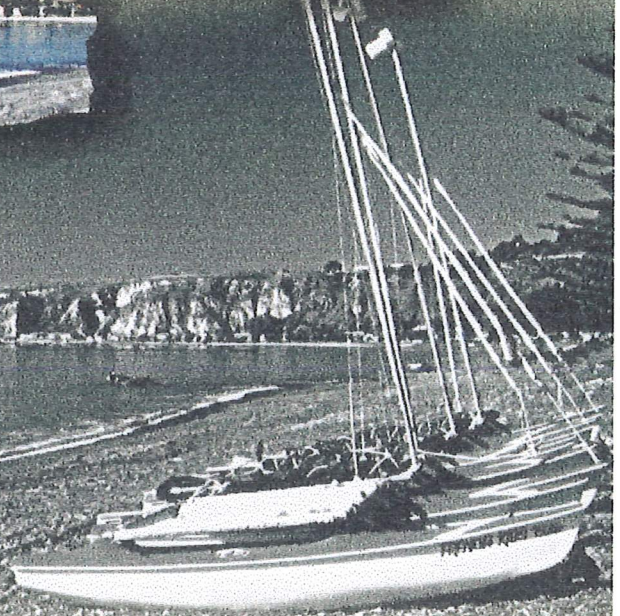
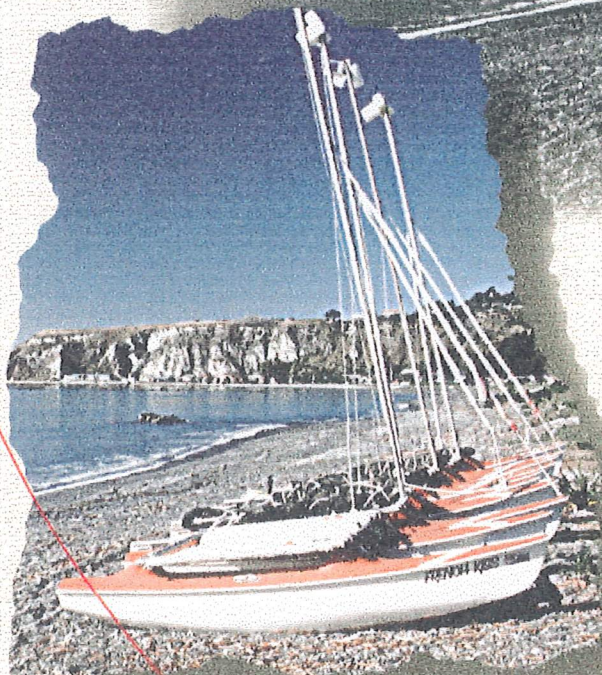
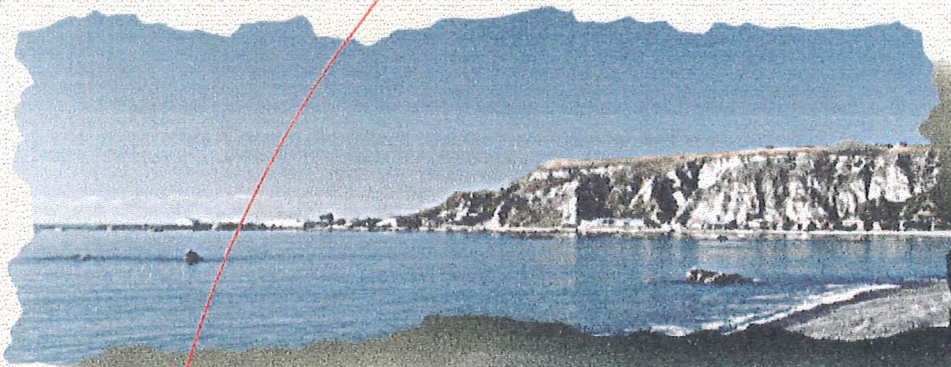


KAIKOURA DISTRICT COUNCIL



**COASTAL
MANAGEMENT
STRATEGY**

KAIKOURA DISTRICT COUNCIL
COASTAL MANAGEMENT STRATEGY

FINAL RELEASE

MARCH 1998

Report prepared by:

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KAIKOURA DISTRICT COUNCIL COASTAL MANAGEMENT STRATEGY

EXECUTIVE SUMMARY

The purpose of the Coastal Management Strategy (the Strategy) is to provide a strategic planning framework for the development of the Kaikoura township's coastal environment. Its intention is to balance the need for the provision of facilities for local residents, tourist operators, commercial fishing interests, and visitors, with community expectations and requirement under the RMA for preserving the natural character of the township's coastal landscape.

The desired outcome of the Strategy is that the future development of township's coastline will be to planned, prioritised, and programmed in a coordinated manner which matches the resources and expectations of all the stakeholders of the township's coastal environment.

The Strategy has six objectives, each covering a different management issue for Kaikoura's coastline. These objectives are:

Coastal Landuse:

To identify appropriate existing and proposed land uses and facilities in the coastal environment, and to direct the location of new developments and those which can be relocated in such a way that the existing natural landscape is retained or enhanced, and the conflicts between uses is minimised.

Coastal and Lyell Creek Protection

To promote protection measures for coastal and Lyell Creek erosion which, where possible, are integrated into the natural landscape character.

Walkway Development

To develop a continuous walkway linkage along the total length of Kaikoura township's

coast which takes the maximum advantage of natural character of the coast, and is separated as far as possible from vehicular traffic.

Landscape Character

To retain, and where possible enhance, the existing character of the coastal landscape while implementing appropriate landscape measures.

Visitor Information

To improve the general visitor information for outstanding features of the Kaikoura coastal environment.

Public Involvement

To involve the public in the design and implementation of agreed actions.

As a result of a staged consultation with all the coastal stakeholders, recommended actions to deal with the issues were developed and prioritised. The recommendations to meet each objective are as follows:

Land Use

The coastal land use pattern recommended by this Strategy reflects the wishes of the community to retain the existing open space character of the Kaikoura township's coastal environment, to keep commercial tourism-based land uses to a limited number of locations rather than allow ribbon development of commercial operators, and to retain the existing commercial fishing industry at the 'New Wharf'.

The retention and enhancement of open space as the prime land use for the Esplanade area is recognised by a recommendation to change the status of the seaward Esplanade margins to Recreation Reserve, and by controlling vehicle access onto grassed areas. The retention of open space as the primary land use within the majority of South Bay is also recommended by the Strategy.

The need for commercial facilities to cater for visitor needs is recognised by the recommendation to create small dedicated sites for mobile vendor areas at Margate Street, Jimmy Armers Beach, in South Bay Recreation Reserve and at the entrance to South Bay from State Highway 1. These sites are considered the most appropriate locations for both eco-tourism operators and mobile food vendors. The need for improved facilities for people who use the coastline for informal recreation has been recognised at Jimmy Armers Beach and in South Bay, while the need for improved vehicle parking at prime interest and recreation spots has been recommended.

The significant historic value of the area from the Pier Hotel to Jimmy Armers Beach is recognised in the Strategy with the recommendation for the KDC to be proactive in designating the area as a Historic Precinct in the Draft District Plan. From Jimmy Armers Beach to Point Kean, the retention and enhancement of Conservation values is recognised as the primary influence on land use in this area.

The Strategy recommends that the existing commercial fishing and fish processing industry should be retained at the 'New Wharf', rather than the provision of additional facilities at South Bay to locate all fishing operators at one place.

Coastal And Lyell Creek Protection

Coastal erosion, particularly along the Esplanade, is seen as a high priority to be addressed by this Strategy. The recommended method of coastal protection for the majority of the Esplanade is beach renourishment using foreshore sediment from a local source. In front of the University of Canterbury Marine Laboratory the recommended solution is continuation of the concrete sea wall. Other coastal erosion areas identified by the Strategy include Whakatu and Avoca Bays, and from Jimmy Armers Beach to Point Kean. Concerns about opening the mouth of Lyell Creek and bank erosion at the Garden of Memories are also addressed in the Strategy.

Walkway Development

The Strategy aims to build on the existing walkway network by completing a continuous walkway linkage along the coast of the township and the peninsula. The desired outcome is for walking to replace vehicles as the preferred option of travel for visitors within Kaikoura. The Strategy recommends using innovative approaches to the provision of walkways where appropriate. This includes the use of beach boardwalks along the Lyell Creek frontage, using the walkway as the boundary between the beach and the open space along the Esplanade, using wharf piles and rope to separate walkways from the road leading to and from the wharf areas, and routing the walkway through coastal scrub from Armers Beach to Point Kean. The Strategy recommends that the coastal walkway be continued at South Bay to link to the Peninsula walkways.

Landscape Character

The Strategy aims to utilise and strengthening existing planting where appropriate and integrating landscape treatments in walkway development, provisions for parking, and erosion control works. Major landscape improvements recommended by the Strategy include the banks of Lyell Creek, the historic areas around the north wharves, Jimmy Armers Beach, the South Bay Recreational Reserve, and the entrance to South Bay from State Highway 1. The Strategy recognises that prior to any landscape treatment being undertaken, the extent and nature of historic values are to be clearly identified and where necessary, a conservation plan prepared.

Visitor Information

The Strategy recommends a two tier system of visitor on-site information. The first tier consists of simple colour coded marker posts to indicate to vehicular traffic the "location" of heritage, recreation and nature sites of interest. The second tier involves the use of more detailed interpretative signs which are targeted at pedestrian visitors. The recommended types of interpretative signage include; lecterns, low horizontal maps and vertical display boards.

The final design and location of signs will be agreed in consultation with DoC and the local Kaikoura Historical Society.

Three special interpretative signs recommended by the Strategy are an innovative "plane table" on the beach frontage at the town centre, a kiosk at the old wharf pointing out the historical importance of the general area, and a "gateway" to the Peninsula walkway at the South Bay Recreational Reserve.

In addition to the on-site information, it is recommended that a walkway brochure be developed which highlights the location of the heritage, recreation and nature sites which can be visited during a walking tour of Kaikoura township and the Peninsula.

Public Involvement

A key aspect of the Strategy is community involvement in both the preparation and the implementation of the Strategy. High public involvement will result in a greater level of public acceptance and ownership of the Strategy. The Strategy recommends the use of community, business, and school groups in partnership with the Kaikoura District Council to implement and maintain the landscape treatments where possible. This not only increases the public ownership of the initiatives of the Strategy, but also reduces the costs involved.

A key component in the community involvement in the implementation of the Strategy is the recommended appointment of a community coordinator (officer or organisation). It is considered that the functions of this individual or organisation would include securing external funding from grants, and to motivate and coordinate the community, business, and school group involvement in the implementation of the proposals.

KAIKOURA DISTRICT COUNCIL COASTAL MANAGEMENT STRATEGY

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KAIKOURA DISTRICT COUNCIL COASTAL MANAGEMENT STRATEGY

PART A: OVERVIEW AND ORGANISATION

KAIKOURA DISTRICT COUNCIL COASTAL MANAGEMENT STRATEGY

1.0 INTRODUCTION

1.1 Purpose Of The Coastal Management Strategy

The Coastal Management Strategy is a necessary resource management tool for the Kaikoura District Council, (KDC). Although it is not a statutory requirement under the Resource Management Act 1991 (RMA), KDC consider that the a coastal environment will be under increasing pressure as Kaikoura continues to develop as a tourist destination.

The purpose of the Coastal Management Strategy (the Strategy) is to provide a strategic planning framework for the development of the Kaikoura township's coastal environment. Its intention is to balance the need for the provision of facilities for local residents, tourist operators, commercial fishing interests, and visitors, with community expectations and requirement under the RMA for preserving the natural character of the township's coastal landscape. The Strategy is a comprehensive document incorporating issues such as: management of Council assets, land use planning, natural hazard management, and landscape or beach care management.

The aim of developing this Strategy is to achieve the following outcomes:

- Allow the KDC to implement the development and landscaping of the township's coastline, including landscape development, in a planned and coordinated manner.
- Allow major Council projects to be programmed and prioritised in a way which meets the resources of the Council and the community.
- Allow resource consents for Council projects to be sought in the knowledge that the projects have the support of the community.
- Give potential developers a clear message about the types and location of future developments which are preferred by the community.

For some issues, the Strategy develops implementation methods for policies contained in the Kaikoura District Council's Strategic Plan. For other issues, the Strategy recommends actions for inclusion in other planning documents such as the Annual Plan and the new Draft District Plan which is currently being prepared.

A key aspect of the Strategy is community involvement in both its preparation and

implementation. Community involvement was achieved in the preparation of the Strategy through extensive consultation with the local community which has ensured that stakeholder of the coastal environment have had the opportunity to present their views and contribute ideas on how their coastline should be developed and managed. In the implementation of the Strategy, it is planned that community involvement and ownership will be achieved by the participation of community, interest, and school groups in several of the landscape works programmes.

It is proposed that the works and actions recommended in the Strategy be implemented over a 10 year period. However, it should be noted that since the Strategy is outside the RMA, there is no legal requirement to carry out the recommended actions, only a moral obligation to the community of Kaikoura to proceed with these actions as the resources become available. It is anticipated that the recommended actions will be reviewed periodically by the KDC during the lifetime of the Strategy to ensure that they are still appropriate, and that variations will be made if required.

1.2 Objectives of the Coastal Management Strategy

The objectives of the Strategy are as follows:

- Coastal Landuse

To identify appropriate existing and proposed land uses and facilities in the coastal environment, and to direct the location of new developments and those which can be relocated in such a way that the existing natural landscape is retained or enhanced, and the conflicts between uses is minimised.

- Coastal and Lyell Creek Protection

To promote protection measures for coastal and Lyell Creek erosion which where possible, are integrated into the natural landscape character.

- Walkway development

To develop a continuous walkway linkage along the total length of Kaikoura township's coast which takes the maximum advantage of natural character of the coast, and is separated as far as possible from vehicular traffic.

- Landscape character

To retain, and where possible enhance, the existing character of the coastal landscape while implementing appropriate landscape measures.

A summary of the current and proposed landscape character for each area is presented in Figures A1.1 & A1.2.

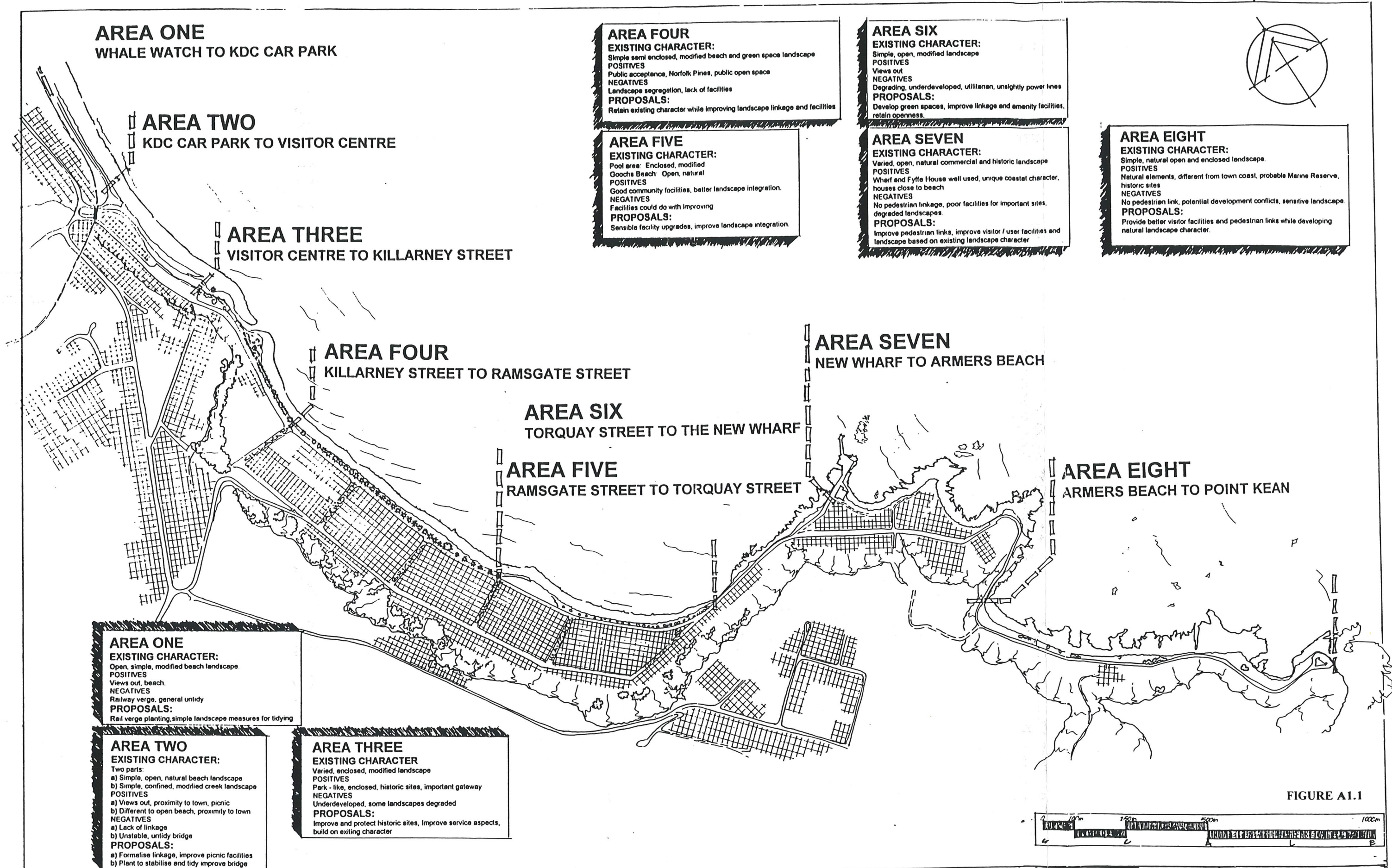


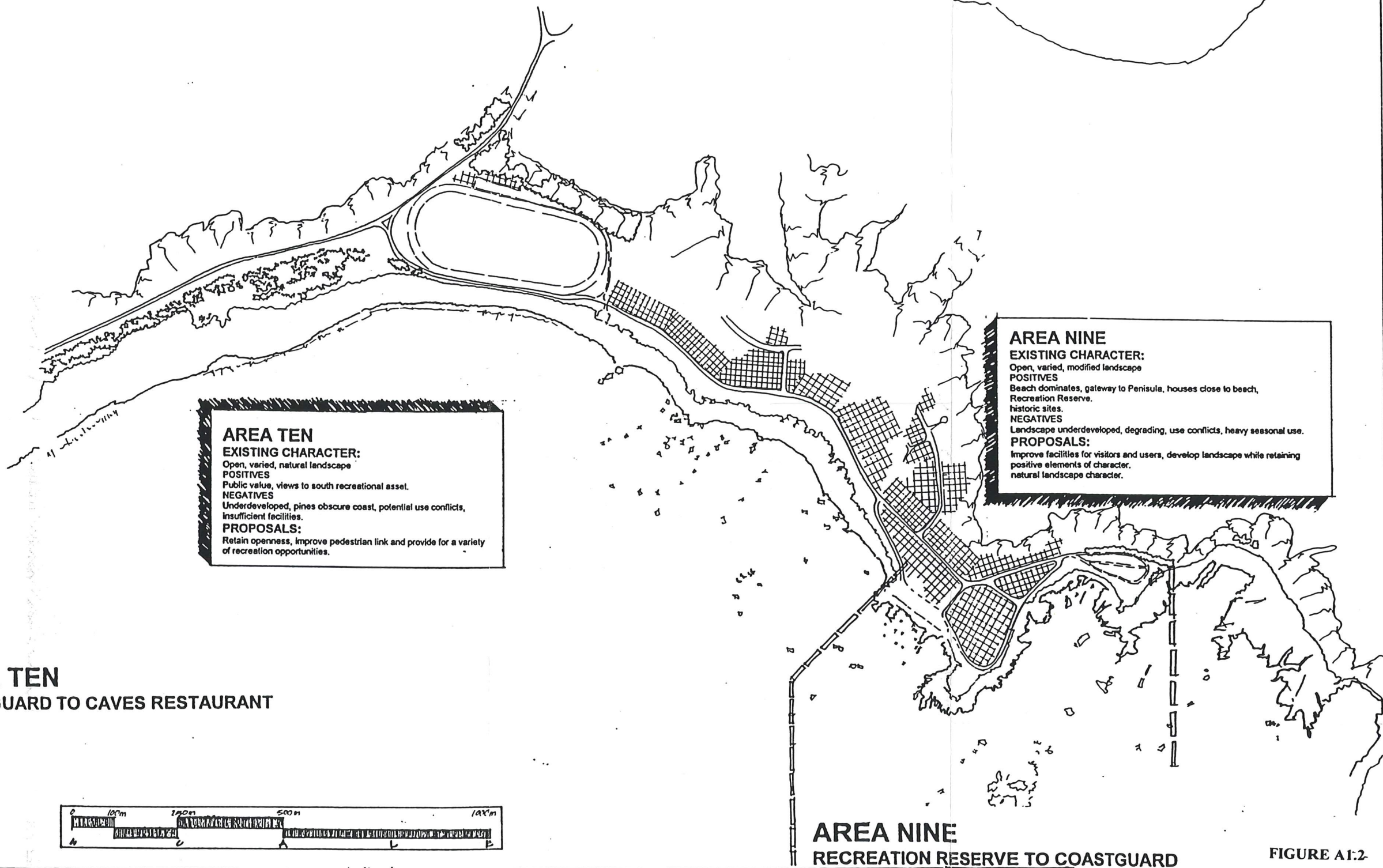
FIGURE A1.1

K A I K O U R A COASTAL DEVELOPMENT STRATEGY

EXISTING & PROPOSED CHARACTER WHALE WATCH TO POINT KEAN



SCALE: 1:5000
DATE: Aug 96
FILE: 9642



KAIKOURA

COASTAL DEVELOPMENT STRATEGY

EXISTING & PROPOSED CHARACTER

SOUTHBAY

T&T
TONKIN & TAYLOR LTD.
CHRISTCHURCH
155 KILMORE STREET

EARTHWORK
LANDSCAPE ARCHITECTS & ENGINEERS

FIGURE A1:2
SCALE: 1:5000
DATE: Aug 96
FILE: 9642

- Visitor information

To improve the general visitor information for outstanding features of the Kaikoura coastal environment.

The proposed design of the various types of signs to present visitor information are shown in Figure A3

- Public Involvement

To involve the public in the design and implementation of agreed actions.

1.3 Organisation of Coastal Management Strategy

1.3.1 Layout

The Strategy has been divided into the following three parts:

- Part A: Overview And Organisation

The remainder of Section 1 of this part introduces the process involved in the preparation of the Strategy, describes the physical setting of the Kaikoura coastline, and outlines the existing management structures and agencies which have responsibilities within the coastal environment.

Section 2 explains how the Strategy will be implemented, covering costs, funding and community coordination.

- Part B: Break Down Of Issues and Actions By Areas

The coastline covered by the Strategy has been divided into ten smaller areas based on the physical characteristics of each area. Sections 1 to 10 of this part of the Strategy correspond to each of these areas. Within each area details of land status, designations and protections, current uses of the coastal environment, issues to be addressed, and recommended actions to meet the objectives of the Strategy are presented. Priorities for addressing issues, and the strengths and weaknesses of the recommended actions are also outlined. Landscape proposals associated with the Strategy for each of the areas are included as fold out plans in the appropriate sections. These proposals give a brief description and examples of typical cross-sections of the landscape treatments recommended for each area.

WALKWAY BUILDINGS

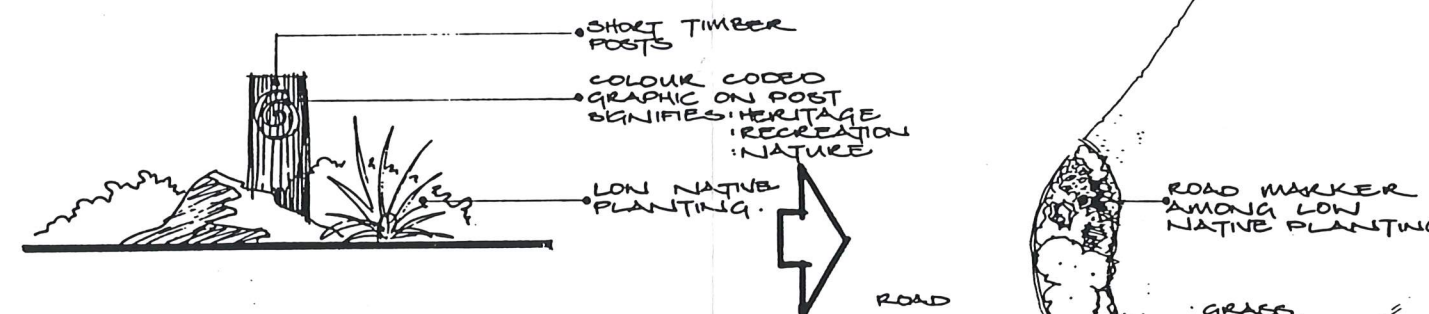
VISITOR INFORMATION

WALKWAY BROCHURES

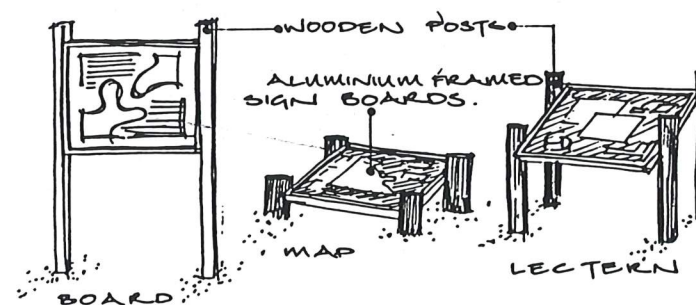
- ISSUED AT THE VISITOR CENTRE TO ORIENTATE ALL VISITORS TO THE TOWN'S WALKWAY ASSET.
- SHOWS MAIN POINTS OF RECREATIONAL, HERITAGE AND NATURAL INTEREST.
- DESCRIBES THE INFORMATION SYSTEM OF ROAD MARKERS ALERTING VEHICLE TRAFFIC TO FEATURES AND INFORMATION BOARDS PROVIDING MORE DETAILED DESCRIPTIONS.
- COULD BE COMPLEMENTED BY A HANDBOOK WHICH PROVIDES MORE DETAILED INFORMATION ON EACH SITE, PROVIDING PHOTOS AND SKETCHES AND TELLING A WIDER STORY OF KAIKOURA.



ROAD MARKERS



INFORMATION BOARDS

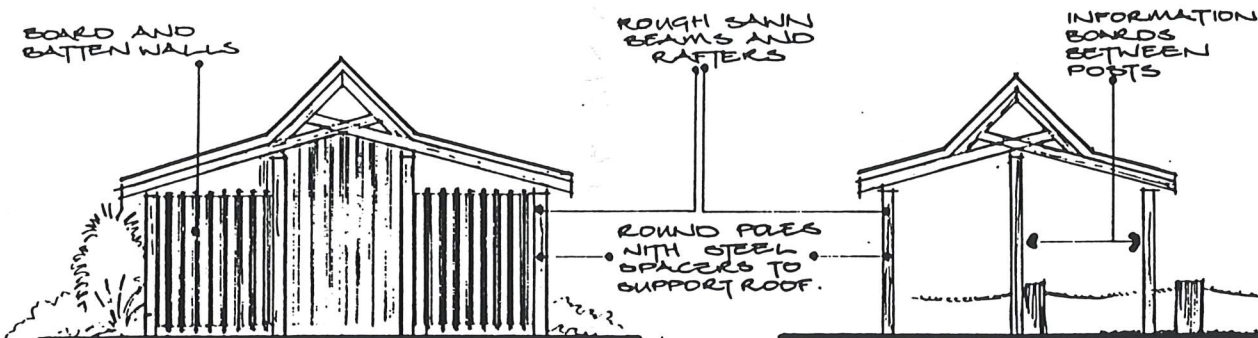


- NOTES
- THREE MOUNTING TYPES TO SUIT DIFFERENT SITUATIONS. SIGN FRAMES TO BE COLOUR CODED AS PER ROAD MARKERS

INFORMATION BOARDS AT ENTRY POINT TO FEATURE AREA AWAY FROM ROAD IN PEDESTRIAN ORIENTATED AREA.



FIGURE A2



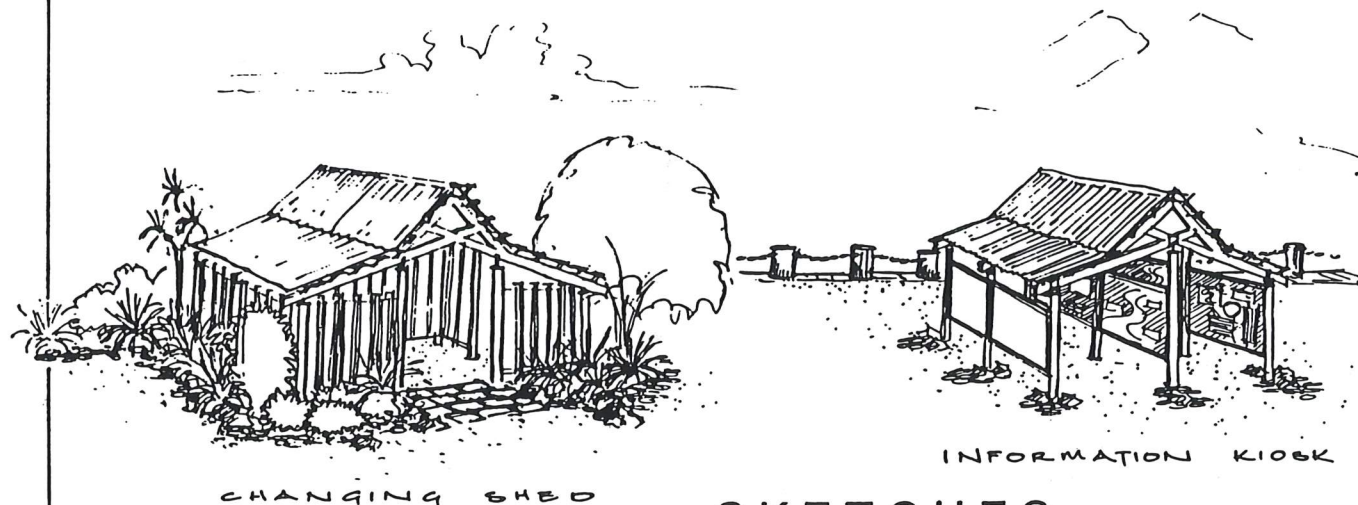
NOTES:

- BASIC SHAPE/DESIGN AND 1.8 METRE MODULE CAN BE USED FOR A VARIETY OF PURPOSES.
- TOILETS.
- CHANGING SHEDS
- SHOWER BLOCK.
- STORAGE BUILDING.

NOTES:

- SIMILAR DESIGN TO OPPOSITE USING 1.8 METRE MODULE BUT COULD BE LEFT WITHOUT WALLS WITH INFORMATION BOARDS AS ABOVE.

ELEVATIONS



SKETCHES

KAIKOURA

COASTAL MANAGEMENT STRATEGY

BUILDINGS, SIGNAGE
BROCHURE CONCEPTS

T&T
TONKIN & TAYLOR LTD.
CHRISTCHURCH
155 RIMORE STREET

EARTHWORK
28 PINE STREET
CHRISTCHURCH
TEL: 03 366 1111
FAX: 03 366 1112
WWW.EARTHWORK.CO.NZ

- **Part C: Appendices**

A number of appendices which summarise different aspects of the actions outlined in Part B, are presented in Part C. Appendices A, B, and C cover planning and consent requirements including actions recommended to be transferred to the Draft District Plan, recommended changes to the Rural E Zone in the new Draft District Plan, and resource consents required to implement the Strategy. Appendices D, E, and F summarise the actions within each level of high, medium and low priority. The estimated costs of implementing each of these actions are also provided in these appendices. Appendix G lists projects which are recommended as suitable for community involvement. Appendix H describes the redevelopment options for the north wharf. Appendix I presents information on coastal Conservation Land. Appendix J presents the recommended plant species to be used in different locations. Appendix K lists the references used in preparing this Strategy.

1.3.2 Criteria For Prioritising Actions

Within each area, the actions recommended in the Strategy are ranked into high, medium, and low priority. The level of priority assigned to each action indicates the proposed time frame for the action within the ten year period of the Strategy. It is anticipated that high priority actions will be undertaken in the first three years of the Strategy, the medium priority in the second three years, and the low priority in the final four years.

High priorities were assigned to actions which met the following criteria:

- Where there is a threat to a resource (eg coastal erosion, wharf issues requiring urgent attention).
- Locations where there was a high demand for the action based on usage (eg high usage of the town centre and Esplanade areas).
- For practical reasons (eg actions to be included in the Draft District Plan which is currently being prepared).

Medium and low priorities were assigned to the remaining actions on a basis of need and whether the KDC has an input into the implementation of the action.

Within some areas there is more than one action which has the same ranking. In these circumstances, the order of undertaking the actions will be determined by practicality, for example physical works which must be undertaken prior to landscape works.

It is anticipated that any reviews of the Strategy would include consideration of the assigned priorities to each recommended action. Re-prioritisation of the actions will occur as required to take account of changing needs and expectations of stakeholders in the coastal environment.

1.3.3 Definition of Areas

The Strategy covers the section of Kaikoura township from the Whale Watch office to Point Kean on the Kaikoura Peninsula, and in South Bay from the Recreation Reserve to the Caves Restaurant.

The section of the Kaikoura Peninsula from Point Kean to the South Bay Recreation Reserve is not included in this Strategy, as this area is under the control of the Department of Conservation rather than the District Council.

The coastline covered by the Strategy has been divided into the following ten smaller areas based on the physical characteristics of each area.

1. Whale Watch frontage
2. Lyell Creek frontage
3. Kaikoura Information Centre to Killarney Street
4. Esplanade: Killarney Street to Ramsgate Street
5. Esplanade: Ramsgate Street to Torquay Street (Goochs Beach)
6. Esplanade: Torquay Street to the 'New Wharf'
7. 'New Wharf' to Armers Beach
8. Armers Beach to Point Kean
9. South Bay: Recreation Reserve to west end of Moa Point car park
10. South Bay: West end of Moa Point car park to Caves Restaurant

The location of these areas are shown in Figures A1.1 - A1.2.

1.4 Physical Setting Of The Coastline Of Kaikoura Township

The northern section of the Kaikoura township's coast, from the Whale Watch (Kaikoura) Ltd office to Torquay Street, consists of a mixed sand and gravel beach ridge. Sediment for this section is sourced from the southerly movement of materials from the Hapuku River. Limestone reefs are exposed at several points. The beach faces a predominantly north-easterly direction and is exposed to the frequent north-easterly storms, while being protected from southerly storms by Kaikoura Peninsula. The shoreline from Lyell Creek to Torquay Street has been artificially built up by the placement of gravel material in the past. However, in recent times it has been subject to coastal erosion which now requires mitigation.

The coastline around the northern side of the peninsula consists of limestone and mudstone shore platforms. Beach deposits are comprised of material eroded from these platforms, which are either limestone cobbles or fine sand and silts such as those found at Jimmy Armers Beach. Along the Esplanade frontage, seawalls have been constructed to prevent erosion, while limestone headlands protect the pocket beaches in Wakatu and Avoca Bays.

The South Bay coastline faces southeast and is exposed to the frequent southerly storms. At the eastern end, limestone reefs and platforms with narrow pebble beaches are the predominant feature. To the west and south, the beach consists of mixed gravel and sand accreting from the northerly movement of materials from the Kowhai and Kahutara Rivers.

At all points along Kaikoura township's coastline there are wide, unobstructed views of the coastal environment, while many points have the additional attraction of views of the majestic Seaward Kaikoura Range and associated mountain backdrop.

The landscape character of the coastline to the north of the Kaikoura Peninsula is influenced by the dominance of the Norfolk Pines and *Coprosma* hedging. Other features which have an impact on the coastal landscape of this section of coastline include; the West End commercial properties, the swimming pool, the Garden of Memories and shore front residential areas. The 'New Wharf' and its associated commercial fish processing complex, the 'Old Wharf' and toilet block at Jimmy Armers Beach are prominent features of the northern headland of the peninsula. In South Bay, residential areas, the open space of the Recreation Reserve, the Moa Point development, and various boating facilities are dominant landscape features of this section of coast. This leads into the open, natural landscape of the sweeping coastline broken by the pine plantations on either side of State Highway 1.

1.5 Existing Coastal Management

1.5.1 Overview

There are a number of different authorities at national, regional, and the local level which are responsible for managing the Kaikoura coast. These responsibilities are derived from a number of Acts of Parliament. The following table summarises these authorities and the principal Acts under which they have management responsibilities.

Table 1 Existing Management Responsibilities		
Authority	Principal Acts of Parliament	Level of Responsibility
Department of Conservation	Conservation Act 1987 Reserves Act 1977 Resource Management Act 1991 Marine Reserves Act 1971	National
Historic Places Trust	Historic Places Act 1993	National
Canterbury Regional Council	Resource Management Act 1991 Harbours Act 1950 Soil Conservation and Rivers Control Act 1941.	Regional
Kaikoura District Council	Resource Management Act 1991 Reserves Act 1977 Local Government Act 1974	Local

1.5.2 Department of Conservation

The Department of Conservation (DoC) has several different management roles within the coastal environment. These roles result from its responsibilities as a landowner of coastal land, the guardian of the crown's interest in reserves and the sea bed, and as a result of their advocacy role on conservation matters.

Several areas along the Kaikoura township's coastline are conservation land, over which DoC exercises varying degrees of control and management depending on the status of the land. These areas include some beach foreshore locations which are directly administered by DoC under the Conservation Act 1987. Within these conservation areas, DoC has exclusive control of the occupation and use of the land. Any member of the public or a corporate entity may apply to DoC for a concession (eg lease, licence, or permit) for the commercial or non-commercial use of this land. The Department is required to ensure that the granting of any concessions meets the objectives of the Conservation Management Strategy (CMS) for the Nelson/Marlborough conservancy.

