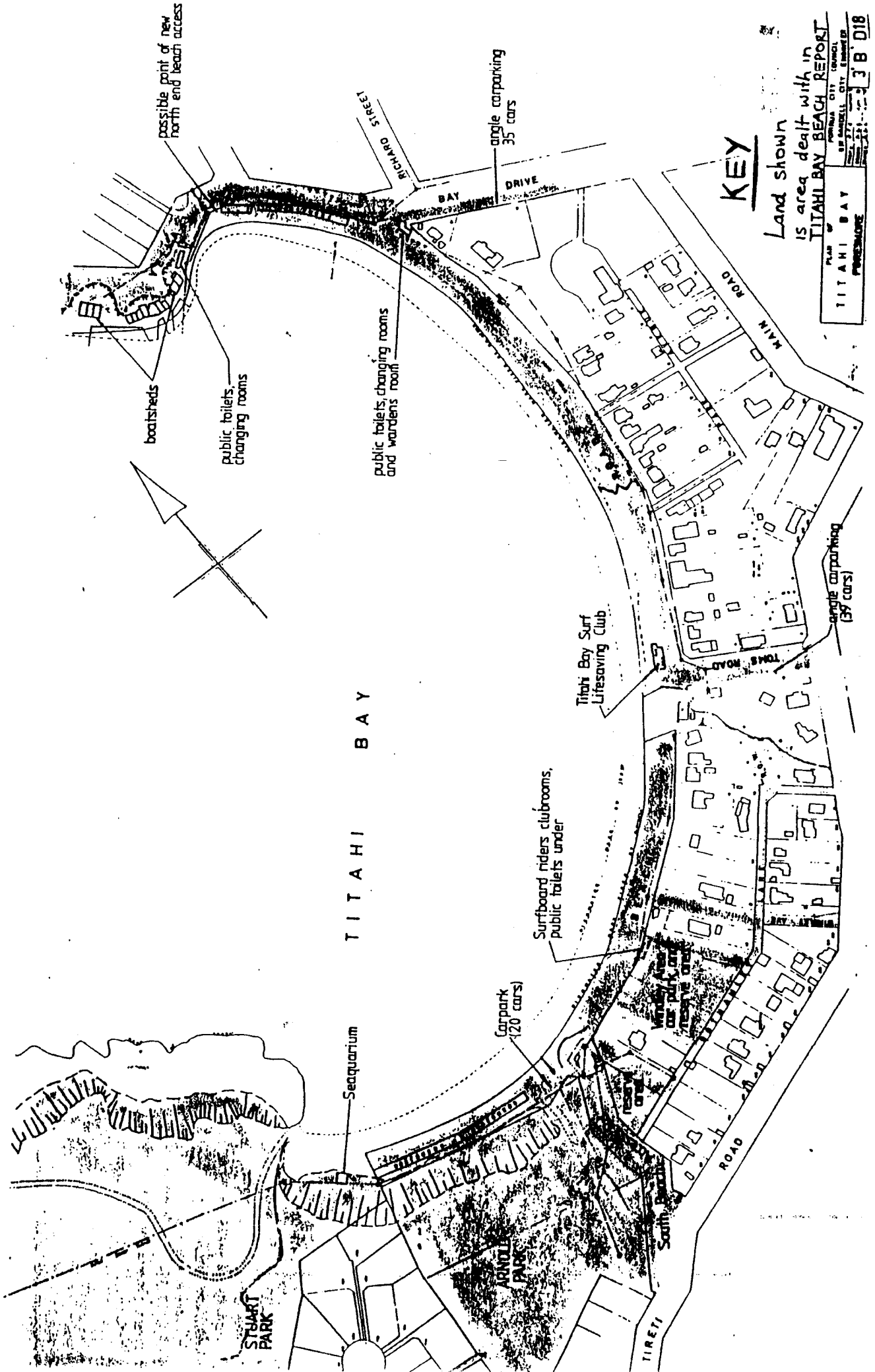
They are not part of any permanent lighting proposals for the beach area and the lights fuses can be pulled, if necessary, at short notice.

The City Councils Titahi Bay Beach Working Party would welcome comments from residents on this matter.

Can you please contact Ian Barlow or Clare Wooding at 375 089.

  
G. Simpson  
DIRECTOR OF PARKS & RECREATION  
for CHIEF EXECUTIVE

21 December 1989



BEFORE THE ENVIRONMENT COURT  
AT WELLINGTON

I MUA I TE KŌTI TAIAO O AOTEAROA  
KI TE WHANGANUI-A-TARA

IN THE MATTER of an appeal under cl 14 of Schedule 1 to  
Resource Management Act 1991

BETWEEN TĪTAHI BAY RESIDENTS  
ASSOCIATION

(ENV-2019-WLG-000121)

Appellant

AND WELLINGTON REGIONAL  
COUNCIL

Respondent

Court: Environment Judge B P Dwyer sitting alone pursuant to s 279  
of the Act

Date of Order: 31 March 2021

Date of Issue: 31 March 2021

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**CONSENT ORDER**

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A: Under s 279(1)(b) of the Act, the Environment Court orders, by consent,  
that the changes set out in **Appendix A** be made to the Proposed Plan.

