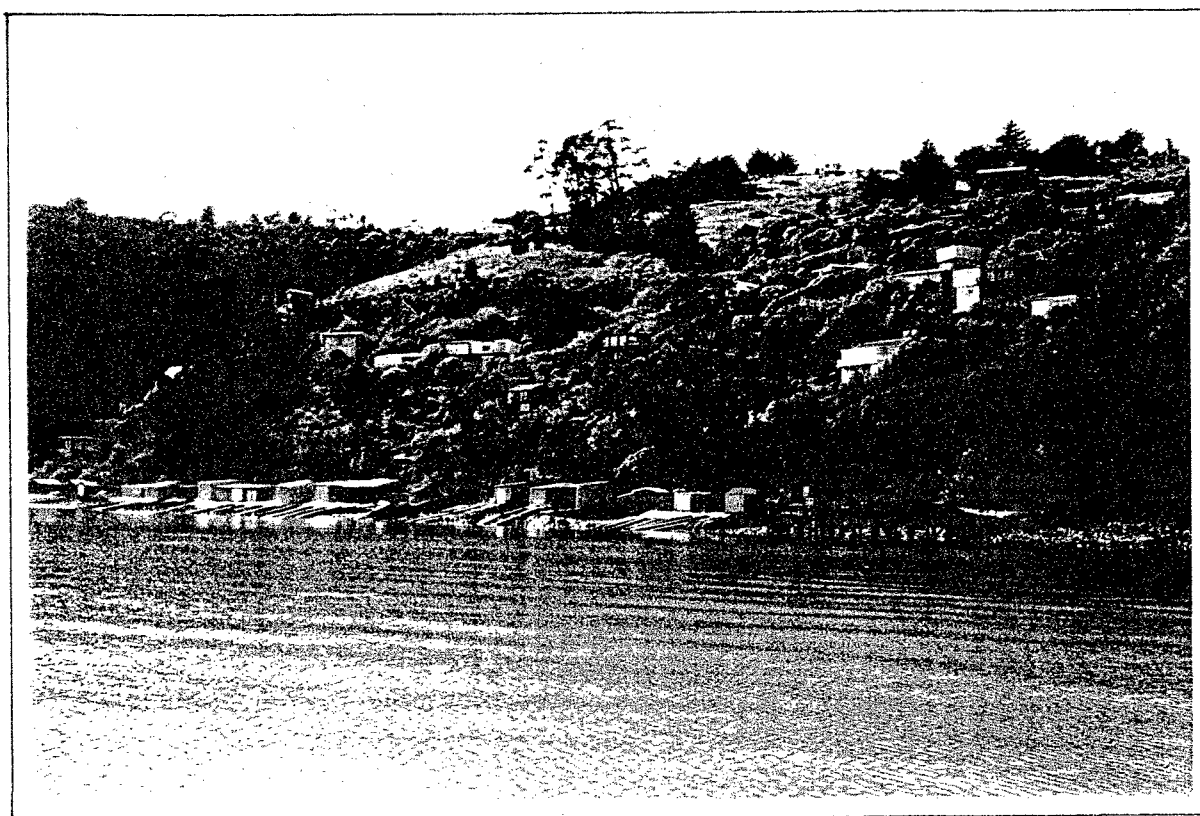


LYTTELTON HARBOUR
FORESHORE LICENCES STUDY



Prepared for
Canterbury Regional Council
February 1992

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EXECUTIVE SUMMARY

1. For the purpose of this study the coastline has been divided into 9 segments beginning at the junction of Marine Drive and Andersons Road through to Church Bay.

Each segment has been assessed according to landscape character and quality.

2. Landscape character is the visual expression of landform, land cover and land use. Character gives a place identity and makes it distinctive. Landscape quality attributes (sensitivity, rarity, visibleness) are factors that determine a landscape's vulnerability to change, importance to the region and potential for improvement.
3. A recommendation has been made for each segment as to whether the segment can withstand change and the appropriate management approach (preservation, conservation, improvement etc.).
4. The 20m strip back from MHWS, the Queens Chain, is paper road, and intended to provide continuous unimpeded public access to and along the foreshore. The existing boatsheds are mostly located within this 20m strip. In reality, public access to and along the foreshore is variable, depending on the availability and visibility of access tracks, suitable car parking, the number and extent of private residences between the public road and foreshore, and the number and intensity of ramps along the foreshore. Public access along the foreshore is physically prevented by only a very small number of ramps/boatsheds, and the Charteris Bay Yacht Club clubrooms and ramp. Existing boatsheds and ramps are mostly located along the rocky rather than sandy parts of the foreshore, and in fact assist public access, particularly at high tide.
5. Licence holders emphasised that the existing slipways and ramps improve public access along the rocky parts of the foreshore. There is a high demand for additional slipways. Community organisations, representative of the wider view, were roughly equally balanced in their views as to whether existing foreshore structures impeded or improved public access along the foreshore. There is reasonable public support for design controls over boatsheds, especially colour. Sporting interest groups (windsurfing, sailing, jet skiing etc.) were more concerned in seeing improvements to local facilities than the public access question perse.
6. Having evaluated the assessment, three options were available to pursue:-
 - (i) Retain the status quo, i.e. leave the boatsheds, ramps and access tracks as they currently exist and provide longer leases. No additional structures allowed.
 - (ii) Remove all boatsheds and ramps in poor physical condition and/or in visually sensitive areas and/or where they impede public access. Possible replacement with grouped facilities.
 - (iii) Improve the existing situation by applying design controls and identifying potential areas for additional facilities.

Option (iii) was considered appropriate as the structures contribute to the character of the coastline and are part of the cultural heritage.

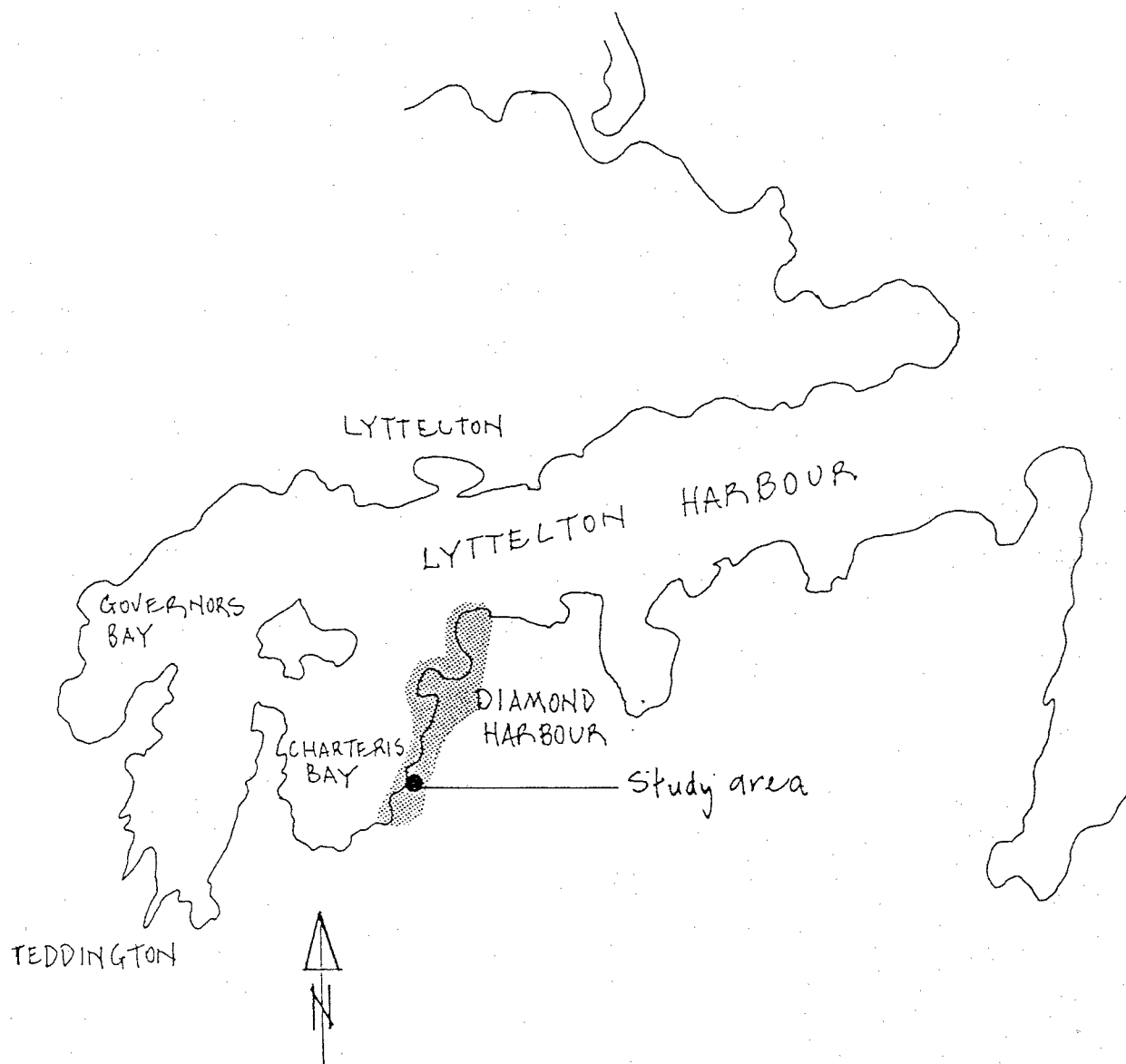
7. Management guidelines for improving the present situation include:-

- (i) removal of some boatsheds and ramps
- (ii) guidelines for sheds and ramps.
- (iii) determining potential areas for future sheds
- (iv) car park and track access improvement
- (v) require all ramps to incorporate step-ups/downs to the foreshore, and catwalks approximately 1 metre width in front of all boatsheds.

8. Specification for sheds and ramps have been determined. The specification refers to building, location, design form, materials, colour schemes.

Disclaimer

N.B. This assessment and guideline are only appropriate to Lyttelton Harbour. They must not be used for other coastal areas due to the difference in landform, visual impact, land cover and site specific requirements.



FORESHORE STUDY AREA LOCATION

GLOSSARY OF TERMS

Terms applied to the visual assessment of the landscape used in Section 2.0:-

Character Description - explaining the appearance of the Landscape Unit in terms of its Primary Elements and Primary Expressions.

character, landscape - consists of the visual expression of the formative elements which comprise the place, it is determined by the things which are repeated in a place, character gives the place identity and makes it distinctive.

Colour - in this study, a Primary Expression which is used for the derivation of guidelines, but, due to seasonal variation, not used on the Character description Profiles. (A property whereby objects have different appearances to the eye through surface reflection or absorption of rays.)

Dominant Element - that Primary Expression which visually prevails over the others.

Dominant Expression - that Primary Expression which visually prevails over the others.

Form - in this study, a Primary Expression, consisting of the Perceived Cross-section, or shape, of the Landscape Unit, and the Volumes which comprise the Unit.

Guidelines, Specific - recommendations for management of the visual resource which are written for application in each of the Landscape Units, developed by comparing the Character Description with land use impacts in terms of Form, Line, Colour, Texture, and Pattern.

Improvement, Potential for - the need exists to achieve a higher level of harmony between the Primary Elements and Primary Expressions.

Landcover - in this study, a Primary Element, consisting of an identification of the materials or substances which cover the surface of the land, usually vegetation.

Landform - in this study a Primary Element, consisting of an identification of the topographic configuration based on the Biological Resources Centre's proposed Landform Classification System.

Landscape Unit - a secondary subdivision of each Landscape Type into its visual components, based on major topographic enclosures and changes. The Landscape Units provide the areal definition for the survey and evaluation work for the applications and guidelines and recommendations for kinds of management.

Line - in this study, a Primary Expression, used for Character Description and for derivation of guidelines. (The trace of a point moving through space.)

Orientations for Management - these are recommendations regarding the programming of future use for each landscape Unit, based on evaluation of its Quality Attributes. They identify the degree of control on development and management changes which is appropriate for each Landscape Unit, the way programmed use should be aimed relative

to preservation, conservation, development and improvement, and the general kinds of uses for which the Landscape Unit exhibits potential.

Quality Attributes - factors used in this study to determine a Landscape Unit's vulnerability to change, importance to the Region, and potential for improvement, these are Naturalness, Extent of Sensitive Areas, Rarity, Coherence and Visibleness.

Sensitive Areas - in this study, a Quality Attribute, which identifies the extent of areas within a Landscape Unit where the visual impact of change would be especially high. Contributes to the determination of Vulnerability of the Landscape Unit.

Texture - in this study, a Primary Expression, which is used for Character Description and derivation of guidelines. (A surface phenomenon which results from the breaking up of a surface, visually, by illumination and shading).

Visibleness - in this study, a Quality Attribute, which is a determination of how easily and regularly a Landscape Unit is seen by people. Contributes to the determination of the Importance of the Landscape Unit and is a modifier of the other Quality Attributes.

visual assessment - a process whereby things in the landscape which are perceived by the sense of sight are identified, recorded, analysed, and evaluated.

visual impact - the effect or influence, perceived by the sense of sight, of some activity or development on the landscape.

Vulnerability - a measure of the Landscape Unit's susceptibility to visible degradation of quality, based on its Naturalness and Extent of Sensitive Areas.

LYTTTELTON FORESHORE STUDY

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 - 1.1** General
 - 1.2** Objectives
 - 1.3** The Study Area
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- 3.0** Public Access Assessment
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 - 3.2** Current State of Public Access to and Along the Foreshore
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- 4.0** Future Management of the Foreshore
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Appendices

- Appendix A Study Brief
- Appendix B Questionnaire to Licence Holders
- Appendix C Questionnaire to Community Organisations
- Appendix D Organisations Sent Questionnaire
- Appendix E Licence Holders Questionnaire Results
- Appendix F Community Organisations Questionnaire Results

Acknowledgements

1.0 Introduction

1.1 General

Satisfactory visual experiences are basic to regional and local identity and to a personal sense of well being and contentment. This results in an awareness of being in harmony with the surroundings.

Banks Peninsula is a unique resource to Canterbury and its visual harmony is vital to the success of the region as a tourist destination, for recreation and for those who live there. Unimpeded public access to and along the foreshore is also important to the public's enjoyment of this amenity.

1.2 Objectives

The visual assessment identifies:

- (i) the impacts of boat sheds and ramps in relation to their location;
- (ii) potential areas for development and renewal;
- (iii) a series of guidelines for management of the boat sheds and ramps.