Other conservation land within the area covered by the Coastal Management Strategy are Recreation and Scenic Reserves under the Reserves Act 1977. The majority of these reserves (except Point Kean) are vested KDC and managed by KDC. However, since there are no operative Reserve Management Plans for any of these reserves, prior consent is required from the Minister of Conservation before leases or licenses can be granted for land uses in these reserves.

Part B of the Coastal Management Strategy identifies the location and status of conservation land within each area of the Kaikoura township's coastline. The status, area and management of all conservation land is summarised in Appendix I in Part C.

DoC and the Minister of Conservation have a number of roles under RMA. DoC were responsible for the preparation of the New Zealand Coastal Policy Statement (NZCPS) which sets principles and broad policies for the sustainable management of the coastal environment. Regional Plans and Policy Statements, and District Plans can not be inconsistent with the policies of the NZCPS. DoC also maintains an advocacy role on conservation issues for all plans and resource consent applications. The Minister's responsibilities under this Act include approving Regional Coastal Plans for the Coastal Marine Area (area below Mean High Water Spring, [MHWS]), and approving resource consent applications for activities which are deemed to be Restricted Coastal Activities due to their potential significant impact on the Coastal Marine Area (CMA).

The Minister of Conservation, in conjunction with the Minister of Fisheries, also has the responsibility for approving applications for the establishment of Marine Reserves under the Marine Reserves Act 1971. An application for the establishment of a Marine Reserve at the Kaikoura Peninsula was submitted by the Royal Forest and Bird Protection Society in 1991. To date, the outcome of this application has not been decided.

1.5.3 Historic Places Trust (NZHPT)

The Kaikoura coastline is rich in both Maori and European history. There are numerous heritage and archaeological sites along the township's coastline which are recorded with the NZ Archaeological Association. These sites are covered by the archaeological authority process administered by the NZHPT. This includes both archaeological sites and building sites.

Within each area of coastline covered by the Strategy, all of the recorded sites as described in the inventory supplied by the NZHPT on 14th March 1996 are identified in the relevant section in Part B of the Strategy. Some of these recorded sites are also listed in Appendix C, Part 3 of the Transitional Kaikoura District Plan (Sites protected under the Historic Places Act).

The Historic Places Act 1993 requires an approval from the NZHPT be sought prior to any destruction, damage, or modification to any archeological sites currently listed and any which may be identified in the future. In such an important archeological area as Kaikoura, it is paramount that all the necessary steps to investigate and protect sites are carried out in association with coastal development.

1.5.4 Canterbury Regional Council (CRC)

Under the RMA 1991, Regional Councils are required to prepare Regional Policy Statements (RPS) and Regional Coastal Plans (RCP). The RPS outlines policy directions for the sustainable management of the natural and physical resources of the region, while the Coastal Plans detail how resources (eg water quality, occupation of space, and controls on structures, but not including fish resources) within the CMA will be managed.

For the purposes of integrated coastal management the Proposed Regional Coastal Plan for the Canterbury Region, which was notified in 1994, also covers the coastal environment above MHWS which could be subjected to coastal hazards. This plan is therefore titled a Proposed Regional Coastal Environment Plan, (RCEP). Within these hazard areas, activities and land uses which could result in the escalation of coastal hazards require a resource consent from the CRC. For some activities, consents are only required if they are located on the "active beach profile", which is the present beach landform, not the area behind which may be subjected to hazards in the future. For Kaikoura, these coastal hazard areas exist to various widths along the total length of the township's coastline. Under the RMA 1991, resource consents are also required from the CRC for various activities in the CMA (eg discharges, structures, exclusive occupation) as well as for discharges to the coastal environment above the CMA.

The CRC also has powers and functions under the Harbours Act 1950. These include the control of safety and speed in harbour areas through the use of By-laws. At Kaikoura the harbour area is extensive, covering the area of sea on both sides of the peninsula within a 4.8 km (3 mile) radius from a trig station located on the top of the peninsula.

The CRC has also retained functions under the Soil Conservation and Rivers Control Act 1941, for works to control flooding and drainage. Under this Act, the CRC undertake the opening of Lyell Creek and carry out river works within the creek. These activities are funded from the local Lyell Creek Rating District, which comprises of landowners who directly benefit from these river works.

1.5.5 Kaikoura District Council (KDC)

The KDC is responsible for administering a number of Recreation Reserves and one Scenic Reserve along the township's coastline under the Reserves Act 1977. These reserves are conservation land where the management control has been vested in the Council. The KDC is responsible for the day to day management of the reserves with the aim of meeting the objectives of the Conservation Management Strategy for the Nelson/Marlborough Conservancy.

In other areas of the township coast (e.g. The Esplanade and South Bay), there is a strip of foreshore above MHWS for which no legal land owner has been identified. This has

occurred because of natural or human induced advance of the foreshore (accretion) since the time of the last legal survey of the foreshore. In these locations the land behind the foreshore is road reserve vested in the KDC. These foreshore areas are not covered by the Foreshore & Seabed Revesting Act 1991, therefore, it is assumed that these areas have become part of the Road Reserve by accretion. The responsibilities of the KDC in managing these reserves are covered by the Local Government Act 1974.

Under the RMA 1991, the KDC has management responsibilities for general land use controls of the coastal environment above MHWS. In the Transitional Kaikoura District Plan, all of the township's coastline is zoned Rural E (Coastal Erosion Protection), within which the permitted uses or activities are coastal protection and reserves. All other land uses within the zone are either discretionary or non complying, and hence require a resource consent from the Council. A new draft District Plan is currently being prepared under the provisions of the RMA. Changes to the rules in the Rural E Zone which are suggested to be included in this draft District Plan are given in Appendix C, under Part C of this Strategy.

Under the Transitional Kaikoura District Plan there are also a number of protected sites in addition to those registered by the NZHPT. These sites are listed in Appendix C, Part 4 of the Transitional Kaikoura District Plan.

1.6 Stages Of Coastal Management Strategy Preparation

The Strategy was prepared in a staged way, to maximise opportunities for issue identification and consultation. The stages are set out in the following sub-sections.

1.6.1 Stage 1: Issues & Options

- Consultation

Initial consultation involved the preparation of a Draft Issues & Options Document which outlined the scope of potential issues and options for the Kaikoura township's coastal environment. This document was used as the basis for discussion at consultation meetings and interviews with representatives of different sectors of the local community.

The following is a summary of the consultation meetings and interviews undertaken at this stage of the process:

- One general public meeting
- One meeting with the South Bay Residents Association
- One meeting with members of the commercial fishing industry
- Two meetings with members of the Takahanga Resource Management Unit
- 20 interviews with representatives of eco-tourism operators,

- accommodation, retail, fishing, and residential interests
- 20 meetings, telephone conversations and correspondence with authorities who have a role in management of coastal areas. This included Canterbury Regional Council (CRC), Department of Conservation (DoC) and New Zealand Historical Places Trust (NZHPT).

- Submissions

Members of the community and management organisations were invited to make informal submissions on the Draft Issues & Options Document. These submissions were in the form of letters or replies to a questionnaire. Twenty five submissions were received covering a range of issues and options.

- Preferred Options

The results of the consultation and submissions were used to prepare a report to the KDC on the recommended options to address issues outlined in the Strategy. This report details all options, their strengths and weaknesses, and submissions made in support or opposition.

1.6.2 Stage 2: Draft Coastal Management Strategy

- Preparation of Draft Coastal Management Strategy

Following Council acceptance of the recommended options, the second stage of the process, involved the preparation of a Draft Coastal Management Strategy.

- Consultation

A second round of consultation meetings and interviews with local community groups and individuals was undertaken. This included:

- One meeting with representatives of the Takahanga Resource Management Unit
- One meeting with representatives of the Kaikoura Historical Society
- One meeting with staff at the Canterbury Regional Council
- One meeting with staff of Department of Conservation
- One meeting with representatives of "new wharf" commercial fishermen,
- One meeting with representatives of the Kaikoura Coastguard
- Two meetings with representatives of the Kaikoura Boat Club
- Twelve interviews with representatives of eco-tourism operators and the accommodation sector.

- Submissions

Members of the community and management organisations were invited to make written submissions on the Draft Strategy. Twenty submissions were received, the majority of which dealt with land use issues in South Bay.

1.6.3 Stage 3: Final Coastal Management Strategy

- Review of submissions

The final stage of the process involved a review of the submissions by the consultants and members of KDC staff, followed by the presentation of recommendations to the Council. Agreed changes were made to the Strategy.

- Final Coastal Management Strategy Preparation

The Final Coastal Management Strategy and associated landscape plans were then presented to the District Council and released to the public. It anticipated implementation of the Strategy could commence in the 1998/99 financial year if resources are available.

2.0 IMPLEMENTATION OF COASTAL MANAGEMENT STRATEGY

2.1 Timetable

The recommended actions contained in the Strategy are proposed to be implemented over a 10 year period. Implementation of the actions recommended in this Strategy are programmed to commence in the 1997/98 financial year. As set out in Section 1.2.3 of this part of the Strategy, the actions assigned a high priority are anticipated to be implemented in the first three years of the Strategy, the medium priority actions in the second three years, and the low priority in the final four years.

2.2 Cost Estimates

Cost estimates have been prepared for the each of the recommended actions contained in the Strategy. The following table summaries these estimates for each level of priority in each area. The estimates are for the KDC to carry out all of the recommended actions at full commercial rates. The estimates are explained in more detail within each area in Part B, and in Appendices D, E and F. For Area 1 no costs are shown in the Table due to the KDC not having any direct responsibility for any of the recommended actions in this area (theses costs are shown in the relevant appendices).

Table 2 Summaries of Costing Estimates			
Area	High Priority	Medium Priority	Low Priority
Area 1	Nil	Nil	Nil
Area 2	\$40,700	\$5,000	\$7,000
Area 3	\$14,700	\$35,500	\$33,500
Area 4	\$76,100	\$132,600	\$294,000
Area 5	\$32,700	\$53,700	\$180,200
Area 6	\$76,500	\$165,000	\$51,900
Area 7	\$119,200	\$33,500	Nil
Area 8	\$82,200	\$47,800	\$74,500
Area 9	\$51,500	\$53,200	\$55,000
Area 10	\$49,500	\$115,700	\$26,000
TOTAL	\$543,100	\$642,000	\$721,900

Considerable savings can be made to these costings by the use of community and service groups in the implementation of many of the actions. These savings have been estimated at \$217,500 over the total ten years of the Strategy. There are additional potential savings of \$233,000 if the following actions are supported by 50 % funding from the named external sources:

- Changing to underground services along the Esplanade in Areas 4 ,5, and 6. A \$205,000 saving if MainPower contribute 50% funding.
- Car and boat parking development at the Pier Hotel in Area 6. A \$19,200 saving if the Kaikoura Boating Club and the Pier Hotel contribute 50% of the costs.
- Parking development adjacent to the Kaikoura Boating Club slipway in Area 9. A \$8,800 saving if the Kaikoura Boating Club contributes 50% of the costs.

2.3 Funding Options

There are several options for funding the actions of the Strategy. In many of these circumstances these options can be "mixed and matched" to suit the individual options. There is also considerable opportunity for combinations of different types of funding to be used to achieve particular actions. The following sub-sections set out the various funding options, and recommend which actions are appropriate to be funded by the different options.

2.3.1 District Council Funding

Council Rates

It is recommended that Council general rates should only be used for funding when all other funding avenues have been exhausted. The most likely actions which will require funding from general rates are the physical works involved with the walkway and landscape development. The funding for these works would need to be assessed against the funding requirements for other Council infrastructures at the time of annual budgeting.

Use of capital and interest from the sale of Marlborough Port shares

It is recommended that this form of Council funding should be reserved for actions directly related to physical coastal protection works and Council's contribution to any "New Wharf" developments. It is not considered appropriate that this source of funds be used for landscape development.

Land Sales

A potential option could be that the Council's contribution to the cost of developments at the "New Wharf" could be offset by using revenue from the sale of the council owned reclamation at this wharf. If necessary, it would be possible to include this option as a provision in the land sale agreement between the Council and any prospective buyer of the land.

2.3.2 User Pays

Leasing

This option is already being applied for the use of commercial boat parking on Council parking areas. It is recommended that it be extended to cover the lease of areas provided for mobile vendors, and possibility for boat club parking on Council land.

Individual User Charges

This option could best be applied to the use of recreational slipway facilities. This option was also suggested as a possibility for the coastal walkway, but this is not considered practical due to the difficulty of enforcement.

Council Forward Finance and User-operator Shares

Under this option the Council would provide the forward finance for large projects involving the construction of infrastructure required to benefit either the tourism or commercial fishing sectors by taking out a loan against the rates revenue. Following the completion of the project, the infrastructure can then sold to the individual users as shares, with the Council making a profit on the share sale. This option should be considered for the development of new wharf facilities required for the commercial fishing industry.

2.3.3 External Grants

New Zealand Lottery Grants Board

Grants are available under the following categories which are applicable to actions recommended by this Strategy:

Lottery Environment and Heritage:

For projects involving cultural, environmental, and historic heritage of New Zealand. Actions which fall into this category includes the renovation of the Garden of Memories, renovation of the Town Centre bridge, the gateway at the South Bay Recreational Reserve, signage of historic and cultural sites, and native planting projects

at South Bay, and from Jimmy Armers Beach to Point Kean.

**Lottery Community
Facilities:**

Subsidy based grants for the capital cost of community buildings and facilities. Actions which fall into this category include the capital costs of the coastal walkway development, and the provision of recreation facilities at Jimmy Armers Beach and in South Bay.

Turning Point 2000

A trust set up in Canterbury through the Christchurch City Council and funded from corporate sponsorship and grants to encourage the fostering of closer relationships within the community through events, activities, and projects, celebrating the year 2000. Actions recommended in the Strategy which could qualify for funding as projects under this trust include the development of the coastal walkway, the gateway at the South Bay Recreation Reserve, the renovation of the Garden of Memories, and the renovation of the Town Centre bridge. One initiative already set-up under Turning Point 2000 is a tree planting project along the length of State Highway 1 in the region. The replacement of the pine plantation at South Bay with native shrub species could qualify for funding under this initiative.

Corporate Grants

It may be possible that some of the recommended actions under the Strategy can qualify for community grants from Corporate business houses such as the Todd Foundation and Fletcher Challenge.

2.3.4 Local Funds And Donations

It is anticipated that costs of several of the actions recommended in the Strategy could be reduced by donations of funds and materials from local community groups. From preliminary discussions, potentially interested groups include:

Town Centre Business Association

A new group being established to promote enhancement of the Town Centre. Interested in planting projects along Lyell Creek.

Esplanade Motel Owners

Interested in the provision of seats and picnic tables on the open space area in front of their respective motels.

Kaikoura "Green Card"

A concept being considered is to sell a Kaikoura visitor card, from which a levy could

go towards projects which promote visitor facilities. Actions recommended in the Strategy which may be appropriate for funding from this source includes walkway development, signage and native planting.

Department of Conservation

The Department of Conservation could assist with recommended landscape actions by the donation or subsidy of native plants, and with the provision of additional signage for heritage sites.

Canterbury Regional Council

Could assist with the landscaping of Lyell Creek with the donation or subsidy of plants.

Historical Society

Could assist with the provision of additional signage for historical sites by way of cash donations. This could include a more general sign pointing out the entry into "Old Kaikoura", and the presence of the "Historic Precinct" from the Pier Hotel to Jimmy Armers Beach.

2.3.5 Grants For Labour

There are several grants which can be applied for to assist with the provision of labour required to perform a number of the actions recommended in the Strategy. These include the following:

Task Force Green Funding

For employment of unemployed persons on projects.

Labour Department Employment subsidy

For the employment of persons who have been unemployed for greater than six months

New Zealand Lottery Grants Board

Lottery Youth Grant for youth worker salaries. Could be applicable for the salaries of supervisors if young people were used to provide labour on projects.

2.4 Community Groups

The following groups have been identified as having a potential input into the implementation of the Strategy by being involved with either the provision of materials

or labour. These groups include community, business, and recreation organisations, as well as school groups.

Scout and Guide Groups:	Native planting and maintenance projects.
Conservation Corp:	Labour on walkway, planting, and renovation projects.
Esplanade Moteliers:	Outdoor furniture along the Esplanade.
Forest & Bird Society:	Native planting and maintenance projects.
Kaikoura Boat Club:	Labour on development of boat and car parking areas adjacent to boat club slipways.
Kaikoura Garden Club:	Renovation and maintenance of the Garden of Memories.
Kaikoura High School:	Propagation, planting and maintenance of native areas.
Kaikoura Lions Club:	Labour on walkway and planting projects.
Kaikoura Primary School:	Native planting and maintenance projects.
South Bay Residents Association:	Materials for sign "Welcome to South Bay" at entrance to bay from State Highway 1, and labour for native planting and recreational reserve enhancement in South Bay.
Takahanga Marae:	Renovation of the Town Centre Bridge with sculptural mural and provision of prominent sculpture overlooking the Esplanade from the Marae grounds of Maui fishing up the North Island.
Town Centre Business Association:	Materials and labour for the enhancement of Lyell Creek

2.5 Community Coordination

A key component of the community involvement in the implementation of the Strategy is the recommended appointment of an individual or group co-ordinator. It is considered that the role of this co-ordinator would include making applications for external funding, to motivate and co-ordinate the involvement of the community groups in the provision of funds and materials, and to co-ordinate the work requirements of the council and the local community groups to meet the recommended timetable of the Strategy.

It is recommended that such an individual should not be a staff member of the KDC, but an independent person who has the skills and personal contacts to work closely with both the Council and the local community, to ensure that the implementation timetable is adhered to as closely as possible and that all potential funding options are pursued.

It is considered that the funding of this position could be on a cost saving basis, based on the amount saved from the estimated commercial rate of implementation of the projects. These savings could occur from both the successful application for external funds and the use of community groups for donations of cash, materials and labour.

2.6 Public Workshops And Display Of Plans

It is recommended that public workshops be held to explain and debate the proposals prior to the implementation of the landscape proposals for each area. The agreed final landscape plans will then be displayed in the Town Centre and at an appropriate location close to the area covered by the proposal until the works are completed.

In this way it will be possible for members of the community to continue to have input into the final landscape design via the workshops, and to monitor progress on the works via the plans.

KAIKOURA DISTRICT COUNCIL
COASTAL MANAGEMENT STRATEGY

PART B: BREAK DOWN OF ISSUES AND ACTIONS BY AREA

KAIKOURA DISTRICT COUNCIL COASTAL MANAGEMENT STRATEGY

PART B: BREAK DOWN OF ISSUES AND ACTIONS BY AREA

1.0 AREA 1: WHALE WATCH FRONTAGE

1.1 Land Status

The KDC does not own any land in the coastal environment within this area.

Part of the beach foreshore above MHWS is Conservation Land (CU2151.01) which is held under Section 62 of the Conservation Act 1987. A DoC concession is required for the use or occupation of this area.

The area of beach landward of the Conservation Land, the access road and the Whale Watch office are owned by Whale Watch Kaikoura Ltd.

1.2 Designations And Protections

There are no protected sites shown in the Transitional Kaikoura District Plan or recorded with the NZ Archaeological Association.

The Whale Watch land is designated as Railway Land in the Transitional Kaikoura District Plan, however this designation is being up-lifted.

1.3 Current Uses

1. Site of the Whale Watch and other tourist operator ticketing offices and departure point to Moa Point.
2. Access and car parking for the Whale Watch and other tourist operators.
3. Passive recreation such as beach walking and surf casting.

1.4 Issues To Be Addressed And Recommended Actions To Meet Objectives

The landscape proposals related to the recommended actions for this area are shown on Figure B1 on the following page.

1.4.1 Land Use

Issue: *Long-term principal land use of the area.*

Discussion: Whale Watch have indicated that they are likely to operate from this location over the next 3-5 years. Beyond this, their location will depend on their longer term strategic requirements. If Whale Watch do relocate, it is considered that this area should be retained for land uses involving visitors to Kaikoura such as eco-tourism, or public facilities such as a library. Another possibility for future use is a museum site. However, at this time the Kaikoura Historical Society see no advantage in relocating the museum to this location.

Recommended Action 1: Include in the Draft Kaikoura District Plan appropriate land use controls which restrict the use of this area to eco-tourism ventures or public facilities.

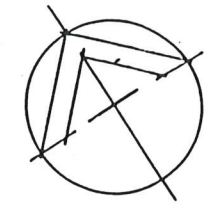
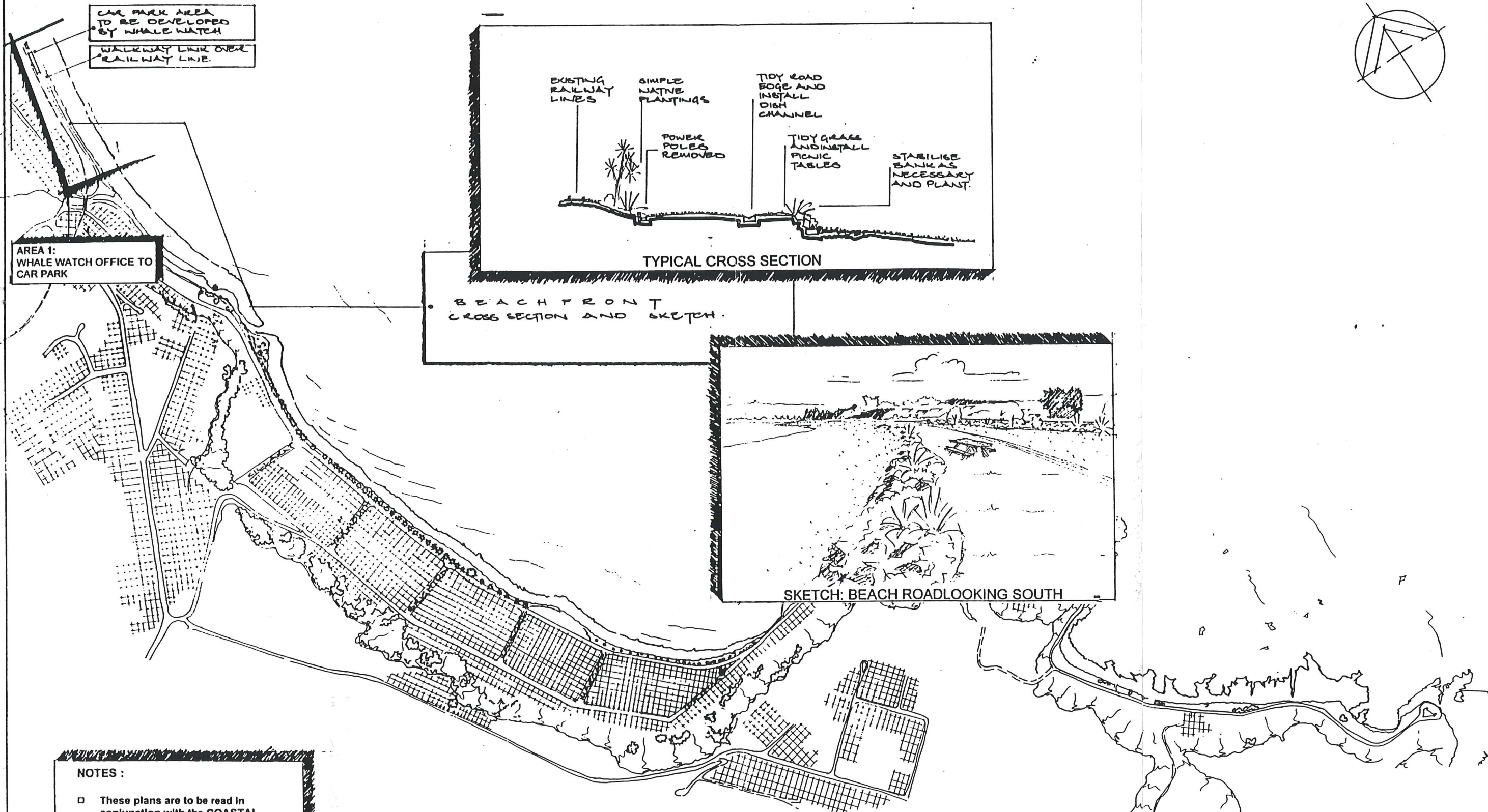
Priority: High

Recommended Action 2: If the Whale Watch land is offered for sale in the future, KDC purchase the land as "Community Purpose Reserve" and use it for public facilities or lease to eco-tourism ventures.

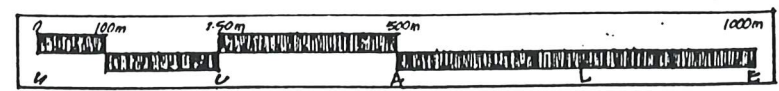
Priority: Low

Planning/consents requirements Resource consents are currently required from the KDC for uses other than what is covered in the existing railway designation.

Under the Transitional Kaikoura District Plan, the seaward margin of the area is in the Rural E Zone, for which land uses other than Coastal Protection works, protection forestry or reserves would require a resource consent from the KDC.



- NOTES :**
- These plans are to be read in conjunction with the COASTAL MANAGEMENT STRATEGY where proposals for each area are fully explained.
 - These plans are for public discussion only and should not be scaled from for legal, construction or pricing purposes.



Under the Proposed RCEP the whole area east of the railway line is in the Hazard Zone 1. Hence resource consents would be required from CRC to place any new/additional structures within this area.

Any development or commercial uses of the beach foreshore would require a concession from DoC.

1.4.2 Coastal Protection

Issue: *Coastal erosion of grass berm and parking areas. Lack of coordination of protection options.*

Discussion: The opportunity exists for a coordinated approach to the method of coastal protection used in this area with that used along the Esplanade. This would give a uniform appearance and ensure the consistency of performance of the protection measures. However, since the KDC have no land ownership this area and coastal protection is a permitted activity under the Transitional Kaikoura District Plan, it will require the co-operation of Whale Watch Kaikoura Ltd to undertake the desired type of work. Rates of beach retreat and sediment loss from this section of coast are low, and the existing protection appears to be sufficient at the present time. As there is no urgent requirement for additional protection at this time, and therefore, the priority of additional protection is low. However, if further beach front development occurs, further coastal protection will need to be considered.

Recommended Action: **Discussions with Whale Watch on coordination of future protection requirements.**

Priority: Low

Planning/consent requirements: Under the Transitional Kaikoura District Plan, coastal erosion protection works are a permitted activity, therefore no consent is required from the KDC.

Under the hazard rules in the Proposed RCEP, any protection works undertaken would require a resource consent from the CRC.

Any works on the beach foreshore which is Conservation Land would require the approval of DoC, under the Conservation of Land Act 1987.

1.4.3 Walkway Linkage

Issue: *Lack of a walkway linkage.*

Discussion: The development of a walkway along the beach frontage will form part of a continuous coastal pedestrian linkage between the KDC car park, the Town Centre, and the Whale Watch offices. Since KDC has no ownership in this area, the provision of this walkway will require the co-operation of Whale Watch to undertake required work.

Submissions on the Draft Coastal Management Strategy included the provision of an access bridge over the railway line in the vicinity of the Holiday Park to the Whale Watch office. It is envisaged that this bridge could service not only visitors staying at the Holiday Park, but also provide a pedestrian link from the developing commercial area on Beach Road to the coast. The District Council consider that the Holiday Park and Whale Watch should fund such a project as they will be the major benefactors of a bridge. The KDC's role in such a proposal could be in the provision of logistical support, for example convening consultation meetings.

Recommended Action 1: Discussions with Whale Watch on developing the grass berm as a walkway link and informal picnic area.

Recommended Action 2: Facilitate discussion with both Whale Watch and Searidge Holiday Park on joint funding of access bridge across the railway.

Priority: Medium

Planning/consents requirements: TransRail will need to approve access for a pedestrian bridge over the railway tracks. A building consent would be required for the structure.

1.4.4 Landscape Character

Issue: *Informal and disorganised parking along the Whale Watch access road.*

Discussion: Better organisation of the parking area in this location will help achieve a tidier appearance and will accommodate more cars. Since KDC has no ownership in this area, the co-operation of

Whale Watch Kaikoura Ltd is required to undertake the organisation of parking arrangements and provision of appropriate road edging.

Recommended Action: Discussions with Whale Watch on provision of a more formalised parking pattern and appropriate road edging.

Priority: Low

Planning/consents requirements: Since these activities are not located in either the Rural E Zone under the Transitional Kaikoura District Plan or Hazard Zone 1 under the RCEP, no consents are required.

Issue: *Lack of natural character and untidy appearance.*

Discussion: The opportunity exists to use native vegetation to improve the visual appearance of the beach front and general area. However, since KDC has no ownership in this area, the co-operation of Whale Watch Kaikoura Ltd will be required for an appropriate planting plan to be prepared and implemented.

Recommended Action: Discussions with Whale Watch on the preparation and implementation of a planting plan for the beach frontage and the on the railway side of the road.

Priority: Medium

Planning/consents requirements: None

1.4.5 Visitor Information

No actions recommended in this area to meet this objective.

1.4.6 Public Involvement

Since KDC has no ownership in this area, it is not considered appropriate to use community groups to undertake projects in this area.

1.5 Estimated Costing

Since the KDC has no direct responsibilities for the recommended actions in this area, it is considered that they should not be responsible for funding any of the activities except for the possible purchase of land in the future (this has not been costed). However, for completeness of information the estimated costs for implementing the recommended actions are given below. All costs are at full commercial rates.

High Priority:	nil	
Medium Priority:	\$54,000	(Includes \$40,000 bridge access and \$9,000 planting)
Low Priority:	\$44,000	(Includes \$20,000 Dish channel, \$9,000 resealing and \$15,000 Coastal Protection)
TOTAL	\$98,000	

A complete break down of the estimated costs associated with each recommended action and accompanying explanation notes are included in Appendices D, E, and F.

2.0 AREA 2: LYELL CREEK FRONTAGE

2.1 Land Status

The beach foreshore is a continuation from Area 1 of Conservation land (CU2151.01) held under section 62 of the Conservation Act 1987. This includes the seaward bank of Lyell Creek. A DoC concession is required for the use or occupation of this land.

The landward bank of Lyell Creek at the Town Centre car park is also Conservation land (CU2181.01), Local Purpose Reserve under the Reserves Act 1977. The use of this reserve has been leased to Kaikoura Information Tourism Incorporated for 30 years for use as a visitor centre. DoC administers the area subject to the lease rights.

The KDC car park is located on Road Reserve vested in the KDC.

2.2 Designations And Protections

There are no designations or protected sites show in Transitional Kaikoura District Plan, or recorded with the NZ Archaeological Association.

2.3 Current Uses

1. Informal picnicking on the beach at the end of the Town Centre bridge.
2. Passive recreation such as beach walking and fishing.
3. Formed KDC car park at northern end of area.
4. Lyell Creek flood stopbank.

2.4 Issues To Be Addressed And Recommended Actions To Meet Objectives

The landscape proposals related to the recommended actions for this area are shown on Figure B2 on the following page.

2.4.1 Land Use

Issue: *Utilising the Town Centre bridge as a focal point for visitors by providing facilities on the beach opposite the end of the bridge.*

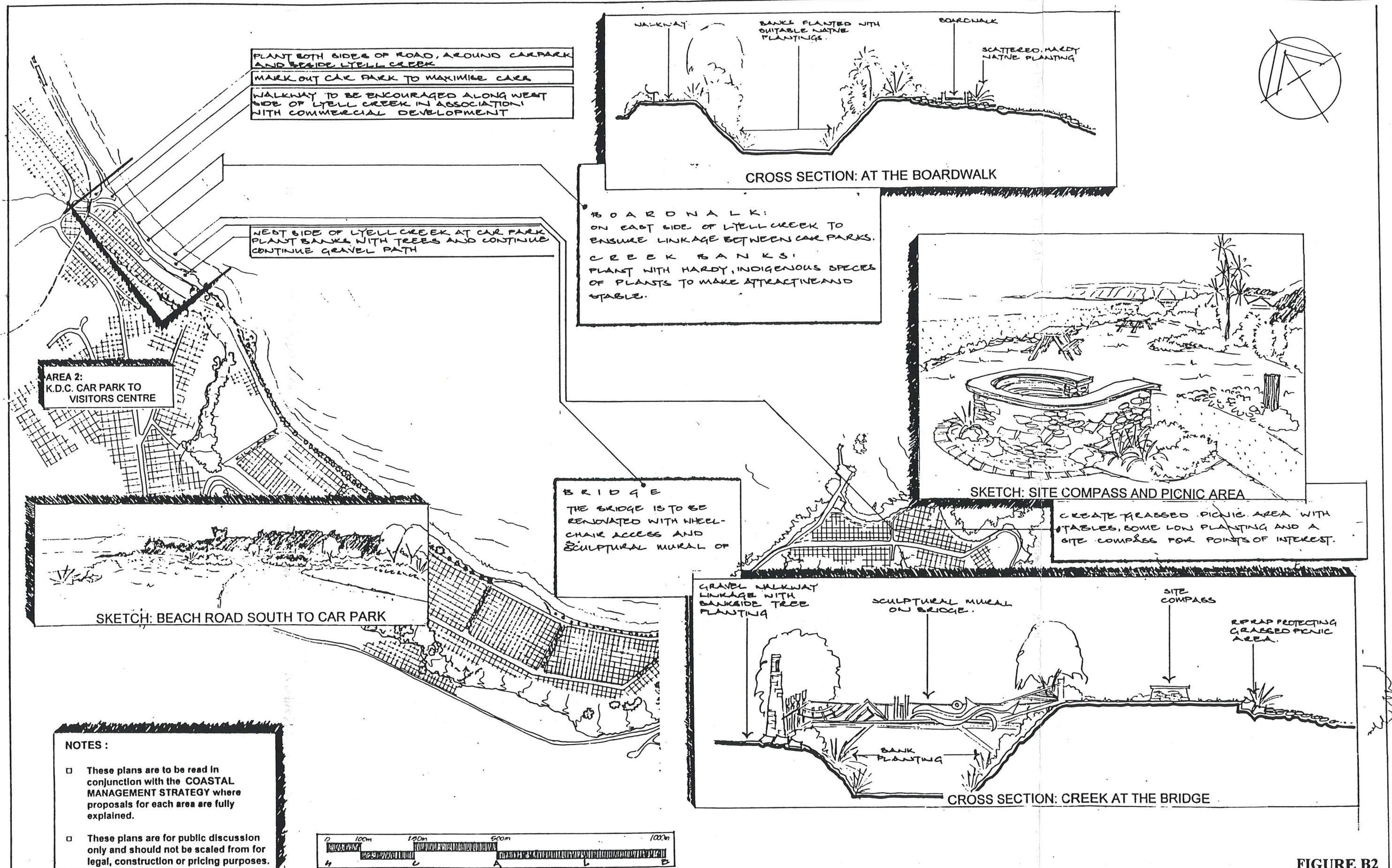


FIGURE B2

Discussion: It is considered that the development of picnic and visitor information facilities is appropriate at this location. This land use is in keeping with the informal use of the area, and there are no other public picnic facilities in the Town Centre. The site takes advantage of the magnificent views of both the sea and the mountain backdrop offered at this location. It is recommended that innovative interpretive signage pointing out the large number of natural sites of interest which can be observed from this location be developed in conjunction with the picnic area (see Section 2.4.5). It is also recommended that the picnic area should be well lit for night use and to reduce vandalism.

The end of the Town Centre bridge is the most stable part of this beach frontage and hence the most appropriate location for any such facilities. However, due to coastal processes and the instability of the beach ridge, the area available to be developed is limited and will need to be protected against barrier breaching. The use of natural river boulders buried in the beach profile is considered to be the best option of protection as they will have minimal adverse visual and environmental effects. This protection material may become exposed following storm events which will require beach renourishment to return to the design profile.

Recommended Action: KDC to develop an area and facilities for picnicking on the beach opposite the Town Centre bridge. To protect these facilities from beach instability, the use of large natural river rock buried into the beach profile is proposed.

Priority: High

Planning/consents requirements: Under the Transitional Kaikoura District Plan, the development of facilities on the beach is a non-complying activity in the Rural E Zone. However, it is recommended in Appendix C that this be altered in the Draft District Plan to a controlled activity.

Under the hazard rules in the Proposed RCEP, resource consents from the CRC will be required for any structures placed on the beach, deposition of any material, or any alterations to the beach profile which are required to develop and protect the picnic area.

Development of this area will also require a concession from DoC.

Issue: *Appropriateness of the KDC beach front car park.*

Discussion: The retention of the car park is justified by the demand for free parking close to the Town Centre for both visitors and people

employed in West End businesses. Long-stay users of the car park prefer to use the landward side of the car park to reduce the effects of salt spray on their vehicles. The provision of car wash-down facilities would make this parking area more attractive to long stay users. Short-stay users are more likely to enjoy the "seascape" which can be viewed from the car window by parking facing the coast.

Visually, the car park can be enhanced considerably by the use of appropriate vegetation.

Recommended Action: Retain the car park, but rearrange the parking space such that it can be better utilised by both short and long-stay users. Provide car wash facilities for long-term parking clients, and use appropriate vegetation for screening.

Priority: Low

Planning/consents requirements: CRC consent would be required for the discharge of car wash-down water if this facility was provided.

2.4.2 Coastal And Flood Protection

Issue: *Construct a new mouth for Lyell Creek to the north of the existing mouth.*

Discussion: This option of constructing a new creek mouth at the location of the KDC beach carpark has been discussed with CRC staff and will be considered along with other options by CRC in the Kowhai Floodplain Management Plan. However, a past independent assessment concluded that it was not a practical option. CRC staff consider this assessment to be correct due to the width of the beach at this location, and the high rates of sediment transport which will result in rapid closure. For the mouth to remain open for any length of time at this location, substantial engineering works would need to be constructed. These works would be very imposing structures which would conflict with the objective of retaining natural character and visual amenity. Additional problems of sea entry and backwater effects in times of flood would create additional flood hazards, and there would be tidal effects up the creek.

Recommended Action: Retain the existing mouth.

Priority: Nil - No action required.