B: The appeal is otherwise dismissed.

C: Under s 285 of the Act, there is no order as to costs.

**REASONS**



TĪTAHI BAY RESIDENTS ASSOCIATION v WELLINGTON REGIONAL  
COUNCIL

## Introduction

[1] The Court has read the notice of appeal and the memoranda of the parties dated 17 February 2021 and 25 March 2021.

## Other relevant matters

[2] Royal Forest and Bird Protection Society of NZ Inc gave notice of an intention to become a party to the appeal under s 274 of the Act, and has signed the consent memorandum setting out the relief sought.

## Orders

[3] The Court is making this order under s 279(1) of the Act, such order being by consent, rather than representing a decision or determination on the merits pursuant to s 297. The Court understands for present purposes that:

- (a) all parties to the proceedings have executed the memorandum requesting this order;
- (b) all parties are satisfied that all matters proposed for the Court's endorsement fall within the Court's jurisdiction, and conform to the relevant requirements and objectives of the Act including, in particular,

Part 2.



**B P Dwyer**  
Environment Judge



## Appendix A

### Key:

Red track – changes made by this consent order

Green track - changes in the Decisions Version of the PNRP, with clause 16 changes

<u>Exposed</u> <u>(Titahi</u> <u>Bay fossil</u> <u>forest)</u>	<u>means the fossil forest is protruding above the substrate sand/gravel</u> <u>base</u>
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### Rule R192: Beach recontouring for coastal restoration purposes – controlled activity

The disturbance of the foreshore or seabed for **beach recontouring** in the coastal marine area, including any associated:

- (a) deposition in, on or under the foreshore or seabed, and
- (b) discharge of contaminants

is a controlled activity, provided the following conditions are met:

- (c) the activity forms part of a **coastal restoration plan**, and
- (d) the activity shall comply with the coastal management general conditions specified above in Section 5.7.2, and:
- (e) within the Titahi Bay fossil forest area shown on Map 35, any motor vehicle used shall not have caterpillar tracks.

### Matters of control

1. Timing of the activity associated with coastal fauna
2. Volume of material removed
3. Effects of disturbance, deposition, discharge and diversion associated with the activity
4. Effects on shoreline stability (including dunes and nearshore) and the potential to create a coastal inundation hazard



5. Effects on the heritage values of structures and sites identified in Schedule E1 (heritage structures) or Schedule E4 (archaeological sites)
6. Effects on sites and habitats identified in or using Schedule C (mana whenua), Schedule F2c (birds-coastal), Schedule F4 (coastal sites), Schedule F5 (coastal habitats) or Schedule J (geological features) ~~and Schedule K (surf breaks)~~

Notification

In respect of Rule R192, applications are precluded from public notification (unless special circumstances exist).

**Rule R190: Motor vehicles for launching, retrieving or temporary mooring of vessels – permitted activity **

The disturbance of the foreshore or seabed from a motor vehicle associated with the launching, retrieval or temporary mooring of a vessel in the coastal marine area is a permitted activity, provided the following conditions are met:

- (a) a boat ramp shall be used if available at the locality, and
- (b) within the Tītahi Bay fossil forest area shown on Map 35, the activity shall not be undertaken:
  - (i) within any area shown as Area A,
  - (ii) outside of the Area A, between 9.30pm and 5.00am,
  - (iii) on, or within, a buffer zone of 5 metres of any exposed Tītahi Bay fossil forest ~~shown on Map 35,~~
  - (iv) by any motor vehicle with caterpillar tracks, and
- (c) the activity shall comply with the coastal management general conditions specified above in Section 5.7.2.

Note

Marine Reserves Regulations 1993 provide for anchoring and use of vessels in a marine reserve (section 5 and 6 respectively). Anchoring is only permitted on the condition that no damage occurs, or that



damage is kept to a minimum practical level. The Marine Reserves Act 1971 (section 23) provides for anchoring anywhere within a marine reserve in times of stress or emergency.