The public access assessment:-

- (i) identifies the current state of public access to and along the foreshore
- (ii) public activities towards the access question (licence holders and general community attitudes are analysed separately)
- (iii) Public attitudes towards future management of the foreshore environment (from a visual and public access perspective)

1.3 The Study Area

The study area extends from the point where Marine Drive and Andersons Road intersect to Pauaohine Kotau Head, Church Bay.

For the purpose of this study, the areas have been divided into landscape segments based on physiographic features.

Boundaries of landscape units (see Fig. 1.0)

- (i) Marine Drive
- (ii) Picnic Spot - public slipway
- (iii) Smarts Jetty
- (iv) Paradise Beach
- (v) Yacht Club
- (vi) Hays Bay
- (vii) Black Point
- (viii) Church Bay
- (ix) Eastern Church Bay

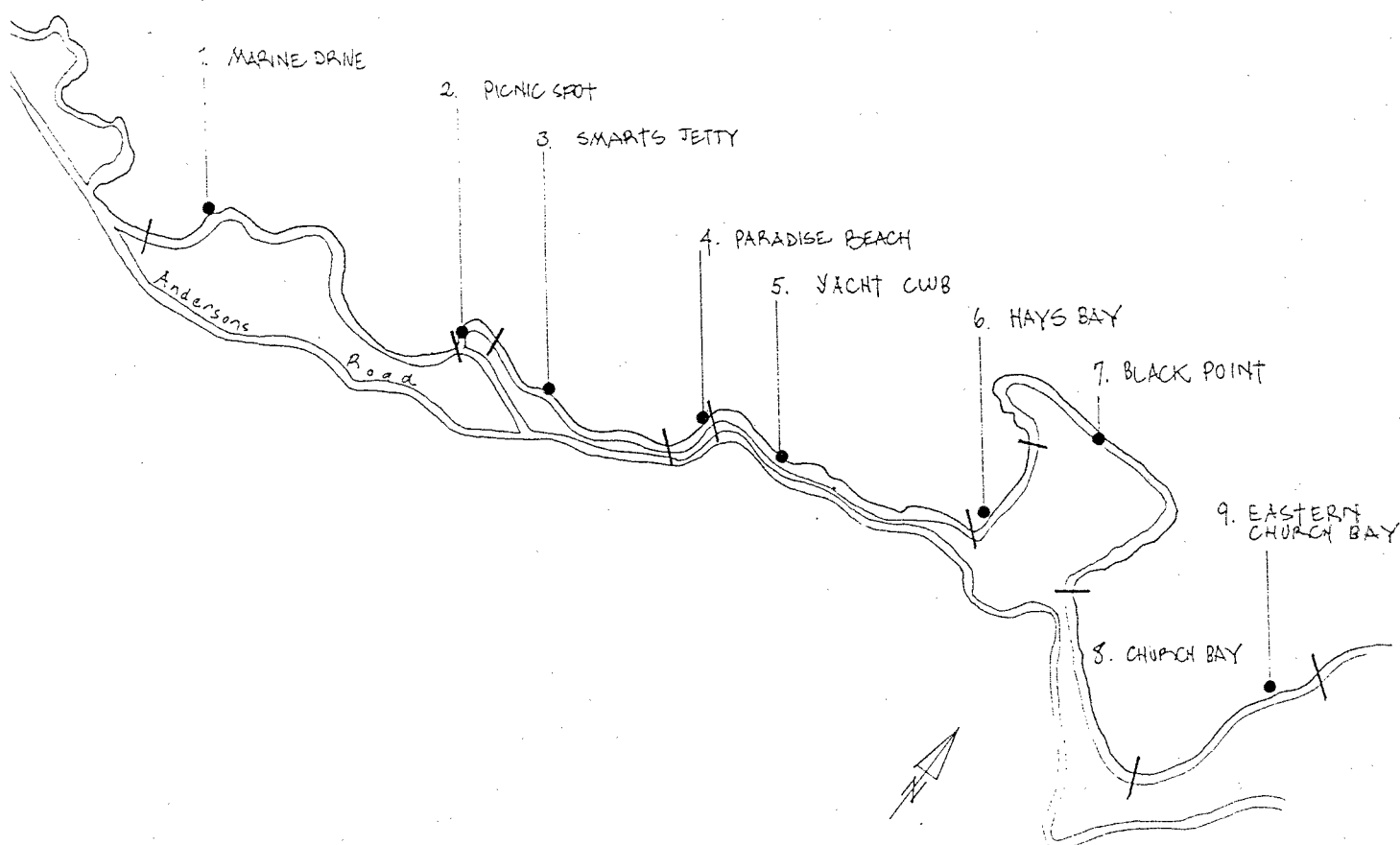


FIG 1-0 LOCATION PLAN

2.0 Visual Assessment

2.1 Landscape Unit: Lyttelton

2.1.1 General Description

A large Landscape Unit running generally north-south, the edges of which are visually defined by dramatic and dynamic landforms. Distinctive in the region as one of only two extinct caldera. The Landscape Unit reflects a long history of human habitation and use, with a dominance of grassland in an irregular vegetation pattern. Landform is the dominant landscape element, overall visual complexity is moderate.

2.1.2 Landscape Character

(i) Summary

The Landscape Unit is moderate in degree of enclosure, with a wide valley cross-section. It has truncated conical landforms and sharply curved lines on ridges and skylines and smoothly curved lines on the shorelines. The overall texture is medium-fine, largely because of the size of the Landscape Unit, and the pattern is irregular. Dominant colour in spring is 12B23 and in summer 08C33. Both colours are from British Standard 5252 Chart.

(ii) Dominant Characteristic

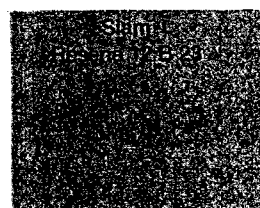
Forms and lines are the dominant characteristics.

(iii) Potential for Change

Moderate ability to visually absorb change. Form and line changes will have the greatest visual impact; these include residential and farm structures, towers, masts, quarries, reclamation, pylons, transmission lines, roads, tracks, edge protection works, shelterbelts, wharves, marinas and aquaculture.



Calico
Resene 08 C 33



2.1.3 Significant Deviations

(i) Summary

Woodlots, patches of exotic scrub, forestry and industrial structures are negatives. Rock outcrops, homesteads, housing and roads are positive deviations.

2.1.4 Landscape Quality

(i) Summary

There are many structures and a well-developed road and service network. Modification of landform and vegetation is obvious, and there is a predominance of exotic vegetation.

There are extensive areas of visual sensitivity along the skyline, main ridgelines, and shorelines. The landscape is rare in the Canterbury region and is moderate-high visual unity, meaning it has visual harmony and limited negative deviations. Overall, it is moderate-high in visibleness, mainly because of its proximity to Christchurch.

(ii) Potential for Loss

Moderate-low vulnerability to the addition of structures and to management changes. High vulnerability to the location of changes, because of the extent of sensitive areas and existing levels of unity and visibleness.

(iii) Recommended Orientation for Management

Routine control on types of changes. Strict control on the locations of changes.

Preservation-oriented management is recommended because of rarity in region.

2.2 Coast Segment: 1 Marine Drive

2.2.1 General Description

A relatively long Coast Segment from the beginning of the study area to the recreation area at the boat ramp. It is low in enclosure and moderate in visual complexity from the detail and alignment of the edge and the texture of the adjacent land.

2.2.2 Landscape Character

(i) Summary

The Coast Segment consists of steep hills and bluffs to an edge with broken lines in detail and overall a sharply curving and consistent alignment.

Water texture is medium to fine and land texture is medium coarse, water pattern is consistent and land pattern is irregular. Dominant colour is 08C33 (BS 5252) from the bluffs and edges.

(ii) Dominant Characteristic

Line detail of the edge and alignment of edge are dominant.

(iii) Potential for Change

Moderate ability to absorb change. Lines will have the greatest visual impact.

2.2.3 Landscape Quality

(i) Summary

Highly modified with many structures and a great deal of modification to the edge. Highly memorable because of direct contact with the sea. It is moderate in visual unity and moderate in visibility.

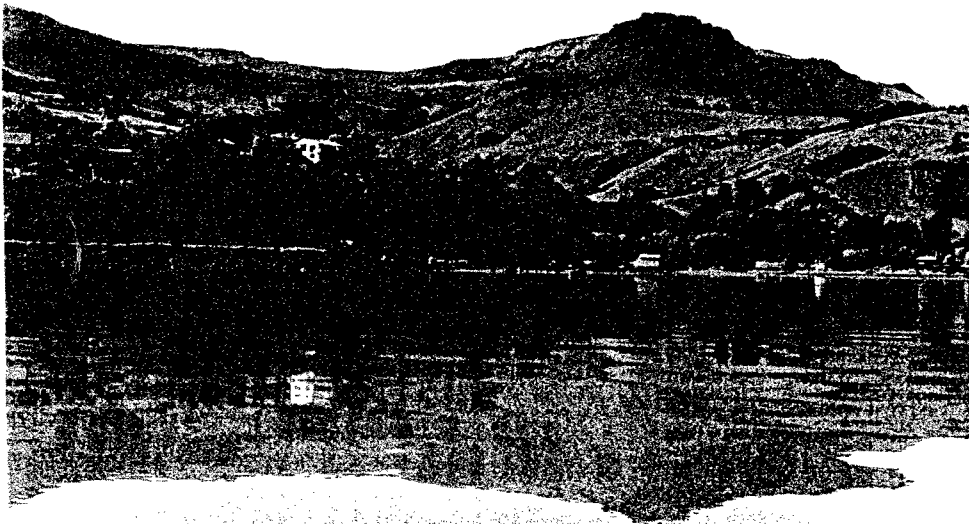
(ii) Potential for Loss

Low vulnerability to the addition of structures because of existing level of modification in the land component. Moderate-high vulnerability to the locations of changes.

(iii) Recommended Orientation for Management

Routine control on types of changes, strict control on locations of changes.

Conservation is recommended.



Calico
Resene 08 C 33



Brandy
Resene 06 C 33

Calico
Resene 08 C 33

2.3 Coast Segment: 2 Picnic Spot

2.3.1 General Description

This very small Coast Segment occupies a point which is used for public boat launching and recreation. It is low in enclosure and moderate in visual complexity, mainly from the alignment of the edge and the texture of the land.

2.3.2 Landscape Character

(i) Summary

The Coast Segment consists of a low hill running down to an edge with sharply curving and random alignment. The line detail of the edge is smooth. Water texture is medium and land texture is medium-coarse. The water pattern is consistent and land pattern is irregular. Dominant colours are 08C33 and 06C33 (BS 5252) from the beach pebbles and rock outcrops.

(ii) Dominant Characteristic

The random edge line is dominant.

(iii) Potential for Change

Moderate ability to absorb change. Lines will have the greatest visual impact.

2.3.3 Landscape Quality

(i) Summary

There are few structures in the Coast Segment, and only some modification of the edge is apparent. It is highly memorable because of its prominent location and ease of access from the road. There is an harmonious relationship between the land and water, making it moderate-high in visual unity. It is moderate in visibleness.

(ii) Potential for Loss

Moderate high in vulnerability to the addition of structures and moderate in vulnerability to changes in landform or vegetation. Highly vulnerable to the locations of changes.

(iii) Recommended Orientation for Management

Strict control on types of changes, extreme control on locations of changes.

Preservation-oriented management is recommended.

2.4 Coast Segment: 3 Smarts Jetty

2.4.1 General Description

This long Coast Segment runs from the recreation point to Paradise Beach, through an area with a great number of shoreline structures. It is moderate-low in enclosure and moderate to moderate-low in visual complexity. Complexity comes mainly from the regularity of the edge alignment and the texture of the land.

2.4.2 Landscape Character

(i) Summary

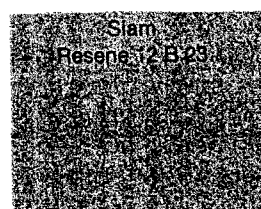
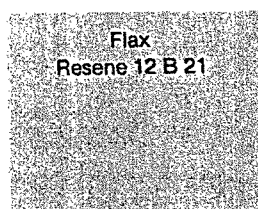
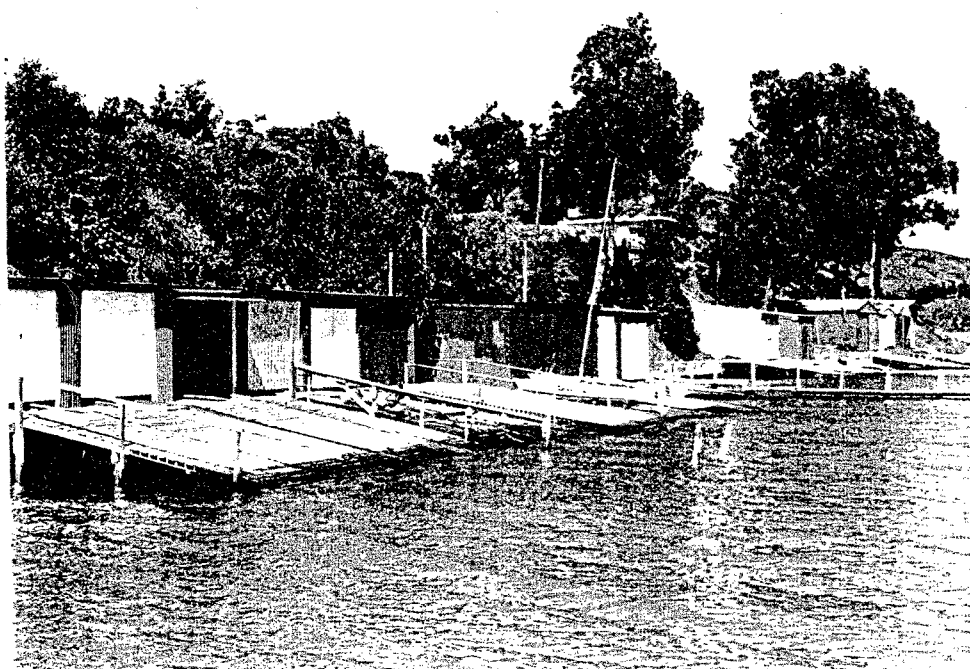
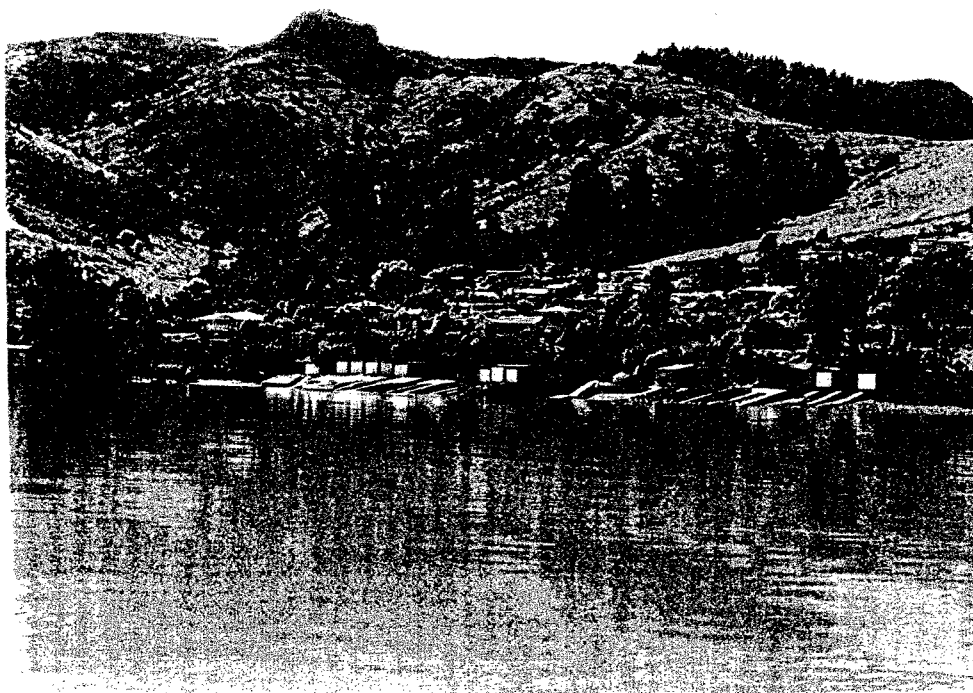
The Coast Segment consists of low hills running down to an edge with an overall gently curving alignment which is made up of intricate straight lines from the shoreline structures. Water texture is medium-fine and land texture is coarse. The water pattern is consistent and land pattern is geometric, from the structures. Dominant colours are 12B21 and 12B23 (BS 5252) from the exotic trees and shrubs above the boatsheds.