Planning/consents
requirements:

None

Issue:

Maintaining flood protection levels while allowing other uses of the stopbanks.

Discussion:

This issue has been discussed with CRC staff whose requirements are to achieve and maintain an acceptable consistent standard of protection for the landward side of Lyell Creek. It is considered that there is sufficient capacity with the existing banks to provide an adequate level of flood protection except for behind the former petrol station at the northern end of the West End. If the character of West End retail area changed, the CRC would see it as an opportunity to bring this section of bank up to a desirable standard of width and height, but the remainder of the banks are unlikely to be raised.

The ability to enhance the stopbanks for alternative uses, such as open air dining, will be a major advantage in any long-term change to a totally tourist oriented West End business area as proposed in the KDC Strategic Plan. CRC staff have no problems with developing alternative uses of the stopbank as long as they are compatible with flood protection. If the stopbanks were widened to allow picnic tables etc., with a view of the river, then costs would need to be borne by the developer for widths greater than CRC requirements.

In the Kowhai Floodplain Issues and Options Document, the CRC propose to extend the stopbank to the Town Centre car park to provide protection right along the commercial centre which will prevent water escaping across the car park and back into the commercial area. When lower Lyell Creek flows become too high, the weir above the commercial centre will divert overflow water down the main street, to exit back to the creek near the Information Centre. For this to be successful, it requires that no restrictions are placed on the ability of this water to exit back to the creek at the Information centre, and that either side of the weir can be kept clear (e.g. no landscape development or street furniture).

**Recommended
Action 1:**

KDC continue to actively liaise with CRC on flood protection requirements to ensure that flood protection measures are coordinated into overall development strategies for the West End.

Recommended Action 2: Any enhancement of stopbank areas over and above the requirements for flood protection should be the responsibility of individual developers.

Priority: Medium

Planning/consents requirements: The placement of structures or the undertaking of activities on stopbanks are controlled under the Soil Conservation and Rivers Control Act 1941. Under the Transitional Regional Plan, these activities require consent from CRC. These provisions will be transferred to the Natural Resources Regional Plan at some time in the future.

Under the Transitional Kaikoura District Plan the seaward bank of Lyell Creek is zoned Rural F, within which structures are a permitted activity if they have been authorised by CRC.

2.4.3 Walkway Linkage

Issue: *Improving the walkway linkage from the car parking area to the Town Centre.*

Discussion: Due to the nature of the gravel beach, there is currently no formal walkway linkage from the KDC beach car park to the Town Centre. This is a significant gap in the provision of a complete coastal pedestrian linkage, and limits the use of beach car park. It is considered that the most appropriate method of providing a walkway in this area is the use of a boardwalk over the top of the beach. This type of walkway linkage would be visually unobtrusive, easily incorporated into the vegetated landscape, and will not have an adverse effect on the beach profile or sediment movement. Although the boardwalk may be subject to damage in large coastal storm events which promote barrier breaching, there are low maintenance and repair costs compared to other types of linkage.

The boardwalk will be designed so that it can be used by people with mobility disabilities. Included in this work are some adjustments to the Town Centre pedestrian bridge to meet the same criteria.

It is also considered that the development of a walkway along the landward bank of Lyell Creek will help enhance the development of this area as a tourist oriented commercial location.

Recommended Action 1: KDC to fund the design and purchase of materials for the construction of a raised "board walk" along the back of the beach from the KDC beach car park to the Town Centre bridge.

Priority: High

Recommended Action 2: KDC to develop a walkway along the Lyell Creek stopbanks at the back of the West End commercial properties.

Priority: Low

Planning/consents requirements: Under the Transitional Kaikoura District Plan, the formation of tracks is a non complying activity in the Rural E Zone. However, it is recommended in Appendix C that this be altered in the Draft District Plan to a controlled activity.

Under the Proposed RCEP, the construction of tracks within Hazard Zone 1 will require a consent from CRC.

On the Lyell Creek stop bank, consents for walking development from the CRC will not be required if grass is used, however, will be required for any structures such as seats or hand rails.

2.4.4 Landscape Character

Issue: *General untidy appearance and poor use of vegetation on the banks of Lyell Creek.*

Discussion: The Town Centre is the focal point for visitors to Kaikoura, which makes the visual amenity of this area important. The banks of Lyell Creek could be made more visually attractive with appropriate plantings. The planting of this area is considered an appropriate project for community involvement.

It is recognised that any planting in this area will be prone to periodic removal by flooding or barrier breaching, and will need to be rapidly re-established following such events. It is proposed that an annual fund be established for river bank vegetation re-planting to accommodate this need. It is also proposed that assistance with initial plantings and annual maintenance be sought from DoC and the CRC Rating District Liaison Committee.

Recommended Action: Work with DoC and CRC for to provide appropriate plants required for landscaping the river banks, and to establish an

annual fund to cover the cost of losses which will occur during flood events.

Priority: High

Planning/consents requirements: The planting of vegetation on river banks requires consent from CRC under the Soil Conservation and Rivers Control Act 1941. Consultation with DoC, as the landowner, will also be required for any planting on the seaward side of Lyell Creek.

Issue: *General appearance of the Town Centre pedestrian bridge over Lyell Creek.*

Discussion: The Town Centre pedestrian bridge is in need of a major renovation to match its status as a significant linkage in the walkway development, and its location in the focal area for visitors to Kaikoura. This should involve its appearance, its usefulness (eg able to be used by wheelchairs, prams etc), its character (eg depict something of the history of Kaikoura). This project is considered suitable for community involvement.

Recommended Action: **Renovate the Town Centre bridge with a sculptural mural which expresses both the Maori and European history of Kaikoura.**

Priority: Medium

Planning/consents requirements: None

2.4.5 Visitor Information

Issue: *Improve visitor information at key locations.*

Discussion: As mentioned in Section 2.4.1, it is recommended that innovative interpretive signage be developed in conjunction with the picnic area recommended for this the beach front at the Town Centre bridge. It is considered that this is the best location for such a fixture, and an interpretative 'plane table' is the most appropriate form of signage to point out all the historic and natural features which can be viewed through a full 360 degrees from this site. Such a feature will add to visual amenity in the Town Centre, creating a focal point for visitors to the beach at this location.

Recommended Action: KDC commission the construction of an interpretative "plane table" as part of the picnic area on the beach opposite the Town Centre bridge.

Priority: High

Planning/consents requirements: As with the other developments in this area, a concession will be required from DoC and resource consents will be required from the CRC for the placement of a structure.

2.4.6 Public Involvement

Issue: *Involve community groups to foster feelings of public ownership and to offset the costs of implementation.*

Recommended Action 1: Work with service and school groups to undertake planting of the banks of Lyell Creek under Council staff supervision.

Recommended Action 2: Approach relevant community groups (eg Takahanga Marae) to assist/contribute to the renovation of the Town Centre bridge.

2.5 Estimated Costing

The following are the estimated costs for the implementation of the Strategy at full commercial rates and at discounted rates with suggested levels of community involvement:

	Fully Commercial Rates	Community Involvement
High Priority Actions: (1)	\$40,700	\$20,200
Medium Priority Actions:(2)	\$5,000	Nil
Low Priority Actions:(3)	\$7,000	\$5,500
TOTAL	\$52,700	\$25,700

Notes: The following costs are at full commercial rates.

- (1) Includes development of the picnic area \$4,300 lighting, (\$7,000), the boardwalk (\$18,300), the interpretative "plan table" (\$5,000), and Lyell Creek planting (\$6,000).
- (2) Includes the renovation of the Town Centre Bridge pedestrian bridge (\$5,000).

- (3) Includes the Lyell Creek Walkway (\$5,000) and the car wash-down facilities (\$2,000).

A complete break down of the estimated costs associated with each recommended action and accompanying explanation notes are included in Appendix D, E, and F.

3.0 AREA 3: INFORMATION CENTRE TO KILLARNEY ST

3.1 Land Status

The beach frontage to Lyell Creek is a continuation from areas 1 and 2 of Conservation land (CU2151.01) held under section 62 of the Conservation Act. A concession from DoC is required for the use and occupation of this land.

The ownership of the bed of Lyell Creek is unknown.

The Information Centre is located on Conservation land (CU2181.01), Local Purpose Reserve (community building) under the Reserves Act 1977. This area has been leased to Kaikoura Information Tourism Incorporated for 30 years. DoC administer the area subject to the lease rights.

The Garden of Memories is vested in the KDC as part of the Road Reserve.

The foreshore area above MHWS from Lyell Creek to Killarney Street is Road Reserve vested in the KDC (see Part A, section 1.5.5).

3.2 Designations And Protections

Although there are no designations listed in the Transitional Kaikoura District Plan, the planning maps in this plan show the Garden of Memories and Killarney St areas to be proposed Recreation Reserves. This proposal has not been gazetted.

No protected sites are recorded with the NZ Archaeological Association.

Although the area is at the foot of the Takahanga Marae, it is not known what lies under the Garden of Memories area, or how much this has been affected by modifications. Therefore it has been suggested by DoC that the area be listed in the Draft District Plan document as a "potentially sensitive area." Iwi should be consulted prior to any land disturbance carried out in this area.

3.3 Current Uses

1. Car parking areas behind the Information Centre and in front of the KDC offices.
2. Garden of Memories picnic and recreation area.
3. Vehicle linkage from Town Centre to Esplanade.

4. Pedestrian linkage from the Information Centre to the Esplanade and the peninsula.
5. Storm water discharge to the foreshore (KDC offices) and to Lyell Creek.

3.4 Issues To Be Addressed And Recommended Actions To Meet Objectives

The landscape proposals related to the recommended actions for this area are shown on Figure B3 on the following page.

3.4.1 Land Use

Issue: *Protection of the Garden of Memories.*

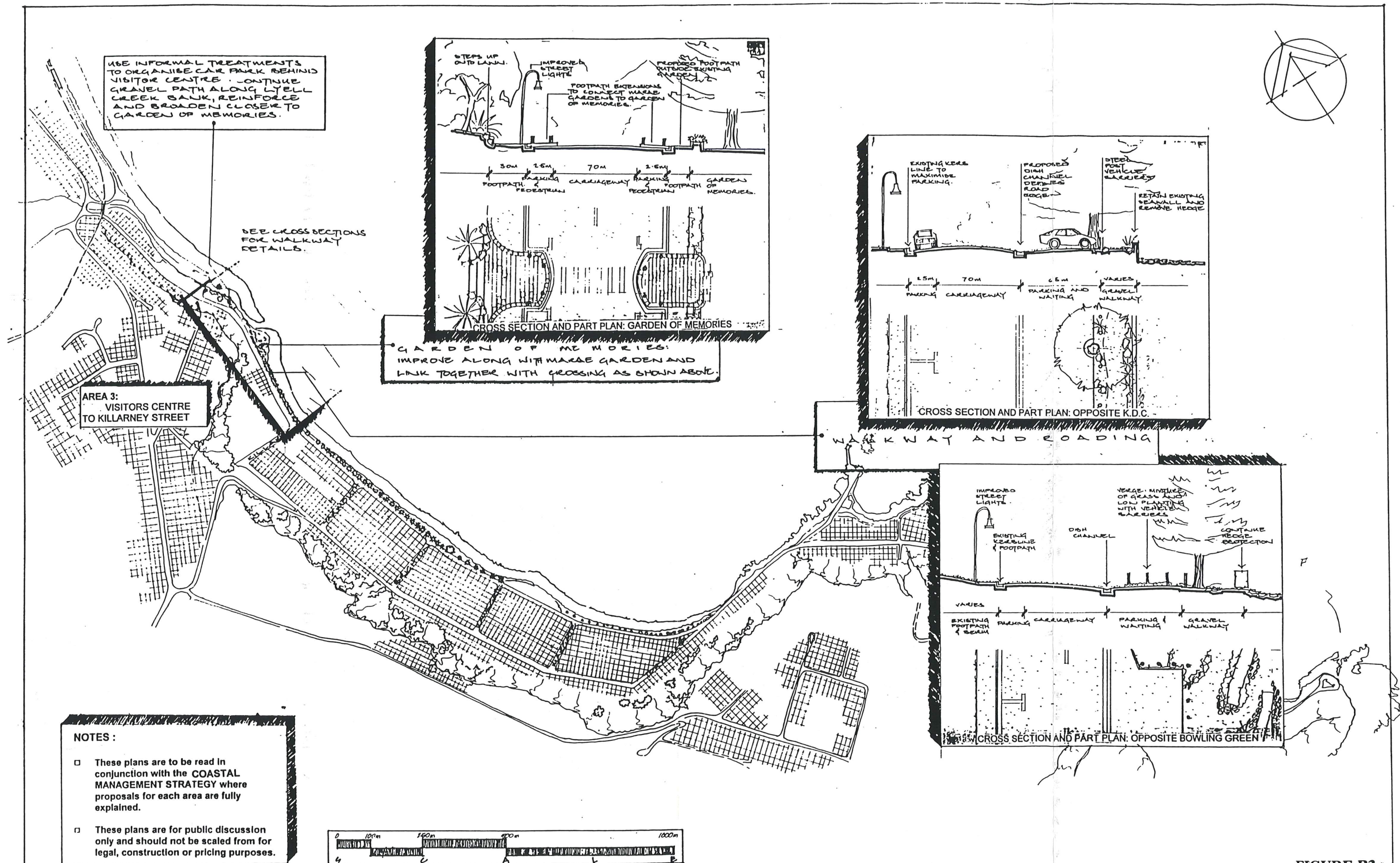
Discussion: The Garden of Memories is a reserve of historic significance as a war memorial and the site of Norfolk pines planted to commemorate Robert Scott's 1912 South Pole Expedition. Its importance of this area should be recognised by a change of reserve status. This action was proposed in the District Scheme Review of 1989, but was not acted upon.

Recommended Action: KDC to change the status of the Garden of Memories from Road Reserve to Recreational Reserve under the Reserves Act 1977.

Priority: High

Planning/consents requirements: Since the area is surplus to any requirements for roading, there is nothing under the Local Government Act 1974 to prevent the transfer of this land from Road Reserve to Recreational Reserve. Under the Transitional Kaikoura District Plan, Reserves are a permitted activity in Rural E Zone.

The implementation of this action is not dependent on the Draft District Plan. The procedure to be followed is set out in Section 14 of the Reserves Act 1977. This involves notifying the intention to change the reserve status and calling for objections in one or more newspapers circulated in the district, and forwarding a copy of the resolution and any objections to the Minister of Conservation. The Minister may, at his discretion, gazette the resolution.



K A I K O U R A

COASTAL MANAGEMENT STRATEGY

LANDSCAPE PROPOSALS

AREA 3

T T
TONKIN & TAYLOR LTD.
OPITCHURCH
155 MELBRO STREET

EARTHWORK
LANDSCAPE ARCHITECTS & ENGINEERS

FIGURE B3

SCALE: 1:5000

DATE: Aug 96

FILE: 9642

<i>Issue:</i>	<i>Road side parking under the trees from the KDC offices to Killarney Street.</i>
<i>Discussion:</i>	The removal of the grass in this location is considered an appropriate use of this area due to the existing grass area being too narrow to be effectively put to any other use. The road width available is also not sufficient to develop alternative parking. The parking space would be landscaped and designed to allow walkway development along the beach edge (Part B, Section 5.4.3).
Recommended Action:	Remove grass and continue off road parking under the trees from the KDC offices to Killarney St.
<i>Priority:</i>	Medium
<i>Planning/consents</i>	Under the Transitional Kaikoura District Plan, the formation of requirements: parking areas is a non complying activity in the Rural E Zone. However, it is recommended in Appendix C that this be altered in the Draft District Plan to a discretionary activity.

3.4.2 Coastal And Flood Protection

<i>Issue:</i>	<i>Management of the opening of Lyell Creek mouth and associated erosion of the Garden of Memories.</i>
<i>Discussion:</i>	When opening the mouth of Lyell Creek, the placement of any surplus material on the south side of the creek mouth will assist with renourishing the beach along the Esplanade. Although there is no physical difficulty in opening the mouth in this way, there is a marginal increase in the costs which are met by the Lyell Creek Rating District. CRC staff note that the benefit of placement of material on the south side of the mouth has been reduced due to the current practice of using a digger to open the mouth as opposed to a bulldozer which was used in the past. There has been bank erosion of the Garden of Memories frontage where Lyell Creek turns to exit to the sea. The placement of bank protection works in this location will prevent further erosion and allow rehabilitation of vegetation in this area. The use of rock is an appropriate form of protection for this location and would tie into the proposed rock protection work for the seaward side of Lyell Creek which is planned within the next two years. The request for funding would need to be considered by the Lyell Creek Rating District Liaison Committee.

Recommended Action 1:	KDC to instruct CRC that they would like the mouth of Lyell Creek to continue to be opened in such a way that any surplus sediment is placed on the south side of the creek mouth.
Recommended Action 2:	Request CRC to include in work programme provision for protection works on the southern bank of Lyell Creek along the Garden of Memories frontage to prevent further erosion of this area.
Priority:	Medium
Planning/consents	No consents are required by the KDC as the recommended requirements: actions are functions undertaken by CRC under the Soil Conservation and Rivers Control Act 1941.
Issue:	<i>Coastal erosion.</i>
Discussion:	The existing seawall in front of the KDC offices is showing signs of disintegration. Early condition assessment will allow the forward planning of replacement with another wall or an alternative structure. This should be part of asset management planning for the KDC. The current resource consent for beach renourishment does not include the beach north of Yarmouth Street. The extension of this resource consent would allow for a common approach to be applied right along the Esplanade, and would allow for the rapid response to erosion problems as required in the future.
Recommended Action 1:	Assess the structural strength of the seawall and replace as required.
Recommended Action 2:	Extend the resource consent for beach renourishment to include the area from Yarmouth Street to the Garden of Memories.
Priority:	Low
Planning/consents requirements:	KDC already hold a resource consent from the CRC to undertake and maintain beach renourishment for a 10 year period for the area south of Yarmouth Street. The continuation of beach renourishment along the full length of the Esplanade will require the application for a variation to the existing resource consent. If the assessment of the seawall reveals it will need to be replaced, a resource consent will be required from CRC under

the rules for Hazard Zone 1 in the Proposed RCEP. As part of this application it will need to be demonstrated that another sea wall is the best option for coastal protection at this location.

Issue

Stormwater water discharges to Lyell Creek and the beach.

Discussion:

The current practice of discharging stormwater directly over the top of the bank at Lyell Creek, and on to the back of the beach, is not acceptable for such high use areas. For Lyell Creek, relocating the point of discharge to the bottom of the bank will improve the visual amenity of the creek-side walkway and reduce the risk of creek bank erosion from stormwater discharges. However, it is possible that discharging to the stream could result in restricted drainage and scour of outlet pipes during flood flows in the creek. This will need to be considered further at the time the storm water pipes are re-located.

For beach outfalls, the extension of the stormwater pipes across the foreshore in association with beach renourishment would increase the effectiveness and efficiency of the renourishment by reducing sediment losses from the upper foreshore. Any extension would be visually unattractive if the renourished beach profile is not maintained, and pipe outlets will require increased maintenance and unblocking.

**Recommended
Action 1:**

Improve the location of stormwater discharges to Lyell Creek so that discharge is into the creek bed rather than over the bank.

**Recommended
Action 2:**

If beach renourishment is undertaken in this area, then extend stormwater outlet at the seawall to discharge to the surf zone.

Priority:

Low

**Planning/consents
requirements:**

Discharges into Lyell Creek would require a resource consent under the RMA 1991, and CRC approval under the Soil Conservation and Rivers Control Act 1941 would be required for any structures on the creek banks associated with the discharge.

The extension of stormwater pipes across the foreshore, would require a resource consent from the CRC. This would be required under the Proposed RCEP. Under the Transitional Kaikoura District Plan, the location of structures is a non complying activity in the Rural E Zone. However, it is recommended in Appendix C that this be altered in the Draft District Plan to a controlled activity.

3.4.3 Walkway Linkage

Issue: Lack of pedestrian linkage to both ends of the Garden of Memories.

Discussion: The Garden of Memories is situated in a prime location between the commercial centre of the town, the open spaces of the Esplanade, and the historical features at the Takahanga Domain and the Marae. However, pedestrian access is poor between these areas and the Gardens.

The recommended actions would provide easy and safe access to the Garden of Memories for all pedestrians, including those with mobility disabilities. As part of the walkway development it is proposed that the beach front car park at the KDC offices be shifted landward, and that narrowing of the road carriageway be achieved by the use of a dish channel to define the road edge.

It is also been proposed that the entrance of the Garden of Memories be dedicated to Mrs Washington who was the initial developer of the Gardens.

Although not part of the Strategy, Takahanga Marae are proposing to dedicate a large sculpture to Maui fishing up the North Island from Kaikoura at the Marae overlooking the coast. The walkway linkage should provide improved access to the Marae from the coastal walkway.

Recommended Action 1: Enhance and develop the existing walkway from the Information Centre to the Garden of Memories including improving the entrances at both ends of the gardens, incorporating total mobility access at the northern end.

Priority: High

Recommended Action 2: Provide a walkway in front of the KDC office car park between the seawall and the Norfolk pines by removing the hedge along the sea wall, installing vehicle barriers, and slightly narrowing the road carriageway at the car park.

Priority: Medium

Recommended Action 3: Provide a renovated entrance to the Garden of Memories at the centre of the Gardens. This gateway to include a small footpath area and pedestrian linkage across the Esplanade to the Takahanga Domain and Marae.

Priority: Low

Planning/consents
requirements: None

Issue: Poor street lighting

Discussion: Improved street lighting along the Esplanade will encourage more evening strolling along the Kaikoura main tourist thoroughfare. However, for safety reasons it is proposed that additional lighting will only be located on the landward side of the road. It is also proposed to use discrete lighting of some picnic tables in the Garden of Memories, which will allow some evening use of these facilities, as well as potentially reducing the vandalism.

Recommended Action: Improve street lighting on the landward side of the Esplanade and discrete lighting at picnic tables in the Garden of Memories.

Priority: Low

Planning/consents
requirements: None

3.4.4 Landscape Character

Issue: The Garden of Memories.

Discussion: Many residents feel that the Garden Memories has not been maintained to a desirable standard. KDC would like to address this in partnership with the community.

Recommended Action: KDC to facilitate a community group to act as guardians of the Gardens (e.g. Friends of the Garden of Memories Society) and work to restore the gardens to their former glory.

Priority: High

Planning/consents
requirements: None

Issue: Vegetation type to be used along the beach frontage.

Discussion: It is considered that continuous low hedging should be reinstated along the new parking area to be developed from the seawall to

Killarney Street. Since the use of this area of the coastal environment will be parking, it is considered that continuous hedges will not reduce the visual appreciation of the sea from the road and will form an appropriate boundary between the beach and the car park. This hedging will also trap foreshore material which would otherwise be transported off the beach during large storm events.

The hedge at the seawall will need to be removed to provide an adequate width for walkway development.

Recommended Action: Retain and enhance the low planting and hedges along the beach frontage from the seawall to Killarney Street. Remove the hedging in front of the seawall at the KDC office car park.

Priority: Low

Planning/consents requirements: None

3.4.5 Visitor Information

Issue: *Improve visitor information at key locations*

Discussion: Greater use of interpretative signage of significant features and trees within the Garden of Memories will add to the understanding and enjoyment of visitors to the gardens.

Recommended Action: Place small interpretative panels at appropriate locations to mark the features and trees of note in the Garden of Memories and surroundings.

Priority: Medium

Planning/consents requirements: None

3.4.6 Public Involvement

Issue: *Involve community groups to foster feelings of public ownership and to offset the costs of implementation.*

Recommended Action 1: KDC to facilitate a community group to act as guardians of the Gardens (e.g. Friends of the Garden of Memories Society) and work to restore the gardens to their former glory.

Recommended Action 2: **Donation of picnic tables, seats, and interpretative panels for the Garden of Memories.**

3.5 Estimated Costing

The following are the estimated costs for the implementation of the Strategy at full commercial rates and at discounted rates with the suggested levels of community involvement.

	Fully Commercial Rates	Community Involvement
High Priority Actions: (1)	\$14,700	\$8,000
Medium Priority Actions:(2)	\$35,500	\$33,500
Low Priority Actions:(3)	\$116,500	\$114,100
TOTAL	\$166,700	\$155,600

Notes:

The following costs are at full commercial rates.

- (1) Includes walkway development and upgrade of existing entrances to Garden of Memories (\$6,500), and restoration of the Garden of Memories (\$8,200).
- (2) Includes dish channels to narrow the road (\$13,500), carpark development and sealing (\$20,000), and interpretative panels for the Garden of Memories (\$2,000).
- (3) Includes a renovated centre entrance and pedestrian linkage to the centre of the Garden of Memories (\$13,500), new hedging (\$3,000), sea wall replacement if required (\$50,000), beach renourishment extension (\$9,000), alteration beach and Lyell Creek stormwater outlets (\$20,000), street lighting (\$20,000).

A complete break down of the estimated costs associated with each recommended action and accompanying explanation notes are included in Appendix D, E, and F.

4.0 AREA 4: ESPLANADE: KILLARNEY STREET TO RAMSGATE STREET

4.1 Land Status

All of the land in this area on the seaward side of the Esplanade and the foreshore above MHWS is Road Reserve vested in the KDC (see Part A, section 1.5.5).

There is no Conservation land within this area.

4.2 Designations And Protections

There are no protected features or designations shown in the Transitional Kaikoura District Plan. There are height restrictions on buildings along the Esplanade to preserve visual amenity values.

No protected sites are recorded with the NZ Archaeological Association.

4.3 Current Uses

1. Open space and informal recreation (Yarmouth Street to Ramsgate Street).
2. Formal road side parking (Killarney Street to Yarmouth Street).
3. Informal parking under trees (Yarmouth Street to Ramsgate Street).

4.4 Issues To Be Addressed And Recommended Actions To Meet Objectives

The landscape proposals related to the recommended actions for this area are shown on Figure B4 on the following page.

4.4.1 Land Use

Issue: Retention of open space and natural character.

Discussion: The current designation of the grassed areas on the seaward side of the Esplanade as Road Reserve is considered to be inappropriate. A change in designation to Recreation Reserve

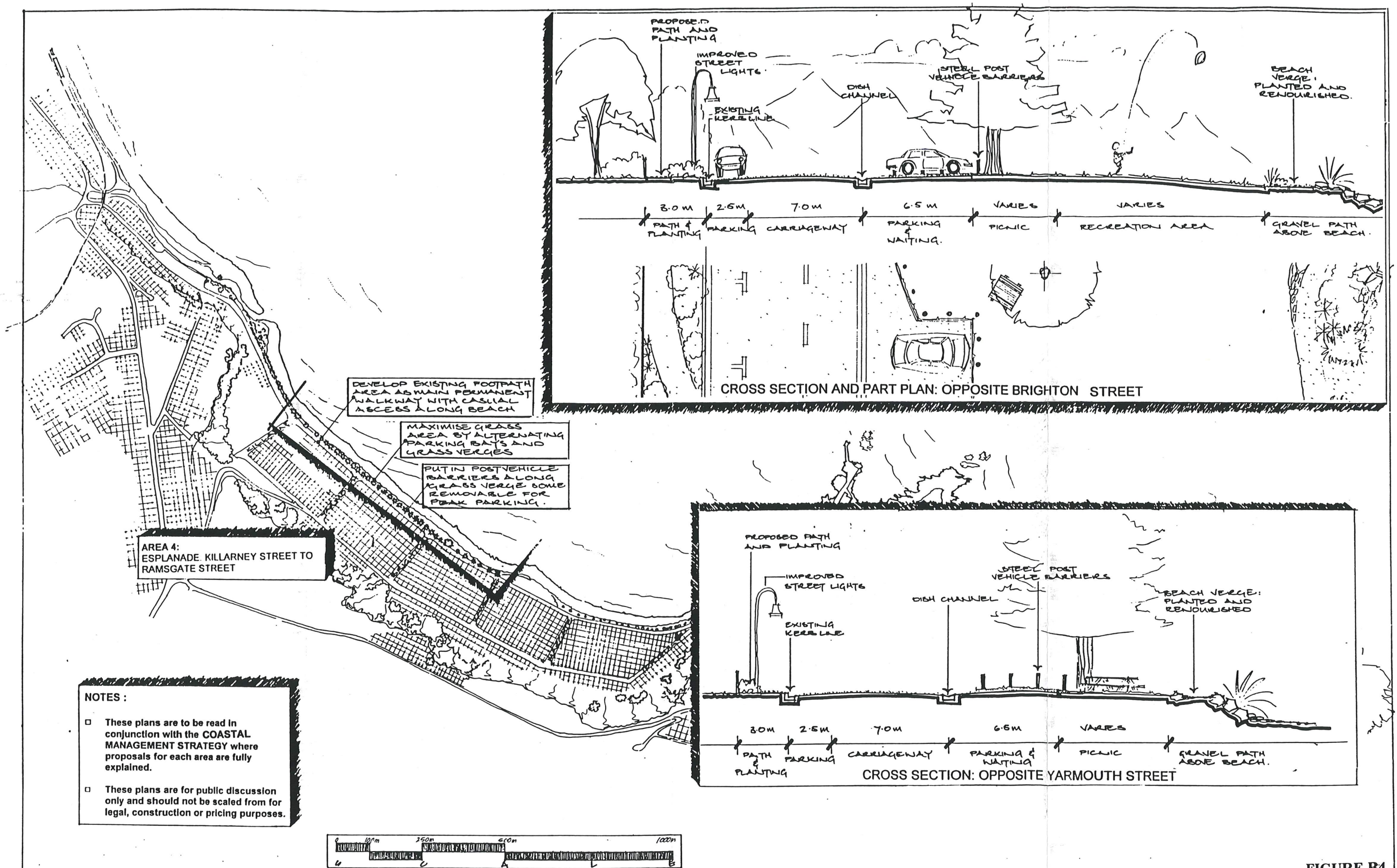


FIGURE B4.

KAIKOURA COASTAL MANAGEMENT STRATEGY

LANDSCAPE PROPOSALS

AREA 4

T&T
TONKIN & TAYLOR LTD.
CHRISTCHURCH
155 KILMORE STREET

EARTHWORK
LANDSCAPE ARCHITECTS & ENVIRONMENTAL DESIGNERS

SCALE: 1:5000
DATE: Aug 96
FILE: 9642

would better reflect the use of this area and ensure that future uses reflect the intention of maintaining the area as open space for informal and passive recreation.

Recommended Action 1: KDC to change the status of open space area on the seaward side of the Esplanade from Road Reserve to Recreation Reserve under the Reserves Act 1977.

Priority: High

Recommended Action 2: KDC to work with the community and service groups to provide more picnic tables and seating in keeping with the character of open space.

Priority: High

Planning/consents requirements: Since the area is surplus to any requirements for roading, there is nothing under the Local Government Act 1974 to prevent the transfer of this land from Road Reserve to Recreation Reserve. Under the Transitional Kaikoura District Plan, Reserves are a permitted activity in Rural E Zone.

The implementation of this action is not dependent on the Draft District Plan. The procedure to be followed is set out in Section 14 of the Reserves Act 1977. This involves notifying the intention and calling for objections in one or more newspapers circulated in the district, and forwarding a copy of the resolution and any objections to the Minister of Conservation. The Minister may, at his discretion, gazette the resolution.

Issue: *Lack of parking control during peak summer months.*

Discussion: It is considered that the implementation of parking controls will improve the visual appearance of the Esplanade, increase grassed area and open space, and prevent parking and illegal camping on grassed areas.

Recommended Action 1: Improve the layout and design of road side parking areas by the use of a dish channel to narrow the road carriage way, and landscaped parking bays separated by the extension of grassed areas.

Priority: Medium

Recommended Action 2:	Use appropriate barriers (eg removable/fixed posts, or kerb and channel) to prevent parking and illegal camping on the grassed open space areas during peak summer months.
Priority:	Medium
Planning/consents requirements:	None, but kerb and channel work will need to conform to Transit New Zealand Standards.

4.4.2 Coastal Protection

Issue: Coastal erosion of open space area.

Discussion: It is considered that the open space area behind the beach is an asset to the people of Kaikoura, and worth protecting using public funds.

Beach renourishment is an appropriate solution to erosion problems on a beach which is suffering from insufficient sediment supply such as that found along the Esplanade. Renourishment is an environmentally acceptable form of protection due to its minimal adverse effects. For the Esplanade beach, it is also cost effective solution due to the close proximity of suitable fill material. Estimated average costs over a total length of renourishment are in the order of \$40 per linear metre. This is considerably cheaper than other forms of protection which range in price from \$150 per linear metre for a rock revetment to \$500 per linear metre for a concrete wall.

One drawback of renourishment is that added material is still lost from the beach by erosion, and there is an on-going requirement of fill material to maintain the design level of protection. The amounts of material required and costs involved are sufficiently low to still make renourishment the most desirable solution.

Recommended Action: Proceed with beach renourishment as the most appropriate means of treating coastal erosion.

Priority: High

Planning/consents requirements: KDC already hold a resource consent from CRC to undertake and maintain beach renourishment for a 10 year period over the majority of the area. This consent would only need be extended to include the area between Yarmouth and Killarney Streets. No consent is required from the KDC for this activity, as it is a

permitted activity in the Rural E Zone.

Issue: *Exposed stormwater discharges to the back of the foreshore resulting in accelerated sediment losses and erosion at these locations.*

Discussion: To improve the efficiency and effectiveness of beach renourishment, the stormwater outlets need to be relocated seaward of the upper foreshore area. This will result in a reduction in beach erosion at pipe locations by reducing sediment scour, as the new discharge location will be into an area of beach which is naturally saturated by wave swash action during high tide. By lowering the pipe invert levels, the majority of the pipe will be buried in the beach, and hence will not be visible.

Drawbacks of this action are that beach sediment will accumulate in the ends of the pipes which will require regular maintenance to keep clear, and pipes may become damaged in large storms. However, it is considered that this action is necessary for the success of the beach renourishment

Recommended Action: Lower pipe invert levels and extend the stormwater through the beach to discharge into the high tide swash zone.

Priority: High

Planning/consents requirements: KDC already hold a resource consent from CRC for the extension of stormwater outlets to the high tide berm in this area.

Under the Transitional Kaikoura District Plan, the location of structures is a non complying activity in the Rural E Zone. However, it is recommended in Appendix C that this be altered in the Draft Kaikoura District Plan, so that the extension of stormwater outlets would be a controlled activity.

4.4.3 Walkway Linkage

Issue: *Pedestrian and cycleway provision.*

Discussion: At present, most pedestrians walk along the seaward side of the road. It is considered that the development of a gravel walkway adjacent to the beach would be a substantial improvement, meeting the objective of separating pedestrian traffic from vehicular traffic, while allowing walkway users the opportunity of enjoying views of the beach and the seascape. The use of

gravel chip as a base for the walkway retains the natural character of this coastal environment and provides appropriate separation between the beach and the open space. The walkway would be developed in conjunction with the landscape and planting plan. It is envisaged that maintenance and repairs may be required on occasions following storm events.

It is considered that improvements should also be made to the footpath linkage on the landward side of the Esplanade including new edging, landscaping, and improved lighting for night time use. For visual amenity, the change from overhead to underground services for electricity distribution along the Esplanade would be a considerable improvement. The discrete lighting of some picnic tables will also allow some evening use of these facilities, as well as potentially reducing the vandalism.

Based on the consultation undertaken as part of the development of this strategy, it was not considered necessary to develop a separate cycleway along the Esplanade.

**Recommended
Action 1:**

Develop a gravel chip walkway adjacent to the beach which is landscaped with appropriate vegetation.

Priority:

High

**Recommended
Action 2:**

Improve the lay out of the footpath and street lighting on the landward side of the Esplanade carriageway including changing to underground services, and discrete lighting at picnic tables on the grassed area.

Priority:

Low

Planning/consents

Under the Transitional Kaikoura District Plan, the formation of requirements: waterways is a non complying activity in the Rural E Zone. However, it is recommended in Appendix C that this be altered in the Draft Kaikoura District Plan to a controlled activity.

Although the waterway is located in the Coastal Hazard Zone of the Proposed RCEP, a resource consent is not required from the CRC, as it does not cross the active beach profile.

4.4.4 Landscape Character

Issue:

The future of the Norfolk Pine trees.

Discussion:

Submissions to the Issues and Options Document indicated that there is a strong feeling among Kaikoura residents that the

Norfolk Pines be retained as a feature of the coastal landscape. The Norfolk Pines are currently unprotected, and it is recommended that protection be achieved through a designation as significance trees in the Draft District Plan. This will give the trees protected status recognizing their importance as a significant landscape feature of Kaikoura. If it is established that the well being of the Norfolk Pines is being compromised by the presence of Macrocarpa trees in close proximity, then the Macrocarpas should be removed.

Recommended Action: Recognise the significance of the Norfolk pines to the Kaikoura landscape by protecting the trees in the Draft District Plan.

Priority: High

Planning/consents requirements: Inclusion in the Draft District Plan.

Issue : *Landscape treatments of parking areas along the Esplanade.*

Discussion: While it is recognised that there is a need for parking areas along the Esplanade frontage, these areas require landscaping so that they are integrated into the open space character of grassed area.

Recommended Action: Extend the grassed areas into the current parking area at some locations to create parking bays separated by 'green areas'.

Priority: Medium

Planning/consents requirements: None

4.4.5 Visitor Information

No actions recommended in this area to meet this objective

4.4.6 Public Involvement

Issue: *Involve community groups to foster feelings of public ownership and to offset the costs of implementation.*

Recommended Action 1:	Donations of picnic tables and seating in keeping with the character of open space.
Recommended Action 2:	Donations of plants for use in landscaping of the walkway and the landward Esplanade footpath.

4.5 Estimated Costing

The following are the estimated costs for the implementation of the Strategy at full commercial rates and at discounted rates with the suggested levels of community involvement.

	Fully Commercial Rates	Community Involvement
High Priority Actions: (1)	\$76,100	\$57,500
Medium Priority Actions:(2)	\$132,600	\$132,600
Low Priority Actions:(3)	\$294,000	\$202,600*
TOTAL	\$502,700	\$392,700

Notes:

The following costs are at full commercial rates.