#### **Rule R197: Motor vehicles for certain purposes – permitted activity**



The disturbance of the foreshore or seabed from **motor vehicles** in the coastal marine area, for the following purposes:

- (a) surf lifesaving operations, or
- (b) emergency situations, including firefighting, oil spills, rescue operations, salvage of vessels and marine mammal strandings, or
- (c) local authority activities, including law enforcement, or
- (d) activities carried out by or on behalf of the Department of Conservation, or
- ~~(d)~~(e) the maintenance, **upgrade** and operation of **regionally significant infrastructure**

is a permitted activity, provided the following conditions are met:

- ~~(e)~~(f) subject to (h) below the vehicle shall take the most direct route, and shall only operate within the area necessary to carry out the activity to ensure minimal disturbance to the foreshore or seabed, **and**
- ~~(f)~~(g) the activity shall comply with the coastal management general conditions specified above in Section 5.7.2, **and**
- (h) within the Tītahi Bay fossil forest area shown on Map 35, the activity shall not be undertaken on or within a buffer zone of 5 metres from any **exposed** fossil forest.

#### **Rule R198: Motor vehicles inside sites of significance – non-complying activity**



The disturbance of the foreshore or seabed from **motor vehicles** inside a site or habitat identified in Schedule C (mana whenua), Schedule E4 (archaeological sites), Schedule F2c (birds-coastal), Schedule F4 (coastal sites), Schedule F5 (coastal habitats) or Schedule J (geological features) in the coastal marine area that is not permitted by Rule R190, (excluding on the exposed Tītahi Bay fossil forest) or Rule R196 (excluding on the exposed Tītahi Bay fossil





forest) or Rule R197 ~~or prohibited under Rule R199~~, is a non-complying activity.

**Rule R199: Motor vehicles on the exposed fossil forest at Titahi Bay fossil forest – prohibited activity** 

The disturbance of the foreshore or seabed from a motor vehicles on any exposed Titahi Bay fossil within the mapped area on Map 35

- ~~(a) — part of the foreshore shown on Map 35 as containing remnants of fossilised forest, and~~
- ~~(b) — any part of the remaining foreshore where any fossil forest is exposed~~

that is not permitted activity under Rule R189, ~~Rule R190, Rule R192, Rule 196 or Rule R197~~ a controlled activity under Rule R192 or non-complying under Rule R198, is a prohibited activity.

Note

~~Rule R190 provides for the disturbance of the foreshore or seabed (associated with the use of a motor vehicle) on Titahi Bay Beach to launch, retrieve or temporarily moor a vessel as a permitted activity.~~



# Titahi Bay fossil forest (indicative)

Titahi Bay Residents Association  
Porirua City Council

## Map 35



This version of the map is not complete. The version of this map available online through the online web map viewer shows the complete, detailed information on a GIS overlay that is not shown on this hard copy. The online version is available on the Council's website at <https://mapping.gw.govt.nz/gwrc/> (select theme proposed Natural Resources Plan 2015) and can be accessed from the Council offices or public library.

-  Titahi Bay fossil forest
-  Area A

0 100 200 m

Topographic and Cadastral data is copyright LINZ. LiDAR data is copyright GWRC.  
Regional Orthophotography Copyright : GWRC / NZAM 2010, 2013. Projection NZTM.

  
greater WELLINGTON  
REGIONAL COUNCIL  
Te Pahi Whānau Rau





greater WELLINGTON  
REGIONAL COUNCIL  
Te Pane Matua Taiao

**By email**

6 June 2012

File No: E/01/05/02

Brian Warburton  
[brian.warburton@xtra.co.nz](mailto:brian.warburton@xtra.co.nz)

PO Box 11646  
Wellington 6142  
142 Wakefield St  
New Zealand  
T 04 384 5708  
F 04 385 6960  
[www.gw.govt.nz](http://www.gw.govt.nz)

Dear Brian

**REQUEST FOR INFORMATION 2012/054**

I refer to your request for information dated 16 May 2012, which was received by Greater Wellington Regional Council (Greater Wellington) on 17 May 2012. You have requested the following information:

1. "Location of MHWS at Titahi Bay

- *Either, confirm that the attached plan produced by PCC actually shows MHWS and GWRC endorses it as being accurate;*
- *Or, provide me with a plan showing the location of MHWS as determined by GWRC"*

Enclosed is all the information within the scope of your request that Greater Wellington has identified as holding.

If you have any concerns with the decision(s) referred to in this letter, you have the right to request an investigation and review by the Ombudsman under section 27(3) of the Local Government Official Information and Meetings Act.

You have also asked about a complaint you made on 20 March 2012, this was investigated and identified as being permitted work. Our records of this investigation are enclosed for your information.

Yours sincerely

A handwritten signature in black ink, appearing to be 'Nigel Corry', with a long horizontal line extending to the right.

**Nigel Corry**  
General Manager, Environment Management Group

Encl:



## MEMO

TO Chris Fern, Greater Wellington

COPIED TO Jonathan Streat, Greater Wellington  
Christine Jacobson, Porirua City Council

FROM Dr Iain Dawe

DATE 29 May 2012

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### Location of Mean High Water Springs on Titahi Bay Beach

The location of mean high water springs (MHWS) on Titahi Bay Beach was determined and agreed upon in a joint project between Greater Wellington and Porirua City Council in 2009.