(ii) Dominant Characteristic

The pattern of the land is dominant.

(iii) Potential for Change

Moderate ability to absorb change. Pattern changes will have the greatest visual impact.



2.4.3 Landscape Quality

(i) Summary

There are many structures in the Coast Segment; the edge is almost completely structured. There is a great deal of modification to the edge landform and vegetation.

It is memorable because of the numbers and closeness of structures, but low in visual unity, largely because the colours and forms of the structures are not in harmony with the context. It is moderate-low in visibleness.

(ii) Potential for Loss

Low in vulnerability to the addition of structures or to changes in landform or vegetation. Moderately vulnerable to the locations of changes.

(iii) Recommended Orientation for Management

Routine control on types and locations of changes.

Improvement-oriented management is recommended.

2.5 Coast Segment: 4 Paradise Beach

2.5.1 General Description

This very short Coast Segment consists of a southwest facing narrow pebbly beach. It is moderate-high in enclosure and moderate-low in visual complexity. A small amount of visual complexity comes from the degree of enclosure and from the texture of the vegetation on the land.

2.5.2 Landscape Character

(i) Summary

The Coast Segment consists of a low hill running down to an edge with a gently curving alignment which is made up of smooth, regular lines. Water texture is fine and land texture is medium.



Green Smoke
Resene 12 C 35

The water pattern is consistent and land pattern is consistent. Dominant colour is 12C35 (BS 5252) from the grass and ngaio trees.

(ii) Dominant Characteristic

The alignment of the edge is dominant.

(iii) Potential for Change

Low ability to absorb change. Lines will have the greatest visual impact.

2.5.3 Landscape Quality

(i) Summary

There are several structures in the Coast Segment, including a low concrete wall that runs the length of the beach. There is obvious modification to the edge landform and vegetation, with a private residence hard on the beach edge. It is highly memorable because of the beach, and is moderate-high in visual unity. It is moderate-low in visibility.

(ii) Potential for Loss

Moderate in vulnerability to the addition of structures or to changes in landform or vegetation. Highly vulnerable to the locations of changes.

(iii) Recommended Orientation for Management

Routine control on types of changes, extreme control on locations of changes.

Preservation-oriented management is recommended.

2.6 Coast Segment: 5 Yacht Club

2.6.1 General Description

This long west-facing Coast Segment contains the Charteris Bay Yacht Club, and extends to Hays Bay on the north. It is moderate-low in enclosure and moderate in visual complexity, which comes from the intricacy of the edge and the texture of the land component.

2.6.2 Landscape Character

(ii) Summary

The Coast Segment consists of steep hill and some bluffs running down to an edge with a gently curving edge which is made up of straight intricate lines from the structures that occupy the edge.

Broken lines are characteristic where the edge does not have structures. The water texture is medium-fine and the land texture is medium-coarse. The water pattern is geometric, from jettys and other structures, and the land pattern is consistent. Dominant colour is 10B21 (BS 5252) from the rock outcrops on the edge.

(ii) Dominant Characteristic

The intricacy of the edge and the geometry of the land are dominant.

(iii) Potential for Change

Moderate ability to absorb change. Both lines and pattern changes will impact on the Coast Segment.

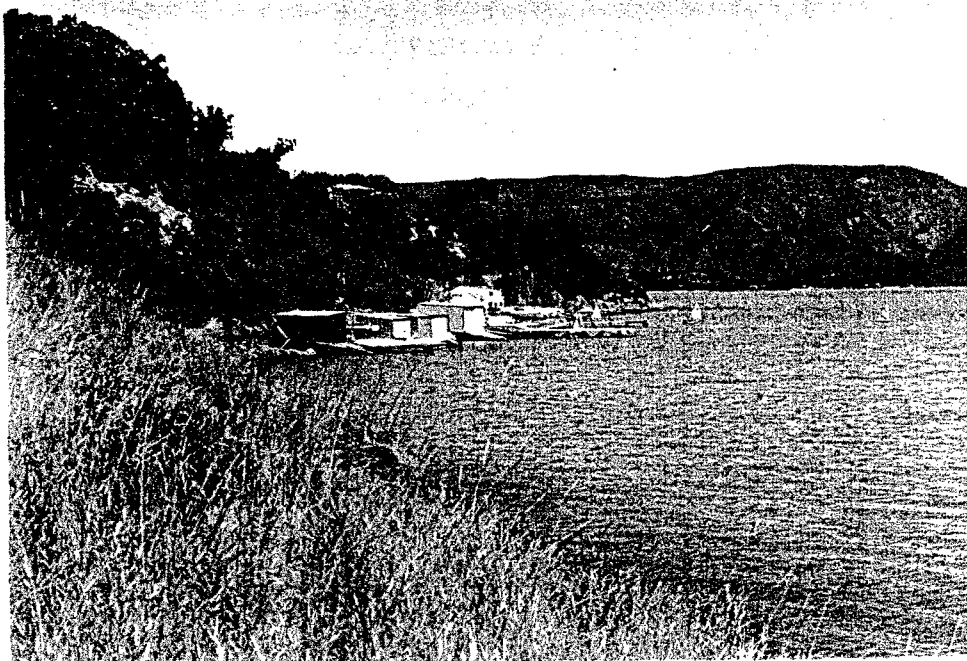
2.6.3 Landscape Quality

(i) Summary

There is obvious structure to the edge, mainly from the yacht club and modification to landform and vegetation is obvious. It is clearly memorable because of the scale and extent of the structures. It is moderate-high in visual unity and moderate in visibleness.

(ii) Potential for Loss

Moderate-low in vulnerability to the addition of structures or to changes in landform or vegetation. Moderate-high vulnerability to the locations of changes.



Granite Green
Resene 10 B 21

(iii) **Recommended Orientation for Management**

Routine control on types of changes, strict control on locations of changes.

Conservation management is recommended.

2.7 Coast Segment: 6 Hays Bay

2.7.1 General Description

This Coast Segment includes a southerly facing beach at Hays Bay. It is moderate-high in enclosure and moderate-low in visual complexity. The small amount of visual complexity results mainly from the enclosure.

2.7.2 Landscape Character

(i) **Summary**

The Coast Segment consists of a low hill which runs down to a gentle curving edge which is made up of smooth regular lines. The water texture is fine and the land texture is medium. The water pattern is consistent and the land pattern is consistent. Dominant colour is 12C37 (BS 5252) from the grass and vegetation on the edge.

(ii) **Dominant Characteristic**

The alignment of the edge is dominant.

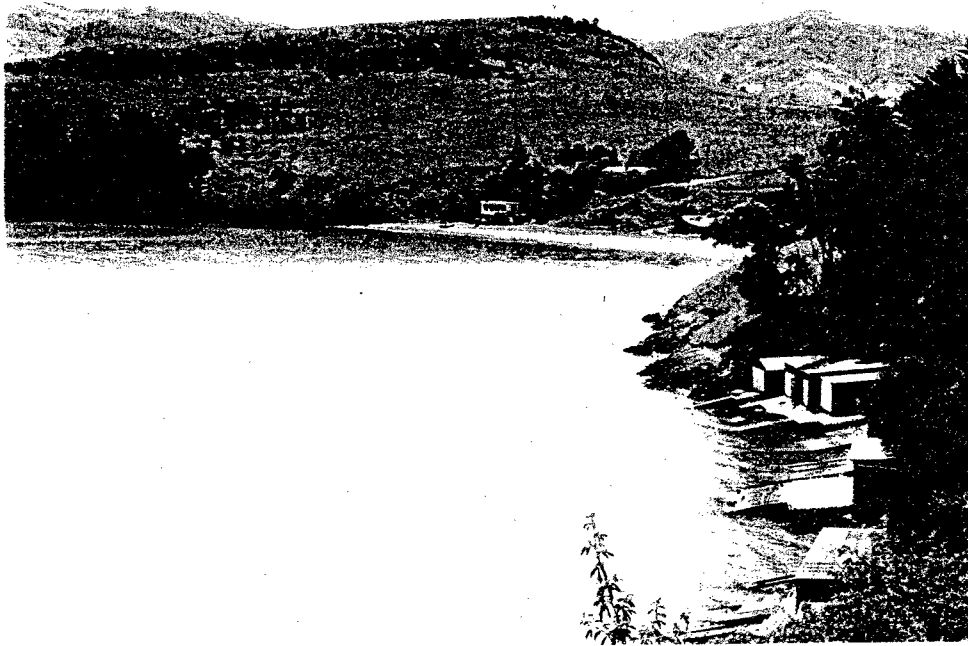
(iii) **Potential for Change**

Low ability to absorb change because of low visual complexity. Lines will have the greatest impact on this Coast Segment.

2.7.3 Landscape Quality

(i) **Summary**

There are a few structures and some modification to landform and vegetation. It is highly memorable as the only beach of this size in the area. It is moderate-high in visual unity and moderate in visibility.



Fiji Green
Resene 12 C 37

(ii) Potential for Loss

Moderate in vulnerability to the addition of structures or to changes in landform or vegetation. Moderate-high vulnerability to the locations of changes.

(iii) Recommended Orientation for Management

Routine control on types of changes, strict control on locations of changes.

Conservation management is recommended.

2.8 Coast Segment: 7 Black Point

2.8.1 General Description

This is the headland of Black Point which connects Charteris Bay and Church Bay. It has virtually no sense of enclosure and is moderate in visual complexity, mainly from the land texture.

2.8.2 Landscape Character

(i) Summary

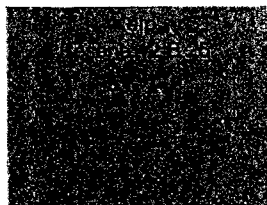
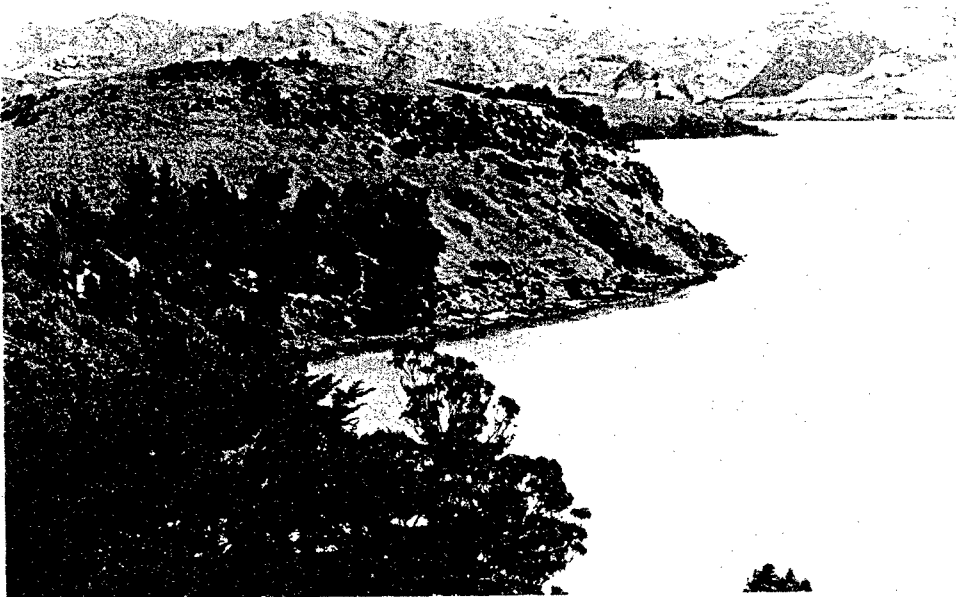
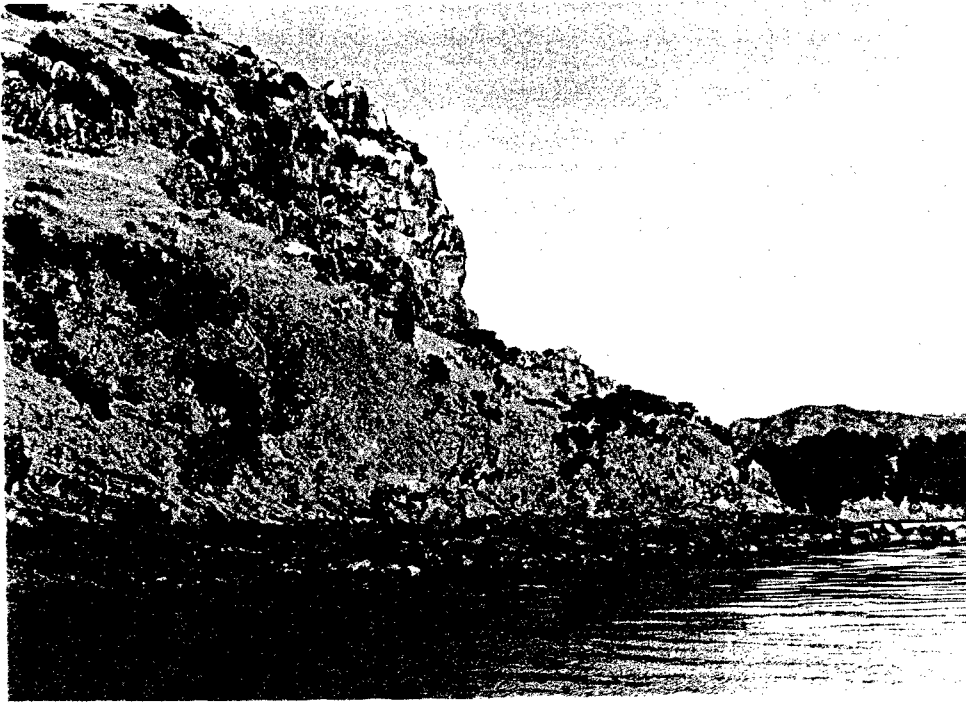
The Coast Segment consists of steep hills and bluffs which run down to a smoothly curving consistent alignment that has angular line detail on the edge. The water texture is fine and land texture is medium-coarse. The water pattern is consistent and the land pattern is random. Dominant colours are 12B25 and 12C37 (BS 5252) from the eucalyptus trees and grass on the edge.