- (1) Includes walkway development and associated landscaping (\$24,700), beach renourishment(\$20,000), alterations to stormwater discharges (\$20,000), and provisions of picnic tables and seating (\$11,400)
- (2) Includes dish channels to narrow the road (\$38,200), carpark sealing and edging (\$71,300), additional grassing (\$6,400), and provision of vehicle barriers (\$17,000).
- (3) Includes the development of the landward Esplanade footpath involving relaying the footpath (\$43,800), replacement of existing kerb (\$38,200), plantings (\$8,000), street lighting (\$20,000) and changing to underground services (\$170,000).

* Assumes 50% cost sharing with MainPower on the provision of underground services.

A complete break down of the estimated costs associated with each recommended action and accompanying explanation notes are included in Appendix D, E, and F.

5.0 AREA 5: ESPLANADE: RAMSGATE STREET TO TORQUAY STREET

5.1 Land Status

Apart from the swimming pool area, all of the land on the seaward side of the Esplanade and the foreshore above MHWS is Road Reserve vested in the KDC (see Part A, section 1.5.5).

The swimming pool area is Conservation land (CU2046.12), classified as Recreation Reserve under the Reserves Act 1977, which is vested in the KDC. As there is no Management Plan under the Reserves Act for this reserve, DoC approval is required for leasing and land uses which are contrary to the objectives of the Conservation Management Strategy for the Kaikoura area.

5.2 Designations And Protections

Apart from the swimming pool, there are no protected features or designations shown in Transitional Kaikoura District Plan. There are height restrictions on buildings along the Esplanade to preserve visual amenity values for this area.

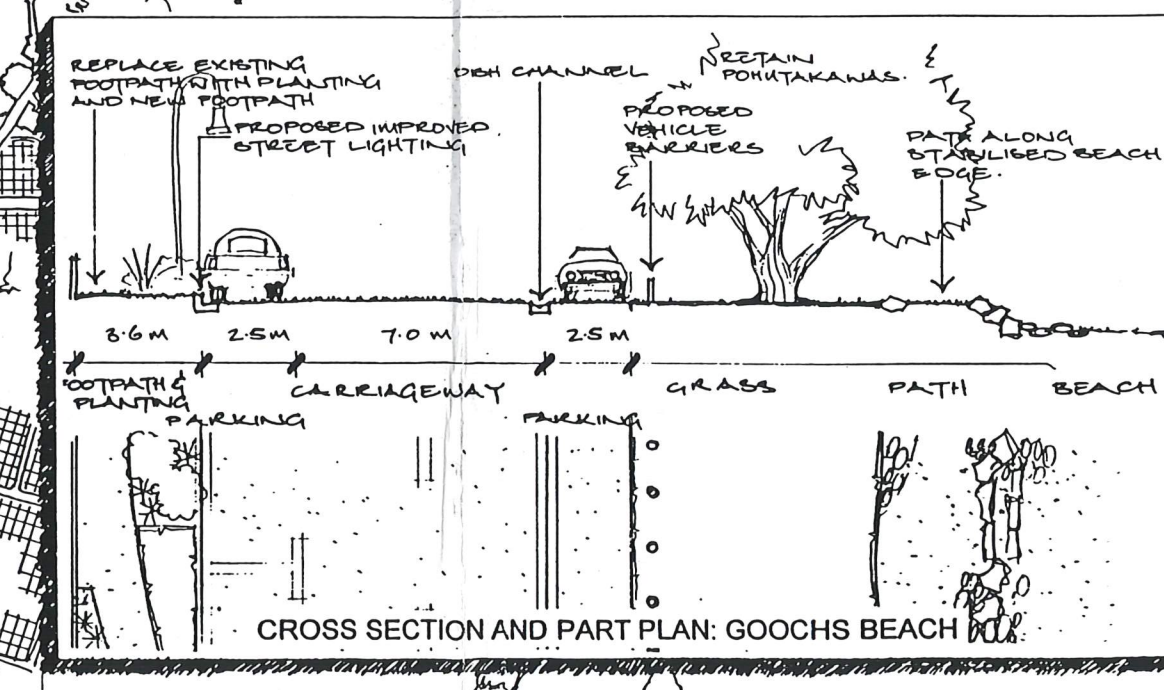
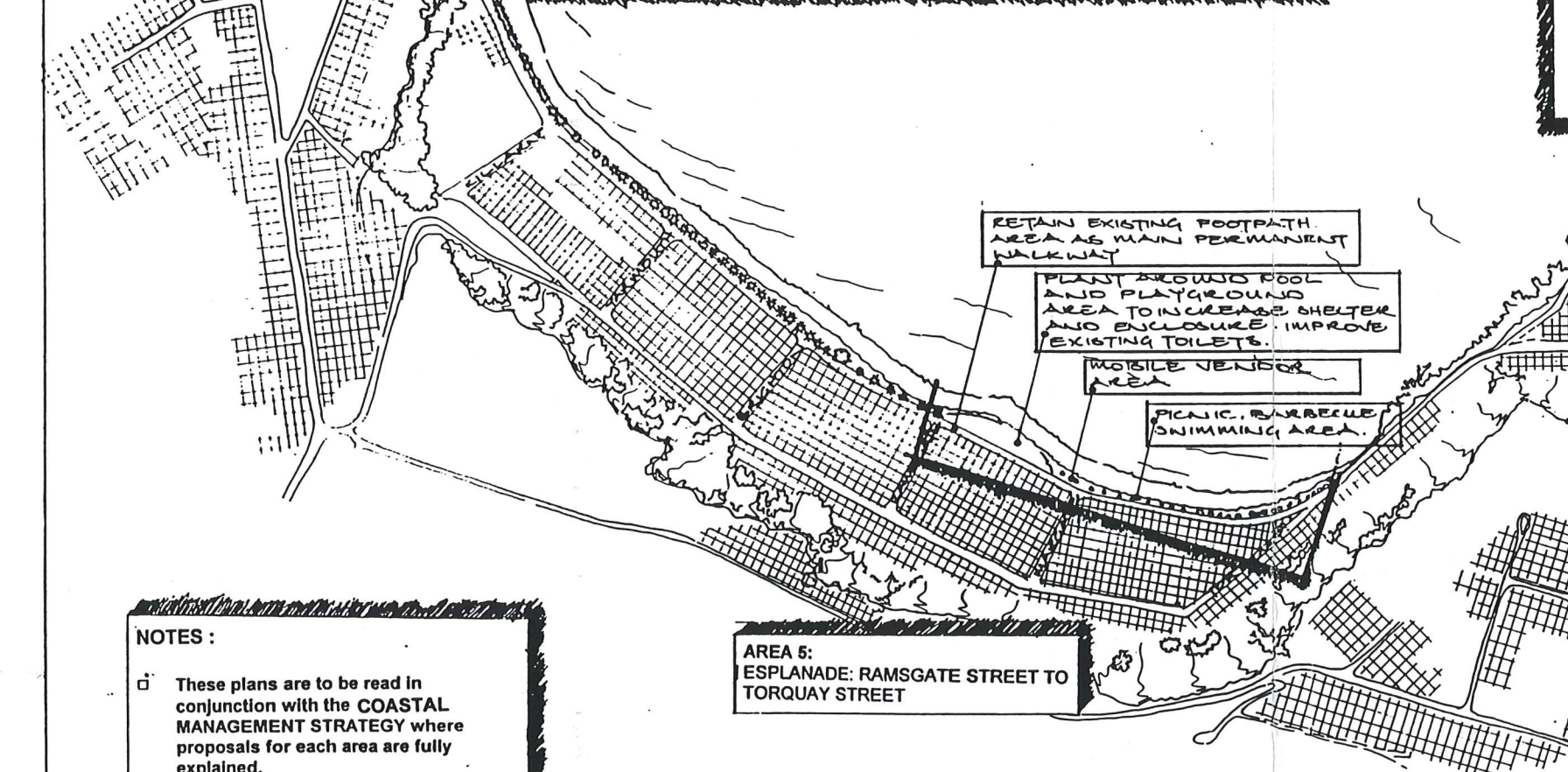
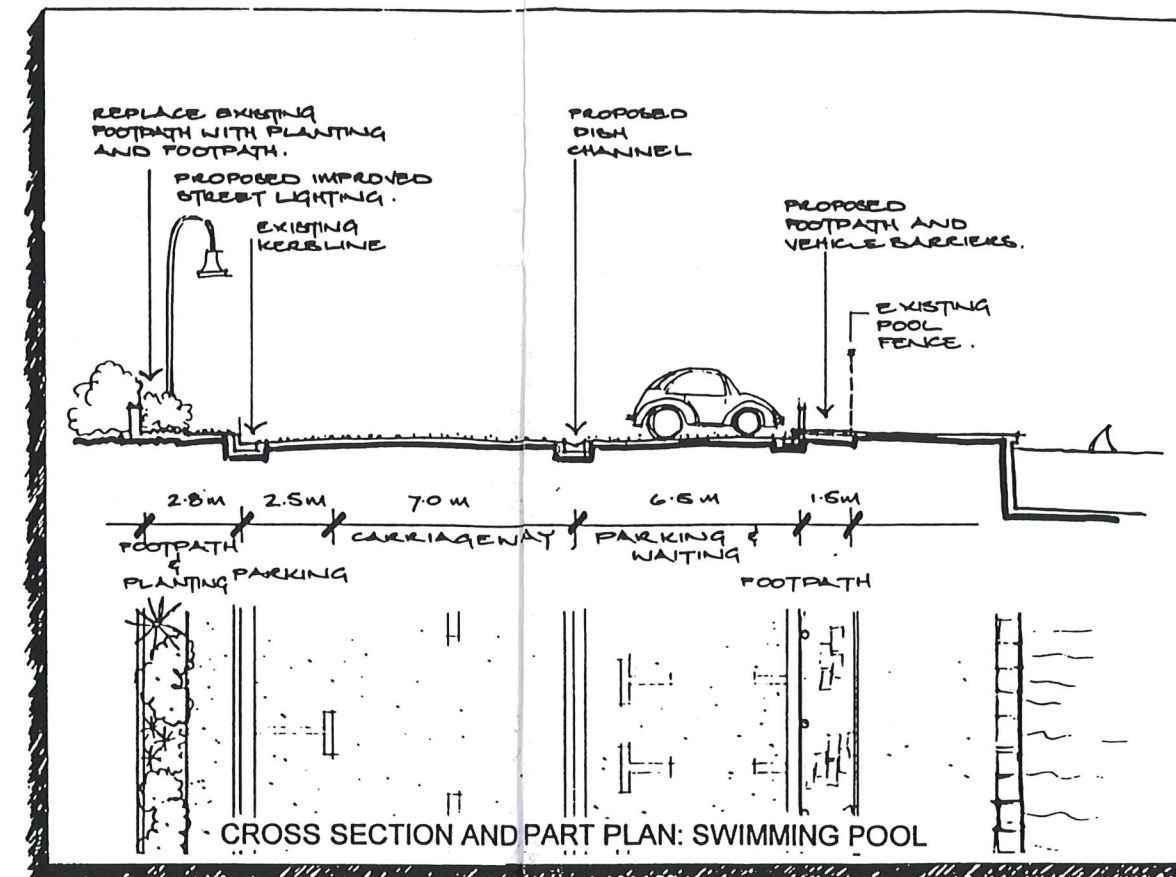
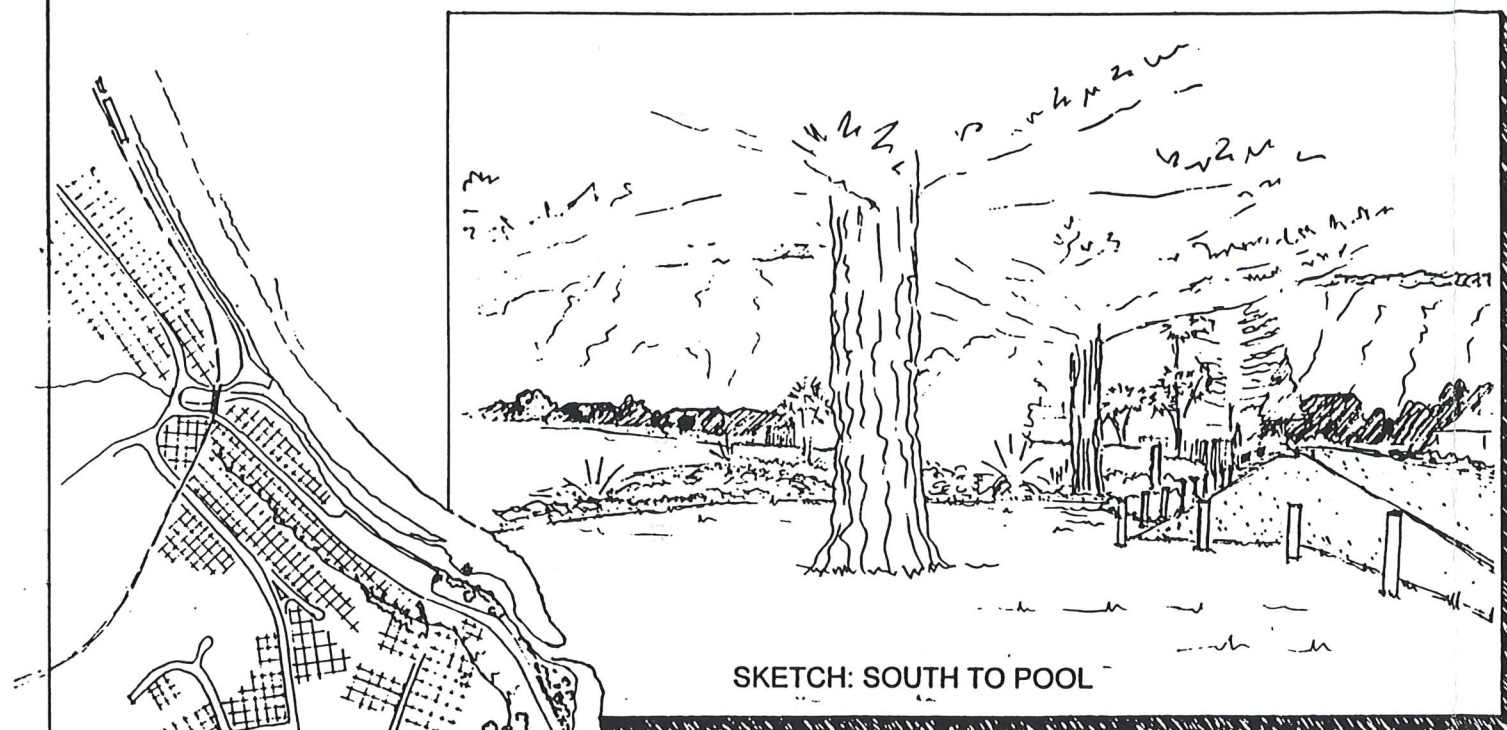
No protected sites are recorded with the NZ Archaeological Association.

5.3 Current Uses

1. Public swimming pool.
2. Children's playground, barbeques, and public toilets beside the swimming pool.
3. Sea swimming.
4. Open space and informal recreation.
5. Roadside parking adjacent to the swimming pool.

5.4 Issues To Be Addressed And Recommended Actions To Meet Objectives

The landscape proposals related to the recommended actions for this area are shown on figure B5 on the following page.



NOTES:

- These plans are to be read in conjunction with the COASTAL MANAGEMENT STRATEGY where proposals for each area are fully explained.
- These plans are for public discussion only and should not be scaled from for legal, construction or pricing purposes.



FIGURE B5

K A I K O U R A

COASTAL MANAGEMENT STRATEGY

LANDSCAPE PROPOSALS

AREA 5

T T
TONKIN & TAYLOR LTD.
CHRISTCHURCH
155 KILMORE STREET

EARTHWORK
LANDSCAPE ARCHITECTS & ENVIRONMENTAL DESIGN

SCALE: 1:5000
DATE: Aug 96
FILE: 9642

5.4.1 Land Use

Issue: Use of open space and provision of facilities.

Discussion : As for Area 4, the current designation of the grassed areas on the seaward side of the Esplanade as Road Reserve is considered to be inappropriate. A change in designation to Recreation Reserve would better reflect the use of this area and ensure that future uses maintain the area as open space for informal and passive recreation.

It is recognised that the Esplanade is potentially a prime location for mobile food and tourist vendors. In recognition of the need to balance the needs of vendors and the desire of residents to maintain the open space of this area, it is recommended that vendor activities be restricted to one designated location. This action will allow the KDC to grant licences for the use of this area, and hence have control over the number, quality and services offered by vendors. The recommended location for vendors is beside the playground opposite the end of Margate Street. This is considered the most desirable location for vendor activities as it links family use of the swimming pool, playground and Gooches Beach. It is hoped that in time, visitors to Kaikoura will identify this location with this land use.

It is recognised that the changing and toilet facilities next to the swimming pool are some distance from the best location for beach bathing on the Esplanade. However, it is considered that the upgrading of the existing facilities is a more practical option than the provision of additional facilities located further south along the Esplanade. The retention of the facilities in their current location allows them to continue to be used by visitors to the playground and the designated vendor area.

Recommended Action 1: KDC to change the status of the open space area from Road Reserve to Recreation Reserve under the Reserves Act 1977.

Priority: High

Recommended Action 2: KDC to work with the community and service groups to provide more picnic tables and seating in keeping with the character of open space.

Priority: High

Recommended Action 3: Provide facilities on the grassed area at Margate Street for mobile food and tourist vendors. KDC to control the quality and numbers.

Priority: High

Recommended Action 4: Upgrading of the existing changing and toilet facilities for beach bathers at the playground.

Priority: High

Planning/consents requirements: As for Area 4, for the re-classification of Road Reserve to Recreation Reserve.

Under the Transitional Kaikoura District Plan, the formation of vendor areas is a non complying activity in the Rural E Zone. However, it is recommended in Appendix C that this be altered in the Draft District Plan so that development of parking areas becomes a discretionary activity.

Issue: Lack of parking control during peak summer months.

Discussion: The same comments as made with regard to this issue in Section 4.4.1 for Area 4, are appropriate. In this area, there is only sufficient road width to allow parallel parking.

Recommended Action 1: Improve the layout and design of road side parking areas by the use of a dish channel to separate the road carriageway from parallel parking areas along the grassed area.

Priority: Medium

Recommended Action 2: Use appropriate barriers (eg removable/fixed posts, or kerb & channel) to prevent parking and illegal camping on the grassed open space areas during peak summer months.

Priority: Medium

Planning/consents requirements: None

Issue: Continued existence of the swimming pool at its current location.

Discussion: During the Issues & Options stage of this Strategy, there were discussions on relocating the swimming pool away from its

current location, and on possible alternative uses of the site. In the absence of alternative swimming pool sites, the KDC have already decided that the swimming pool should remain in its existing location, with the necessary repairs and provision for heating currently being investigated. This decision therefore eliminates the options of other users of this location such as those put forward in the Draft Issues and Options Document. There is no need at this stage, to pursue these options.

**Recommended
Action:**

In the absence of alternative sites, continue to investigate ways to efficiently heat the existing swimming pool.

Priority:

High

Planning/consents
requirements:

None

5.4.2 Coastal Protection

Issue:

Coastal erosion of open space area.

Discussion :

The same comments regarding beach renourishment as made for this issue in Section 4.4.1 for Area 4, are appropriate. Within this area initial beach renourishment has already been undertaken, and the emphasis should be on the regular maintenance of the structure.

However, the KDC consider that at the southern end of Gooches Beach, renourishment alone will not be a cost effective means of protection and some additional backstop protection will be required. The most desirable form of additional protection in terms of cost and environmental effects, is a revetment type seawall of natural rock. The necessary design and resource consent requirements be undertaken as a high priority so that a rapid response to future problems can be made if required.

**Recommended
Action:**

Continue with beach renourishment as the most appropriate means of addressing coastal erosion. For the southern end of Gooches Beach, prepare plans and seek resource consents for the construction of a rock revetment as a means of additional backstop protection if required.

Priority:

High

Planning/consents
requirements:

KDC already hold a resource consent from CRC to undertake and maintain beach renourishment in this area for a 10 year

period. Under the hazard rules in the Proposed RCEP, resource consents from the CRC will be required for any additional protection methods.

Issue: *Exposed stormwater discharges to the back of the foreshore resulting in accelerated sediment losses and erosion at these locations.*

Discussion: The same comments as made for this issue in Section 4.4.2 for Area 4, regarding the need to relocate the stormwater discharge locations away from the renourishment are appropriate. The KDC already hold a resource consent to alter the stormwater discharge pipes in this area.

Recommended Action: **Extend and lower stormwater pipes through the beach to discharge into the high tide swash zone.**

Priority: High

Planning/consents requirements: As with Area 4, the KDC already hold a resource consent from CRC for the extension of stormwater outlets to the high tide berm in this area.

5.4.3 Walkway Linkage

Issue: *Pedestrian and cycleway provision.*

Discussion : The same comments as made for this issue in Section 4.4.3 for Area 4 regarding the walkway location and design, and improvements to street lighting and existing footpaths, are appropriate.

Recommended Action 1: **Develop a gravel chip walkway adjacent to the beach which is planted with appropriate vegetation.**

Priority: High

Recommended Action 2: **Improve pedestrian access to the swimming pool by constructing a footpath in front of the swimming pool.**

Priority: Medium

Recommended Action 3: **Improve the layout of the footpath and street lighting on the landward side of the Esplanade including changing to**

underground services, and discrete lighting at picnic tables on the grassed area.

Priority: Low

Planning/consents requirements: The same consent requirements as presented for walkway development in Area 4.

5.4.4 Landscape Character

Issue: *General landscape enhancement and shelter around the swimming pool.*

Discussion: The current state of the vegetation surrounding the pool does not provide either the need for shelter for pool users or satisfactory integration of the pool into the overall landscape. It is recommended that the visual appearance and amenity value of the swimming pool and playground would be improved with the use of appropriate vegetation.

Recommended Action: Re-design the planting around the swimming pool to provide increased shelter for the playground and a better integration of the pool area.

Priority: Medium

Planning/consents requirements: None

5.4.5 Visitor Information

Issue: *Improve visitor information at key locations*

Discussion: Clear signage should be provided at the location of facilities within the area, including the playground, toilets and changing facilities, vendor area and beach swimming areas.

Recommended Action: Provide appropriate signs marking the locations of the playground, toilets and changing facilities, vendor area, and beach swimming area.

Priority: High

5.4.6 Public Involvement

Issue: *Involve community groups to foster feelings of public ownership and to offset the costs of implementation.*

Recommended Action 1: **Donations of picnic tables and seating in keeping with the character of open space.**

Recommended Action 2: **Donations of plants for use in landscaping of the walkway and the landward Esplanade footpath.**

Recommended Action 3: **Labour and material for the upgrade of changing and toilet facilities at the playground.**

5.5 Estimated Costing

The following are the estimated costs for the implementation of the Strategy at full commercial rates and at discounted rates with the suggested levels of community involvement.

	Fully Commercial Rates	Community Involvement
High Priority Actions: (1)	\$32,700	\$24,200
Medium Priority Actions:(2)	\$53,700	\$51,700
Low Priority Actions:(3)	\$180,200	\$116,600*
TOTAL	\$256,100	\$184,000

Notes:

The following costs are at full commercial rates.

- (1) Includes walkway development and associated landscaping (\$10,500), beach renourishment(\$3,000), alterations to stormwater discharges (\$5,000), provisions of picnic tables and seating (\$5,200), upgrade of toilet and changing facilities (\$5,000), establishment of a mobile vendor area (\$2,000), and signs (\$2,000).
- (2) Includes dish channels to narrow the road and carpark re-sealing (\$34,700), provision of vehicle barriers (\$11,000), swimming pool planting (\$2,500), and swimming pool footpath (\$2,500)
- (3) Includes the development of the landward Esplanade footpath involving relaying the footpath (\$27,000), replacement of existing kerb (\$27,00), plantings (\$4,500), street lighting (\$26,000) and changing to underground services (\$120,000).

- * Assumes 50% cost sharing with MainPower on the provision of underground services.

A complete break down of the estimated costs associated with each recommended action and accompanying explanation notes are included in Appendix D, E, and F.

6.0 AREA 6: ESPLANADE: TORQUAY STREET TO THE 'NEW WHARF'

6.1 Land Status

All of the land in this area on the seaward side of the Esplanade and the foreshore above MHWS is Road Reserve vested in the KDC. There is no Conservation land within this area.

6.2 Designations And Protections

The following features are listed as designated or protected sites in Appendix C of the Transitional Kaikoura District Plan:

- Part 1: Designations and special uses or features:
No.110 Marine Laboratory
- Part 3: Protected under the Historic Places Act:
No. 392 Pa site on end of terrace opposite Pier Hotel
- Part 4: Protected under the Transitional Kaikoura District Plan:
No. 413 Pier Hotel

No protected sites are registered with the NZ Archaeological Association.

6.3 Current Uses

1. Traffic and pedestrian corridor from the Esplanade to the wharf area and the seal colony.
2. Marine aquarium and University laboratory.
3. Historic Pier Hotel.
4. Private Kaikoura Boating Club slipway.

6.4 Issues To Be Addressed And Recommended Actions To Meet Objectives

The landscape proposals relating to the recommended actions for this area are shown figure B6 on the following page.

6.4.1 Land Use

Issue: Use of the Road Reserve land for slipway and outdoor dining facilities.

Discussion: The Kaikoura Boating Club operate a private slipway opposite the Pier Hotel. This is the only slipway on the northern side of the peninsula. The majority of this slipway is located on Road Reserve. The lack of car and boat parking facilities associated with the slipway has created problems for normal road traffic during periods of high slipway use. The provision of further parking facilities for both the Boating Club and the Pier Hotel needs to be co-ordinated to ensure that other objectives of the Coastal Management Strategy are not compromised.

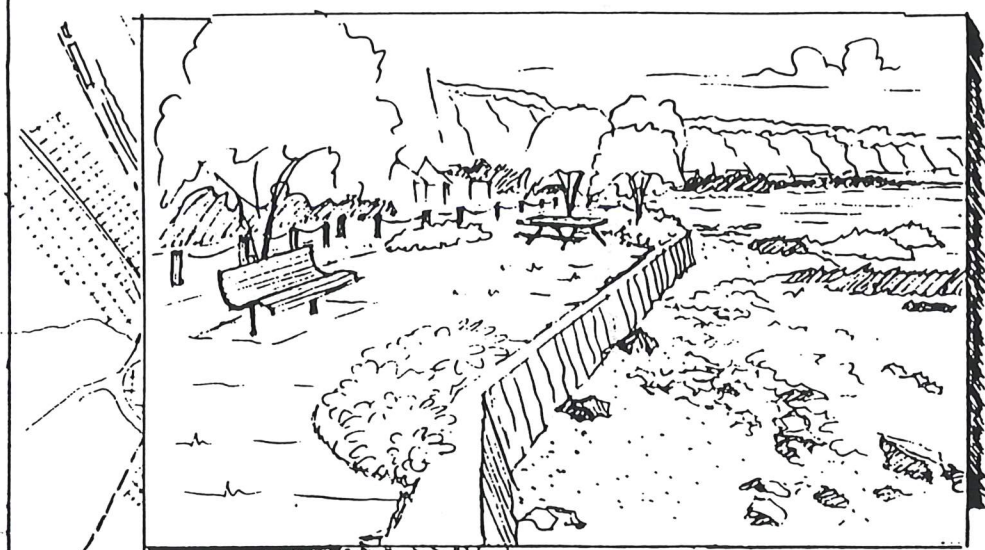
An option canvassed at the Issues and Options stage of the Strategy was for the wider use of this private slipway facility for public and tourism operators (eg boat hire). This option did not meet with support from Boating Club members, and is not being pursued any further as part of the Strategy.

The Pier Hotel use a small section of the Road Reserve opposite the Hotel as an outdoor dining and entertainment area. This is considered an excellent location and ideal setting for such a facility, and should be linked into the development of the coastal walkway. A formal agreement should be made between the Pier Hotel and the KDC on the use of this section of Road Reserve.

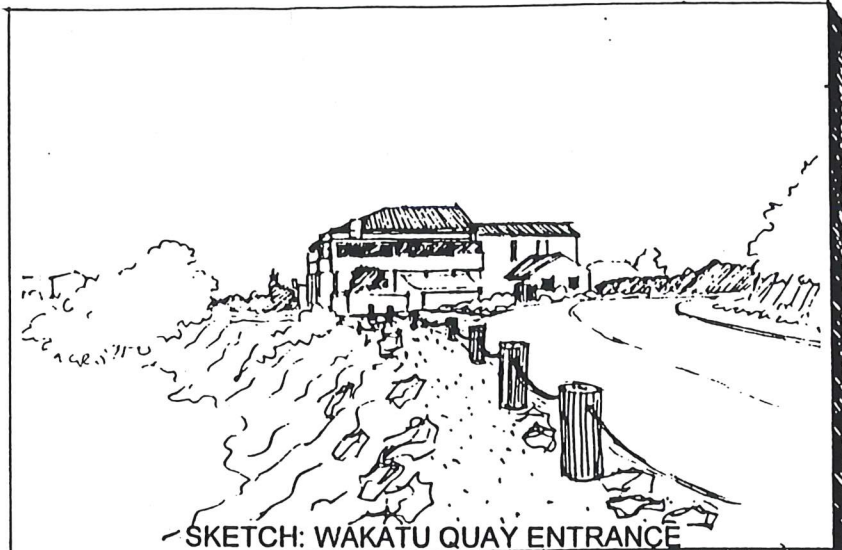
Recommended Action 1: KDC and the Kaikoura Boating Club to come to an agreement on the use of Road Reserve for the club slipway facilities.

Priority: High

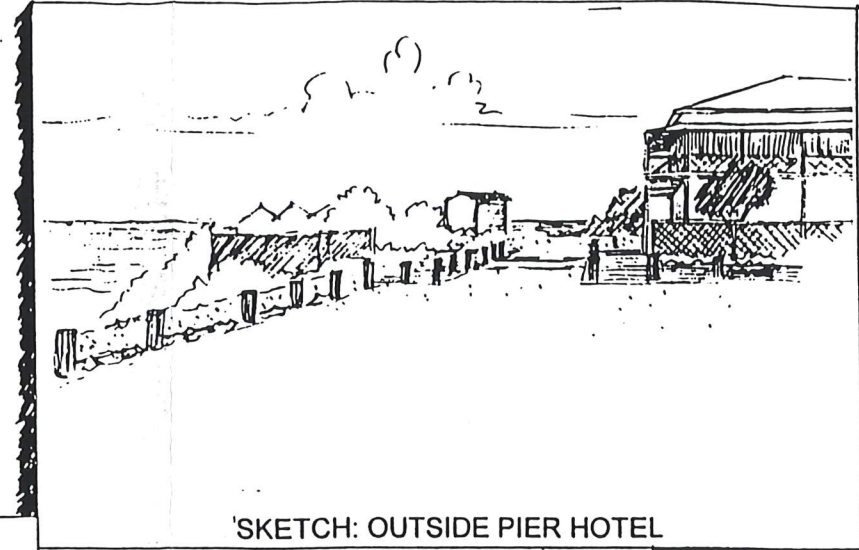
Recommended Action 2: The KDC to work with CRC to ensure that all future slipway consents are accompanied by adequate provision for boat and car parking.



ESPLANADE
MAXIMISE GREEN SPACE AND WALK-
WAY OPPORTUNITIES.

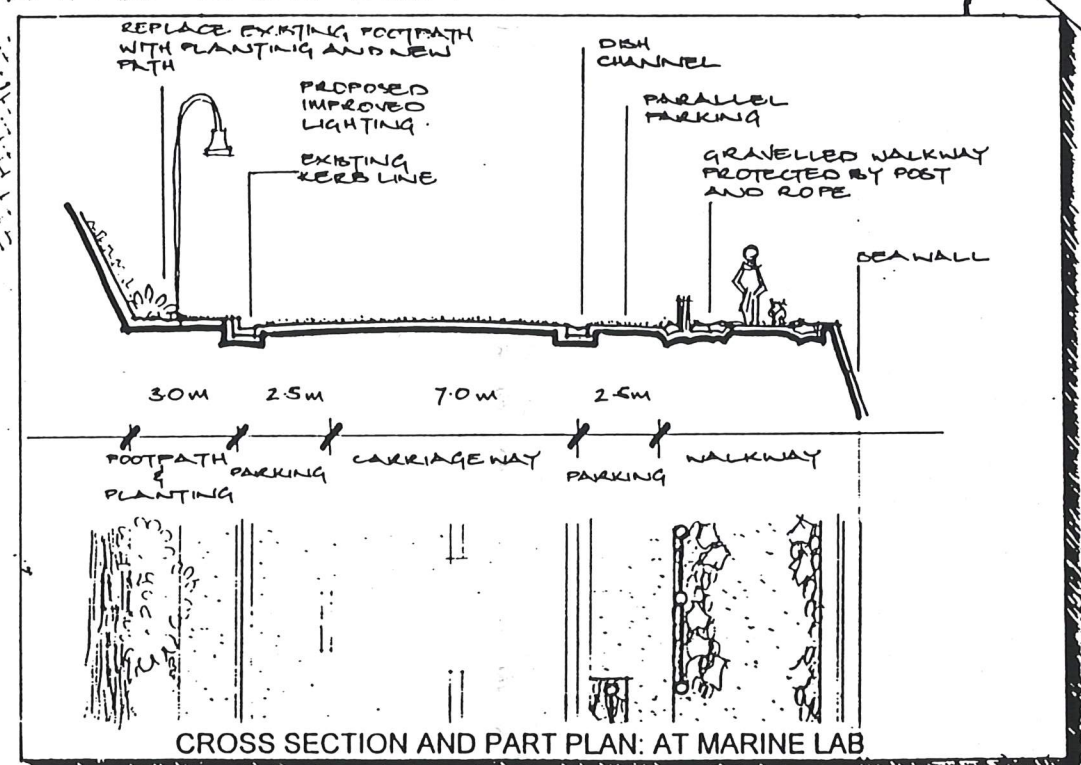


SKETCH: WAKATU QUAY ENTRANCE



SKETCH: OUTSIDE PIER HOTEL

WAKATU QUAY
NARROW ROAD WITH PAVING AND BARRIERS
MAXIMISES PARKING AND OUTSIDE SITTING
FOR HOTELS.



REWORK CAR PARK TO
INCLUDE SOME TRAILOR
PARKING IN CONJUNCTION
WITH BOAT CLUB

CHANGE INTERSECTION TO SLOW
TRAFFIC AND ALLOW
LANDSCAPE DEVELOPMENT

AREA 6:
ESPLANADE: TORQUAY TO
NEW WHARF

- NOTES:
- These plans are to be read in conjunction with the COASTAL MANAGEMENT STRATEGY where proposals for each area are fully explained.
 - These plans are for public discussion only and should not be scaled from for legal, construction or pricing purposes.



KAIKOURA

COASTAL MANAGEMENT STRATEGY

LANDSCAPE PROPOSALS

AREA 6

T&T
TONKIN & TAYLOR LTD.
CHRISTCHURCH
155 KILMORE STREET

EARTHWORK
LANDSCAPE ARCHITECTS

FIGURE B6 -

SCALE: 1:5000

DATE: Aug 96

FILE: 9642

Priority: High

Recommended Action 3: The KDC and Pier Hotel to come to an agreement on the use of Road Reserve for outdoor dining and entertainment facilities.

Priority: High

Recommended Action 4: The KDC, Kaikoura Boating Club and the Pier Hotel work together to investigate and organise better provision for parking.

Priority: Low

Planning/consents requirements: Resource consents are required from the CRC for the development and enhancement of slipway structures below MHWS. Under the Transitional Kaikoura District Plan, consents are also required from the KDC for these structures above MHWS. There is a need for consultation to ensure that future applicants to both consent authorities recognise the need for the provision of adequate parking space in association with slipways.

In the Draft Kaikoura District Plan, provision needs to be made for parking to be a requirement of all consent applications for slipway development and enhancement.

6.4.2 Coastal Protection

Issue: *Coastal erosion in front of the University of Canterbury Marine Laboratory.*

Discussion: The section of coast in this area is already extensively modified by seawalls. These walls appear to have been constructed in a piece-meal fashion resulting in a gap being left opposite the Marine Laboratory. It is considered that an additional seawall is the most appropriate option for controlling erosion at this site.

Recommended Action: The KDC to seek resource consents for, and commence construction of, a seawall in front of the University of Canterbury Marine Laboratory to link with adjoining seawall structures.

Priority: High

Planning/consents requirements: Under the hazard rules in the Proposed RCEP, resource consents from CRC will be required for the construction of this seawall.

Under the Transitional Kaikoura District Plan, coastal erosion protection works are a permitted activity, hence no consent is required from the KDC.

6.4.3 Walkway Linkage

Issue: Poor walkway linkages along the seaward side of the Esplanade and across the Esplanade at the Pier Hotel.

Discussion: An objective of the Coastal Management Strategy aims to build on the existing walkway network by completing a continuous walkway linkage along the coast of the township and the peninsula. Currently in this area, walking along the coastal fringe is hazardous due to lack of separation from the road carriageway. It is recommended that the walkway be developed along the top of the existing seawalls. An appropriate method of separation from vehicular traffic is considered to be a 'wharf theme' barrier of low wooden piles connected by rope. This method of separation would be visually attractive and provide a suitable approach to the wharf area. Park bench seating should be provided at locations along the walkway where there is sufficient area available.

The Esplanade approaches the Pier Hotel at a busy section of road which will require special consideration for the safety of pedestrian users of the walkway. It is recommended that the road be narrowed at this point to slow traffic speeds, and that a cobbled pedestrian linkage across the Esplanade to the Pier Hotel be provided. This will allow the safe passage of pedestrians across a busy section of the Esplanade, and will enhance the character of the Pier Hotel as a pleasant seaside location at which to break the journey around the coastal walkway.