This involved a two stage process; 1.) an analysis of the tide records to derive the MHWS elevation and; 2.) a ground survey to locate the MHWS on the foreshore.

The first stage involved an analysis of 12 months of the daily predicted tide heights from the Porirua Harbour Entrance to derive the MHWS. Porirua Harbour is the nearest location to Titahi Bay for which tide heights are calculated. Tidal predictions had to be used as there is no tide gauge in Titahi Bay and the gauge in Mana Marina had an insufficient record at the time the analysis was made.

An advantage of using predicted tide heights is that they exclude other environmental influences on the tide such as air pressure, wind and wave setup (storm surge), climatic phenomena such as El Nino/La Nina and water temperature and salinity that all influence sea surface elevation at the coast. Combined, these effects can elevate water level by up to an additional 1.0 m above the tide height.

The tide analysis showed that the tidal amplitude (crest-trough height) of the area is 1.1 m, with the mean of the high spring tides being 0.7 m. This shows that the area has a small tidal range and Titahi Bay can be classified as being micro-tidal.

The second stage involved physically locating this line on the beach. Consulting surveyors, Wynne Paterson Limited, were employed for this job. The first task was to define the relationship between Mean Sea Level in Wellington and Mean Sea Level in Porirua. This is important because Wellington is the nearest location with a long tidal record and the MHWS in Titahi Bay needed to be levelled relative to an established chart datum. This involved discussions with Land Information New Zealand, and it was found that there is a 0.6 m difference in mean sea level between Wellington and Porirua. This is because tide heights also vary around a coastline, with some areas having a greater tidal amplitude than others. What they have shown on plans 09-040-1A to 8A is the

0.7m contour and spot heights in terms of Mean Sea Level based on the Wellington Vertical Datum 1953 (WVD53).

It is important to recognise that the MHWS limit is only a mean of the high spring tides. It is an arbitrary jurisdictional boundary that pays no heed to the coastal processes that operate across a beach. There are a number of days in any given year on which the high spring tide will exceed this limit. Around Porirua, 3% of tides will exceed this height by up to 0.15 m, excluding any other atmospheric or marine influences that also play a role in governing water level at the coast. Furthermore, wave runup on the beach face will exceed MHWS regularly, especially during storm events, that allows waves to reach the upper foreshore and dune toe.



**Dr Iain Dawe**  
Senior Hazards Analyst  
Environmental Policy

**Att 1**

**Titahi Bay beach - Videos of typical evenings in the past few weeks**

<https://www.facebook.com/watch/?v=599230358035089>

<https://www.facebook.com/watch/?v=578275253273294>

Regional Coastal Plan 2000

3. Interpretation, P22

**Mean high water springs (MHWS)** means the average of each pair of successive high waters during that period of about 24 hours in each semi- luration (approximately every 14 days), when the range of tides is the greatest.



Josh Campbell was parked in his car on Titahi Bay, Porirua, when he helped save a man from drowning. Now he, and others, have been told they can no longer park on the middle section of the beach.  
KEVIN STEWART

## Driven to frustration by car beach ban



**Titahi Bay**  
**Tom Hunt**

DOMPOST 4-10-21

A new no-vehicle sign on Titahi Bay beach in Porirua is not about to stop Josh Campbell from driving there. The number of holes in the sign – presumably caused by people throwing rocks – suggest others are equally displeased with the new rule.

Greater Wellington Regional Council has installed signs on the beach banning vehicles from the middle section in order to protect sub-fossil tree stumps from a forest that grew there more than 35,000 years ago, and likely much longer.

*“I know what the law says, I don’t care what the sign says.”*

**Josh Campbell**

The reason Campbell planned to drive and park on the beach was that he liked to sit there and watch the sea. But he believed the regional council lacked the legal right to ban him.

“I know what the law says, I don’t care what the sign says,” he said. But there was also a safety aspect to his beach visits.

He was sitting on the beach in his car in May when he saw another beach goer dash into the surf to save a man who was near drowning. Campbell said he had helped haul the heavy man in.

He supported the desire to not have cars driving over the fossilised forest and supported Porirua City Council’s existing closing of the gates to the beach each night.

But a total ban over driving on the beach – except at each end but only to launch boats or access boat sheds – was going too far, he said.

“I love this place. I come here all the time. You come here in the middle of winter, sit in your car, and enjoy the environment.”

The regional council rules came into place in June, but the signs telling people to keep vehicles off the beach only went up late last week.





## Titahi Bay Residents Association

Published by Graeme Ebbett · Just now ·



The remains of the damaged motor-vehicle beach sign are taken away.