(ii) Dominant Characteristic

The pattern of the land is dominant.

(iii) Potential for Change

Moderate ability to absorb change. Pattern changes will have the greatest impact on this Coast Segment.



Fiji Green
Resene 12 C 37

2.8.3 Landscape Quality

(i) Summary

There are few structures and little obvious modification to landform and vegetation. It is memorable, but similar to other parts of the peninsula landscape. It is moderate in visual unity and moderate-high in visiblence because of its prominence as a headland.

(ii) Potential for Loss

Moderate-high in vulnerability to the addition of structures or to changes in landform or vegetation. Moderate vulnerability to the locations of changes.

(iii) Recommended Orientation for Management

Strict control on types and locations of changes.

Preservation-oriented management is recommended.

2.8 Coast Segment: 8 Head of Church Bay

2.8.1 General Description

This Coast Segment is the head of Church Bay and faces north. It has moderate enclosure and is moderate in visual complexity, mainly from the land texture and cross section.

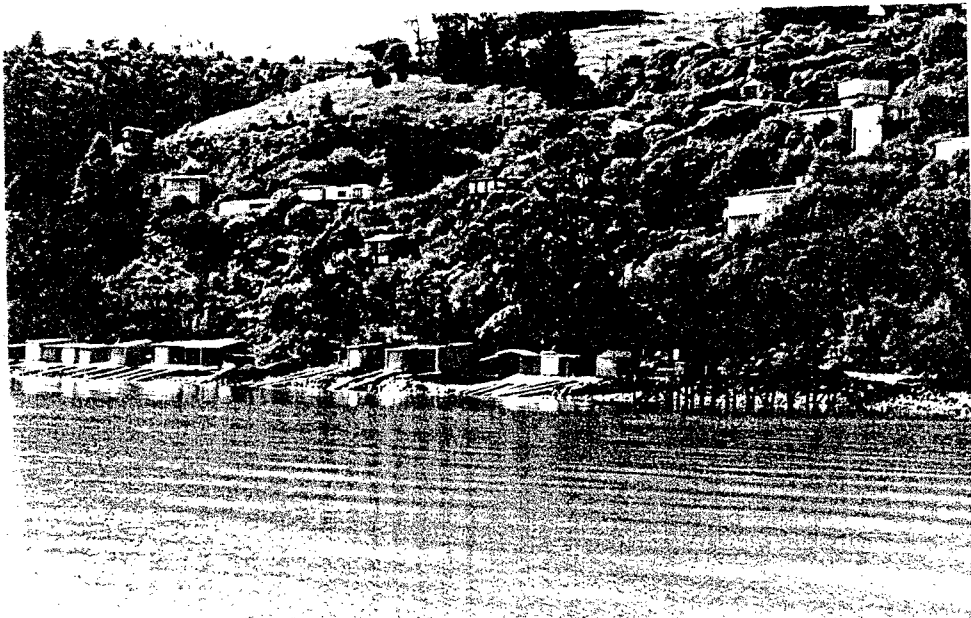
2.8.2 Landscape Character

(i) Summary

The Coast Segment consists of steep hills which run down to a gently curving regular alignment that has straight line details on the edge, from the many structures there. The water texture is fine and the land texture is medium-coarse. The water pattern is consistent and the dominant land pattern is geometric, from structures. Dominant colour is 12B23 from vegetation above the boatsheds.

(ii) Dominant Characteristic

Texture and pattern of the land are dominant.



Siam
Resene 12 B 23

(iii) Potential for Change

Moderate-low ability to visually absorb change. Pattern changes will have the greatest impact on this Coast Segment.

2.8.3 Landscape Quality

(i) Summary

The edge is almost completely structured and there is a great deal of modification to landform and vegetation on the edge. It is memorable, but similar to other parts of the peninsula landscape.

It is moderate-low in visual unity, largely because of colour and form of structures on the edge, and moderate in visibleness.

(ii) Potential for Loss

Low in vulnerability to the addition of structures or to changes in landform or vegetation. Moderate-low vulnerability to the locations of changes.

(iii) Recommended Orientation for Management

Routine control on types and locations of changes.

Improvement-oriented management is recommended.

2.9 Coastal Segment: 9 Eastern Church Bay

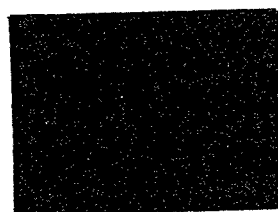
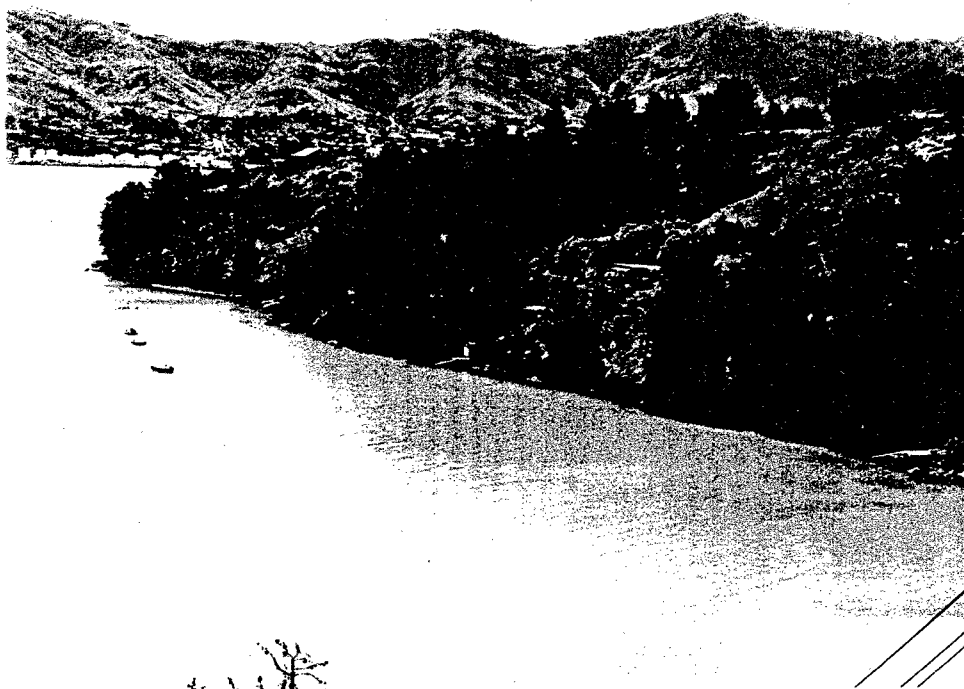
2.9.1 General Description

This Coast Segment is along the eastern side of Church Bay. It has moderate enclosure and is moderate in visual complexity, mainly from the detail line characteristics of the edge and the texture of the land.

2.9.2 Landscape Character

(i) Summary

The Coast Segment consists of steep hills which run down to a smoothly curving consistent alignment that has broken and angular line details on the edge. The water texture is medium-fine and the land texture is medium-coarse.



The water pattern is consistent, and the dominant land pattern is random. Dominant colour is 12B25 from eucalyptus and pines on the slopes.

(ii) Dominant Characteristic

Texture and pattern of the land are dominant.

(iii) Potential for Change

Moderate ability to visually absorb change. Pattern changes will have the greatest impact on this Coast Segment.

2.9.3 Landscape Quality

(i) Summary

There are a few structures on the edge, and some modification to edge landform and vegetation is apparent. It is memorable, but similar to other parts of the peninsula landscape. It is moderate-high in visual unity, and moderate in visibleness.

(ii) Potential for Loss

Moderate in vulnerability to the addition of structures or to changes in landform or vegetation. Moderate-high vulnerability to the locations of changes.

(iii) Recommended Orientation for Management

Routine control on types of changes. Strict control on locations.

Conservation management is recommended.

3.0 Public Access Assessment

3.1 Legal Aspects

3.1.1 Jetties/Slipways

Under Section 162 of the Harbours Act, jetties/slipways required a licence. Foreshore licences were issued for 14 years. A D.o.C memo attached as Appendix A outlines the issues to be considered when applications were processed.

The Resource Management Act has superseded the relevant parts of the Harbours Act.

S.384 (transitional provisions) deems existing permissions to become a coastal permit. Holders must reapply for a resource consent within two years (of the date of commencement of the Act).

S.12 of the Resource Management Act requires a jetty (or any structure in the coastal marine area - between MHWL and the limits of the territorial sea) to have a resource consent or be within the provisions of a regional plan.

A coastal permit would be necessary from the Regional Council. The Act does not spell out how such applications should be considered apart from, consideration of the effects on the environment.

3.1.2 Boatsheds

By definition, boatsheds are above MHWL because they are always dry. In the relevant parts of Lyttelton Harbour (from Charteris Bay to Purau), the 20m back from MHWL is all paper road, although some sections (between Church and Charteris Bay - Black Point) have reserve designations over the paper road. The planning status of the paper road is either recreation zone or reserve designation, with an underlying zoning of Residential, or Recreation. In the recreation zone, structures accessory to outdoor recreation are included as predominant uses, as are ramps and jetties. This presumably covers boatsheds.

Boatsheds are not permitted uses in either the reserve or the General Residential zone.

In Diamond Harbour the Queens Chain appears to be zoned Residential 2. Boatsheds are not permitted uses in the R2 zone.

Most, if not all boatsheds are on paper road and not rateable. Current Banks Peninsula District Council policy is not to permit any further boatsheds within the 20m paper road area above MHWL.

3.1.3 Public Access to and Along the Foreshore

The original purpose of the 20m setback (Queens Chain) above MHWL was to provide continuous unimpeded public access around New Zealand's shoreline. However, many of the paper roads are unformed and thus are not clearly visible 'on the ground'. In some parts of the country, although not widely apparent in the Lyttelton Harbour area, adjoining property owners have incorporated the Queens Chain within their own property gardens 'on the ground' and thus for all intents and purposes they do not provide public access to, along or immediately above the foreshore.

3.2 Current State of Public Access to and Along the Foreshore

An assessment was made, based on the landscape units identified for the landscape assessment, as follows:

COAST SEGMENT : 1 Marine Drive

The Coast Segment is highly accessible to the public because the road runs along the shoreline. Availability to the public is low because of lack of parking on road edge.

Apparency of access is high to public because of the location of the road and lack of screening between the road and the shore. Freedom of pedestrian movement parallel with the shore is high.

COAST SEGMENT : 2 Picnic Spot

The Coast Segment is highly accessible to the public. Availability to the public is also high because of the relatively large parking area.

COAST SEGMENT : 3 Smarts Jetty

The Coast Segment is low in accessibility to the public. Availability to the public is moderate because of the parking nearby in CS 2.

Apparency of access is low to public because there are private residences between the road and shoreline. Small access tracks do exist, but are not easily found.

Freedom of movement parallel to the shore is low because it is impeded by boatsheds and lack of tracks between the water and private properties.

COAST SEGMENT : 4 Paradise Beach

This Coast Segment is moderate-low in accessibility to the public, with a narrow walking track from the road. Availability to the public is moderate-low because of limited parking on the road.

Apparency of access is moderate to public, largely because of a painted crosswalk on the road which leads to the access track. Freedom of movement parallel to the shore is high along the beach area, but impeded where there are boatsheds and ramps to the east.

COAST SEGMENT : 5 Yacht Club

The Coast Segment 5 is low in accessibility to the public, largely because of the presence of the yacht club; the yacht club completely impedes access along the foreshore. It is necessary to clamber up the sides of the yacht side deck area, and walk across the main deck in front of the clubrooms which is not favoured. Availability to the public is moderate-low because of very limited parking on the road.

Apparency of access is moderate to public, largely because of the yacht club sign and road. Freedom of movement parallel to the shore is low because of the yacht club and bluffs, whereas most jetties/slipways provide catwalks and step-ups/downs, which gives a continuous public access route along the foreshore.

COAST SEGMENT : 6 Hays Bay

The Coast Segment is low in accessibility to the public, because the most direct route is across private land which is fenced and signposted. There is access from the road to the south, but this is on a steep slope between the sea and private residences. Availability to the public is low because of limited parking on the road.

Apparency of access is low to public, because the track from the road is difficult to find. Freedom of movement parallel to the shore is high.

COAST SEGMENT : 7 Black Point

The Coast Segment is low in accessibility to the public, because the most direct route is across private land which is fenced and signposted. Availability to the public is low because of limited parking on the road.

Apparency of access is low to public, but freedom of movement parallel to the shore is high.

COAST SEGMENT : 8 Head of Church Bay

This Coast Segment is low in accessibility to the public, because of the number and extent of private residences between the road and the shore. Availability to the public is low because of limited parking on the road.

Apparency of access is low to public, and freedom of movement parallel to the shore is low because of the number and density of boatsheds and ramps.

COAST SEGMENT : 9 Eastern Church Bay

The Coast Segment is moderate in accessibility to the public, because of the track from the top on the east. Availability to the public is moderate because there is a reasonable amount of parking off the streets at the top on the east.

Apparency of access is moderate to public, because the track down is easy to find. Freedom of movement parallel to the shore is moderate-high because there is only a few boatsheds.