**Recommended
Action 1:**

Provide a pedestrian walkway along the seaward side of the Esplanade by utilising the tops of the sea walls. This walkway to be separated from the road by the use of low wooden piles and rope work to provide a 'wharf theme'. Park benches to be sited at appropriate locations.

Priority: High

Recommended Action 2: KDC to narrow the road in the vicinity of the Pier Hotel to slow traffic speeds, and work with the Pier Hotel to provide a landscaped designated pedestrian linkage across the Esplanade from the Hotel to the coastline.

Priority: Medium

Planning/consents requirements: Under the Transitional Kaikoura District Plan, the development of walkways, outdoor dining facilities, etc.. is a non complying activity in the Rural E Zone. However, it is recommended in Appendix C that this be altered in the Draft Kaikoura District Plan to a controlled activity.

6.4.4 Landscape Character

Issue: *Poor visual landscape.*

Discussion: Along this section of the Esplanade, one of the most noticeable features of the visual landscape are the row of power poles along the seaward margin of the Esplanade carriage. These poles are considered to be an unnecessary part of the landscape, which detract from the natural character of the area. It is recommended that the poles be removed and the services relocated either underground or to the landward footpath. Their removal will result in a tidier visual landscape and will provide uninterrupted views of the wharf area from the coastal walkway. However, it is recognised that the co-operation of Mainpower will be required to implement any changes.

Recommended Action: KDC to discuss with Mainpower the removal of the power poles from the seaward road edge to improve the visual landscape.

Priority: Medium

Planning/consents requirements: None

6.4.5 Visitor Information

Issue: Identification of the historic Pier Hotel.

Discussion: The Pier Hotel has a colourful history, and is listed as a protected historical site in the Transitional Kaikoura District Plan. It is considered that it would make an appropriate start point for the proposed Historic Precinct which is discussed in the next area (Section 7.4.4). It is recommended that suitable interpretative panels on the historic features of the Hotel be sited at an appropriate position on the coastal walkway.

Recommended Action: KDC, in conjunction with the Pier Hotel, and in consultation with the Kaikoura Historical Society, erect on the coastal walkway suitable interpretative panels on the history of the Hotel.

Priority: High

Planning/consents requirements: Under the Transitional Kaikoura District Plan a resource consent would be required from the KDC for the placement of the interpretative panels.

6.4.6 Public Involvement

Issue: Involve community groups to foster feelings of public ownership and to offset the costs of implementation.

Recommended Action 1: Encourage community and service groups to be involved in the construction of the low wharf pile and rope barrier between the walkway and the road.

Recommended Action 2: Donation of park bench seating for location along the walkway.

Recommended Action 3: Pier Hotel involvement in interpretative signs for the hotel located on the walkway, and in the provision of a pedestrian linkage across the Esplanade from the walk way to the hotel.

Recommended Action 4: Kaikoura Boating Club and the Pier Hotel involvement in the development of parking facilities.

6.5 Estimated Costing

The following are the estimated costs for the implementation of the Strategy at full commercial rates and at discounted rates with the suggested levels of community involvement.

	Fully Commercial Rates	Community Involvement
High Priority Actions: (1)	\$76,500	\$68,000
Medium Priority Actions:(2)	\$165,500	\$100,800*
Low Priority Actions:(3)	\$51,900**	\$32,700
TOTAL	\$293,900	\$201,500

Notes:

The following costs are at full commercial rates.

- (1) Includes walkway development and vehicle barriers (\$23,000), seawall construction (\$52,500), and signs (\$1,000)
- (2) Includes realignment of intersection (\$37,5000), landscaping and paving (\$8,000), and changing to underground services (\$120,000).
- (3) Includes the car and boat parking development (\$24,900) and associated dish channelling (\$27,000).
- * Assumes 50% cost sharing with MainPower on the provision of underground services.
- ** Includes Kaikoura Boating Club and Pier Hotel contribution to car and boat parking development (\$19,200)

A complete break down of the estimated costs associated with each recommended action and accompanying explanation notes are included in Appendix D, E, and F.

7.0 AREA 7: 'NEW WHARF' TO ARMERS BEACH

7.1 Land Status

The reclamation at the 'new wharf' is owned by KDC.

The headland at the 'chimney' around to the "old wharf" is Conservation Land (CU2147.01), which is held under Section 62 of the Conservation Act 1987. A Department of Conservation concession is required for the use or occupation of this land. There is another area of Conservation land shown seaward of a Road Reserve in Avoca Bay. However, due to coastal erosion this area is now most likely located below MHWS.

Road Reserves vested in the KDC are present along the coastline at the headland between Wakatu Bay and Avoca Bay, in Avoca Bay, and from the 'old wharf' to Armers Beach. However, as a result of coastal erosion in Avoca Bay, part of the foreshore in this location is now in private ownership.

The small reclamation at the commercial boat maintenance slipway does not appear to have any legal title, and is not shown as part of the Road Reserve. There is also an area of foreshore in Wakatu Bay for which the land status has not been defined.

7.2 Designations And Protections

The following features are listed as designated or protected sites in Appendix C of the Transitional Kaikoura District Plan:

- Part 1: Designations and special uses or features:
No 37 Wakatu Bay; proposed Recreation Reserve
- Part 3: Protected under the Historic Places Act:
No 391 Graves of whalers on hillside overlooking 'old wharf'
No 394 Midden
No 395 Fyffe Cottage built about 1859
- Part 4: Protected under the District Plan:
No 414 Remains of Customs House ('chimney')

The following site is also registered as a protected site with the NZ Archaeological Association:

Archaeological site 30: Ovens/midden.

7.3 Current Uses

1. Commercial fishing activities including commercial wharf ('new wharf'), a fish processing factory and live lobster raising facilities.
2. Historic sites of the 'chimney', Fyffe House and associated car parks.
3. Commercial boat maintenance slipway and 'old wharf' facilities.
4. Recreational fishing off both the old and new wharves.
5. Road corridors.
6. Private coastal protection works and residential properties.
7. Recreational driving at coastal reefs.

7.4 Issues To Be Addressed And Recommended Actions To Meet Objectives

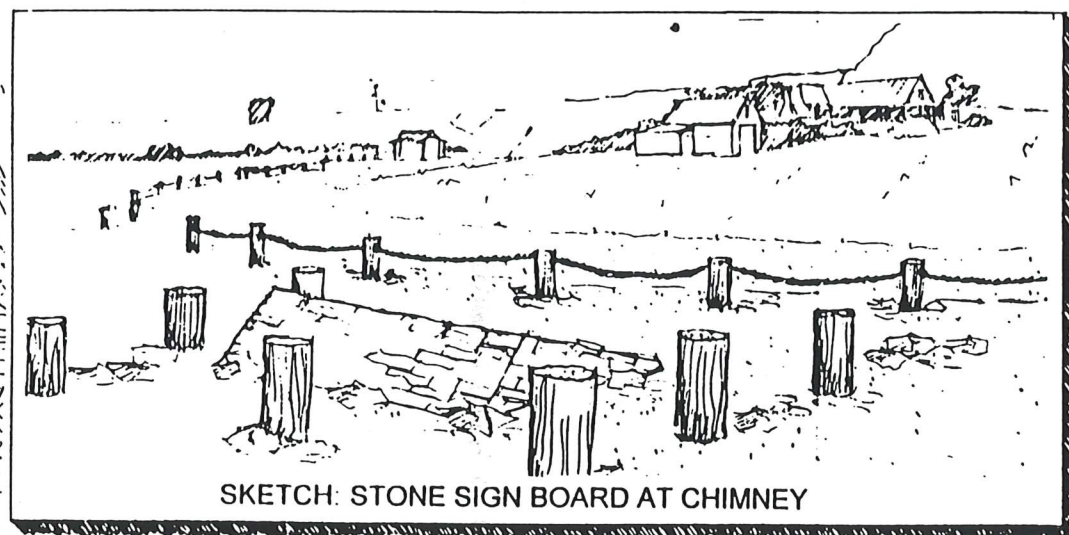
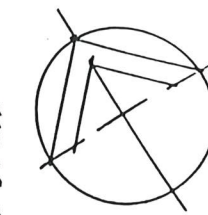
The landscape proposals relating to the recommended actions for this area are shown on figure B7 on the following page.

7.4.1 Land Use

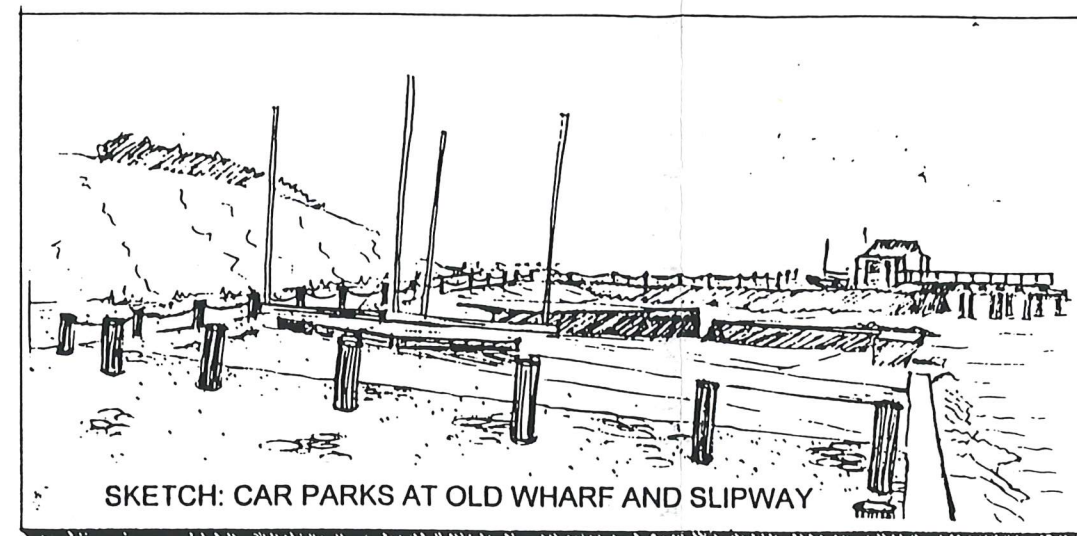
Issue: Future of the 'new wharf'.

Discussion : The initial consultation for the Coastal Management Strategy indicated a perception that the 'new wharf' was very near the end of its useful life and was not worth repairing. It was recommended that in order to scope the possible options for wharf replacement, an assessment of the structure needed to be undertaken to confirm the level of repairs required and the lifetime of the structure. As a result, a preliminary appraisal and cost estimate for repairs was carried out by Davidson Ayson during September 1996.

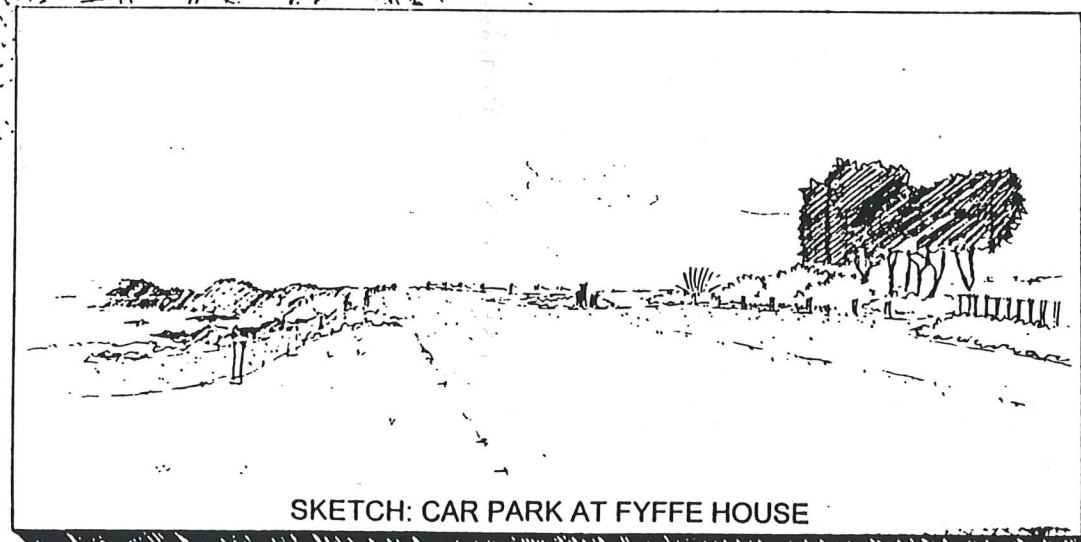
This assessment revealed that there is one pile missing and that the cross bracing of the whole structure is unsatisfactory. The assessment noted that this could result in considerable lateral movements in the structure to the extent that it could be unsafe in certain situations. The assessment recommended that for safety reasons the wharf should be restricted to light vehicles only, and that all access be prohibited in severe storm events. The cost of repairs to make the structure safe were estimated to be \$40,000 - \$60,000. It was noted that the useful life following this may still only be 5 - 10 years and continued maintenance on the remainder of the structure would still be required over this time.



SKETCH: STONE SIGN BOARD AT CHIMNEY



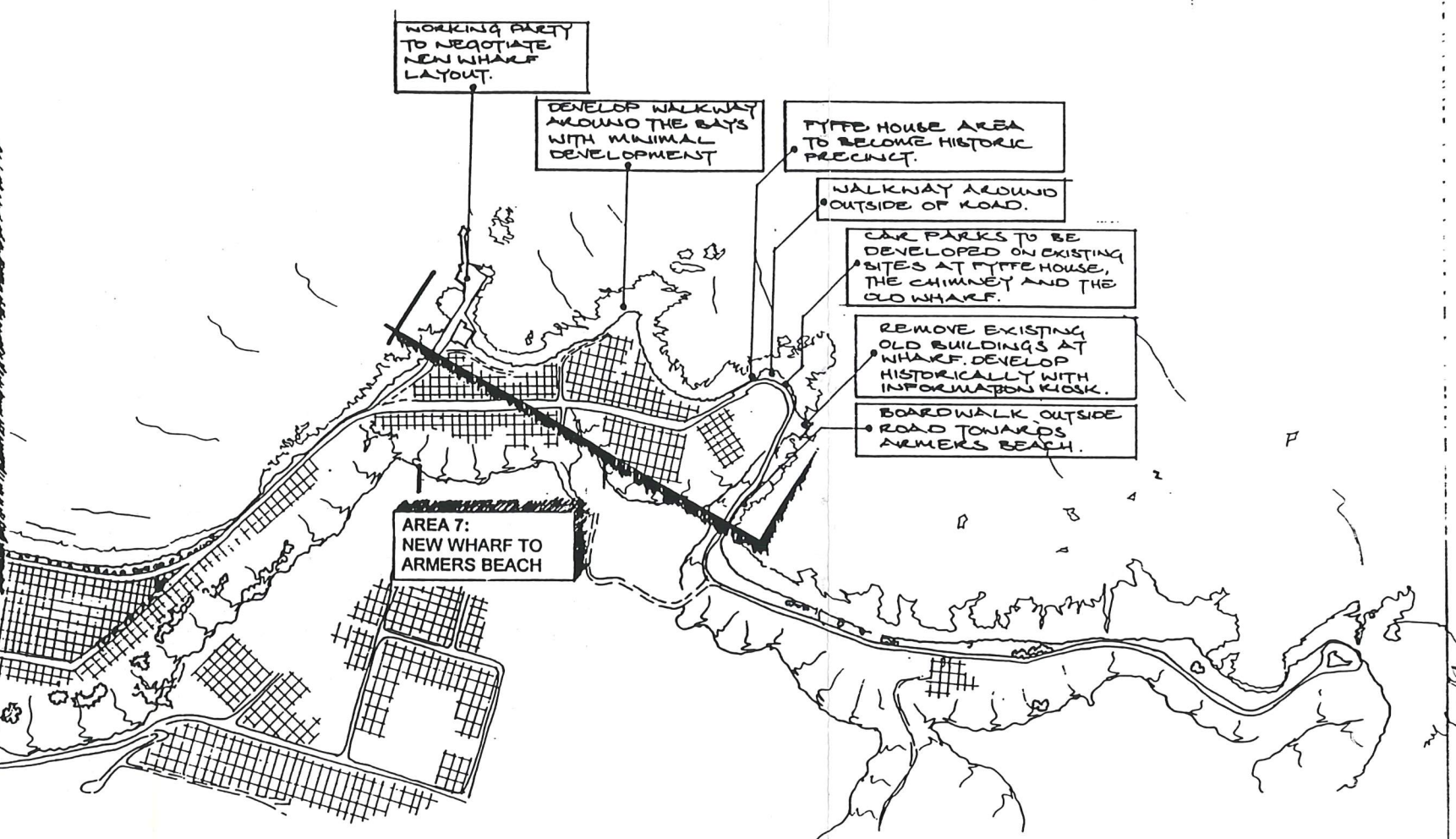
SKETCH: CAR PARKS AT OLD WHARF AND SLIPWAY



SKETCH: CAR PARK AT FYFFE HOUSE

NOTES :

- These plans are to be read in conjunction with the COASTAL MANAGEMENT STRATEGY where proposals for each area are fully explained.
- These plans are for public discussion only and should not be scaled from for legal, construction or pricing purposes.



The KDC, as the owner of the wharf, is liable for its maintenance. If the necessary repairs are not carried out, they could be forced to close the wharf. This enforcement could come from a number of sources including: the Department of Labour under the Health and Safety in Employment Act (1992); the Building Industry Authority under the Building Act (1991); and the Regional Council under their new Harbour By-laws which came into effect at the end of October 1996.

It is considered that such a closure would be disastrous for the commercial fishermen who use the wharf as there are no alternative facilities for boats of their size, would have a detrimental effect on the fish processing industry, and would not be well received by the community who have a strong recreational fishing link with the wharf. Such a closure would also mean that, unless the 'old wharf' was upgraded, there would not be any emergency facilities available on the north side of the peninsula. (These may be required for safety reasons).

As a result of these circumstances, and in consultation with the KDC, it is recommended that the KDC fund immediate repairs to the 'new wharf' on the understanding that this will be the last time Council funds are used for major repairs to the wharf. As the repairs are considered to be a temporary measure only, it is recommended that a working party of representatives from the KDC and commercial fishing interests be established to plan and investigate the funding and construction of new commercial fishing wharf facilities.

These actions show that the KDC have a commitment to both safety issues as the owner of the wharf structure and to the continued use of the wharf structure for both commercial and recreational purposes. These actions also clearly establish that the KDC do not have a long-term role in the provision of commercial facilities but are actively promoting the organisation, planning, funding, and construction of alternative wharf facilities by commercial users.

Possible options for the type and location of new wharf facilities are presented in Appendix H.

**Recommended
Action 1:**

KDC to fund the immediate repairs required to the 'new wharf' to allow its safe commercial and recreational use, and to notify the public that this will be the last time that Council funds will be used to undertake major repairs to the existing wharf structure.

Priority:

High

Recommended Action 2: Establish a working party of representatives from KDC and commercial fishing interests to plan and investigate the funding and construction of new commercial fishing wharf facilities.

Priority: High

Planning/consents requirements: Coastal Permits under the RMA 1991 will be required from the CRC for the construction of new wharf facilities and any associated reclamation which may be required. These are described in more detail in Appendix H.

Land use consents from the KDC may also be required for activities on any new reclamations constructed as part of the wharf facilities.

Under the Proposed RCEP, the removal or demolition of structures in the CMA is a permitted activity, and hence does not require a resource consent provided that the area is returned as far as possible to its natural condition.

Issue: *Future of the 'old wharf'.*

Discussion: The local commercial fisherman do not view the 'old wharf' as a valid option for commercial fishing. This is due to poor boat accessibility.

However, the 'old wharf' is recognised as a significant historical site on the Kaikoura coast. Although it does not have any formal protection status, it is recognised by NZHPT as a Heritage Place. Unfortunately, it is also in need of repairs. An engineering assessment by Davidson Ayson in September 1996 priced the necessary repairs at \$30,000 - \$50,000 depending on the availability of suitable timber. The assessment considered that these repairs would give the wharf a useful life time of 15 - 30 years. The NZHPT fully supports any proposal for repairs, while DoC note that with any repairs, it would be preferable to retain as much of the original wharf material as possible.

Recommended Action: Renovate 'old wharf' for recreation/historical reasons only.

Priority: High

Planning/consents requirements: Under the Proposed RCEP, repairs to wharf structures are a permitted activity, therefore no consents are required.

Issue: *Continued existence and use of the commercial slipway for boat maintenance.*

Discussion: Currently the commercial slipway for boat maintenance does not have a discharge consent and there would be considerable expense in upgrading this facility to meet the required discharge standards. Due to falling numbers of boats using the slipway, it is not considered economical for the KDC or the small number of slipway users to undertake such an upgrade. Therefore it is proposed that the structure be closed. This action has support from the commercial fishermen who were consulted. At the Issues and Options stage of the Strategy it was proposed that one of the existing cradles be modified and relocated by the fishers for use in South Bay. However, the fishers do not intend to pursue this option as they are prepared to take their boats to Christchurch or Picton for maintenance.

However, the fishermen raised the issue of the lack of emergency services on the north side of the peninsula when the existing slipway is closed. To address this issue it is recommended the any further re-development of the 'new wharf' include at least emergency slipway facilities, and that the closing of the existing slipway be staged to allow for the retention of emergency services.

**Recommended
Action 1:**

Organise the staged closure of the commercial slipway in the following way:

Stage 1

Close the slipway to boat maintenance and routine cleaning operations. Retain one cradle for use in emergency situations only.

Priority

High

Stage 2:

Coordinate through the new wharf re-development, a slipway and emergency haul out facilities. Remove the existing equipment from the old slipway.

Priority:

Low

**Planning/consents
requirements:**

None. The outstanding consent application to the CRC for discharge to the CMA from this slipway should be withdrawn.

7.4.2 Coastal Protection

Issue: *On-going safety of all KDC marine structures.*

Discussion: The safety of all KDC marine structures will become an increasingly important issue due to the increased public access to these structures with the development of the coastal walkway. It is therefore recommended that an inspection programme be undertaken to provide a regular assessment of the state of the structures and what maintenance is required to ensure they are maintained at the appropriate safety levels.

Recommended Action: **KDC to establish a regular inspection programme of all marine structures (eg wharfs, slipways) in their control.**

Priority: **High**

Planning/consents requirements: **None.**

Issue: *Coastal erosion of Wakatu and Avoca Bays resulting in the beach being eroded as far back as private land in some locations.*

Discussion: It is recommended that the KDC liaise with the CRC over resource consent applications for coastal protection works in this area. In this way the KDC can ensure that consistent methods of erosion protection are being applied, that adverse environmental effects are reduced, and that the KDC's requirements for walkway access are met.

Recommended Action: **KDC to liaise with CRC to ensure that any resource consent applications for protection works satisfy the KDC requirements of walkway access and visual amenity.**

Priority: **High**

Planning/consents requirements: **Individual landowners requiring protection works will be responsible for seeking resource consents required from the CRC.**

7.4.3 Walkway Linkage

Issue: Lack of pedestrian linkage through the area.

Discussion: The extension of formed walkways through this area will maintain the continuous pedestrian linkage along the length of the Kaikoura's north peninsula coast. This will allow easy pedestrian access to significant features such as the 'chimney' and the 'old wharf'.

Some of the areas crossed by this walkway linkage are private land and commercial areas at the 'new wharf', and therefore will require the co-operation of Pacifica Seafood (Kaikoura) Ltd and private landowners in Avoca Bay.

For the section of coast from the 'Old wharf' to Jimmy Armers Beach, it is recognised that due to limited road width, there is little room for walkway development. It is recommended that this could be overcome by the use of a boardwalk over the sea attached to the existing seawall along this section of coast.

Submissions to the Draft Coastal Management Strategy also raised the point of pedestrian safety in the area around the "Chimney" and Fyffe House due to excessive traffic speeds. It is recommended that these concerns be addressed by the provision of 'speed humps' in this area.

Recommended Action 1: KDC to liaise with Pacifica Seafood Kaikoura Ltd and private landowners in Avoca Bay to ensure access for the walkway linkage along the coast.

Priority: Medium

Recommended Action 2: Provide a walkway along the seaward edge of the road from the 'Old wharf' to Armers Beach by use of a boardwalk over the sea attached to the existing seawall.

Priority: High

Recommended Action 3: Provide 'speed humps' to reduce traffic speeds in the vicinity of Fyffe House, and to improve pedestrian safety.

Priority: Medium

Planning/consents requirements: The development of walkways is a non-complying activity in Rural Zone E under the Transitional Kaikoura District Plan.

However, it is recommended in Appendix C that this be altered in the Draft District Plan to a controlled activity.

The construction of the boardwalk will require a Coastal Permit from the CRC for a structure in the CMA.

7.4.4 Landscape Character

Issue: *Enhance the historical and landscape value of the area.*

Discussion: The area from Fyffe House to Jimmy Armers beach is of significant historical value, containing a unique record of nearly 1000 years of human occupation. A proposal for designing the area as a Historic Precinct was first suggested in 1991. This proposal is currently under consideration by the NZHPT, and is likely to be approved in the near future. The process would then involve public notification and submissions, and final approval and registration by the NZHPT to "recognise the significance of the area".

There is no legal status of protection associated with the registration of a Historic Precinct. Any protection is usually provided by policies, rules and designations in the District Plan. It is recommended that the KDC support this proposal, and include the necessary protection of all historical features within the Precinct in the Draft Kaikoura District Plan.

The current provision of roadside parking at the historical features within this area is poor, despite the high demand. An improved layout and landscaping of these areas would enhance the visual amenity, and could be incorporated into the walkway proposals.

The buildings at the 'old wharf' have no historical value, are not utilised, and are in need of repair. These are the only buildings which can viewed from Point Kean, and it would considerably improve the visual amenity if they were removed. The additional space could be utilised for parking and the provision of an information kiosk (see Part B Section 7.4.5)

**Recommended
Action 1:**

KDC support the proposal of establishing a Historic Precinct under the NZ Historic Places Act from Fyffe House to Symes woolshed, and include all necessary designations in the Draft Kaikoura District Plan.

Priority: High

Recommended Action 2: Improve car parking facilities and traffic flows at the 'chimney' and on the 'old wharf' reclamation.

Priority: High

Recommended Action 3: Remove buildings at the 'old wharf'

Priority: Medium

Planning/consents requirements: Include designations for a Historic Precinct in the Draft District Plan.

Under the Transitional Kaikoura District Plan, the development of parking facilities is a non complying activity in the Rural E Zone. However, it is recommended in Appendix C that this be altered in the Draft Kaikoura District Plan to a discretionary activity.

7.4.5 Visitor Information

Issue: Improve visitor information at key locations

Discussion: The entrance to the Historic Precinct should be appropriately sign posted so that visitors are aware that they are entering an historically significant area.

The provision of interpretative signs located at the outstanding historical features in this area will enable visitors to be better informed of the features and their protected status. The Marlborough District Committee of the Historical Society currently hold funds for this project. It is considered that the 'Old wharf' is an appropriate location for an information kiosk outlining the general history of the area.

Recommended Action 1: Work with NZHPT to provide an appropriate welcome sign to the Historic Precinct.

Priority: High

Recommended Action 2: Work with the local Historical Society to improve interpretative signs of the outstanding historic sites of the area.

Priority: High

Recommended Action 3: Provision of an information kiosk at the 'Old wharf' outlining the general history of the area.

Priority: Medium

Planning/consents requirements: None

7.4.6 Public involvement

Issue: Involve community groups to foster feelings of public ownership of the Historic Precincts and landscape treatments and to offset the costs of implementation.

Recommended Action 1: Involve Pacifica Seafood (Kaikoura) Ltd and private landowners in Avoca Bay in the provision of the linkage along their section of coast.

Recommended Action 2: Involve NZHPT and the local Historical Society in the provision of welcome signs to the Historic Precinct and interpretative signs of the significant historical features.

7.5 Estimated Costing

The following are the estimated costs for the implementation of the Strategy at full commercial rates. There are no actions which can be discounted by community involvement.

Fully Commercial Rates	
High Priority Actions: (1)	\$119,200
Medium Priority Actions:(2)	\$33,500
Low Priority Actions:(3)	Nil
TOTAL	\$152,700

Notes:

The following costs are at full commercial rates.

- (1) Includes repairs to 'new wharf' (\$50,000), renovating the 'old wharf' (\$30,000), removal of slipway cradle (\$2000), marine structure inspection

(\$2500 boardwalk (\$10,500), carparking (22,500), and signage (\$1700).

- (2) Includes walkway development (\$13,500), speed humps (\$3,000), building demolition (\$2,000), and information kiosk (\$15,000).

A complete break down of the estimated costs associated with each recommended action and accompanying explanation notes are included in Appendix D, E, and F.

8.0 AREA 8: ARMER'S BEACH TO POINT KEAN

8.1 Land Status

Jimmy Armers Beach is Conservation land (CU2046.08), classified as Recreation Reserve under the Reserves Act 1977, and is vested in the KDC. The area on the seaward (north) side of the road for approximately 700 metres west from the Point Kean car park is also Conservation land (CU2046.07), classified as Recreation Reserve under the Reserves Act 1977. This reserve is also vested in the KDC. As there are no Management Plans for these reserves under the Reserves Act, DoC approval is required for leasing and land uses which must be consistent with the provisions of the Reserves Act 1977.

There is a short length of beach (approximately 100 m long) between these two reserve areas which is likely to be unallocated crown land.

8.2 Designations And Protections

The following location is listed as a protected site in Appendix C of the Transitional Kaikoura District Plan:

Part 3: Protected under the Historic Places Act:
No.393, Fyffe Cove; site of first European settlement. This location is given at Jimmy Armers Beach.

The following site is also registered as a protected site with the NZ Archaeological Association:

Archaeological site 8; Midden. This site is shown in Recreation Reserve CU2046.07.

The whole of the area below MHWS is included in a Marine Reserve proposal which is currently before the Minister of Conservation.

8.3 Current Uses

1. Swimming at Jimmy Armer's Beach.
2. Major corridor for buses, private cars, bikes, and pedestrians going to the seal colony and walkways at Point Kean.
3. Formed car park at seal colony.
4. Small boat launching from beach adjacent to Armer's Beach.
5. Tourist vendors (eg "swim with the seals").

8.4 Issues To Be Addressed And Recommended Actions To Meet Objectives

The landscape proposals related to the recommended actions for this area are shown on Figure B8 on the following page.

8.4.1 Land Use

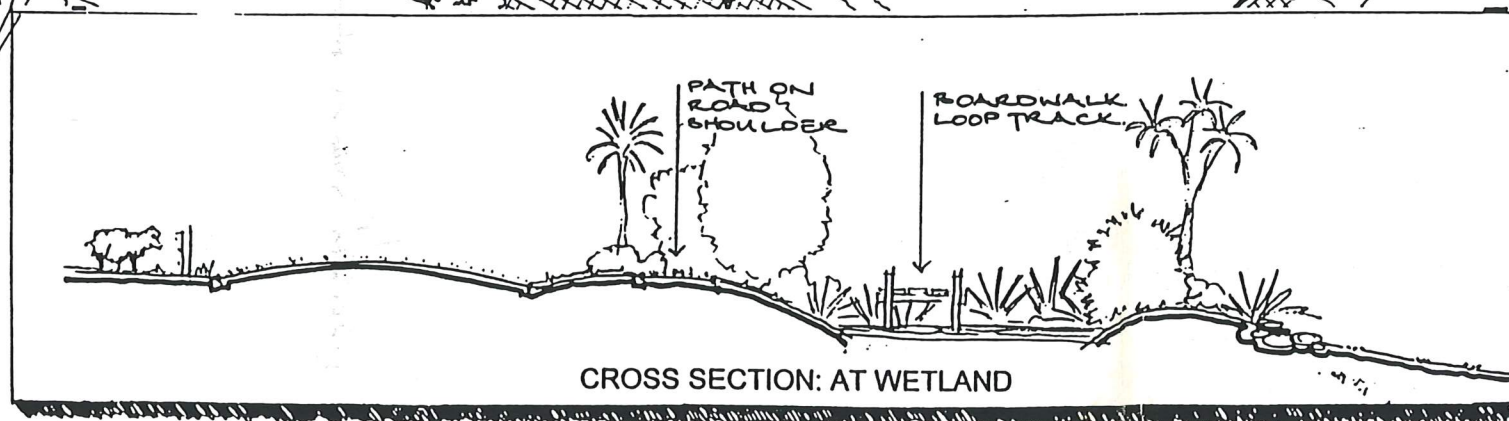
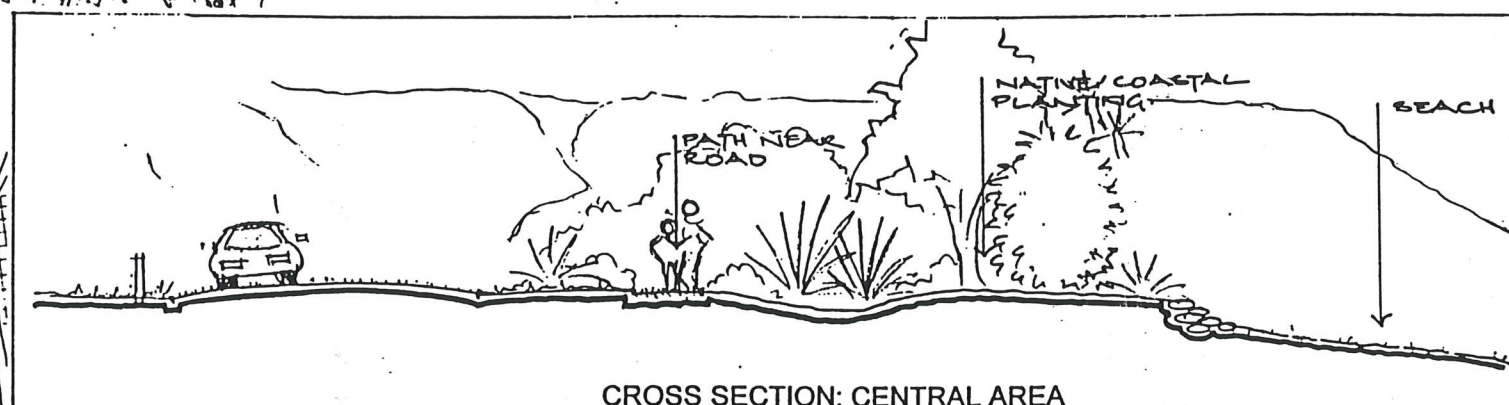
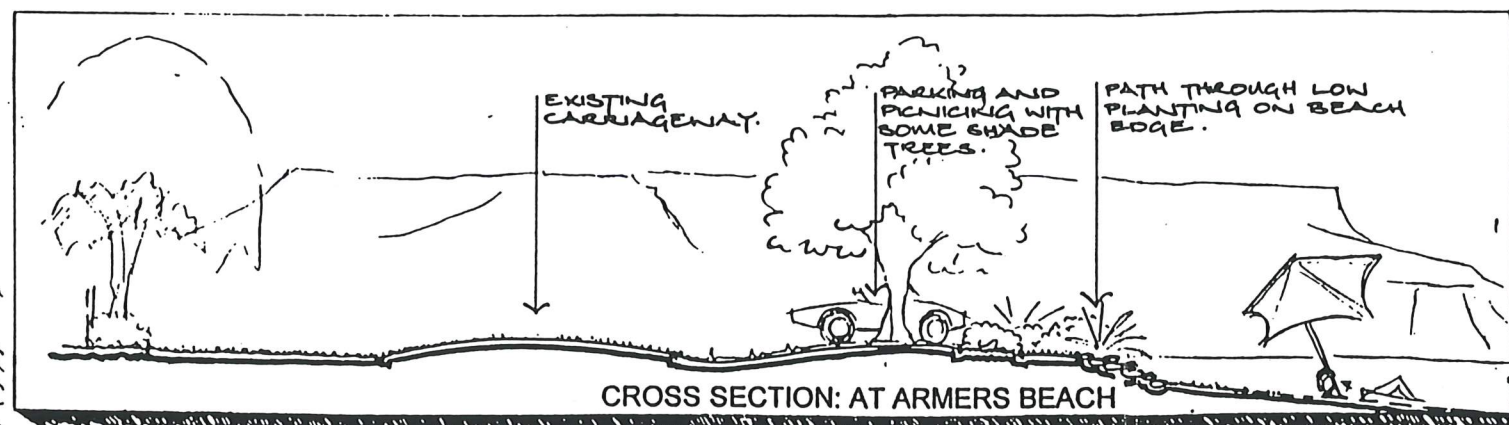
Issue: Enhancement of Jimmy Armer's Beach.

Discussion: Due to the existing high visitor numbers, and the anticipated increases associated with a Marine Reserve, the existing carparking facilities at the Point Kean Seal Colony will be inadequate to deal with peak demand. There is also increasing pressure to provide addition services (eg toilets, mobile vendors). DoC do not support the provision of additional facilities at this location, and hence, there is a need for an alternative location for these facilities.

It is considered that Jimmy Armer's Beach is an appropriate location to provide additional facilities, by upgrading the existing toilets and the development of mobile vendor and visitor parking areas. Any enhancement should also focus on improving the beach as a destination in its own right so that visitors will stop there and walk to the Seal Colony via the coastal walkway.

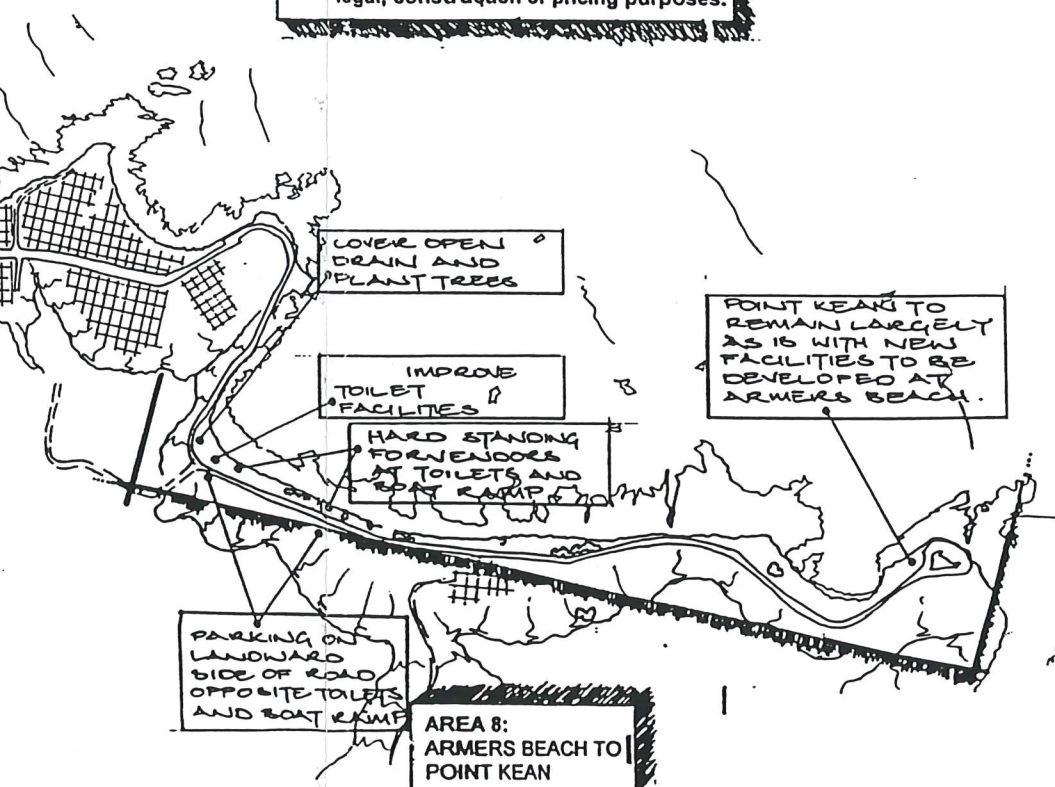
Due to a lack of space on the seaward side of the road, the development of additional carparking will need to be located on the landward side of the road, and therefore will require land purchases. Due to the area opposite the Jimmy Armer's Beach toilets being an important archaeological area, it is proposed that the parking development be located approximately 100 m to the east, opposite the vehicle access point to the beach for small boat launching. An archaeological assessment should precede any ground disturbance at the proposed site.

As well as upgrading the existing toilet facilities, the enhancement of Jimmy Armer's beach could also involve the following actions: diversion of stormwater discharges away from the Beach to improve both the water quality and the visual appearance of the area; the regular grooming of the beach during summer to remove seaweed build-up; the provision of additional attractions for swimmers and picnic/barbeque facilities; and increased planting to provide privacy for beach



NOTES:

- These plans are to be read in conjunction with the COASTAL MANAGEMENT STRATEGY where proposals for each area are fully explained.
- These plans are for public discussion only and should not be scaled from for legal, construction or pricing purposes.



KAIKOURA

COASTAL MANAGEMENT STRATEGY

LANDSCAPE PROPOSALS

AREA 8

T&T
TOMKIN & TAYLOR LTD.
CHRISTCHURCH
155 KILMORE STREET

EARTHWORK
LANDSCAPE ARCHITECTS & PLANNERS

FIGURE B8

SCALE: 1:5000
DATE: Aug 96
FILE: 9642

users. All of these enhancements are considered appropriate adjacent to a Marine Reserve.

**Recommended
Action 1:**

Upgrade existing toilet facilities, and develop additional carparking on the landward side of the road at Jimmy Armer's Beach. This parking should be located away from the important archaeological area opposite the existing toilet facilities at Jimmy Armer's Beach. An archaeological assessment of the proposed site should be undertaken prior to any ground disturbance.

Priority:

High

**Recommended
Action 2:**

Develop Jimmy Armer's Beach as a visitor destination in its ownright by upgrading facilities including:
diverting stormwater discharges away from the beach;
providing additional attractions for swimmers;
developing picnic and barbeque facilities;
undertaking beach grooming during summer;
undertaking appropriate landscape treatment to provide privacy for beach users.

Priority:

High

Planning/consents
requirements:

The diversion of stormwater will require a resource consent from CRC under the RMA 1991.

The area located on the landward side of the road is in the Rural S Zone in the Transitional Plan. Parking areas are a non complying activity in this zone, and a resource consent would be required from the KDC for this type of development.

The proposed enhancements to Jimmy Armer's Beach are located above MHWS, hence do not require approval to be located/undertaken in a Marine Reserve. Since they are appropriate activities in a Recreation Reserve, no approvals are required under the Reserves Act.

Issue:

Allocation of space for mobile vendor operations.

Discussion:

Due to high visitor numbers to this area, there is a need for the allocation of space for mobile vendor operations for both eco-tourism operators and food vendors. As already stated in this Strategy, DoC do not support these operators being located within the Seal Colony Carpark.

It is considered appropriate to develop two small designated

locations for mobile vendors within this area. It is proposed that one be developed in association with the additional carparking at Jimmy Armer's Beach, and that the other be located on the Recreation Reserve to the west of the former Wairepo Lagoon. The development of designated vendor areas will allow the KDC to licence the use of these areas, and therefore have control on the number, quality, and services offered by vendors.

**Recommended
Action 1:**

Provide space for mobile eco-tourism operators and food vendors within the proposed new carpark development at Jimmy Armer's Beach.

Priority:

High

**Recommended
Action 2:**

Develop space for mobile eco-tourism operators and food vendors within the Recreation Reserve to the west of the former Wairepo Lagoon.

Priority:

Medium

**Planning/consents
requirements:**

The development and leasing of the mobile vendor area within the Recreation Reserve will require consent from DoC.

8.4.2 Coastal Protection

Issue:

Coastal erosion.

Discussion:

This issue has only been identified since the release of the Draft Issues & Options Document. Preliminary investigations by the University of Canterbury indicate that on average, the beach from Jimmy Armer's Beach to Point Kean has retreated by approximately 20 metres since 1941. In some locations this retreat will be ongoing as the shore platform continues to adjust to historic uplift, until such time as the coast is eroded back to the cliff face. Ultimately this erosion will affect the road to Point Kean and any other facilities or resources established along the road corridor. It is recommended that as an initial step, the shoreline position be monitored on a regular basis to assess the degree of risk from erosion. As a second step, appropriate coastal protection measures can be implemented as required.

Due to the high degree of natural character of this section of coastline, the most appropriate methods of protection are beach renourishment with similar sediment to the native material, or

the use of appropriate rock in the construction of a revetment. These options may be used in combination.

Recommended Action: Set up a regular monitoring programme of shoreline position, and initiate any investigation and actions needed to gain resource consents for whatever protection method is required.

Priority: Low

Planning/consents requirements: Under the hazard rules in the Proposed RCEP, any protection works undertaken would require a resource consent from the CRC.

8.4.3 Walkway Linkage

Issue: *Poor provision of pedestrian and cycle access ways.*

Discussion: Section 8.4.1 above recommends the enhancement of Armers Beach as a destination in its own right in addition to being a point of origin to the seal colony at Point Kean. If this is to be achieved, pedestrian and cycle access must also be enhanced to ensure the safe passage of these users between the two areas. It is recommended that a walkway be developed through the vegetated area between the beach and the road. This will effectively separate pedestrians from vehicular traffic on a very busy section of open road, and takes advantage of the natural character of the beach and vegetated areas. The landscape enhancement at Jimmy Armer's Beach and several small wetland areas can be incorporated into the walkway.

Recommended Action: Develop a coastal walkway through the vegetated area between the beach and the road.

Priority: High

Planning/consents requirements: Under the Transitional Kaikoura District Plan, the formation of tracks is a non complying activity in the Rural E Zone. However, it is recommended in Appendix C that this be altered in the Draft Kaikoura District Plan to a controlled activity.

Although this walkway is located in the Hazard Zone 1 of the Proposed RCEP, a resource consent is not required from the CRC as the walkway does not cross the active beach profile.

8.4.4 Landscape Character

Issue: *Enhancement of Jimmy Armer's Beach*

Discussion: As described in Section 8.4.1 above, the enhancement of Jimmy Armers Beach will encourage its use as a destination in its own right. Landscaping and vegetation screening will provide some privacy and shelter to beach users by separating the beach recreation area from the transport corridor. Appropriate vegetation will 'soften' the appearance of the toilet block.

Recommended Action: Undertake appropriate landscape treatments associated with the enhancement of facilities and walkway development.

Priority: Medium

Planning/consents requirements: None

Issue: *Preservation and enhancement of natural character.*

Discussion: As described in Part A, submitters expressed the desire to retain the natural character of the Kaikoura coastline. In this area, the small wetlands are a part of this natural character, and it is recommended that the proposed walkway development be incorporated into any enhancement of these wetlands. This will also enhance the walkway for users. It is considered that the willows which are currently present in one of the wetland are inappropriate vegetation for this location, and therefore should be removed.

Recommended Action 1: Enhance the existing small wetland areas and incorporate them into the walkway route.

Recommended Action 2: Remove the willow trees from the vegetated area between the road and the beach, and replace with appropriate native plants/shrubs.

Priority: Medium

Planning/consents requirements: Although the trees are located within Hazard Zone 1 of the Proposed RCEP, a consent is not required for their removal, as they are not within the "active beach system".

Although the trees are on Reserve land and adjacent to a proposed Marine Reserve, there are no requirements for consent from DoC for their removal.

8.4.5 Visitor Information

Issue: *Improve visitor information at key locations*

Discussion: There are a number of sites around Jimmy Armer's Beach which are of significant archeological and historical value. This sites should be included in the area covered by the Historic Precinct, and should be indicated with appropriate interpretative signage.

Recommended Action: **Work with NZHPT to provide appropriate interpretive signs at the significant archeological and historical sites at Jimmy Armer's Beach, and the natural features of the area.**

Priority: **High**

8.4.6 Public Involvement

Issue: *Involve community groups to foster feelings of public ownership and to offset the costs of implementation.*

Recommended Action 1: **Use community groups or service to provide the labour for upgrading the toilet facilities at Jimmy Armer's Beach.**

Recommended Action 2: **Encourage community or service groups to donate picnic and barbeque facilities, and attractions for swimmers at Jimmy Armer's Beach.**

Recommended Action 3: **Use community or service groups to assist the KDC with the enhancement of wetlands.**

Recommended Action 4: **Encourage community or service groups to donate plants for landscaping and to assist with planting programmes.**

8.5 Estimated Costing

The following are the estimated costs for the implementation of the Strategy at full commercial rates and at discounted rates with the suggested levels of community involvement.

	Fully Commercial Rates	Community Involvement
High Priority Actions: (1)	\$82,200	\$67,200
Medium Priority Actions:(2)	\$47,800	\$20,500
Low Priority Actions:(3)	\$74,500	\$74,500
TOTAL	\$204,500	\$162,200

Notes:

The following costs are at full commercial rates.

- (1) Includes Jimmy Armer's Beach toilet upgrade (\$10,000), carpark development (\$47,000), Jimmy Armer's Beach enhancement (\$11,700), walkway development (\$11,000), and interpretative signs (\$2,500).
- (2) Includes development of a mobile vendor area (\$4,500), planting (\$35,000), wetlands enhancement (\$6,300), and removal of willow trees (\$2,000).
- (3) Includes coastal erosion monitoring (\$4,500), and coastal protection if required (\$70,000).

A complete break down of the estimated costs associated with each recommended action and accompanying explanation notes are included in Appendix D, E, and F.

9.0 AREA 9: SOUTH BAY: RECREATION RESERVE TO WEST END OF MOA POINT CAR PARK

9.1 Land Status

The South Bay Recreation Reserve is Conservation land (CU2046.06), classified as Recreation Reserve under the Reserves Act 1977. This reserve is vested in the KDC. As there is no Management Plan for this reserve under the Reserves Act, DoC consent is required for leasing and land uses which must be consistent with the provisions of the Reserves Act.

The Moa Point headland and land on the seaward side of South Bay Parade to the end of the Moa Point car park is Conservation land (CU6136.01), and is also classified as Recreation Reserve under the Reserves Act 1977. This reserve is vested in the KDC. As with the above reserve, there is no Management Plan for this reserve under the Reserves Act, hence DoC consent is required for leasing and land uses which must be consistent with the provisions of the Reserves Act. In association with the South Bay Small Craft Facility Resource Consent decision in 1993, it was recommended that the classification for part of this reserve be changed to Local Purpose Reserve to more accurately reflect the changed land use. This process has not yet been completed.

The foreshore above MHWS, which is between the above two reserves is Road Reserve vested in the KDC.

9.2 Designations And Protections

The following features are listed as designated or protected sites in Appendix C of the Transitional Kaikoura District Plan:

Part 1: Designations and special uses or features:

No 29 Recreation Reserve
No 126 Recreation Reserve

Part 3: Protected under the Historic Places Act:

No 333 MacKays Stool
No 401 Site of whaling station

The following site is also registered as protected site with the NZ Archaeological Association:

Archaeological site 27; midden/ovens.

9.3 Current Uses

1. The Moa Point small craft marina including facilities for commercial fishing vessels, tourist boats, and private recreational vessels.
2. Boat and car parks associated with the Moa Point slipway.
3. Kaikoura Coastguard slipway and buildings.
4. Private Kaikoura Boating Club slipway.
5. Recreation Reserve located at the end of the peninsula walkways and used for picnicking and informal recreation.
6. Swimming in the numerous rock pools ("mermaids pool")
7. Training area for large a number of scuba diving clubs.

9.4 Issues To Be Addressed And Recommended Actions To Meet Objectives

There are a number of issues within this area relating to the resource consents granted in 1993 to develop the small craft marina and associated land based facilities. These issues do not form part of this Strategy.

The landscape proposals related to the recommended actions for this area are shown on figure B9 on the following page.

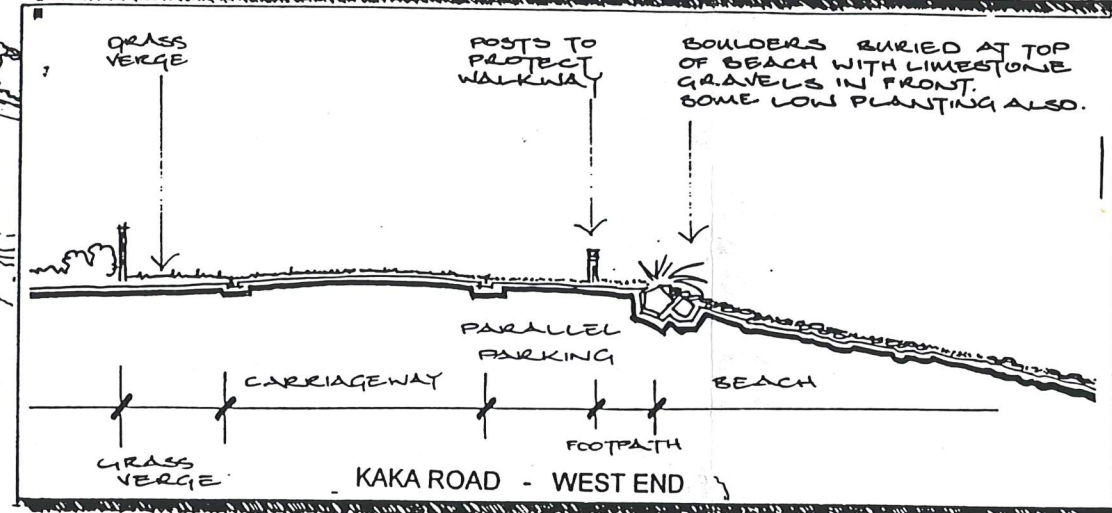
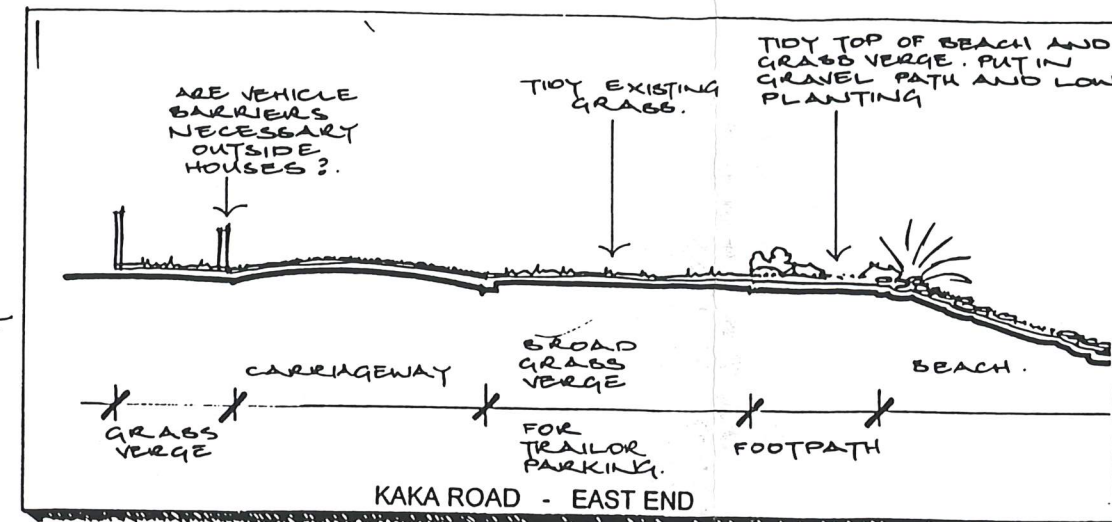
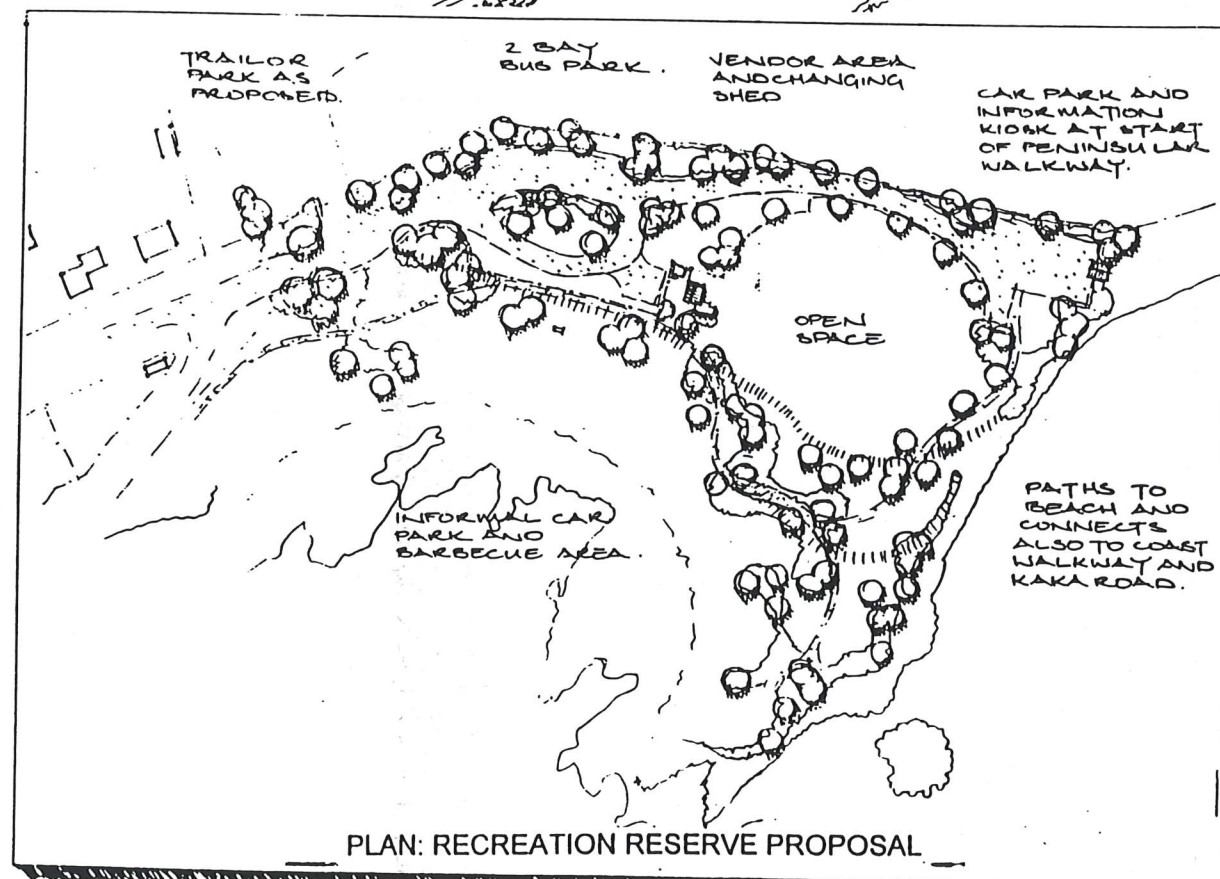
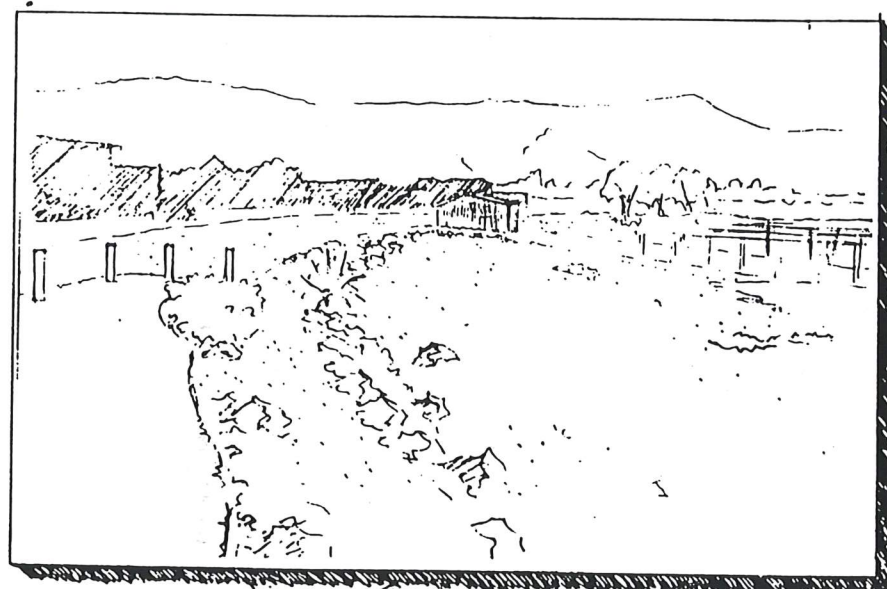
9.4.1 Land Use

Issue: *Further development/extension of the Moa Point marina to cater for larger commercial fishing vessels.*

Discussion: There was considerable debate during consultation meetings at the Issues & Options stage of the Strategy on the possibility of increasing the size of the marina and relocating the commercial fishing facilities at the 'new wharf' to Moa Point. South Bay residents were very vocal in their opposition to such a proposal. However, due to a number of practical considerations, it was decided by commercial fishermen who use the 'new wharf' that re-development at their existing location was a more viable option than re-locating to Moa Point (see Section 7.4.1)

Recommended Action 1: **The KDC continue to support and manage the existing marina facilities at Moa Point.**

Priority: **High**



NOTES:

- These plans are to be read in conjunction with the COASTAL MANAGEMENT STRATEGY where proposals for each area are fully explained.
- These plans are for public discussion only and should not be scaled from for legal, construction or pricing purposes.

IN THE LONG TERM DEVELOP JOINT SLIPWAY BETWEEN PUBLIC AND COAST GUARD

FURTHER COMMERCIAL FISHING FACILITIES TO GO TO NEW WHARF

RELOCATE MOA POINT ROAD TO ALLOW MORE SPACE AND BETTER SCREENING

IMPROVE KAKA ROAD TO COPE WITH INCREASED TRAFFIC AND PEDESTRIAN WALKWAY TO ACT AS A GOOD LINK BETWEEN MOA POINT AND THE RECREATION RESERVE.

REVISE RECREATION RESERVE PROPOSAL AS SHOWN.



KAIKOURA

COASTAL MANAGEMENT STRATEGY

LANDSCAPE PROPOSALS

AREA 9

TT
TONKIN & TAYLOR LTD.
CHRISTCHURCH
155 KUMORE STREET

EARTHWORK

FIGURE B9
SCALE: 1:5000
DATE: Aug 96
FILE: 9642

**Recommended
Action 2:**

**The redevelopment of commercial fishing facilities for
seabound vessels be located at the 'new wharf' rather than at
the South Bay Small Craft Facility.**

Priority: High

Planning/consents
requirements: None

*Issue: Conflicting uses of the slipway facilities for commercial and
recreational purposes.*

Discussion: The existing slipway is currently used by both commercial
(fishing and eco-tourism) operators and recreational users. This
creates the potential for conflicts from competing uses. In the
short term it is considered that the best option is the continued
sharing of the slipway facility. To reduce potential conflicts, it
is recommended that the slipway be divided into two lanes, one
dedicated to recreational users and the other dedicated to
commercial users.

However, in the long term, if further usage of the slipway
increases, there may need to be a complete separation of slipway
facilities for commercial and recreational uses. It is considered
that should this be required, the best solution would be to
develop an alternative recreational slipway at another location in
South Bay. It is considered that there are two main options:

- a) at or near the Coastguard slipway
- b) at the Recreation Reserve to the rest of Moa Point.

During consultation, there were objections raised to the use of
either of these sites. The Coastguard oppose option a), on the
grounds that it could reduce their efficiency to perform their role
in an emergency situations due to congestion in the water and on
the land. They also consider that the channel is too narrow for
recreational boats to be manoeuvred in a safe manner, and there
is a lack of space available for boat trailers to be manoeuvred at
the top of the slipway. The Coastguard and many of the South
Bay residents favour the development of an alternative slipway
in the Recreation Reserve where there existing toilet facilities
and plenty of scope for the development of parking facilities.
However, DoC have indicated that they oppose this site, and
have suggested a third alternative on the east side of the
Kaikoura Boating Club slipway. This alternative has not been
discussed with the Boating Club or residents. Further
consultation and investigation would be required to develop this

option.

Recommended Action 1: As a short term solution, divide existing slipway into two lanes, one for commercial use and one for recreational use. This may require widening the slipway to have adequate width for both lanes.

Priority: High

Recommended Action 2: Continue to negotiate with all potentially affected parties regarding the most appropriate option for a long-term alternative location of public recreational or commercial slipways.

Priority: Low

Planning/consents requirements: The development of a new public slipway will require resource consents from both CRC (landuse and coastal permit) and the KDC (discretionary landuse in Rural E Zone).

Issue: *Future development of tourist operator facilities at Moa Point.*

Discussion: In the past there has been discussions on whether the ticketing facilities for eco-tourism ventures operated out of South Bay (eg Whale Watch, swim with the dolphins etc) should be allowed to be developed in South Bay. However, it is considered better for the overall commercial development of Kaikoura that these ticketing facilities remain in the Town Centre, otherwise many visitors will bypass the Town's commercial and retail centre. Other considerations include the limited space available for facilities and associated car parking at South Bay and the strong opposition from South Bay residents to this type of development.

Recommended Action 3: Include in the Draft Kaikoura District Plan, that as a matter of policy there will not be any development of permanent tourist operator facilities at South Bay.

Priority: High

Planning/consents requirements: Under the Draft Kaikoura District Plan, the provision of these facilities would become a non-complying activity.

Issue: *Provision of commercial boat parking.*

Discussion: Re-development of the existing commercial boat park area has been proceeding under the resource consents issued in 1993. This Strategy does not cover the issues associated with that re-development, but does cover the wider issue of the provision and location of additional commercial boat parking.

It is considered that there will be a need for additional parking areas for commercial fishing and tourist boats above what is provided in the existing re-development. The consideration is whether additional areas for this use should be developed, who should pay for their construction, and where they should be located. One option was to develop the 'old quarry' as a commercial boat park, however this met with opposition from residents due to noise considerations of moving boats to the slipway. The area is also a Scenic Reserve, therefore would require a change of reserve status before it could be used for this purpose. The alternative option is for the Council or any other agency not to develop any additional commercial boat parking areas, forcing those who require them to develop their own or re-locate their operation to the 'new wharf' area.

Recommended Action 1: KDC include in the Draft Kaikoura District Plan that as a matter of policy, it will not develop any further facilities for commercial boat parking in South Bay.

Priority: High

Planning/consents requirements: Under the Draft Kaikoura District Plan the provision of these facilities would become a non-complying activity.

Issue: *Provision of boat car parking areas in association with the Kaikoura Boating Club slipway.*

Discussion: Currently there is a problem with the lack of adequate parking facilities during periods of peak usage of the Kaikoura Boating Club Slipway. It is considered that the best option to develop the seaward side of the Road Reserve between the Recreation Reserve and the Boating Club slipway as parking areas for club members. A permanent hard standing parking area for a limited number of cars and trailers should be developed adjacent to the club slipway, and the grassed area further to the east towards the entrance to the Recreation Reserve, be developed for more seasonal peak parking requirements. These parking areas can be incorporated into the walkway and landscape development proposals.

Recommended Action 1: KDC work with the Kaikoura Boating Club to develop parking facilities for club members on the seaward side of the Road Reserve from the entrance to the Recreation Reserve to the Club slipway.

Priority: High

Planning/consents requirements: The development of parking areas on the landward side of the road is in the Rural S Zone in the Transitional Plan. Parking areas are a non complying activity in this zone, hence would require a resource consent from the KDC.

In the Draft Kaikoura District Plan, make changes to the ordinances regarding parking to ensure that the provision of adequate parking is a requirement of all consent applications for slipway development and enhancement.

Undertake consultation with the CRC to ensure that future applicants to the Regional Council for consents for the development and enhancement of slipways are aware of the requirement of the District Council in respect to the provision of parking space associated with slipways.

Issue: *Road safety associated with users of the marina facilities.*

Discussion: During the consultation phase of the Draft Issues & Options Document, concerns were expressed about road safety in South Bay. The options put forward to address these concerns were various methods for reducing traffic speed on South Bay Parade and the possibility of reopening Moa Road. KDC are to prepare a traffic management plan for South Bay to deal with the above concerns. Therefore there are no recommended actions for this issue in this Strategy.

9.4.2 Coastal Protection

Issue: *Protection of commercial boat park and fuel facility.*

Discussion: There is a perceived need to protect the re-developed commercial boat car park and associated fuel facility from the effects of coastal erosion. It is considered that the best approach is to initially use beach renourishment with limestone material until it is established whether more substantial protection is required. This course of action is being pursued in a current consent application for variation in design of the commercial boat parking area from the 1993 consents. Since this further

investigation is already being undertaken, there is no required action for this issue.

Issue: Coastal erosion

Discussion: There is a small area of coastal erosion on the west side of the Kaikoura Boating Club slipway which has threatened the margins of the road. It is considered that this is best dealt with by the use of an upper beach rock revetment and small scale beach renourishment as required.

Recommended Action: KDC proceed to undertake a small scale upper beach rock revetment to protect the road on the west side of the Kaikoura Boating Club slipway. A small scale beach renourishment programme should be associated with this work.

Priority Medium

Planning/consents requirements: Under the Transitional Kaikoura District Plan, coastal protection works are a permitted activity in the Rural E Zone, therefore no consent is required from the KDC.

Under the Proposed RCEP, coastal protection works are a discretionary activity in Hazard Zone 1, therefore a landuse consent is required from the CRC.

9.4.3 Walkway Linkage

Issue: Linkage of the coastal walkway to the end of the Department of Conservation walking tracks.

Discussion: The continuation of the total walkway concept to link all areas of Kaikoura township's coastline was one of the objectives of this Strategy. It is recommended that the walkway linkage be extended to take in the coastline from the Recreation Reserve to Moa Point. This is considered an appropriate extension given the development of the South Bay Small Craft facilities.

Recommended Action: Develop a coastal walkway from the Recreation Reserve to Moa Point.

Priority: Medium

Planning/consents
requirements:

Under the Transitional Kaikoura District Plan, the formation of tracks is a non complying activity in the Rural E Zone. However, it is recommended in Appendix C that this be altered in the Draft Kaikoura District Plan to a controlled activity.

Although this walkway is located in the Hazard Zone 1 of the Proposed RCEP, a resource consent is not required from the CRC as the walkway will not be located on the active beach.

9.4.4 Landscape Character

Issue:

Use of the Recreation Reserve to the East of Moa Point.

Discussion:

During the initial Consultation stages, of preparing this Strategy, there was some concern expressed by South Bay residents that the Recreation Reserve suffered from a lack of use due to the lack of facilities. It is recommended that this lack be addressed by the provision of "social recreation" facilities such as barbeques, picnic tables, seats, etc. These facilities would encourage the use of the reserve by all sectors of the community.

The Reserve is also the appropriate placed to be developed as a 'southern gateway' to the peninsula walkways and the Point Kean seal colony. The gateway approach will focus attention on walkway and natural resources of the peninsula.

The reserve is also considered to be an appropriate location for designated mobile eco-tourism operators. This links into the other uses of the reserve and adjacent coastline, and would allow operators to have designated areas on both sides of the peninsula to take advantage of all weather conditions. The use of designated areas allows the KDC to licence the use of these areas, and hence have control on number, quality, and services offered by vendors.

**Recommended
Action 1:**

Develop the "social recreation" facilities at the Recreation Reserve which could cater for both tourist and private groups. This includes changing facilities, barbeques, picnic tables, seats and landscape treatments.

Priority:

Medium

**Recommended
Action 2:**

Develop the Recreation Reserve as a 'southern gateway' to the peninsula walkways and seal colony.

Priority:

High

Recommended Action 3: KDC develop designated areas in the Recreation Reserve for appropriate mobile eco-tourism operators.

Priority: High

Planning/consents requirements: Under the Transitional Kaikoura District Plan, the formation of vendor areas is a non complying activity in the Rural E Zone. However, it is recommended in Appendix C that this be altered in the Draft Kaikoura District Plan so that the development of parking areas becomes a discretionary activity.

Approval for the establishment and leasing of vendor areas in the Recreation Reserve need to be consistent with the provisions of the Reserves Act, and will require the consent of DoC.

Issue: *Enhancement of landscape and historic values.*

Discussion: This issue relates to damage the historic site of MacKays Stool, during construction of the Moa Point Marina, and the need for landscape treatment to "soften" the views of the boat and car parking areas. These matters are dealt with in the South Bay Small Craft Facility resource consent conditions. Concern was expressed during consultation at the Issues & Options stage that these conditions were not being adhered to. However, they are currently being regularly monitored by Council Staff.

Recommended Action: Adhere to the conditions on landscape treatment and preservation of historic sites in the Moa Point Small Craft Marina Resource Consents.

Priority: Medium

Planning/consents requirements: None

Issue: *Loss of traditional Maori mahinga kai areas.*

Discussion: Takahanga Marae are undertaking a comprehensive assessment and database development of the effects of water quality on mahinga kai over the whole district including the coast. This is a 2 - 3 year environmental project by Takahanga in conjunction with the Public Health Officer and the New Zealand Conservation Corp.

If problem areas are identified, Takahanga Mare would expect the KDC to act to improve water quality if they are responsible

for any discharges of contaminants (eg stormwater discharges).

Recommended Action: Await outcome of Takahanga assessment of coastal water quality and effects on mahinga kai areas. Use the information gathered in the study to make management decisions regarding Mahinga kai areas.

Priority: Low

9.4.5 Visitor Information

Issue: Improve visitor information at key locations.

Recommended Action: Work with DoC to provide an information kiosk at the Recreational Reserve as part of the 'southern gateway' to the peninsula walkways.

Priority: High

9.4.6 Public Involvement

Issue: Involve community groups to foster feelings of public ownership and to offset the costs of implementation.

Recommended Action 1: Involve the community and school groups in the design and construction of a 'southern gateway' to the peninsula walkways.

Recommended Action 2: Kaikoura Boating club involvement in the provision of parking facilities adjacent to the club slipway.

Recommended Action 3: Involve community and service groups in providing the labour for the construction of the information kiosk.

Recommended Action 4: Donation of picnic tables, seating and plants for the Recreation Reserve.

Recommended Action 5: Work with DoC to provide an information kiosk at the Recreation Reserve as part of the 'southern gateway' to the peninsula walkways.

9.5 Estimated Costing

The following are the estimated costs for the implementation of the Strategy at full commercial rates and at discounted rates with the suggested levels of community involvement.

	Fully Commercial Rates	Community Involvement
High Priority Actions: (1)	\$51,500	\$32,700*
Medium Priority Actions:(2)	\$53,200	\$36,500
Low Priority Actions:(3)	\$55,000	\$55,000
TOTAL	\$159,700	\$124,200

Notes:

The following costs are at full commercial rates.

- (1) Includes slipway widening (\$10,000), Boat Club parking area (\$17,500), 'southern peninsula gateway' (\$9,000), and information kiosk (\$15,000).
- (2) Includes Recreational Reserve changing sheds, barbeques, picnic facilities , and landscape treatments (\$42,500), walkway development and landscaping (\$8,200), small scale erosion control (\$2,500).
- (3) Includes resource consents and construction of a new public recreational slipway (\$55,000)
- Includes Kaikoura Boating Club contribution to parking development (\$8,800)

A complete break down of the estimated costs associated with each recommended action and accompanying explanation notes are included in Appendix D, E, and F.

10.0 AREA 10: SOUTH BAY: WEST END OF MOA POINT CAR PARK TO CAVES RESTAURANT

10.1 Land Status

The seaward side of South Bay Parade from the west end of the Moa Point car park to the racecourse is a continuation from Area 9 of Conservation land (CU6136.01), Recreation Reserve under the Reserves Act 1977. This reserve is vested in the KDC.

The land on the seaward side of State Highway 1 from the racecourse to the Caves Restaurant is Conservation land (CU2046.02), Recreation Reserve under the Reserves Act 1977. This reserve is vested in the KDC.

As there are no Reserve Management Plans for either of these reserves under the Reserves Act, DoC consent is required for leasing and land uses which must be consistent with the provisions of the Reserves Act.