3.3 Public Usage Of The Foreshore Environment

3.3.1 Foreshore Structures

There are currently 133 foreshore licence holders within the Orton Bradley Park-Church Bay area, as follows:

Church Bay	40
Hays Bay	33
Charteris Bay	62

Total	133
-------	-----

The questionnaire sent to all foreshore licence holders (See Appendix B) was returned by 74 holders (56% response rate).

The majority of licences (70%) have been held for over 10 years, with a further 16% having been held for between 5 and 9 years. The majority of licences are for a boatshed and slipway or jetty (70%), with a further 25% for a slipway only or slipway and decked storage. The foreshore Licence Holders Group estimate that approximately 20% of local residents in these bay areas hold licences.

There is a high demand for further slipways, particularly from local residents or bach owners.

There is a high demand for further slipways, particularly from local residents or bach owners.

Usage of the boatsheds and slipways is seasonal, with roughly equal numbers of licence holders using the structures only in the summer months compared with year round. Peak periods of usage are holiday times and weekends. The structures are used principally for launching boats and for swimming off between half to high tide and in a number of cases to undertake repair and maintenance work at low tide. The boatsheds are also important in providing storage for sailing and other outdoor recreation equipment.

In addition to the private foreshore structures is the public slipway at Marine Drive and Charteris Bay Yacht Club ramp and clubrooms. The public slipway is heavily used particularly during the Christmas period, weekends, public holidays and on competition days (for windsurfing). The Windsurfing Association is concerned regarding the lack of toilet and changing facilities, and sail rigging areas within this part of the harbour foreshore. The public slipway facilities are also used by jet skiers.

3.3.2 General Public Usage

A questionnaire was also sent to Lyttelton - Mount Herbert Community Board and local residents associations. Maintenance of public access to the respondents as an area of interest. However, the foreshore areas are not generally heavily used by the general public for swimming/walking etc. This reflects a combination of factors, including the level of pollution of the harbour waters (in some people's views, unattractive for swimming), the rock and muddy character to the foreshore, with limited sandy beach areas, and the lack of ready, identified walkway or road access from the main road, or of car parking areas. A number of questionnaire respondents noted that the foreshore structures tend to be located within the rocky rather than sandy foreshore areas and in fact "increase utilisation by people of rocky and otherwise unsuitable foreshore areas."

3.4 Public Opinions Regarding Foreshore Access

The questionnaire to foreshore licence holders included a question asking whether any complaints had been received from the public regarding access to the shore. No respondents have received complaints that access was being impeded by their structures, the only comments generally being positive:

"the slipways provide easy walkway access in front of the boatsheds"

"the boatshed and slipway provide easy access which anyone can use. Without it there would be no access to the foreshore"

"the public sun bathe on the decks"

Several respondents commented on complaints regarding the poor state of the 'Council track' along the Queens Chain, particularly in the vicinity of Paradise Bay (1 respondent) and stating that the track is dangerous (2 respondents).

The community organisations, representative of the wider community viewpoint, gave a mixed view of public attitudes towards the access question. Comments were approximately equally divided between those who feel that access to the foreshore is facilitated by the boat ramps and slipways, particularly given their location generally in rocky rather than sandy beach areas, and those who consider that the structures impede access, in one respondent's words, also giving an unspoken message of "keep out" or "keep off".

The specialist interest groups included a number of Lyttelton boating clubs and the Canterbury Windsurfing Association. Their principal concern was the availability of boating facilities (slipways, ramps, ancillary facilities, e.g. changing/toilets facilities, clubrooms) rather than the public access question. There appears to be overuse and congestion of ramps and slipways for boat launching and some conflict with other water users, principally jet skiers and windsurfers. The Charteris Bay public slipway is particularly important to windsurfers. Each club has included suggestions for improvements to facilities which give them access to the water for their specific activity (see Appendix F).

4.0 Future Management of the Foreshore

4.1 Options

4.1.1 Introduction

A number of alternative approaches can be adopted towards management of the foreshore environment, and specifically of structures which have the potential to impede access to and public enjoyment of the foreshore environment. These are outlined below:

4.1.2 Status Quo

Under this option, there is essentially no change from the present situation; longer leases should be given to licence holders, providing them with sufficient security of tenure to undertake repair and maintenance work, and allowing for minor alterations/additions. No additional structures would be allowed.

4.1.3 Removal

Under this option, structures in poor physical condition and/or visually sensitive locations and/or where they significantly impede public access would be removed and licences terminated. Replacement with grouped facilities may also be possible, but would require considerable negotiation with individual licence holders regarding location and type of replacement facilities. Grouped facilities could either be publicly available or allocated for the exclusive private use of licence holders where existing licences are terminated.

4.1.4 Improvement Oriented

Under this option, the emphasis would be on improvements to the existing pattern of facilities and foreshore public access on a fine tuning rather than major change basis. The improvements would address problems identified in the surveys, including the questionnaire to licence holders, community organisations and special interest groups. They should be developed on a foreshore segment-by-segment basis, and cover such topics as:-

- visual guideline/controls
- improvements/provision of additional facilities (e.g. car parking, public slipways, changing facilities)
- identification of areas which could accommodate additional facilities, including ramp and boatsheds

4.2 Public Opinions

The questionnaire to licence holders, community and special interest groups included a question on comments/suggestions for future management of the foreshore. Many useful comments were given by the respondents, summarised Appendices E and F (Q.10). Summaries of comments by issue are generally as follows:-

Design Controls

There appears to be a reasonable degree of public support, including amongst licence holders, for design controls over the boatsheds, particularly of colour. Two respondents opposed controls over colours of boatsheds, whereas nine specifically stated that colours should blend/harmonise/be dark green only etc. Six respondents referred to the important role the boatsheds and slipways play in contributing to character and atmosphere of the bays in this area. The question of control over the shape/form of buildings was not specifically mentioned in the questionnaire and no comments were volunteered other than that the sheds have evolved with the landscape and in some cases have involved excavation into the rocky shore face. Two respondents specifically mentioned the role of the boatsheds in preventing erosion of the shore face.

Improvements to Public Access

There were very few comments on this topic which in fact does not appear to be perceived as a major issue. However, this may reflect the fact that most questionnaire respondents were licence holders who have a vested interest in the status quo with respect to public access.

An extended car park at the Charteris Bay public slipway was favoured by the Canterbury Windsurfing Association.

Maintenance of slipways is important if they are to provide the main form of public access along the foreshore, especially at high tide. The importance of maintenance was mentioned by three respondents, and an annual structural and maintenance report specifically favoured by one respondent.

Improvements to/Provision of Additional Facilities

There seems to be general agreement that the Charteris Bay public slipway is used to over capacity, on occasions. The need for additional public slipways was mentioned by three respondents, whilst acknowledging the difficulties in finding a suitable location due to the rocky and sometimes precipitous nature of the shoreline.

Toilet facilities at the Charteris Bay public slipway are sought (two respondents), and an extension to the public car park with a more secure compound similar to the trailer yacht facility at Lyttelton.

Grouping of/Additional Boatsheds and Ramps

Four respondents specifically stated they favoured some removal and grouping of facilities, whilst two respondents specifically objected to this. In the vicinity of Church Bay, one respondent suggested grouping facilities between the wharf and beach and not permitting any more structures at Black Point. A general approach, put forward by several respondents, was to 'fill existing gaps' in forestructure structures and keep them away from the sandy beach areas, as at present.

4.3 Recommendations

Guidelines for the Management

The purpose of these guidelines is to indicate ways in which visual quality, landscape character and public accessibility can be maintained or enhanced not necessarily through prohibition of development and management changes, but through appropriate implementation of these changes.

These guidelines outline the directions applicable in each landscape unit for future planning and use, so that the integrity of the visual resource and public accessibility may be maintained. These provide the base for long term policies relative to protection for those zones that have been identified.

1. Marine Drive

(Andersons Road to public slipway)

- (i) Allow for no future development of boat sheds and ramps.
- (ii) Remove the existing boat shed and ramp from the seaward side and relocate the shed's function.
- (iii) Restoration of existing random rock wall, as a vertical dry rock wall. This allows more useable beach space and enhances the public amenity.
- (iv) Retain in its present form the limited car parking facility along the road.
- (v) Retain the openness between the road and sea with no future planting.

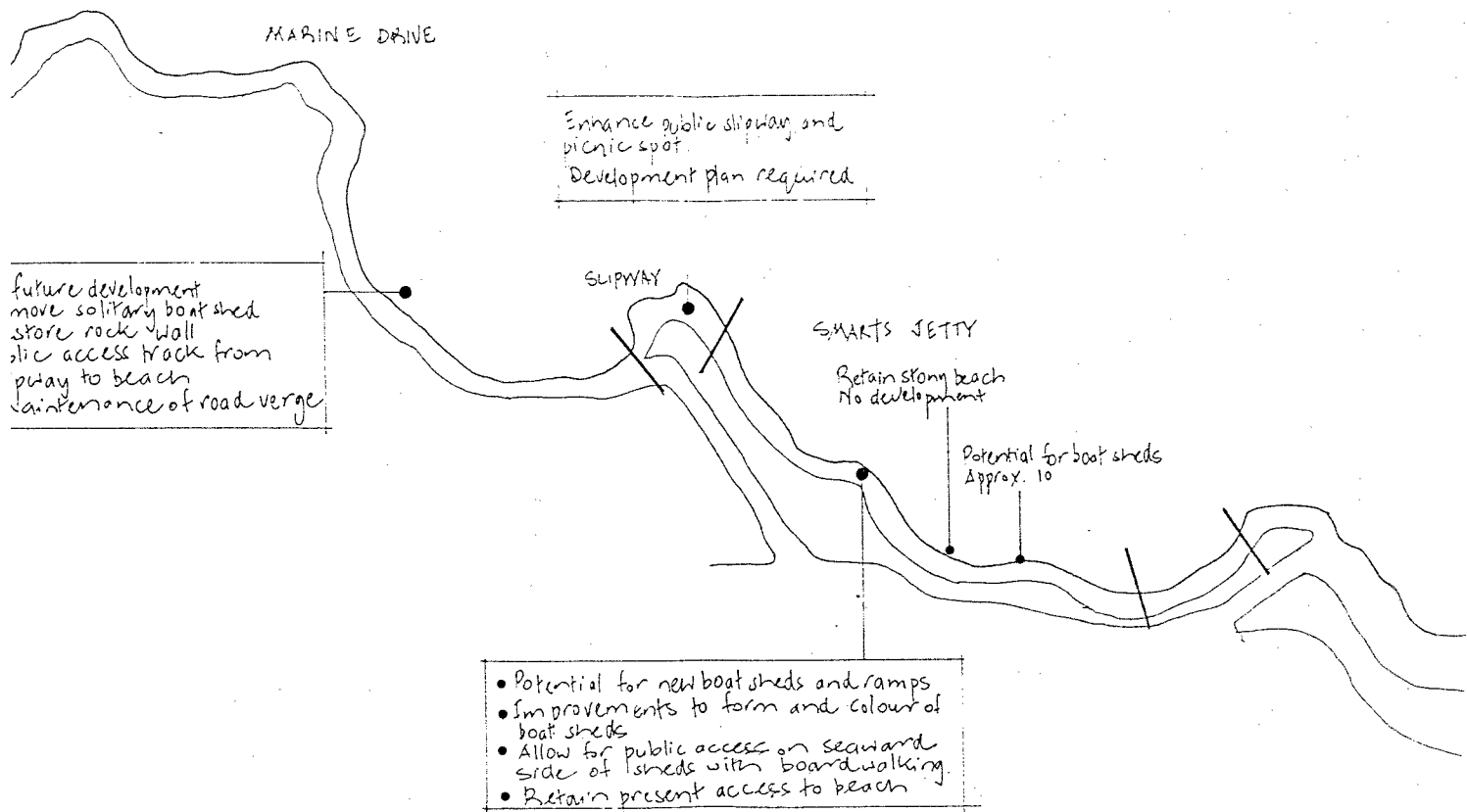


FIG 2 A MANAGEMENT GUIDELINES

- (vi) Maintenance programme for plant and weed growth adjacent to road.

2. Picnic Spot and Public Slipway

- (i) Retain the headland in present form but enhance the existing public slipway, car park and picnic area. Define the uses within available spaces.

Include into the design:

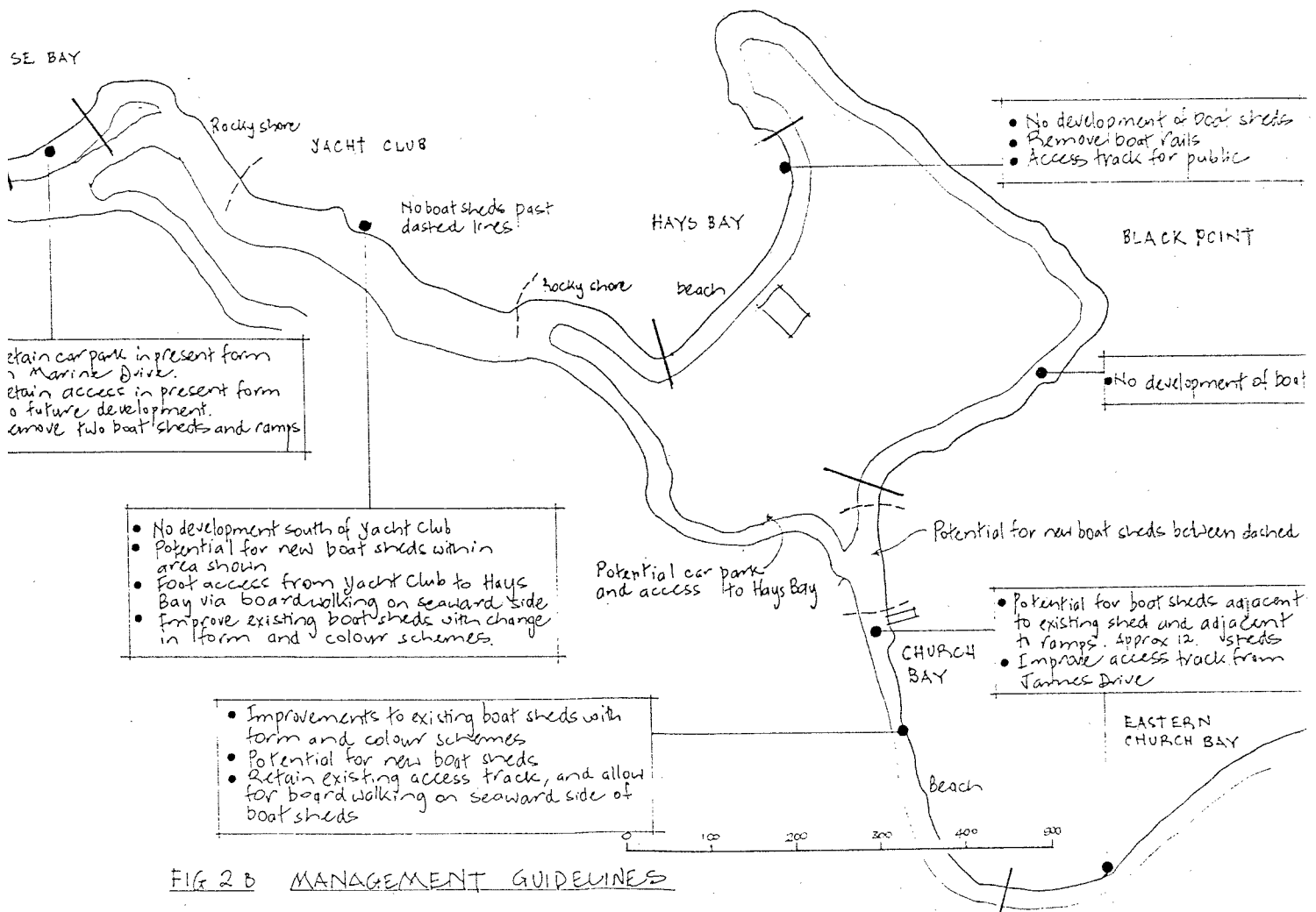
- shelter and toilet location.
 - picnic area separate from car park with use of large bollards.
 - planting of coastal native species.
 - definition to the car park area.
 - a walking linkage between slipway and beach.
 - possible sail-rigging on grassed area for windsurfers.
- (ii) Possible acquisition of house - section on headland, and develop this as part of public amenity for leisure use.
 - (iii) A development plan is required for this area.