The beach from the racecourse to the Caves Restaurant is unformed legal road vested in the KDC.

The foreshore above MHWS on the seaward side of the racecourse frontage of South Bay Parade is Road Reserve vested in the KDC.

10.2 Designations And Protections

The following features are listed as designated or protected sites in Appendix C of the Transitional Kaikoura District Plan:

Part 1: Designations and special uses or features:
No 21 Recreation Reserve
No 29 Recreation Reserve

The following site is also registered as a protected site with the NZ Archaeological Association:

Archaeological site 54: ovens.

10.3 Current Uses

1. Water-based recreational pursuits including skiing, swimming, and wind surfing.
2. Informal car parking in association with water-based recreation. There are two small formed car parks.

3. Beach walking.
4. Open space between South Bay Parade and the beach.
5. Natural land drainage area from adjacent residential area.
6. Road access to South Bay Small Craft facilities.
7. Pine plantation in Recreation Reserve along State Highway 1.
8. Off-road bike riding in the plantation.
9. Beach gravel extraction opposite the lime works.

10.4 Issues To Be Addressed And Recommended Actions To Meet Objectives

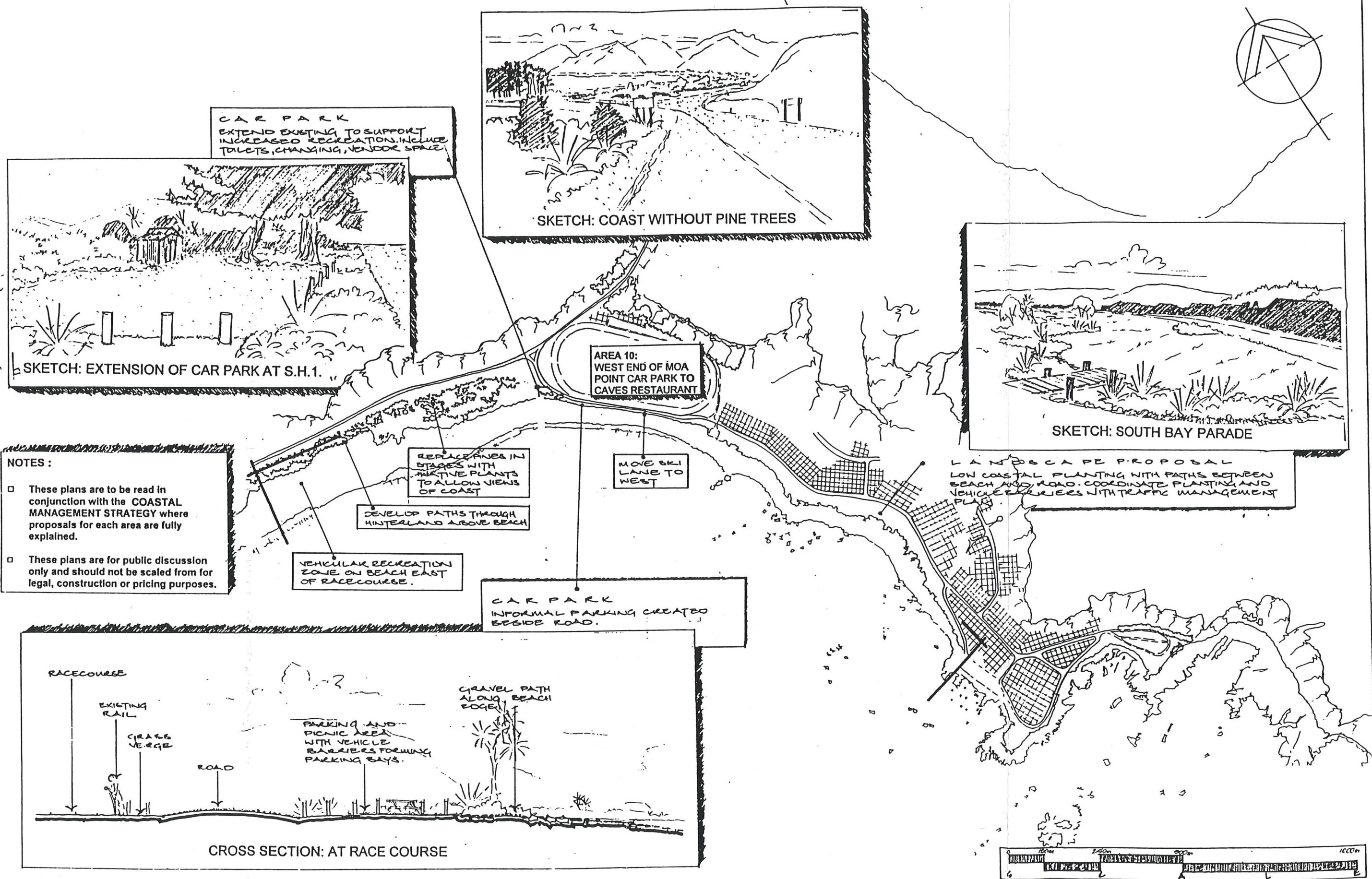
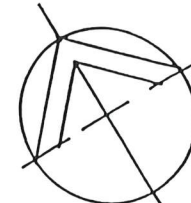
The landscape proposals related to the recommended actions for this area are shown in Figure B10 on the following page.

10.4.1 Land Use

Issue: Location of recreational activities and provision of associated facilities.

Discussion: It is considered that appropriate use of this area is recreational, including both water based (swimming, boating, wind surfing etc) and land based bicycle and walking tracks, nature trails, and off-road vehicle use). It is further considered that the use of the area could be intensified with the provision of appropriate additional facilities for users. It is recommended that many of these facilities be focussed at the existing carpark and picnic area near the junction of State Highway 1 and South Bay Parade. This includes the construction of toilets and changing facilities, development of designated mobile vendor areas for such activities as bicycle hire, off road vehicle hire, wet bike hire, and boat hire. It is noted that there would need to be associated enlargement of the existing parking and picnic area to cater for these facilities. This enlargement could be both towards State Highway 1, and by a linear development to the east along the seaward road edge towards the ski lane, and would be available as additional racecourse parking when required.

Transit NZ require that for safety reasons, access to this parking and picnic area should be from South Bay Parade rather than directly from State Highway 1, and would need to be consulted regarding any redevelopment.



- NOTES:
- These plans are to be read in conjunction with the COASTAL MANAGEMENT STRATEGY where proposals for each area are fully explained.
 - These plans are for public discussion only and should not be scaled from for legal, construction or pricing purposes.

KAIKOURA

COASTAL MANAGEMENT STRATEGY

LANDSCAPE PROPOSALS

AREA 10

TONKIN & TAYLOR LTD.
CHRISTOPHER
155 KIMCROFT STREET

EARTHWORK

SCALE: 1:5000
DATE: Aug 96
FILE: 9642

FIGURE B10

Recommended Action 1: Enhance and enlarge the existing carpark and picnic area at the junction of State Highway 1 and South Bay Parade as an entrance to the coastal recreation area. This includes the provision of toilets and changing facilities.

Priority: Medium

Recommended Action 2: Allow mobile commercial operations to use the car park at the junction of State Highway 1 and South Bay Parade as a base for their operations of hiring out recreational equipment which could be used in the area.

Priority: Medium

Recommended Action 3: Develop bicycle, walking, and nature trails along the coastal hinterland from the racecourse to the Caves Restaurant.

Priority: Low

Recommended Action 4: Allow off-road vehicles to use the beach south of the racecourse.

Priority: Low

Planning/consents Under the Transitional Kaikoura District Plan, the development requirements: of public car parks is a discretionary activity in the Rural E Zone. However, it is recommended in Appendix C that this be altered in the Draft District Plan so that development of parking areas becomes a discretionary activity.

Under the hazard rules in the Proposed RCEP, resource consents from the CRC will be required for the deposition of material to form a carpark, and for the construction of toilets and changing facilities.

DoC consent will be required for the extension of car parks and the leasing of space for mobile operators.

10.4.2 Coastal Protection

There are no actions recommended in this area to meet this objective

10.4.3 Walkway Linkage

- Issue:** *Lack of coastal walkway linkage to adjacent areas.*
- Discussion:** The coastal walkway system should extent along the total length of South Bay to Peketa, and should link into the existing walkways over the peninsula back to Kaikoura township.
- Recommended Action:** **Develop walkway linkages along the beach throughout the area and linkage to walkways returning over the peninsula.**
- Priority:** High
- Planning/consents requirements:** Under the Transitional Kaikoura District Plan, the formation of tracks is a non complying activity in the Rural E Zone. However, it is recommended in Appendix C that this be altered in the Draft District Plan to a controlled activity.
- Although this walkway is located in the Hazard 1 Zone of the Proposed RCEP, a resource consent is not required from the CRC as the walkway will not be located on the active beach.

10.4.4 Landscape Character

- Issue:** *Landscape values*
- Discussion:** During the consultation stage, concern was expressed that the pine plantation along State Highway 1 had ruined what was formerly a majestic view of the sweep of South Bay backed by the Kaikoura Range visible when travelling south out of Kaikoura. The removal of the pine plantation will address this issue. When viewed from Moa Point, there will also be an improved view of South Bay against the backdrop of inland Kaikoura mountains. Wood from the pine plantation can be sold to fund re-vegetation with appropriate native species, and hence could be staged to obtain the best price for the wood resources. The re-planting is an ideal project for community involvement, as it will require watering and care to be become established.
- The old rubbish dump in this area presents health and safety problems in addition to affecting aesthetic values. Due to the expense of cleaning up the entire site, it is recommended that the area be cleaned up progressively as material is exposed.

It is considered that the landscape character of the coastal hinterland along South Bay Parade could be enhanced by the planting of suitable low native vegetation and scattered trees. It is recognised that for any plantings to survive, an irrigation system would be required.

Recommended Action 1: Progressively remove the pine plantation along State Highway 1 and re-plant with appropriate native vegetation.

Priority: High

Recommended Action 2: Remove the old rubbish dump material as it becomes exposed on the beach.

Priority: High

Recommended Action 3: Provide suitable landscape treatments to the coastal hinterland along South Bay Parade.

Priority: Medium

Planning/consents requirements: Under the hazard rules in the Proposed RCEP, resource consents from the CRC will be required for the removal of vegetation.

Protection Forestry is a permitted activity under the Transitional Kaikoura District Plan, therefore no consents are required from the KDC.

10.4.5 Visitor Information

Issue: Improve visitor information at key locations

Discussion: It is considered that there should be appropriate signage placed at the entrance to South Bay from State Highway 1 outlining the activities offered within the bay. The South Bay Residents Association have expressed an interest in contributing to such a sign. Any sign placed on State Highway 1 would have to meet the approval of Transit NZ in line with their tourism and service signage policy.

Recommended Action: Develop appropriate information boards at the entrance to South Bay from State Highway 1 outlining the activities offered within the bay.

Priority: Low

Planning/consents requirements: Approval of Transit NZ for design and location of signs on State Highway 1.

10.4.6 Public Involvement

Issue: Involve community groups to foster feelings of public ownership and to offset the cost of implementation.

Recommended Action 1: Involve community and school groups in the native re-planting and maintenance of the existing pine plantation, and in the establishment of recreational tracks in this area.

Recommended Action 2: Donation of picnic tables and seating for enhancement of the picnic area at the entrance to South Bay.

Recommended Action 3: South Bay Residents Association assistance in the funding of an information board at the entrance to South Bay.

10.5 Estimated Costing

The following are the estimated costs for the implementation of the Strategy at full commercial rates and at discounted rates with the suggested levels of community involvement.

	Fully Commercial Rates	Community Involvement
High Priority Actions: (1)	\$49,500	\$29,500
Medium Priority Actions:(2)	\$115,700	\$88,700
Low Priority Actions:(3)	\$26,000	\$13,000
TOTAL	\$191,200	\$131,200

Notes:

The following costs are at full commercial rates.

- (1) Includes re-planting existing pine plantation with natives (\$25,000), walkway development (\$22,500), and annual removal of beach rubbish (\$2,000).
- (2) Includes carpark and picnic area enlargement and enhancement (\$45,700), construction of new toilets (\$35,000), and construction changing facilities (\$10,000).

- (3) Includes development of trails in the plantation areas (\$24,000), and a sign at the entrance to South Bay (\$2,000).

A complete break down of the estimated costs associated with each recommended action and accompanying explanation notes are included in Appendix D, E, and F.

11.0 APPLICABILITY

This Strategy has been prepared for the purpose of providing a strategic planning framework for the development of Kaikoura township's coastal environment. The Strategy should not be relied upon for any other purposes.

DJT:fjh

A:\kmanplan

8 December 1997

**KAIKOURA DISTRICT COUNCIL
COASTAL MANAGEMENT STRATEGY**

PART C: APPENDICES

KAIKOURA DISTRICT COUNCIL
COASTAL MANAGEMENT STRATEGY

PART C: APPENDICES

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APPENDIX A

ACTIONS TO BE TRANSFERRED TO THE DRAFT DISTRICT PLAN

APPENDIX A

ACTIONS TO BE TRANSFERRED TO THE DRAFT DISTRICT PLAN

AREA 1

- Include in the Draft District Plan appropriate land use controls which restrict the use of this area to eco-tourism ventures or public facilities.

AREA 4

- Recognise the significance of the Norfolk pines to the Kaikoura landscape by protecting the trees in the Draft District Plan.

AREA 4 - 10

- The development of walkways are currently a non complying activity in Rural Zone E under the Transitional Kaikoura District Plan. However, it is recommended in Appendix C that this be altered in the Draft District Plan to become a Controlled Activity.

AREA 6

- In the Draft District Plan, changes would need to be made to the ordinances regarding parking to ensure that the provision of adequate parking is a requirement of all consent applications for slipway development and enhancement.

AREA 9

- Include in the Draft District Plan, that as a matter of policy, the KDC will not develop any further facilities for commercial boat parking in South Bay.
- Include in the Draft District Plan, that as a matter of policy, there will not be any development of permanent tourist operator facilities at South Bay.

NEW RECREATION RESERVES TO BE CREATED UNDER THE RESERVES ACT

These reserves will need to be designated in the Draft District Plan.

AREA 3

- KDC to change the status of the Garden of Memories from Road Reserve to Recreational Reserve under the Reserves Act 1977.

AREA 4 & 5

- KDC to change the status of open space area from Road Reserve to Recreational Reserve under the Reserves Act 1977.

APPENDIX B

RESOURCE CONSENTS REQUIRED TO IMPLEMENT STRATEGY

APPENDIX B

RESOURCE CONSENTS REQUIRED TO IMPLEMENT THE STRATEGY

Consents required from the KDC under the Transitional Kaikoura District Plan

- Rural E Zone (Recommended to be changed. See Appendix C)

Non Complying Activities:

- | | | |
|----------------|---|--|
| Area 1 | - | Development of Community Purpose Reserve with associated structures. |
| Area 2 | - | Development of walkway and picnic facilities on the beach opposite the Town Centre bridge. |
| Areas 3-5 | - | Stormwater pipe extensions |
| Areas 4 to 10 | - | Walkway construction |
| Areas 5, 8 & 9 | - | Designation of vendor areas |
| Area 6 | - | Outdoor dining facilities at the Pier Hotel |
| Area 7 | - | Land use of any reclamation at the 'New Wharf' |

Discretionary Activities:

- | | | |
|--------|---|--------------------------------------|
| Area 3 | - | Public parking |
| Area 9 | - | Public parking |
| Area 9 | - | Construction of a new public slipway |

- Rural S Zone:

- | | | |
|--------|---|---|
| Area 8 | - | Public and vendor parking at Armers Beach |
|--------|---|---|

Consents required from the CRC:

- Coastal Permits under Section 12 of the RMA 1991:

- | | | |
|--------|---|---|
| Area 7 | - | Wharf reconstruction and reclamation at the "New Wharf" |
| Area 9 | - | Construction of a new public recreational slipway |

- Discharge consents under Sections 15 of the RMA 1991.

Area 2	-	Discharge permit required for car wash facilities
Area 3	-	Relocation of stormwater discharges into Lyell Creek
Area 8	-	Diversion of stormwater discharges at Armers Beach

- Land use consents relating to coastal hazards above the MHWS in the Proposed RCEP.

Area 1	-	Any new structures related to eco-tourism development
	-	Any coastal protection works
Area 2	-	Walkway and picnic area development
Area 3	-	Extension of renourishment to the area north of Yarmouth Street (variation to existing consent)
	-	stormwater pipe extensions at the seawall
	-	Seawall replacement (if required)
Area 6	-	Seawall construction at the University of Canterbury Marine Laboratory
Area 8	-	Coastal protection works from Armers Beach to Point Kean
Area 9	-	New public recreational slipway above MHWS
	-	Coastal protection works
Area 10	-	Removal of pine plantation
	-	Deposition of material for carpark development
	-	Construction of toilet and changing facilities.

- Under the Soil Conservation and Rivers Control Act (1941):

Area 2	-	Lyell Creek stopbank enhancement
Area 3	-	Discharge structures at Lyell Creek.

Concessions required from DoC under the Conservation Act 1987:

Area 1	-	Coastal Protection works
Area 2	-	Walkway and picnic area development on the beach

Approvals required from DoC under the Reserves Act 1977:

Area 8	-	Establishment of eco-tourism vendor areas in Recreation Reserves from Armer's Beach to Point Kean.
Area 9	-	Establishment and leasing of eco-tourism vendor areas in the South Bay Recreation Reserve
Area 10	-	Extension of carpark and leasing of space for mobile eco-tourism operators.

APPENDIX C
SUGGESTED CHANGES TO RURAL E ZONE

APPENDIX C

SUGGESTED CHANGES TO RURAL E ZONE

The current practice under the Transitional Kaikoura District Plan is that within the Rural E zone, all activities which are not listed as either permitted, discretionary, or prohibited are considered to be non-complying and therefore require a resource consent from the Kaikoura District Council. This includes a large number of activities which consents are already required from the CRC under the RCEP. For many of these activities, there will not be any adverse effects if they conform to standard criteria of design, construction, and location.

It is therefore recommended that within the Rural E zone in the new Draft Kaikoura District Plan, the following activities, which require a land-use consent from the Regional Council for coastal hazard reasons under the RCEP, should be controlled activities. The criteria against which these activities should be assessed by the District Council will be limited to visual and amenity values:

- Walkway and track development.
- Construction of picnic and barbeque facilities
- Reserves and the development of facilities for passive recreation within these reserve areas
- Coastal protection works
- Construction, extension, or alteration to stormwater discharge structures

It is recommended that the following activities become discretionary activities in the Rural E Zone:

- Slipways, wharves and jetties:
- Development of car and boat parking areas.
- Provision of public toilets and changing facilities

It is also recommended that all applications for slipways, wharves and jetties, must contain provisions for appropriately sized car and boat parking areas in association with the development.

- Provision of public toilets and changing facilities

APPENDIX D

HIGH PRIORITY ACTIONS AND COSTS

APPENDIX D

HIGH PRIORITY ACTIONS

The following actions are recommended to be implemented in the first three years of the Strategy. Estimated costs are given for both full commercial rates and discounted rates with the suggested levels of community involvement. Notes on these discounted rates are given at the end of the appendix.

AREA 1

- Include in the Draft District Plan appropriate land use controls which restrict the use of this area to eco-tourism ventures or public facilities.

No external costs involved

AREA 2

- KDC to develop an area and facilities for picnicking on the beach opposite the Town Centre bridge. To protect these facilities from beach instability, the use of large natural river rock buried into the beach profile is proposed.

Estimated costs:	Commercial	Community
Picnic tables (4)	\$800	0
Seats (2)	\$1000	0
Rubbish Bins (2)	\$240	\$240
Lights	\$7000	\$7000
Grass (100 m ²)	\$750	\$750
Coastal Protection (30 m length of rock wall)	\$2100	\$2100

- KDC to fund the design and purchase of materials for the construction of a raised "Board walk" along the back of the beach from the KDC beach front car park to the Town Centre bridge.

Estimated costs	Commercial	Community
Boardwalk	\$16800	\$8400
Grass (200 m ²)	\$500	\$500
Signs (2)	\$1000	\$500

- Work with DoC and CRC to provide appropriate plants required for landscaping the banks of Lyell Creek. Establish an annual fund to cover the cost of losses which will occur during flood events.

Estimated costs	Commercial	Community
Plants	\$6000	\$1200

- KDC commission the construction of an interpretative 'plane table' as part of the picnic area on the beach opposite the Town Centre bridge.

Estimated costs:	Commercial	Community
Plane table/site compass	\$5000	0

AREA 3

- KDC to change the status of the Garden of Memories from Road Reserve to Recreational Reserve under the Reserves Act 1977.

No external costs involved

- KDC to enhance and develop the existing walkway from the Information Centre to the Garden of Memories including improving the entrances at both ends of the gardens, incorporating total mobility access at the northern end.

Estimated costs:	Commercial	Community
Gravel walkway (600 m)	\$6000	\$6000

- KDC to facilitate a community group to act as guardians of the Gardens (e.g. Friends of the Garden of Memories Society) and work to restore the gardens to their former glory.

Estimated costs:	Commercial	Community
Prepare/plant	\$5000	\$1500
Seats (6)	\$1200	\$0
Picnic Tables (4)	\$2000	\$2000

AREA 4

- KDC to change the status of open space area on the seaward side of the Esplanade from Road Reserve to Recreational Reserve under the Reserves Act 1977.

- No external costs involved

- KDC to work with the community and service groups to provide more picnic tables and seating in keeping with the character of open space.

Estimated costs	Commercial	Community
Picnic Tables (20)	\$6000	0
Seats (10)	\$5000	0
Rubbish Bins (20)	\$2400	2400

- Proceed with beach renourishment as the most appropriate means of treating coastal erosion.

Estimated costs	Commercial	Community
Renourishment	\$20000	\$20000

- Lower pipe invert levels and extend the stormwater through the beach to discharge into the high tide swash zone.

Estimated costs	Commercial	Community
Pipe lowering/extension	\$20000	\$20000

- Develop a gravel chip walkway adjacent to the beach which is landscaped with appropriate vegetation.

Estimated costs	Commercial	Community
Gravel walkway	\$12700	\$12700
Landscaping	\$12000	\$2400

- Recognise the significance of the Norfolk pines to the Kaikoura landscape by protecting the trees in the Draft District Plan.
- No external costs involved

AREA 5

- KDC to change the status of the open space area from Road Reserve to Recreation Reserve under the Reserves Act 1977.
- No costs involved
- KDC to work with the community and service groups to provide more picnic tables and seating in keeping with the character of open space.

Estimated costs	Commercial	Community
Picnic Tables (10)	\$2000	0
Seats (4)	\$2000	0
Rubbish Bins (10)	\$1200	\$1200

- Provide facilities on the grassed area at Margate St. for mobile food and tourist vendors. KDC to control the quality and numbers.

Estimated costs	Commercial	Community
Sealing	\$2000	\$2000

- Upgrading of the existing changing and toilet facilities for beach bathers at the playground.

Estimated costs	Commercial	Community
Facility improvements	\$5000	\$2500

- In the absence of alternative sites, continue to investigate ways to efficiently heat the existing swimming pool.

No external costs estimated

- Proceed with beach renourishment as the most appropriate means of addressing coastal erosion. However, for the southern end of Gooches Beach, prepare plans and seek resource consents for the construction of a rock seawall to act as an additional backstop protection if required.

Estimated costs	Commercial	Community
Renourishment	\$1000	\$1000
Resource consents	\$2000	\$2000
Revetment	Not costed	Not Costed

- Extent and lower stormwater pipes through the beach to discharge into the high tide swash zone.

Estimated costs	Commercial	Community
Pipe lowering & extension	\$5000	\$5000

- Develop a gravel chip walkway adjacent to the beach which is landscaped with appropriate vegetation.

Estimated costs	Commercial	Community
Gravel walkway	\$6500	\$6500
Landscaping	\$4000	\$2000

- Provide appropriate signs marking the locations of the playground, toilets and changing facilities, vendor area, and beach swimming area.

Estimated costs	Commercial	Community
Signs (4)	\$2000	\$2000

AREA 6

- KDC and the Kaikoura Boating Club to come to an agreement on the use of Road Reserve for the club slipway facilities.

No external costs involved

- KDC to work with CRC to ensure that all future slipway consents are accompanied by adequate provision for boat and car parking.

No estimated costs involved

- KDC and Pier Hotel to come to an agreement on the use of Road Reserve for outdoor dining and entertainment facilities.

No external costs involved

- KDC to seek resource consents to, and commence construction of, a seawall in front of the University of Canterbury Marine Laboratory to link with adjoining seawall structures.

Estimated costs	Commercial	Community
Resource Consents	\$2500	\$2500
Seawall construction	\$50000	\$5000

- Provide a pedestrian walkway along the seaward side of the Esplanade by utilising the tops of the sea walls. This walkway to be separated from the road by the use of low wooden piles and rope work to provide a 'wharf theme'. Park benches to be sited at appropriate locations.

Estimated costs	Commercial	Community
Gravel walkway (900 m)	\$9000	\$9000
Vehicle barriers	\$12000	\$6000
Seating (4)	\$2000	0

- KDC, in conjunction with the Pier Hotel, and in consultation with the Kaikoura Historical Society, erect on the coastal walkway suitable interpretative panels on the history of the Hotel.

Estimated costs	Commercial	Community
Signs	\$1000	\$500

AREA 7

- KDC to fund the immediate repairs required to the 'new wharf' to allow its safe commercial and recreational use, and to notify that this will be the last time that Council funds will be used to undertake major repairs to the existing wharf structure.

Estimated costs	Commercial	Community
Wharf repairs	\$50000	\$50000

- Establish a working party of representatives from the KDC and commercial fishing interests to plan and investigate the funding and construction of new commercial fishing wharf facilities.

No costs estimated for working party. Cost estimates for the wharf replacement options

are provided separately in Appendix H.

- Renovate 'old wharf' for recreation/historical reasons only

Estimated costs	Commercial	Community
Renovation	\$30000	\$30000

- Close the commercial slipway, to boat maintenance and routine cleaning operations. Retain one cradle for use in emergency situations only.

Estimated costs	Commercial	Community
Equipment removal	\$2000	\$2000

- KDC to establish a regular inspection programme of all marine structures (e.g. wharfs, slipways) in their control.

Estimated costs	Commercial	Community
Inspection & reporting	\$2500	\$2500

- KDC to liaise with CRC to ensure that any resource consent applications for protection works satisfy the KDC requirements of walkway access and visual amenity.

No external costs involved

- Provide a walkway along the seaward edge of the road from the 'Old wharf' to Armers Beach by use of a boardwalk over the sea attached to the existing seawall..

Estimated costs	Commercial	Community
Boardwalk (150 m)	\$10500	\$10500

- KDC support the proposal of establishing a Historic Precinct under the NZ Historic Places Act from Fyffe House to Symes woolshed, and include all necessary designations in the Draft Kaikoura District Plan.

No external costs involved

- Improve car parking facilities and traffic flows at the 'chimney' and on the 'old wharf' reclamation.

Estimated costs	Commercial	Community
Gravel car parks(1500 m)	\$22500	\$22500

- Work with NZHPT to provide an appropriate welcome sign to the Historic Precinct.

Estimated costs	Commercial	Community
Sign (1)	\$500	\$200

- Work with NZHPT and DoC to improve interpretative signs outlining the outstanding historic sites of the area.

Estimated costs	Commercial	Community
Signs (4)	\$1200	\$600

AREA 8

- Upgrade exiting toilet facilities, and develop additional carparking on the landward side of the road at Armer's beach. This parking should be located away from the important archaeological area opposite the existing toilet facilities at Armer's Beach. An archaeological assessment of the proposed site should be undertaken prior to any ground disturbance.

Estimated costs	Commercial	Community
Upgrade toilet facilities	\$10000	\$5000
Land purchase	\$20000	\$20000
Carpark development (40 cars)	\$27000	\$27000

- Develop Armer's Beach as a visitor destination in its own right by upgrading facilities including:
 - diverting stormwater discharges away from the beach; providing additional attractions for swimmers;
 - developing picnic and barbeque facilities;
 - undertaking beach grooming during summer;
 - undertaking appropriate landscape treatment to provide privacy for beach users.

Estimated costs	Commercial	Community
Picnic tables (10)	\$2000	0
Seats (10)	\$5000	0
Rubbish Bins (10)	\$1200	\$1200
Barbeques (2)	\$2000	0
Beach grooming (annual cost)	\$1500	\$1500

- Provide space for mobile eco-tourism operators and food vendors within the proposed new carpark development at Armer's Beach.

Costs included in carparking costs above.

- Develop a coastal walkway through the vegetated area between the beach and the road.

Estimated costs	Commercial	Community
Gravel walkway (1100 m)	\$11000	\$11000

- Work with NZHPT to provide appropriate interpretive signs at the significant archeological and historical sites at Armer's Beach, and the natural features of the area.

Estimated costs	Commercial	Community
Signs (5)	\$2500	\$1500

AREA 9

- KDC continue to support and manage the existing South Bay Small Craft Facilities.

There are no implementation costs associated with this action

- The re-development of commercial fishing facilities for seabound vessels be located at the 'new wharf' rather than at the Moa Point marina.

There are no implementation costs associated with this action

- As a short term solution, divide the existing slipway into two lanes, one for commercial use and one for recreational use. This may require widening the slipway to have adequate width for both lanes.

Estimated costs	Commercial	Community
Slipway widening	\$10000	\$10000

- There be no development of permanent tourist operator facilities at South Bay

There are no implementation costs associated with this action

- KDC include in the Draft District Plan that as a matter of policy, it will not develop any further facilities for commercial boat parking in South Bay.

There are no implementation costs associated with this action

- KDC work with the Kaikoura Boating Club to develop parking facilities for club members on the seaward side of the Road Reserve from the entrance to the Recreational Reserve to the Club Slipway.

Estimated costs	Commercial	Community
Carpark development	\$17500	\$8700

- Develop the Recreation Reserve as a gateway to the peninsula walkways and seal colony.

Estimated costs	Commercial	Community
Gate way development	\$5000	\$2500
Walkways (400 m)	\$4000	\$4000

- KDC develop designated areas in the Recreation Reserve for appropriate mobile eco-tourism operators.

Costs included in carparking costs above.

- Work with DoC to provide an information kiosk at the Recreational Reserve as part of the 'southern gateway' to the peninsula walkways.

Estimated costs	Commercial	Community
Information kiosk	\$15000	\$7500

AREA 10

- Progressively remove the pine plantation along State Highway 1 and replant with appropriate native vegetation.

Estimated costs	Commercial	Community
Planting	\$25000	\$5000

- Remove the old rubbish dump material as it becomes exposed on the beach.

Estimated costs	Commercial	Community
Annual cost of removal	\$2000	\$2000

- Develop walkway linkages along the beach throughout the area and linkage to walkways returning over the peninsula

Estimated costs	Commercial	Community
Walkway (2250 m)	\$22500	\$22500

Notes:

1. All planting costed at \$5 per square metre to include \$3.50 per square metre for preparation and planting and \$1.50 per square metre for maintenance over the initial eighteen months. In all areas, community saving can be achieved through the donation of plants.
2. For all areas community saving on picnic tables and seats can be achieved through donations of furniture.
3. For all areas a 50% community saving can be achieved on all signs.
4. Community saving on site compass in Area 2 due to project being tagged as appropriate for external community funding. e.g. Turning Point 2000
5. Community saving from donation of labour for boardwalk (Area 2), Toilet upgrade (Area 5), Garden of Memories (Area 5), carpark enhancement (Area 9), and Information Kiosk (Area 9)..
6. For all areas a community saving on signs is assumed to be 50%.

APPENDIX E

MEDIUM PRIORITY ACTIONS AND COSTS

APPENDIX E

MEDIUM PRIORITY ACTIONS

The following actions are recommended to be implemented in years four to six of the Strategy.

Estimated costs are given for both full commercial rates and discounted rates with the suggested levels of community involvement. Notes on these discounted rates are given at the end of the appendix.

AREA 1

All Estimated costs are at commercial rates, as there are no community involvement in this area.

- Discussions with Whale Watch on developing the grass berm as a walkway link and informal picnic area.

Estimated costs:	Commercial
Grass (1350 m ²)	\$3375
Picnic tables (5)	\$1000
Rubbish Bins (5)	\$600

- Facilitate discussion with both Whale Watch and Searidge Holiday Park on joint funding of pedestrian bridge across the railway.

Estimated costs	Commercial
Pedestrian Bridge	\$40000

- Discussions with Whale Watch on planting plan and programme for the beach frontage and the on the railway side of the road.

Estimated costs	Commercial
Planting	\$9000

AREA 2

- Renovate the Town Centre bridge with a sculptural mural which expresses both the Maori and European history of Kaikoura.

Estimated costs:	Commercial	Community
Mural/renovation	\$5000	0

- Any enhancement of stopbank areas should be the responsibility of individual developers.

No public costs involved.

- KDC continue to actively liaise with CRC on flood protection requirements to ensure that flood protection measures are coordinated into overall development strategies for the West End.

No public costs involved.

AREA 3

- Remove grass and continue off road parking under the trees from the KDC offices to Killarney St.

Estimated costs:	Commercial	Community
Car parking/resealing(800 m ²)	\$20000	\$20000

- KDC to instruct CRC that they would like the mouth of Lyell Creek to continue to be opened in such a way that any surplus sediment is placed on the south side of the creek mouth.

Costs borne by Lyell Creek Rating District

- Request CRC to include in work programme for protection works on the southern bank of Lyell Creek along the Garden of Memories frontage to prevent further erosion of this area.

Costs borne by Lyell Creek Rating District

- Provide a walkway in front of the KDC office car park between the seawall and the Norfolk pines by removing the hedge along the sea wall, installing vehicle barriers, and slightly narrowing the road carriageway at the car park.

Estimated costs:	Commercial	Community
Dish channel(300m)	\$13500	\$13500

- Place small interpretative panels at appropriate locations to mark the features and trees of note in the Garden of Memories and surroundings.

Estimated costs:	Commercial	Community
Interpretative panels	\$2000	\$2000

AREA 4

- Improve the layout and design of road side parking areas by the use of a dish channel to narrow the road carriage way, and landscaped parking bays separated by the extension of grassed areas.

Estimated costs	Commercial	Community
Dish Channel(850 m)	\$38200	\$38200
Sealing (12500 m ²)	\$62500	\$62500
Timber edging (850 m)	\$8500	\$8500
Grassing (2550 m ²)	\$6400	\$6400

- Use appropriate barriers (eg removable/fixed posts, or kerb & channel) to prevent parking and illegal camping on the grassed open space areas during peak summer months.

Estimated costs	Commercial	Community
Vehicle barriers	\$17000	\$17000

- Extend the grassed areas into the current parking area at some locations to create parking bays separated by "green areas".

Estimated costs	Commercial	Community
Grass	\$6400	\$6400

AREA 5

- Improve the layout and design of road side parking areas by the use of a dish channel to separate the road carriageway from parallel parking areas along the grassed area.

Estimated costs	Commercial	Community
Dish Channel(650 m)	\$29200	\$29200
Sealing	\$5500	\$5500

- Use appropriate barriers (eg removable/fixed posts, or kerb & channel) to prevent parking and illegal camping on the grassed open space areas during peak summer months.

Estimated costs	Commercial	Community
Vehicle barriers (550 m)	\$11000	\$11000

- Improve pedestrian access to the swimming pool by constructing a hot mix footpath in front of the swimming pool.

Estimated costs	Commercial	Community
Hot mix footpath(150 m ²)	\$5500	\$5500

- Re-design the planting around the swimming pool to provide increased shelter for the playground and a better integration of the pool area.

Estimated costs	Commercial	Community
Planting	\$2500	\$500

AREA 6

- KDC to narrow the road in the vicinity of the Pier Hotel to slow traffic speeds, and work with the Pier Hotel to provide a landscaped designated pedestrian linkage across the Esplanade from the Hotel to the coastline.

Estimated costs	Commercial	Community
Realign intersection	\$37500	\$37500
Cobbled paving (100m ²)	\$5500	\$2800
Landscaping	\$2500	\$500

- KDC to discuss with Mainpower the removal of the power poles from the seaward road edge to improve the visual landscape.

Estimated costs	Commercial	Community
Underground services (600 m)	\$120000	\$60000

AREA 7

- KDC to liaise with Pacifica Fishing and private landowners in Avoca Bay to ensure access for the walkway linkage along the coast.

Estimated costs	Commercial	Community
Gravel walkway(900 m ²)	\$13500	\$13500

- Provide 'speed humps' to reduce traffic speeds in the vicinity of Fyffe House, hence improve pedestrian safety.

Estimated costs	Commercial	Community
Speed humps	\$3000	\$3000

- Remove buildings at the 'old wharf'

Estimated costs	Commercial	Community
Building demolition	\$2000	\$2000

- Provide an information kiosk at the 'Old wharf' outlining the general history of the area.

Estimated costs	Commercial	Community
Information kiosk	\$15000	\$15000

AREA 8

- Develop space for mobile eco-tourism operators and food vendors within the Recreation Reserve to the west of the former Wairepo Lagoon.

Estimated costs	Commercial	Community
Sealed vendor area	\$4500	\$4500

- Undertake appropriate landscape treatments associated with the enhancement of facilities and walkway development.

Estimated costs	Commercial	Community
Planting	\$30000	\$7500

- Enhance the existing small wetland areas and incorporate them into the walkway route.

Estimated costs	Commercial	Community
Boardwalks (90 m)	\$6300	\$3000

- Remove the willow trees from the vegetated area between the road and the beach, and replace with appropriate native plants/shrubs.

Estimated costs	Commercial	Community
Willow removal	\$2000	0
Planting	\$5000	\$2500

AREA 9

- KDC proceed to undertake a small scale upper beach rock revetment to protect the road on the west side of the Kaikoura Boating Club slipway. A small scale beach renourishment programme should be associated with this work.

Estimated costs	Commercial	Community
Rock revetment(50 m)	\$2000	\$2000
Beach renourishment	\$500	\$500

- Develop a coastal walkway from the Recreation Reserve to Moa Point.

Estimated costs	Commercial	Community
Beach walkway (520 m ²)	\$5200	\$5200
landscape treatment	\$3000	\$600

- Develop the "social recreation" facilities at the Recreation Reserve which could cater for both tourist and private groups. This includes changing facilities, barbeques, picnic

tables, seats and landscape development.

Estimated costs	Commercial	Community
Picnic tables (15)	\$3000	0
Seats (8)	\$4000	0
Rubbish bins (15)	\$1800	\$1800
Barbeques	\$5000	\$2500
Changing sheds	\$25000	\$25000
Landscape treatment	\$8700	\$2700

- Adhere to the conditions on landscape treatment and preservation of historic sites in the South Bay Small Craft Facility Resource Consents.

There are no implementation costs associated with this action

AREA 10

- Enhance and enlarge the existing carpark and picnic area at the junction of State Highway 1 and South Bay Parade as an entrance to the coastal recreational area. This includes the provision of toilets and changing facilities.

Estimated costs	Commercial	Community
Carpark enlargement (50 Cars)	\$20000	\$20000
Vehicle barriers	\$15000	\$15000
Toilets	\$35000	\$35000
Changing sheds	\$10000	\$5000
Lighting	\$5000	\$5000
Picnic Tables (10)	\$2000	Nil
Seats (5)	\$2500	\$2500
Rubbish bins (10)	\$1200	\$1200

- Allow mobile commercial operators to use the carpark at the junction of State Highway 1 and South Bay Parade as a base for their operations of hiring out recreational equipment which could be used in the area.

Any costs are included in above carpark enhancement action.

- Provide suitable landscape treatments to the coastal hinterland along South Bay Parade.

Estimated costs	Commercial	Community
Planting - South Bay Parade (500m ²)	\$25000	\$5000

Notes:

1. For all areas; community saving on plants and landscaping can be achieved through donation of plants.
2. For Town Centre bridge mural (Area 2) community savings due to project tagged as appropriate for external community funding. e.g. Turning point 2000.
3. For boardwalks (Area 8), and willow removal (Area 8), community saving from donation of labour

APPENDIX F

LOW PRIORITY ACTIONS AND COSTS

APPENDIX F

LOW PRIORITY ACTIONS AND COSTS

The following actions are recommended to be implemented in years seven to ten of the Strategy.

Estimated costs are given for both full commercial rates and discounted rates with the suggested levels of community involvement. Notes on these discounted rates are given at the end of the appendix.

AREA 1

All Estimated costs are at commercial rates, as there are no community involvement in this area.

- If the Whale Watch land is offered for sale in the future, KDC investigating purchasing the land as "Community Purpose Reserve" and used it for public facilities or lease to eco- tourism ventures.

This action has not been costed.

- Discussions with Whale Watch on coordination of future protection requirements.

Estimated costs	Commercial
Coastal erosion protection	\$15000

- Discussions with Whale Watch on provision of road edging and more formalised parking pattern.

Estimated costs	Commercial
Dish channel	\$20250
Resealing	\$9000

AREA 2

- KDC to develop a walkway along the Lyell Creek stopbanks at the back of the West End commercial properties.

Estimated costs:	Commercial	Community
Walkway (270 m)	\$2700	\$2700
Seats (2)	\$1000	0
Signs (2)	\$1000	\$500
Rubbish Bins (2)	\$240	\$240

- Retain the beach front car park, but rearrange the parking space such that it can be better utilised by both short and long-stay users. Provide car wash facilities for long-term parking clients, and use appropriate vegetation for screening.

Estimated costs:	Commercial	Community
Car wash down facilities	\$2000	\$2000

AREA 3

- Extend the resource consent for beach renourishment to include the area from Yarmouth Street to the Garden of Memories.

Estimated costs:	Commercial	Community
Renourishment Extension	\$9000	\$9000

- Assess the structural strength of the seawall and replace as required.

Estimated costs:	Commercial	Community
Assessment	\$1000	\$1000
Replacement	\$50000	\$50000

- Improve the location of stormwater discharges to Lyell Creek so that discharge is into the creek bed rather than over the bank.

Estimated costs:	Commercial	Community
Stormwater extension	\$10000	\$10000

- If beach renourishment is undertaken in this area, then extend stormwater outlet at the seawall to discharge to the surf zone.

Estimated costs:	Commercial	Community
Stormwater extension	\$10000	\$10000

- Provide a renovated entrance to the Garden of Memories at the centre of the Gardens. This gateway to include a small footpath area and pedestrian linkage across the Esplanade to the Takahanga Domain and Marae.

Estimated costs:	Commercial	Community
Footpath (300 m ²)	\$9000	\$9000
Pedestrian linkage (50 m ²)	\$4500	\$4500

- Improve street lighting on the landward side of the Esplanade and discrete lighting at picnic tables in the Garden of Memories.

Estimated costs	Commercial	Community
Lighting (500 m)	\$20000	\$20000

- Retain and enhance the low planting and hedges along the beach frontage from the seawall to Killarney Street. Remove the hedging in front of the seawall at the KDC office car park.

Estimated costs:	Commercial	Community
Planting	\$3000	\$600

AREA 4

- Improve the lay out of the footpath and street lighting on the landward side of the Esplanade carriage including changing to underground services, and discrete lighting at picnic tables on the grassed area.

Estimated costs:	Commercial	Community
Relay Footpath (1200m ²)	\$38200	\$38200
Replace existing kerb(800 m)	\$43800	\$43800
Planting	\$8000	\$1600
Street lighting (850 m)	\$34000	\$34000
Underground services (850 m)	\$ 170000	\$170000

AREA 5

- Improve the layout of the footpath and street lighting on the landward side of the Esplanade street lighting on the landward side of the Esplanade including changing to underground services, and discrete lighting at picnic tables on the grassed area.

Estimated costs	Commercial	Community
Relay Footpath (900m ²)	\$27000	\$27000
Replace existing kerb(600m ²)	\$2700	\$2700
Planting	\$4500	\$900
Street lighting (650 m)	\$26000	\$26000
Underground services (600 m)	\$120000	\$60000

AREA 6

- KDC, Kaikoura Boating Club and Pier Hotel work together to investigate and organise better provision for parking.

Estimated costs	Commercial	Community
Boat parking development (450m ²)	\$11400	\$5200
Hotel carpark development (540 m ²)	\$13500	0
Dish channel(600 m)	\$27000	\$27000

AREA 7

- Coordinate through the 'new wharf' re-development, a slipway and emergency haul out facilities. Remove the existing equipment from the old commercial slipway.

No separate estimated costs have been provided as part of overall new wharf cost estimates included in Appendix H.

AREA 8

- Set up a regular monitoring programme of shoreline movement, and initiate any investigation and actions needed to gain resource consents for whatever protection method is required.

Estimated costs	Commercial	Community
Annual monitoring	\$1500	\$1500
Resource consent	\$3000	\$3000
Coastal protection	\$70000	\$70000

AREA 9

- Continue to negotiate with all potentially affected parties the best location for a long-term alternative public recreational slipway.

Estimated costs	Commercial	Community
Resource consent	\$10000	\$10000
Slipway development	\$15000	\$15000
Roading and Parking	\$30000	\$30000

- Await outcome of Takahanga Marae assessment of coastal water quality and effects on mahinga kai areas.

There are no implementation costs associated with this action

AREA 10

- Develop bicycle, walking, and nature trails along the coastal hinterland from the racecourse to the Caves Restaurant.

Estimated costs	Commercial	Community
Trail development	\$24000	\$12000

- Allow off-road vehicles to use the beach east of the racecourse.

No costs involved.

- Develop appropriate information boards at the entrance to South Bay from State Highway 1 outlining the activities offered within the bay.

Estimated costs	Commercial	Community
Sign (1)	\$2000	\$1000

Notes:

1. For all areas, community saving on planting from donations.
2. For Areas 4 and 5, community saving, on underground services from 50% contribution from MainPower.
3. For Area 6, community saving from car parking development from 50 % contribution from Kaikoura Boating Club and the Pier Hotel.

APPENDIX G

COMMUNITY INVOLVEMENT PROJECTS

APPENDIX G

COMMUNITY INVOLVEMENT PROJECTS

AREA 1

- Since the KDC has no ownership in this area, it is not considered appropriate to use community groups to undertake projects in this area.

AREA 2

- Work with service and school groups to undertake planting of the banks of Lyell Creek under Council staff supervision.
- Approach relevant community groups (eg the Historical Society and Te Runanga O Kaikoura) to assist/contribute to the renovation of the Town Centre bridge.

AREA 3

- KDC to facilitate a community group to act as guardians of the Gardens (e.g. Friends of the Garden of Memories Society) and work to restore the gardens to their former glory.
- Donation of picnic tables, seats, and interpretive panels for the Garden of Memories.

AREA 4

- Donation of picnic tables and seating in keeping with the character of open space.
- Donation of plants for use in landscaping of the walkway and the landward Esplanade footpath.

AREA 5

- Donation of picnic tables and seating in keeping with the character of open space.
- Donation of plants for use in landscaping of the walkway and the landward Esplanade footpath.

- Labour and materials for the upgrade of changing and toilet facilities at the playground.

AREA 6

- Encourage community and service groups to be involved in the construction of the low wharf pile and rope barrier between the walkway and the road.
- Donation of park bench seating for locations along the walkway.
- Encourage Pier Hotel involvement in providing interpretive signs located on the walkway for the hotel, and in the provision of a pedestrian linkage across the Esplanade from the walkway to the hotel.
- Kaikoura Boating Club and Pier Hotel involvement in the development of parking facilities.

AREA 7

- Involve Pacifica Seafood Kaikoura Ltd and private landowners in Avoca Bay in the provision of the walkway linkage along their section of coast.
- Involve NZHPT and the local Historical Society in the provision of welcome signs to the Historic Precinct and interpretive signs for the historic features in the area.

AREA 8

- Use community or service groups to provide labour for upgrading the toilet facilities at Armer's Beach.
- Encourage community or service groups to donate picnic and barbeque facilities, and attractions for swimmers at Armer's Beach.
- Encourage community or service groups to assist the KDC with the walkway development and the enhancement of wetlands.
- Encourage community or service groups to donate plants for landscaping and to assist with planting programmes.
- Involve a community or service group in the removal of unwanted willow trees.

AREA 9

- Involve the community and school groups in the design of a 'southern gateway' to the peninsula walkways.
- Kaikoura Boating Club involvement in the provision of parking facilities adjacent to the club slipway.
- Involve community and service groups in providing the labour for the construction of the information kiosk.
- Donation picnic tables, plants and seating for the Recreation Reserve.
- Work with DoC to provide an information kiosk at the Recreation Reserve as part of the 'southern gateway' to the peninsula walkways.

AREA 10

- Involve community and school groups in the re-planting and maintenance of the pine plantation, and in the establishment of recreational tracks in this area.
- Donation picnic tables and seating for enhancement of the picnic area at the entrance to South Bay.
- Encourage South Bay Residents Association assistance in the funding of an information board at the entrance to South Bay.

APPENDIX H

NORTH WHARF REDEVELOPMENT OPTIONS

APPENDIX H

NORTH WHARF REDEVELOPMENT OPTIONS

NOTES ON OPTIONS FOR KAIKOURA NORTH WHARF RE-DEVELOPMENT

Cost estimates have been provided by Grant Pearce, a port and coastal engineer with Tonkin & Taylor Ltd.

Option 1 Pre-stressed concrete pile wharf at a similar position to the current wharf.

Cost estimate: Based on a similar type of structure recently designed by Tonkin & Taylor, the estimated costs are \$1400/m² of wharf surface area. For a wharf of similar length to present (100 m) and 5 m wide, the estimated costs for construction are \$700,000.

Practical considerations: The existing wharf would need to be removed resulting in a period of time during construction that wharf facilities would not be available. This period could be reduced by the new construction being on the east side of the current wharf to allow continued use of the existing structure for as long as possible.

Investigations required:

- Geotechnical investigations of the sea bed foundation along the line of the piles.
- Sea bed profile along the line of the piles.

Consent requirements: Coastal Permits from Canterbury Regional Council (CRC) are required for the following activities in the Coastal Marine Area (CMA); to occupy, to erect a structure, and to disturb the seabed.

None of these activities are Restricted Coastal Activities (RCA) which require the approval of the Minister of Conservation.

A Coastal Permit is not required for the removal of the existing wharf structure as it is a permitted activity under the Proposed Regional Coastal Environmental Plan.

Likely opposition: There is likely to be only limited adverse effects from this option and limited opposition due to the use of the same location and type of structure as currently exists.

Option 2 Solid structure at a similar position to current wharf

Cost estimate:

Based on a structure height of 6 m, and a width of 5 m, the estimated costs for this type of structure are \$15,000 per linear metre. This cost includes two concrete retaining walls (\$6000 each), a bracing beam (\$1000), 40 m³ of 2-200 mm fill material (\$1000 at \$25 m³), and a 200 mm thick concrete cap (\$1000). Based on these estimates, a 50 m structure would cost \$750,000.

Practical considerations:

This option will result in the formation of a reclamation. Following the construction of the reclamation, the ownership of the seabed will need to be transferred from the Crown to the owner of the reclamation.

The existing wharf would need to be removed resulting in a period of time during construction that wharf facilities would not be available. This period could be reduced by the new construction being on the east side of the current wharf to allow continued use of the existing structure for as long as possible.

Investigations required:

- Geotechnical investigations of the sea bed foundation.
- Sea bed profile along the line of the retaining walls.
- Assessment of effects of the structure on wave patterns, sediment transport, beach/reef erosion, seabed ecology and visual impacts.

Consents requirements:

A Coastal Permit from CRC will be required for the reclamation. If the length of the reclamation is over 50 m, it will be classed as a RCA, which will require the approval of the Minister of Conservation. It is also possible that it will be classed as a RCA at lengths shorter than 50 m, as it could be considered to be an incremental increase in the existing reclamation.

A Coastal Permit is not required for the removal of the existing wharf structure as it is a permitted activity under the Proposed Regional Coastal Environmental Plan.

Likely opposition:

There may be some opposition to the use of reclamations due to a loss of seabed habitat and their general effect on coastal processes.

Option 3 Construct a solid breakwater and wharfing facilities near the landward end of the existing reclamation.

Cost estimate:

The cost estimate for constructing a 50 m long rock breakwater is \$150,000 at \$3000 a linear metre. This estimate involves 7.5 m high structure standing approximately 1.5 m above MHWS position with a top width of 4 m, a side batter of 2:1, and a total base width of 34 m. The costs include 50 m³/m of armour material (\$25 m³), and 100 m³/m of core material (\$15 m³). For the solid concrete wharf structure, the costs per linear metre are estimated to be less than option 2, due to less full required and the need for only one retaining wall. The estimate for this structure is \$8,500 a linear metre. Hence if 30 m is required, the estimated costs are \$255,000. This gives a total cost estimate of \$405,000.

Practical considerations:

This option will result in the formation of a reclamation. Following the construction of the reclamation, the ownership of the seabed will need to be transferred from the Crown to the owner of the reclamation. Depending on the line and location of the breakwater, there could be limited area available inside the breakwater for ship manoeuvring.

This option would require a large amount of seabed excavation and reef blasting to obtain sufficient water depths.

How to accommodate the continued operation of the two private slipways at the location of the wharf will need to also be considered.

Investigations required:

- Geotechnical investigations and sea bed profile along the line breakwater.
- Soundings of area required to be excavated.
- Assessment of effects of the structure on wave patterns, sediment transport, beach/reef erosion, seabed ecology and visual impacts..

Consent requirements:

A Coastal Permit from CRC will be required for the reclamation and to disturb the seabed. If the length of the reclamation is over 50 m, it will be classed as a RCA which will require the approval of the Minister of Conservation. It is also possible that it will be classed as a RCA at lengths shorter than 50 m, as it could be considered to be an incremental increase in the existing reclamation.

If more than 50,000 m³ of material is required to be excavated from the seabed, this will also become a RCA.

Likely opposition:

There is likely to be strong opposition to the removal of the reef associated with this option.

There may be some opposition to the use of reclamations due to a loss of seabed habitat and their general effect on coastal processes. Also there may be opposition to the visual impacts of a breakwater at this location.

Depending on the final design there may also be opposition from the Kaikoura Boating Club, and the private slipway owners.

Option 4 A "T" shaped pre-stressed concrete pile wharf located on the western side of the existing reclamation

Cost estimate:

The same costs per m² of wharf area as used in option 1 are appropriate for this option (\$1400 m²). For a 5 m wide wharf structure which runs 10 m out from the shore and has a berthing section of 20 m length, the estimated construction cost will be \$210,000.

Practical considerations:

The location and length of the structure would need to be considered carefully as there will be a trade off between the location of the structure, the length of the structure from the shore, and the amount of seabed excavation required to obtain an adequate water depth. It would be an advantage for Pacifica Fishing if the structure is located as far south as possible, however, this will require more seabed excavation.

Investigations required:

- Geotechnical investigations of the sea bed foundation.
- Sea bed profile along the line of the piles.
- Soundings of the area to be excavated.
- Assessment of effects of seabed excavation.

Consent requirements:

Coastal Permits from CRC are required for the following activities in the Coastal Marine Area (CMA): to occupy, to erect a structure, and to disturb the seabed. If more than 50,000 m³ of material is required to be excavated from the seabed, this will be classed as a RCA which requires the approval of the Minister of Conservation.

Likely opposition:

There could be opposition to the excavation of the seabed and to visual impacts, but it is unlikely to be as strong as option 3. Depending on the location of the structure, there could be

opposition from the Kaikoura Boating Club and the private slipway owners on the existing reclamation.

There is unlikely to be any adverse affects on wave patterns and sediment transport from this option, but there may be some additional shore line energy resulting from a deeper water level.

Option 5 Solid structure located on the western side of the existing reclamation

Cost estimate:

This cost estimate is for a structure to encompass an area equal to the outside dimension of the wharf in option 4 (15 m x 20 m). Based on the costs given in option 2, it is estimated that with additional fill, bracing, and capping the costs per linear metre will be approximately \$18,000. Hence for a 15 m long structure the costs will be in the order of \$270,000.

Practical considerations:

This option will result in the formation of a reclamation. Following the construction of the reclamation, the ownership of the seabed will need to be transferred from the Crown to the owner of the reclamation.

Depending on the location of the reclamation, this option could also require a seabed excavation to obtain sufficient water depth.

With this option, it should also be considered whether a reclamation of this size will meet Pacifica Fishing's need for additional land when so much of it will be required for access and shipping activities.

Investigations required:

- Geotechnical investigations of the sea bed foundation.
- Sea bed profile along the line of the retaining walls.
- Assessment of effects of the structure on wave patterns, sediment transport, beach/reef erosion, seabed ecology and visual impacts.

Consents requirements:

A Coastal Permit from CRC will be required for the reclamation. This reclamation will only be classed as a RCA, which will require the approval of the Minister of Conservation, if it is considered to be an incremental increase in the existing reclamation.

If more than 50,000 m³ of material is required to be excavated from the seabed, this will also become a RCA.

Likely opposition:

As with option 4, there could be opposition to the excavation of the seabed. However this option is likely to get more overall opposition due to the loss of seabed habitat associated with reclamations, their general effect on coastal processes and their greater visual impact.

Depending on the location of the structure, there could also be opposition from the Kaikoura Boating Club and the private slipway owners on the existing reclamation.

APPENDIX I
AREAS OF CONSERVATION LAND

APPENDIX I AREAS OF CONSERVATION LAND

Location of these areas are shown in Figures I.1 to I.4
Summary of these areas is provided in Table I.1 below.

CU No.	CU Name	Status	Area	Gazette/Management
2046.02	Kaikoura Recreation Reserve	RARR	37.4567	1936/1708: vested in KDC
2046.03	Kaikoura Recreation Reserve	RARR	0.8417	1951/839: vested in KDC
2046.06	Kaikoura Recreation Reserve	RARR	1.4973	1956/444: vested in KDC
2046.07	Kaikoura Recreation Reserve	RARR	2.7316	1961/1351: vested in KDC
2046.08	Kaikoura Recreation Reserve	RARR	0.7891	1966/1411: vested in KDC
2046.12	Kaikoura Recreation Reserve	RARR	0.4249	1966/1411: vested in KDC
2147.01	Conservation Land	CA62	0.4062	by allocation No.16 on SO 6644: Administered directly by DoC
2151.01	Conservation Land	CA62	4.0 approx	by allocation No.23 on SO 6644: DoC administer directly.
2152.01	Conservation Land	CA7(1)	16.4900	1990/4429: Administered directly by DoC
2181.01	Kaikoura Visitor Information Centre	RALPCB	0.2727	1994/62: Administered directly by DoC subject to 30 year lease rights held by KDC.
2184.01	Conservation Land Wakatu Quay	CA62	0.23	by allocation No.16 on SO 6644
2188.01	Scenic Reserve	RASR	3.205	1991/3137: Administered directly by DoC
6136.01	Recreation Reserve	RARR	7.9246	1977/180: vested in KDC

TABLE I.1 SUMMARY OF CONSERVATION LAND AREAS

Key to Status Codes

RARR	Reserves Act 1977, Recreation Reserve
RASR	Reserves Act 1977, Scenic Reserve
RALPCB	Reserves Act 1977, Local Purpose Reserve - Community Buildings
CA7(1)	Conservation Act 1987, Land held under Section 7(1)
CA62	Conservation Act 1987, Land held under Section 62



0 0.1 0.2
Kilometers



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cu 2046.12

cu 2181.01

cu 2151.01

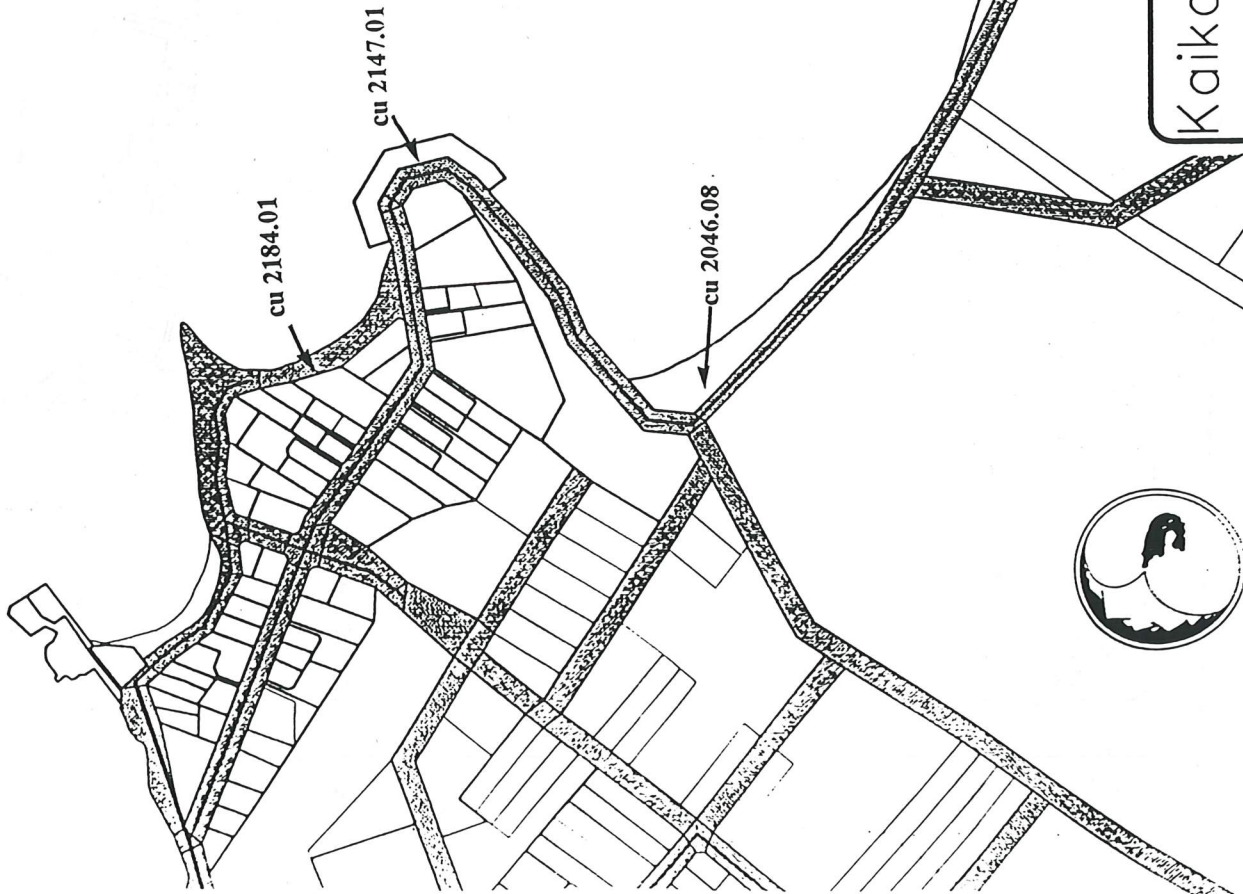
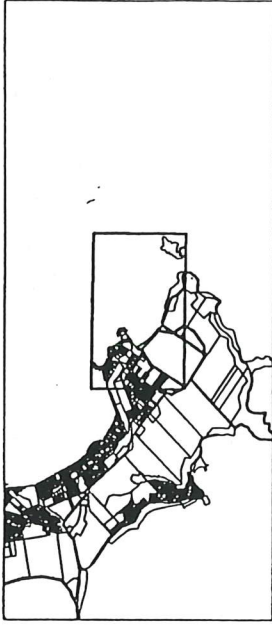
Kaikoura District Council COASTAL MANAGEMENT STRATEGY Location of Areas of



TONKIN & TAYLOR LTD.
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ENGINEERING CONSULTANTS

Cad File : 50077-005

DRAWN	LMS	Oct '95
DWG. CHECKED	D.J.F.	Dec '95
APPROVED		
JOB No.	50077	SCALE (A4)
		AS SHOWN
FIG. No.	1	REV



KAIKOURA DISTRICT COUNCIL
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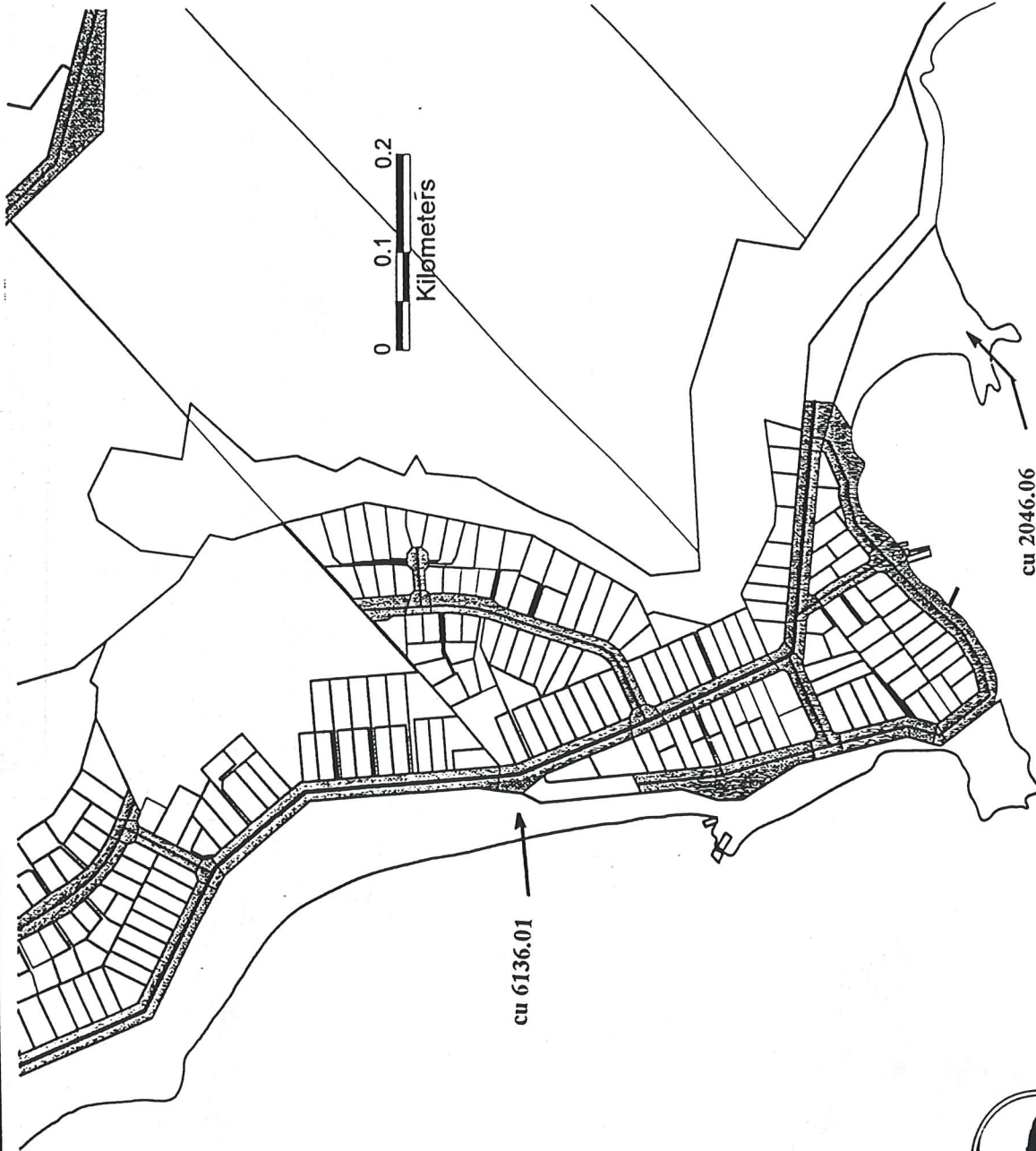
Kaikoura District Council COASTAL MANAGEMENT STRATEGY



ENVIRONMENTAL &
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DRAWN	LVS	04/1994
DWG. CHECKED	DJT	Dec 1995
APPROVED		
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50077		As Shown



Cad File : 50077-005

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DWG. CHECKED	DJT	Dec 1995
APPROVED		
JOB No.	50077	As Shown
FIG. No.		REV.



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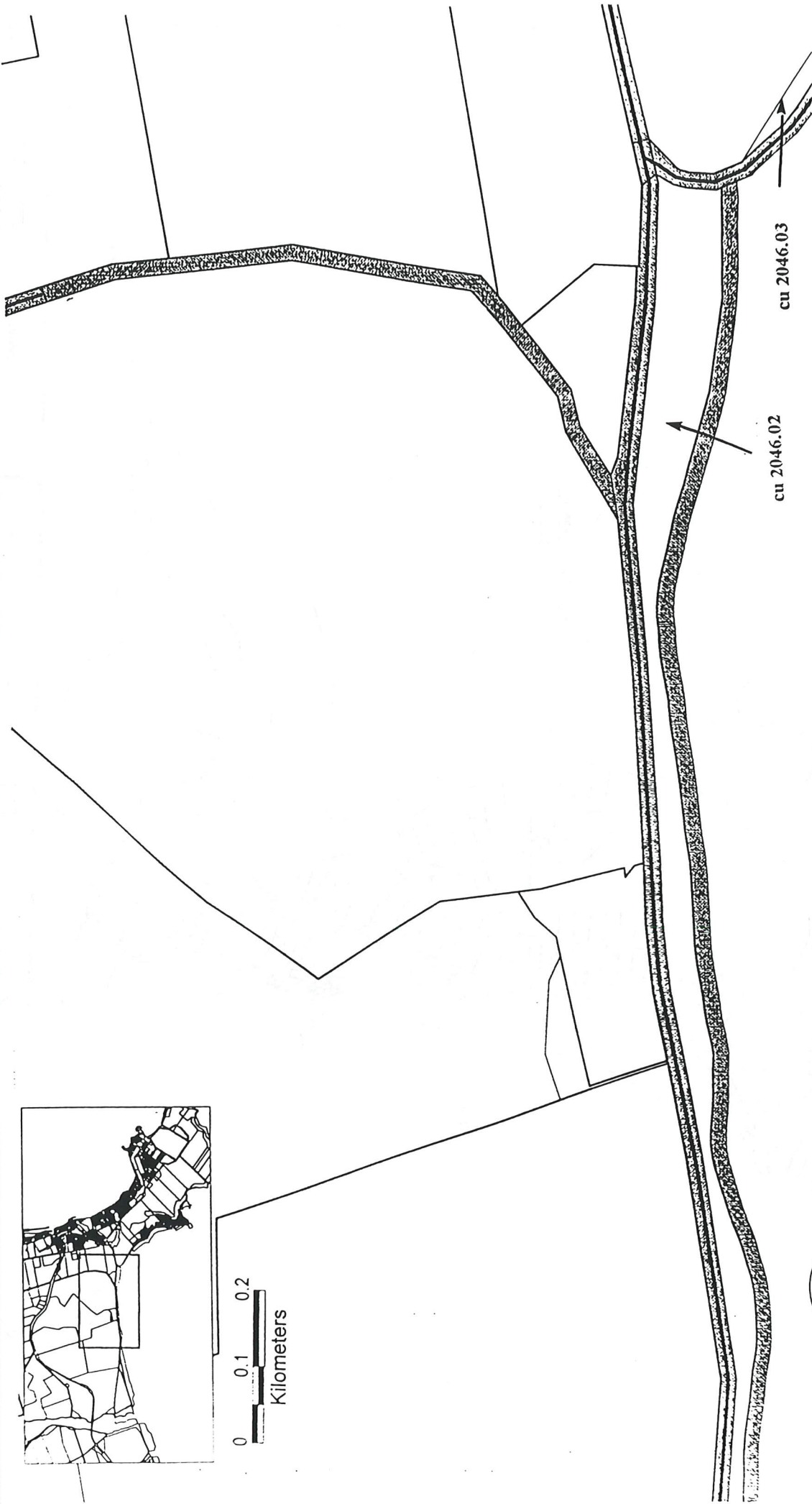
Kaikoura District Council COASTAL MANAGEMENT STRATEGY Location of Areas of



KAIKOURA DISTRICT COUNCIL
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Kilometers



Cad File : 50077-005



KAIKOURA DISTRICT COUNCIL
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Kaikoura District Council COASTAL MANAGEMENT STRATEGY



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DRAWN	LMS	Oct 1996
DWG. CHECKED	DJT	Dec 1996
APPROVED		
JOB No.	50077	SCALES (A4)
		AS SHOWN

APPENDIX J

RECOMMENDED PLANT SPECIES

APPENDIX J

RECOMMENDED PLANT LIST FOR RE-VEGETATION

BEACH	WET	SUNNY CLIFF
Phormium colensoi - mountain flax	Carex secta - tussock sedge	Myoporum laetum - ngaio
Coprosma robusta - karamu	Leptocarpus simplex - jointed rushes	Sophora microphylla - kowhai
Coprosma proinqua - mingimingi	Juncus maitimus - sea rush	Dodonaea viscosa - akeake
Coriaria arborea - tree tutu	Cortaderia toetoe - toe toe	Cordyline australis - cabbage tree
Pseudopanax colensoi - orihou	Phormium tenax - flax	Hebe hulkeana - hebe
Cassinia leplophylla - tauhinu	Olearia virgata - tree daisy	Phormium colensoi - mountain flax
		rock daisy
Pachystegia insignis - marlborough rock daisy	Festuca littoralis - sand fescue	Pachystegia inengnis - marlborough rock daisy
Muehlenbeckia complexa - pohuehue	Typha muelleri - raupo	Coprosma robusta - karamu
Griselinia littoralis - broadleaf	Apium australe - sea celery	Podocarpus totara - halls totara
Coprosma repens - taupata	Gymnelaea cunninghamii - black maire	Astelia solanderi
Scirpus frondosus - pingao	Coriaria arborea - tree tutu	Coriaria arborea - tree tutu
Disphyma australe - native ice plant	Corynocarpus laevigata - karaka	Myrsene australis - mapou
Calystegia soldanella - sand convolvulus	Pseudopanax arborea - five finger	Hebe salicifolia - koromiko
Carex pumilio - sand sedge	Pittosporum eugenoides - lemonwood	Melicope ternata - wharangi
	Myrsene australis - mapou	Muehlenbeckia complexa - pohuehue
SHADY CLIFF	LIMESTONE ROCKS	GENERAL
Corynocarpus laevigatas - karaka	Pachystegia insignis - marlborough rock daisy	Phormium colensoi - mountain flax
Pseudopanax colensoi - five finger	Senecio lautus - shore groundsel	Pachystegia inengnis - marlborough rock daisy
Rhopalostylis sapida - nikau palm	Coriaria arborea - tree tutu	Carex secta - tussock sedge
Macropiper excelsa - kawakawa	Hebe hulkeana - hebe	Myoporum laetum - ngaio
Alectryon excelsus - titoki	Rhagodia trianstra	Dodonaea viscosa - akeake
Aristotelia serrata - wineberry	Disphyma australe - native ice plant	Hebe hulkeana - hebe
Pittosporum eugenoides - lemonwood	Tetragonia trigyna - native spinach	Coriaria arborea - tree tutu

Myrsine australis - mapou

Gymnelaea cunninghamii -
black maire

Myrtus bullata - ramarama

Freycinetia banksii - keikei
(climber)

Metrosideros colensoi -
climbing rata

Coriaria arborea - tree tutu

Coprosma lucida - shining
karamu

Beilschmiedia tawa - tawa

Melicytus ramifloris -
whitewood

Phormium colensoi - mountain
flax

Cordyline australis -
cabbage tree

Griselinia littoralis -
broadleaf

Disphyma australe - native
ice plant

Hebe salicifolia - koromiko

Melicytus ramiflorus -
whitewood

Gymnelaea cunninghamii -
black maire

Alectryon excelsus - titoki

Aristotelia serrata -
wineberry

Plagianthus betulinus -
ribbonwood

Sophora microphylla -
kowhai

Coprosma robusta - karamu

Species lists prepared by Earthwork.

APPENDIX K
REFERENCES

APPENDIX K REFERENCES

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