3. Smarts Jetty

- (i) Allow for a limited number of new boat sheds and ramps. Allow for spaces between new sheds and existing sheds. See design guidelines for the design of new sheds and fig. 2.0A for location.
- (ii) Improvements to existing sheds are required, especially with colour schemes. Refer to design guidelines.
- (iii) Several ramps are joined together and creating an inharmonious form. Future ramps should not be joined to their neighbours to the waters edge Join ramps at the shed level with rails extending to the water.

4. Paradise Beach

- (i) Retain car park in present form on Marine Drive. This reduces attention to the access track and availability of the beach.
- (ii) Retain access track in present form.



- (iii) Allow for no future development of boat sheds and ramps.
- (iv) Remove end boat shed and second to the north end boat shed as this impinges on the beach access.
- (v) Improvement required to existing sheds and ramps in form, materials and colours. Refer to design guidelines.

5. Yacht Club

- (i) The location is one of marine development with the club building, boat sheds and car park. Allow for future intensive development with boat sheds and ramps to the north. Location, form, materials and colours of the sheds are important considerations to reduce the visual impact.

Development should not extend completely to Hays Bay but should become less intensive. Refer to design guidelines.

- (ii) Allow for no future development south of the Yacht Club.
- (iii) Develop a foot access track between Yacht Club and Hays Bay with boardwalking in front of sheds and stepups/ladders between ramps.
- (iv) Provide ladder access from beach to south of Yacht Club, to Yacht Club.
- (v) Possible opportunity to develop a larger car park for Yacht Club and boat shed patrons. This will require an engineering investigation with possible decking or reclamation to the north of the club house.
- (vi) The form and materials of the building are satisfactory. Improvements can be made to the building colour to attain a more marine connotation with blue-grey colours.
- (vii) Improvements required to existing boat sheds and ramps with changes to form and colour. Refer to design guidelines.

6. Hays Bay

- (i) Allow for no future development of boat sheds and ramps.

- (ii) Removal of rails on north side of bay.
- (iii) Possible development of car park - picnic area and foot access track from Marine Drive to beach. A lease or covenant could be arranged with the landowner. The access track and beach could be fenced from the grazing land. A development plan is required for the car park - track access. (This is one of the few sandy areas, and is sheltered from the easterly).

7. Black Point

- (i) Retain the headland in its present form and allow no development of new boat sheds and ramps.

8. Head of Church Bay

- (i) Improvements to existing boat sheds and ramps are required. These structures can be enhanced with changes to shed and ramp form, materials and colour schemes. Refer to design guidelines.
- (ii) Allow for a limited number of new boat sheds and ramps south of the jetty, grouped together in numbers of 3 or 4 with gaps between these groups. Refer to specifications. Future boat sheds shall be located away from the beach area and grouped at the southern end of the Bay. There shall be no future boat sheds built past the northern boat shed. See Fig. 2.0B.
- (iii) Retain limited car parking on roadside and the insignificant entrance to foot access track. Retain track in present condition.

9. Eastern Church Bay

- (i) Allow for development of future boat shed and ramps adjacent to existing boat shed.

Track Access

Any future sheds must be grouped in 3 or 4 sheds. Refer to design guidelines for details on location, form, materials and colour.

- (ii) Improve public access to the boat sheds from James Drive. Development plan required.

2. Retention of open space along the coast line allows for the concentration of boat sheds. This allows for maximum utilisation of spaces for different uses such as bathing, exploring the rock shore.
3. Any new boat sheds should be located against the hillside allowing for access to the front of the shed.

Design Form

1. Boat sheds are small rectangular cubes. As a result their design form must be simple and uncomplicated.
2. Located in this landscape of vertical cliffs, tall gum trees and coastal bush, sheds on pitched roofs are an incongruous element. The eye is "drawn" to this strong horizontal form which increases the buildings visual impact. New sheds should have gabled pitched roofs and existing mono pitched roofs could have their form altered when maintenance is undertaken on them.
3. A small overhang, or eave, can give the building a shadow line which reduces the size and impact of the shed and "anchors" it to the ground.
4. The building site should be for one boat only and one storied.
5. The boat sheds should be situated on ground level and not to be elevated.
6. Boat ramps can have high visual impact when viewed from the water where several ramps are joined together and slope to the water's edge, high reflectivity is caused.

Ramps should not be joined together for their full length, only for a 2.0m maximum length to form a platform. From that point, timber or steel rails slope to the water.

This 2.0m platform of boarding allows for public access in front of the sheds and for boat maintenance. Fig. 4.0.

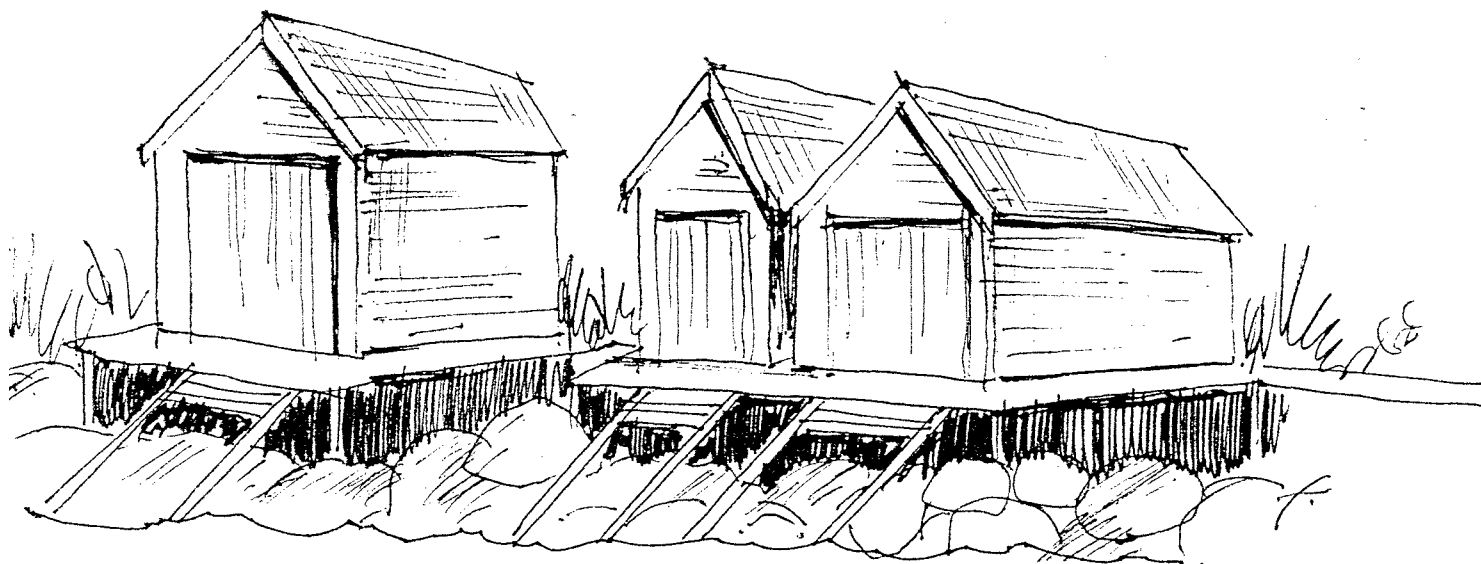


FIG 4.0 BOARD WALKS LINKING BOAT SHEDS.
RAMPS NEED NOT BE CONTINUOUS TO WATER'S EDGE

- (i) The external building materials should be of a limited type and reflect the simplicity of the building.
- (ii) The materials of the building could be either
 - : painted timber
 - or: roughsawn timber left to weather, e.g. macrocarpa
 - or: painted corrugated iron
 - or: fibrolite with timber battens attached and painted.

The building materials should look as though they belong in the landscape.

- (iii) Materials to be avoided include concrete block, brick, tiles and pseudo materials, e.g. nova roof.
- (iv) Cladding materials used horizontally will make the building look lower and sit more comfortably.

Colour

- (i) The dominant colour of the landscape within each segment has been determined by matching it with chips on the BS5252 (1976) colour range, and this is shown in the assessment.

It is important that the boat sheds are "absorbed" into the surrounding landscape and become visually attached rather than making a statement and disturbing the overall landscape.

To become recessive, the bulk of the building (roof and walls) should be of a colour compatible with the landscape. The structure will then tend to merge with the landscape background. Colour schemes need not be of a camouflage type as this is too difficult to achieve and some sheds are worthy structures.

- (ii) Reflectivity The roof structure should be darker than the walls as this "anchors" the shed and creates less impact from a distance.
- (iii) Building Groups The correct use of colour can effectively identify a new boat shed with an existing group of sheds and "tie" them together.

For example, roofs can be the most visible part of the building when seen en masse especially at Church Bay when viewed from above.

Great variety in the roof colours dilutes character and composition. Visual appearance is improved with a reduced number of colours.

- (iv) By subdividing the building surfaces by change of surface colour the scale of the surface will appear reduced e.g. doors, windows, gutters, or the darker roof paint may be brought down the walls to window sill height. Fig. 5.0.

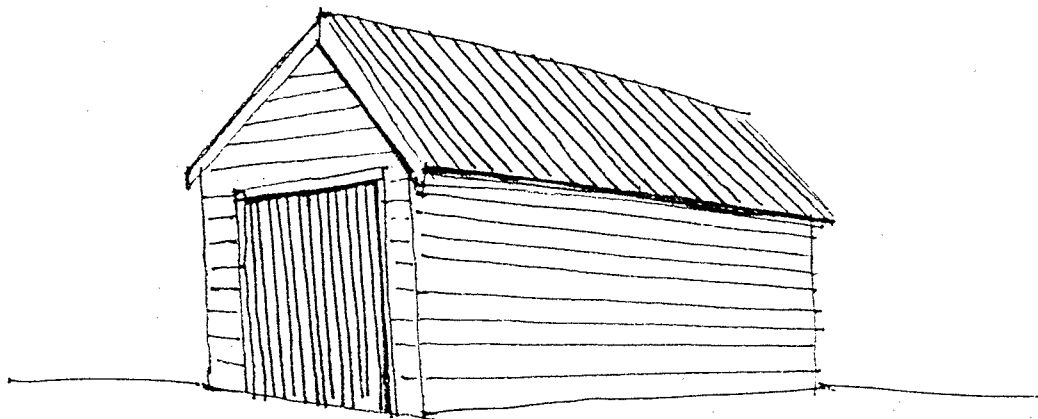


FIG 5.0 DARKER ROOF COLOUR THAN WALLS

- (v) The bulk (roof and walls) of the boat sheds should be painted in recessive colours. Suitable colours have a high degree of greyness even though they may range from the green yellow to purple blue hues. The greyness enhances the visual attachment of boat shed to the adjacent landscape.

The roofs should have an added weight than the walls and doors colours, due to the increased reflectivity of the roof.

- (vi) The BS5252 (1976) colour chart has been used to determine appropriate colours for the boat sheds. Figs. 6.0 and 7.0.

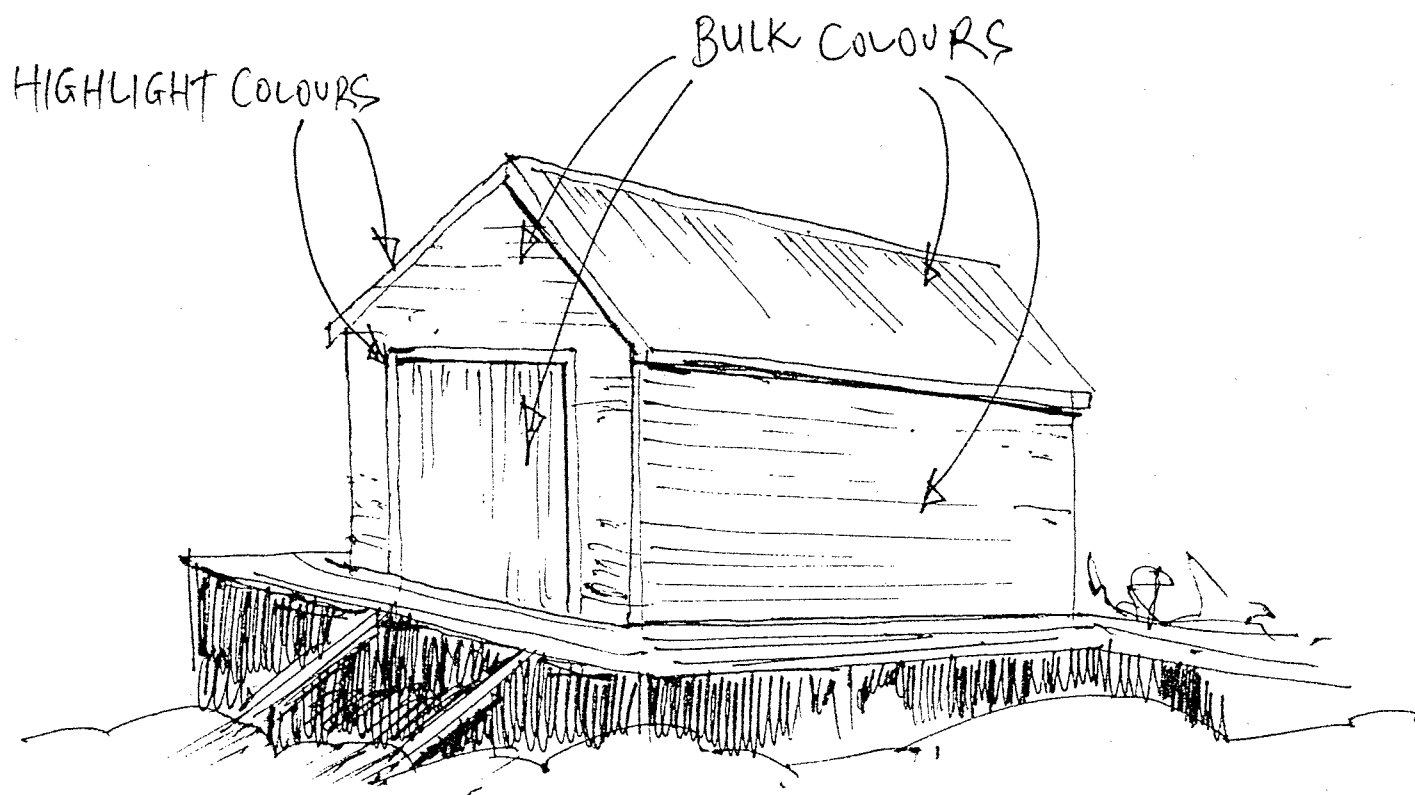
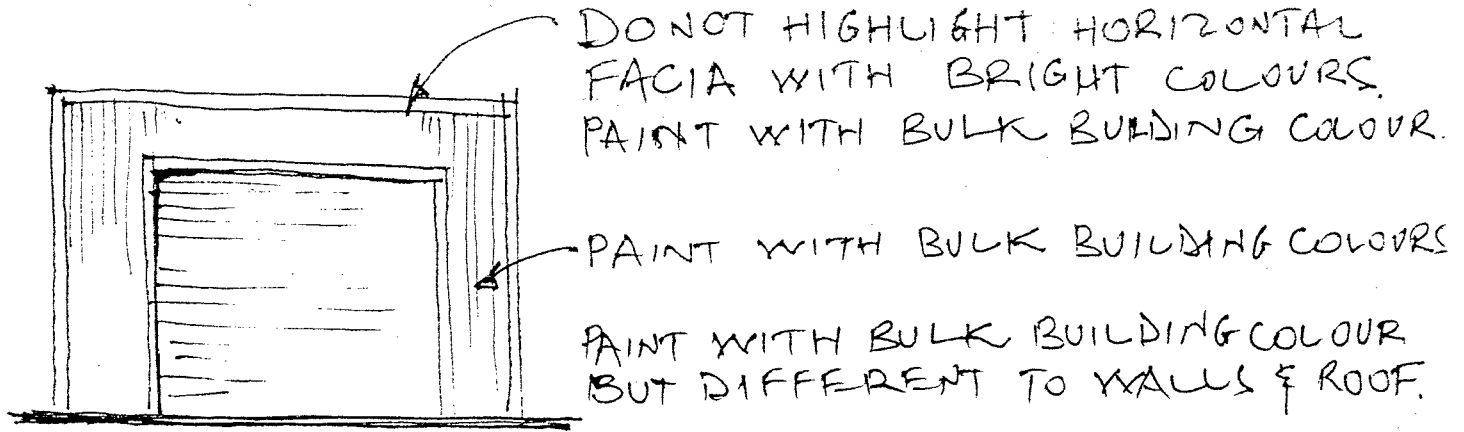
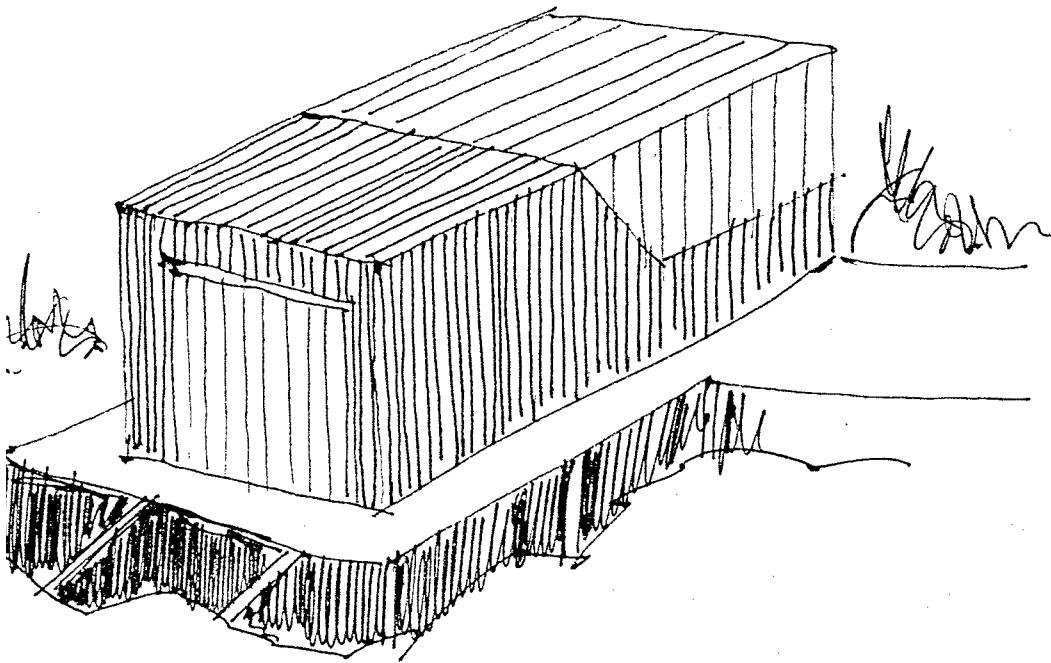


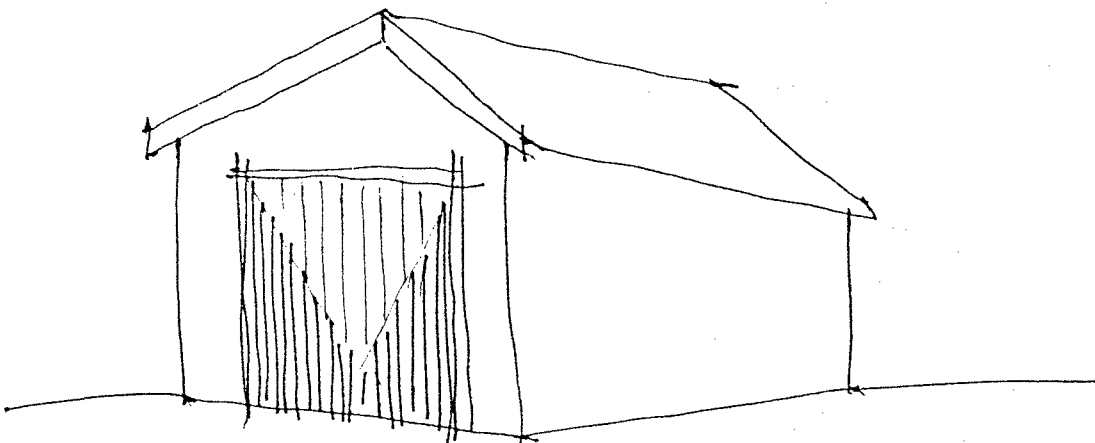
FIG 6.0 COLOUR DISTRIBUTION



2.0 A. COLOUR PLACEMENT



0 B. TWO COLOURS CAN ASSIST TO REDUCE
THE SCALE OF BOAT SHEDS



0 C VISUAL INTEREST WITH TWO-TONE DOOR

Acknowledgements

Grateful thanks is extended to Earl Bennett who undertook the initial visual assessment, the boatshed licencees and contacted community groups for their input to the survey and David Gregory and Sue Hunt of the Canterbury Regional Council.

LYTTELTON HARBOUR FORESHORE LICENCES APPRAISAL

Contract

The Consultants agree to carry out this study in accordance with the brief for the study set out below and with the proposal form submitted.

The visual impact of shore based structures (boatsheds etc) served by the boat ramps.

- (1) Conduct a visual appraisal of the foreshore areas of Lyttelton Harbour which are covered by foreshore licenses identifying the salient landscape features and ascribing appropriate values to them. Whilst being restricted to these specific areas, the appraisal should not ignore the relationship of these areas to the Harbour Basin as a whole. The visual appraisal should concentrate on the relationship of foreshore structures with the immediate landscape of the foreshore.
- (2) Assess the impact of existing structures on public access to the foreshore in these areas.
- (3) Based upon the assessment of 1 and 2 and the judgements made develop a range of options for the future of the foreshore structures, shoreline and the structures (boatsheds etc) served by the boat ramps. The options should deal with the following matters:
 - the rights of existing licence holders to obtain access to the water
 - the rights of the general public to access to the foreshore
 - possible alternative means of providing facilities such as public boat ramps and grouped facilities including road access whilst maintaining the quality of the foreshore.
 - basic remedial measure aimed at increasing public access and/or eradicating any presumed negative visual impacts.

QUESTIONNAIRE TO FORESHORE STRUCTURE LICENCE
HOLDERS

Name: _____

Address: _____

Licence Number: _____

How long have you held the licence for? (in years) _____

What structures does the licence include?

Do you have future plans in relation to the structure/s? (eg. maintenance/repair work, additions, new structures). If so, what are they?

How do you access your foreshore structures (eg. through your property, through a neighbours property, from a public road)?

Do you use the structure(s) more at certain times of the day than other times? If, yes, please give details.

How often do you use the structure? (indicate as appropriate)

_____ per week?

_____ per month?

_____ per year?

Is your use primarily seasonal, or year round?

Seasonal/Year round (delete as appropriate)

If seasonal, which season/s? _____

Have you had problems with complaints from the public regarding access to the shore? If yes, please detail

Have you had any other complaints? If yes, please give details.

Do you have any suggestions/comments on future management of foreshore structures. (Options include grouping facilities, public slipways). Please be specific on geographical locations where possible.

Any other comments/suggestions?

Thank you for your time.

Please return to: Fiona Norton,
Royds Garden Limited,
P.O.Box 13-249,
CHRISTCHURCH.

QUESTIONNAIRE TO COMMUNITY ORGANISATIONS

Name of Organisation: _____

Address: _____

Contact Person: _____

What is your particular interest/area of concern in relation to foreshore structures which are principally boat ramps and boatsheds? (eg. visual impact/effect on public access to the foreshore)

Are there any particular structures causing problems/concern?

What is the problem/concern that you have with these structures?

Are there problems at any particular :

Time of day? _____

Day of the week? _____

Time of the year? _____

Have these problems/concerns worsened or improved over time? If so, please explain:

QUESTIONNAIRE TO COMMUNITY ORGANISATIONS

1. ORGANISATIONS SENT QUESTIONNAIRE

Port Levy Runanga
Rapaki Runanga
Lyttelton Ratepayers' Association
Diamond Harbour Community Association
Purau Bay Ratepayers' Association
Port Levy Residents' Association
Church Bay Neighbourhood Association
Governors Bay Community Association
Banks Peninsula Cruising Club
Charteris Bay Yacht Club
Canterbury Outboard Boating Club
Canterbury Trailer Yacht Squadron
Canterbury Yachting Association
Canterbury Windsurfing Association
Canterbury Recreational Marine Fishers Association
Friends of Banks Peninsula

2. QUESTIONNAIRE RESPONDENTS

Diamond Harbour Community Association
Cass Bay Residents' Association
Church Bay Neighbourhood Association
Purau Ratepayers' Association
Lyttelton/Mt Herbert Community Board
Canterbury Yacht and Motor Boat Club
Canterbury Yachting Association
Canterbury Outboard Boating Club (Inc.)
Charteris Bay Yacht Club
Canterbury Windsurfing Association

Are there any particular groups affected by any of the structures (ie. windsurfers)? Please give details.

Do you have to use alternative access to the foreshore because of particular structures?

Yes/No (please delete as appropriate)

If yes, what alternative access do you use?

Do you have any suggestions/comments on future management of foreshore structures? (Options include grouping of structures, public slipways, design guidelines etc). Please be specific on geographical locations where possible.

Do you have any other problems/concerns/comments relating to foreshore structures:

Thank you for your time.

Please return to:

Fiona Norton,
Royds Garden Limited,
P.O.Box 13-249,
CHRISTCHURCH.

APPENDIX E

QUESTIONNAIRE TO FORESHORE STRUCTURE LICENCE HOLDERS : RESULTS

Question 1 Licences - number of years held

<1	=	1
1-2.9	=	4
3-4.9	=	6
5-9.9	=	12
10+	=	51

Question 2 Structures included in the licence

Slipway	13
Boatshed & slipway	27
Rails into water	2
Boatshed & ramp	18
Boatshed, ramp, jetty	1
Boatshed & jetty	1
Slipway & decked storage	4
Only the land	1

Question 3 Future plans in relation to structures

No	-	40
Yes	-	normal maintenance 33
	-	other 15 including extend boatshed
	-	build new boatshed
	-	add to dwelling
	-	review top section of rails on
	-	slipway
	-	roof or storage
	-	replace sliding doors

Question 4 Access to foreshore structures by licence holders

Via own property and right of way	-	23
Public road and/or walking track	-	51

Question 5 Times of Use of Structures

Any time	18	
Half to high tide	19	High tide 3
Eves & p.m.'s	3	
Midday - evening	1	
Daylight	8	
No variations	9	

Question 6 Frequency of Use

Summer > 1/week	40
Summer 1/week-1/month	19
1/2-6 months	3
1/6-12 months	2
Variations - especially holidays, weekends	10

Question 7 Seasonal Variations in Usage

Summer only	33
All year	35

Question 8 Complaints re access from Public

Yes	1	(state of Council track bad - Paradise Bay)
No	66	(public comments have included:- <ul style="list-style-type: none">• concern at state of track - dangerous• provide easy walkway access in front of sheds• boatshed & slipway give easy access anyone can use it - without would be no access• public sunbathe on deck)

Question 9 Other complaints

Yes	1	(condition of track)
No	61	(other comments from public included:- <ul style="list-style-type: none">- visitors leave a mess- noise from outboards/jet skiers- condition of track))

Question 10 Suggestions re: future management

- Structures contribute to the special character of Church Bay. Human face between land and sea (boatsheds). Bring landscape to life, avoiding sterility.
- Clear access should be available at high tide for public in front of all sheds and slipways. Sheds should blend.
- Structures make access to shore easier, slipways have paths leading to them.

- Annual structural and maintenance report valuable to maintain safety standards.
- Standardise materials and colours for boatsheds - existing do have collective character.
- Public slipway not an option - not feasible for all tides, also lacks carpark space due to an precipitous shoreline.
- Keep profile of slipway low. Slipways and deckway aid public access.
- Without slipways not possible to keep haul-out boats in Church Bay area - disadvantage property owners.
- Slipways have developed where practical. Fill gaps and keep away from popular beaches. To shift would not be practicable cost-wise.
- Boat sheds relieve boat trailer parking problems on roads.
- Suggest recessive colours.
- Public ramp preferred depending on vehicle access. As per Charteris Yacht Club.
- Slipways decked. Rail lines less likely to cause injury and greater freedom to public.
- Only proper owners' access have foreshore structures. Suggest own properties within 2 km of foreshore.
- Maintain present slipways.
- Improve facilities at slipways eg. toilets at Charteris Bay.
- Paint same green colour. No white doors or trim.
- Confine to non sandy areas, as at present.
- Public carpark at Charteris Bay extended. Provide secure compound similar to trailer yacht park at Lyttelton.
- No objection to removing boatsheds and slipways (look ghastly) if replaced by public walkway around foreshore.
- No further encroachment onto sandy beaches.
- Oppose grouping facilities or standardising styles. Add visual charm and provide localised activity -part of character and appeal.
- Paint in happy, colourful way not dirty olive green, that makes boatsheds look like old sheds.

- Have the effect of protecting the existing foreshore from further erosion. Must be kept well maintained and painted to blend in with the environment.
- Boats, sheds and ramps give the bay character from land and water. Maintenance should be paid for from general rates rather than one group of users (ie. licence holders).
- Sewage outlets should be modified and harbour pollution urgently attended to.
- Area unsuitable for the public as it is tidal, muddy and rocky.
- Slipways, boatsheds should be kept tidy and safe. Where painted should be green or background blending colour.
- Boatsheds an eyesore. Would improve if all were painted a uniform dark green. Should be made compulsory by legislation (at risk of losing licence etc).
- More pleasing unity to group boatsheds, if strict maintenance were enforced and all painted the same shade of green.
- So long as safe to the public, little hazard to the public in Church/Charteris Bay, enhance the landscape and character of the bay. Would be tragedy to see them go.
- Status quo.
- Grouping in limited areas in each bay, retaining other parts of the bay with no structures. In Church Bay, between wharf and beach. No more at Black Point, east side of Bay.
- Paradise Bay - without boatsheds the cliff would collapse - Boatshed owners also constructed a concrete breakwater.
- One of group at the south end of Paradise Bay. Regularly used to sit on, would be impossible for people to sit on beach as very rocky.
- Already a good public slipway at Charteris Bay. We would prefer our boatshed management to remain in our hands.
- Some sheds seem barely used. Perhaps owners could be enticed to make some available for use by others.
- Maintenance levels should be specified. Paint should be green to harmonize with the foreshore, not stand out from it.
- More public slips in Charteris Bay at the Point. Crowded on good days.
- This is grouped between two families.
- Management should be left with Lyttelton Harbour Board to oversee licencing and maintenance necessary to keep slipways safe.

- There seems to be a public slipway at Charteris Bay and next is at Purau. Is this enough especially with increasing popularity of windsurfing etc.
- Do not wish to be included in a public grouping - like it as is.
- Happy with present set up.
- Grouping with retaining walls to prevent erosion eg. group directly in front of PB30.
- In-filling for new licences to make a useful amenity available to more people.
- The professional annual inspection should continue and be included in the annual fee.
- Slipways and boatsheds in Charteris Bay essential to the seaside atmosphere.
- Upgrade public slipways at Charteris Bay and Lyttelton by adding more ramps and (more) jetties.
- Structures should be left tidy and painted uniform colour.
- Permanent toilet facilities at Charteris Bay and Paradise Beach would be desirable given high use in summer months.
- Boatshed used as very permanent landmark, surprised at number of people using it for this purpose.
- Non-tidal public slipway benefit to the area (CB11), but suitable location hard to find.
- Hays Bay requires a jetty.
- Keeping the jetty in good order in Church Bay.
- Boatshed owners in vicinity (PB51) maintain properties and do not require money to be spent by the Regional Council.
- Paradise Bay small and serves local residents from south end. Insufficient room for development as a public facility. Lack of permanent toilet facilities a problem. Residents have to clean up daily in the summer holidays. Better in the long term to allocate foreshore facilities to club like the Church Bay Yacht Club and provide rack storage there - but it would be wrong to prevent some boatshed users from the convenience of using their facilities and allowing others to continue. It should be an all or none law.

- We have had to strengthen the roof to accommodate spectators to yacht races - what rot! Very few races, very few spectators.
- Occasional inspections have merit to ensure structures are appropriately maintained - in fact most are. The status quo has considerable merit, especially as the options for alternative facilities face limitations due to space and access. Presently many boatsheds occupy little better than a rocky "cliff-face" and as a resident we do not find them offensive to the landscape.
- We put it in and maintain it.

Question 11 Any Other Comments

- Encourage boating, not make owning and building a shed and slipway difficult.
- Existing structures remain, existing slipway licence holders can build own boatsheds within existing groupings of structures.
- Sheds owned and maintained by permanent residents not bach owners.
- Need public toilets near public beaches.
- Costs outrageous, especially for pensioners.
- Provide interest, colour and historic reference.
- The boatsheds and ramps are in locations not suitable for swimming, walking or picnicking (sea water pollution). Boating is the predominant activity.
- Without improvements and retaining walls provided by residents and licence holders, coastline would be eroded away.
- Complaint regarding increased rental.
- Shoreline preserved by action of licence holders (retaining walls).
- Public access to Hays Bay should be made available.
- Sheds should be inspected once per year, with owners present. Need for more water ski lanes, policed by temporary wardens during the summer months.
- System is not "user pays" as whole community and visitors use beach etc - licence holders only identifiable group.
- Have had outboard motor stolen. Lyttelton Harbour total environmental management plan needed - seems like an obsession with boatsheds. Frequent sightings of raw sewerage gives third world appearance to the environment. We must get our priorities right.

- On site meeting with Licence holders desired.
- Regular clean-up for the beach ought to be provided by the Council. Water skiing, jet skiing should be strictly prohibited.
- All structures should be required to be maintained to a reasonable standard, and subject to regular inspections.
- Boatsheds are along rocky section of foreshore and provide a convenient route along deckboards and slips for the general public. Also boatsheds retain the clay bank. This would require a retaining wall if boatsheds were not there.
- Public access along foreshore enhanced if conditions of existing licences enforced.
- Assessment should include cost of holding up the cliff if the boatsheds were not there.
- Paradise boatsheds painted in colours which blend in with the landscape and are enjoyed by not just owners but also by the public.
- Have wanted to renew materials and improve appearance of boatsheds for past two years but will not while future of sheds uncertain. Want to know now if it is feasible to proceed with the maintenance we are anxious to do.
- Future options for management need overall philosophy, but then each shed or group with ramps should be assessed and dealt with as is/where is for visual and public access impacts.
- Have a large gum tree falling across the shed. In previous years contacted the Council and Harbour Board - neither accepted responsibility.
- Paradise Bay beach best in Lyttelton Harbour and Council has done nothing towards the upkeep of the access track (opp. Bay View Road) since it was formed except for some very occasional dangerous "pea-gravel".
- Regional Council responsibility nonsense. Paper roads are ludicrous idea dreamed up by bureaucracy and serve absolutely no useful purpose. Perhaps Canterbury Regional Council could look to cleaning up other pollution in the Harbour and get its priorities in the right order.
- Boatsheds to be painted the same colour green "Dulux Forest Jade".
- Focus on the positive aspects of the structures as well as the negative.
- Permanent residents - often needed to help if someone in trouble, delays in getting equipment to the water in a hurry. Would be prepared to sign a declaration that the boatshed would be removed if Council policies demand it.

- Provided access is preserved as required by law there are no problems - none to date.
- Security of tenure key issue to encourage licence holders to spend money on maintenance and upgrading.
- Slipways, boatsheds an important recreational facility for the residents of the bays.
- Boat storage still required (secure). Removal of sheds would result in the storage of boats alongside public road which is already restricted.
- Public feel it is better to have access to the water across slipway than rocks.
- As suggested all sheds including doors should be painted "Dulux Forest Jade".
- See no problem with slipway in Purau, other than Public Slipway this is the only one.
- Paradise Beach is only large enough to cope with the local population - not practicable to develop it for extensive public use.
- Paradise Bay - very safe swimming beach. However, inexperienced windsurfers create dangerous situations when beach is crowded (ie. holiday period). Please police foreshore and harbour regulations.
- If Department of Conservation successful in bid to make Banks Peninsula a sanctuary, slipway will become obsolete.
- Leave as is.
- Make a deliberate attempt to improve foreshore by removing plastic on beach.
- For what it is, paying is an outrage, especially for pensioners in the Bay.

APPENDIX F

QUESTIONNAIRE TO COMMUNITY ORGANISATIONS : RESULTS

1. LOCAL COMMUNITY ORGANISATIONS (RATEPAYERS/RESIDENTS ASSOCIATIONS, LOCAL COMMUNITY BOARD)

Question 1 Particular Interest/Area of Concern

- Access by public to foreshore at all tides, now and in future.
- Visual enhancement
- Any structure should be visually acceptable
- Resident community needs (most residents purchased properties in area because of wish to use harbour waters for boating. Need for facilities for storing and launching various forms of boats).
- Equity for all residents to have boat access to foreshore.
- Future management, including grouping facilities and managing shed design and colours.

Questions 2 and 3 Particular Structures Causing Problems/Concerns

- Existing concrete ramp very limited because of design/construction fault. (Cass Bay Residents Association), especially at low tide is a problem.
- Owners by proprietorial attitudes discourage access, e.g excess development of gardens, lawns and 'prettying' may tend to imply private land.
- Boats and ramps impede progress of people waiting to walk along the beach and give the casual stroller a kind of unspoken message of "keep out" or "keep off" which is undesirable.

Questions 4 and 5 Problems at Particular Times/Overtime

- Car and boat trailer parking by boat owners without slipway causes congestion on main roads at holiday times where there is limited parking already. Removal of any boat sheds would increase the problem.

Question 6 Groups Affected by Structures

- Existing slipways and ramps enhance windsurfers' launching and landing, and are frequently used. Need to further windsurfing launching areas.
- Structures available for all water users.

Question 7 Need to Use Alternative Access to Foreshore because of Particular Structures

- Current regulations call for access to be made available to the public to traverse the foreshore.
- Service to the public is provided to access the foreshore by paths, steps, and retaining walls - provided by the boat owners.

Question 8 Suggestions/Comments re Future Management of Foreshore Structures

- Diamond Harbour wharf needs painting!
- Colour scheme for boatsheds could be advocated although current colour variations have been artist's delight.
- Favour development of storage and launching facilities, especially if present stock of boatsheds reduced and also help negate the unfulfilled demand for storage and launching facilities. (Need further community input to be specific on geographical locations).
- No uniform response re visual and public access options:

"they give the foreshore character"

"they are untidy"

"they make access along and to the foreshore difficult"

"they increase utilisation by people of rocky and otherwise unusable foreshore"

- Community board has called for a design plan, and recommendations for any further constructions.

Question 9 Any Other Problems/Concerns

- To prepare resiting and grouping of boatsheds would involve prohibitive costs.
- The new scheme/plans could produce a more co-ordinated approach to foreshore usage.
- Collection of rubbish and provision of toilets at public slipways.
- Owing to nature of Purau Bay, cannot foresee any prospects of boatshed and slipway development, i.e. frequent heavy swells and access problems.
- Cass Bay Residents' Association wishes to ensure foreshore structures are not available to people contravening the bylaws, e.g. wet bike users.

2. SPECIALIST INTEREST GROUPS

Question 1 Particular Interest/Area of Concern

- Interest of members.
- Protect interest of yacht clubs who must by nature of sport maintain ramps and boatsheds on the foreshore.
- Boat ramps and sheds, yacht clubrooms.
- Many of the facilities and structures currently in place or proposed are, or will, be used by the Canterbury Windsurfing population.

Questions

2 and 3 Particular Structures Causing Problems/Concerns & Nature of Problem

- Naval Point Ramp - too small for increasing boat numbers, especially in summer and hard to use at low tide.
- Charteris Bay boat ramp and car park - no toilets/changing facilities or suitable sail rigging areas for windsurfers, i.e grass. Area is small and can become congested with windsurfers and cars with trailers.
- Insufficient public slipways for all weather use.

Questions

4 and 5 Problems at Particular Times/Overtime

- weekends
- evenings when boats return
- summer
- problems worsened overtime (increasing numbers of boats. Yacht Club facilities inadequate and members overflow onto public ramp. Trailer yachts cumbersome and slow to clear the ramp. Jet skiers and windsurfers also clutter up facility (Naval Point Ramp).
- Worsened due to increased windsurfer numbers and windsurfing events, with Charteris Bay being out of main event venues.

Question 6 Groups Affected by Structures

- Windsurfers and jet skiers should have own facility. Not enough room on Lyttelton Harbour ramps.
- Due to lack of facilities, many windsurfers are put off using the area, particularly family groups for which the area would otherwise be ideal.

Question 7 Need to Use Alternative Access to Foreshore because of Particular Structures

- No. (All respondents.)

Question 8 Suggestions/Comments re Future Management of Foreshore Structures

- Charteris Bay - for the boat ramp car park, the Canterbury Windsurfing Association would like to see construction of toilets and an area provided for rigging sails. This would benefit all using the area.
- Need alternative southerly facility to launch and retrieve safely. To ease congestion at Naval Point mooring jetty should be extended.
- Better public launching facilities at Cass Bay. New ramp to east of Cashin Quay a must to relieve pressure on present public slipway on reclaimed area.
- Lyttelton Harbour require more public slipways. Suggest Naval Point be expanded with additional jetties. Alternatively new one in Battery Point area.

Question 9 Other Problems/Concerns

- Local bodies should provide facilities for public activities or subsidise clubs that provide facilities for members.
- Southern jetty at Quail Island appears unsafe - not used and should be removed.
- A secure tenure (Charteris Bay Yacht Club).
- With any future development as many groups as possible should be asked to submit their views - to foster a sense of co-operation and provide cost effective way of catering for the needs of a wide range of users.