



Tātou ki Uta – Coastal Reserves Management Plan

Public Consultation Summary

August 2025

Content

Introduction	1	Ngā Rāngai Whakahaere - Sectors Comments	24
Methodology	2	Te Kopahou & coastal route	24
Survey Responses	4	Taputeranga Southern Bays	30
Overall Direction of the Plan	4	Hue te Para Lyall Bay	33
Ngā Uara me Ngā Ara - Values and pathways	5	Rangitatau Moa Point to Breaker Bay	36
Value One: Mana whenua - Active partnership with mana whenua	5	Te Whanga Rāwhiti Eastern Bays	38
Value Two: Whai wāhi - Access to the coast for recreation and enjoyment	7	Mātai Moana coastline Shelly Bay Rd & Massey Bay Rd	40
Value Three: Hononga Taiao - Enduring connection to the landscape	13	Ākautangi Cobham Dr to Point Jerningham	42
Value Four: Tiaki Taiao - Protection and restoration of coastal ecosystems	15	Te Rāngai o Onemutu Oriental Bay	45
Value Five: Taiao Tuatahi - Nature first approach to resilience	20	Do you have any other feedback?	46
		Appendix A: Rules for use and development of parks and reserves	47
		Other	47

Introduction

Public consultation on the draft Coastal Reserves Management Plan — Tātou ki Uta — was held for a two-month period between 5 June and 5 August 2025, in line with the two-month requirements under the Reserves Act 1977. The purpose of this document is to summarise the feedback received during this consultation period.

In total, 379 submissions were received from a wide range of individuals, community groups, environmental organisations, and recreational users. This followed an earlier, wide-reaching engagement phase held between March and July 2024, which generated more than 3,000 pieces of feedback through workshops, beachside chats, online tools, school engagement, targeted discussions, and a research survey. That early engagement helped shape the draft plan, while this second phase sought feedback on the draft proposals themselves. A detailed summary of the early engagement process and findings is available in the [Early Engagement Summary Report](#).

Overall, feedback was mixed, with many submitters supporting the draft plan's direction and key values, while others raised specific concerns or suggested changes.

There was a wide range of complex themes in the submissions, ranging from how to manage climate change impacts and protecting wildlife, to improving facilities and accessibility, recognising Māori cultural values, balancing different types of recreation, and responding to site-specific issues across the coastal network.

The feedback received has been presented in themes and visual summaries to provide councillors, officers, stakeholders, and the community with a clear understanding of key issues and suggestions. All responses have been summarised as provided, without demographic weighting or adjustments.

This feedback has been carefully considered and used to shape the final Tātou ki Uta — the Coastal Reserves Management Plan.

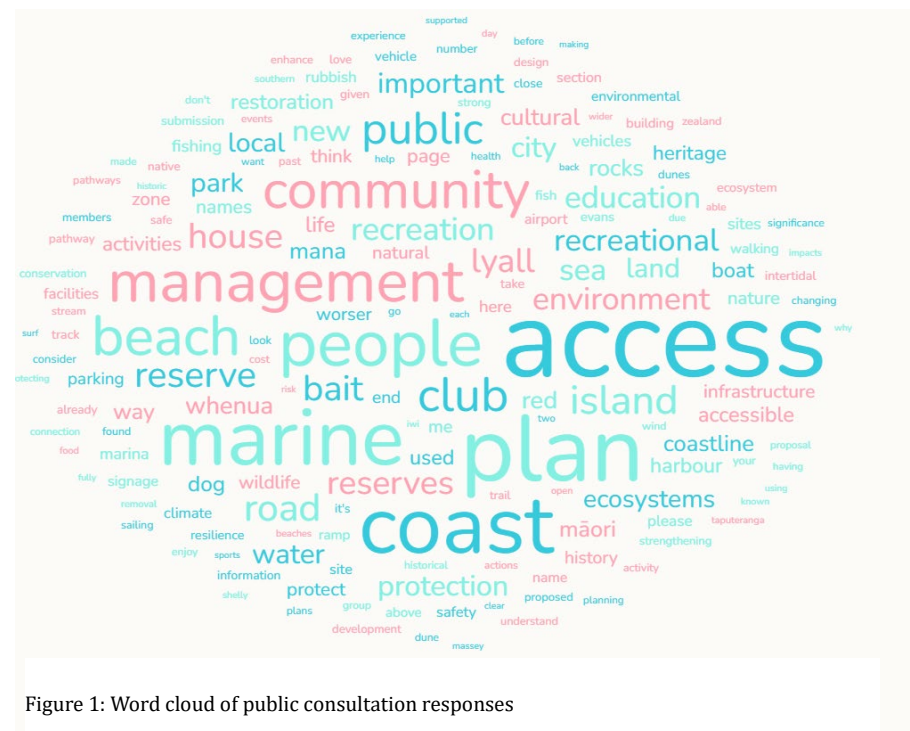


Figure 1: Word cloud of public consultation responses

Methodology

The main method of consultation was an online survey hosted on the Kōrero Mai engagement platform, accessible via Let's Talk. The survey was also available in paper form, and additional submissions were accepted via email.

The consultation ran from 5 June to 5 August 2025. The consultation was promoted widely, including:

- Signs installed along our coastal areas advertising the consultation.
- A targeted social media campaign on Facebook and Instagram featuring short videos with Tom (coastal ranger) and Anita (coastal ecologist), supported by paid promotion (including carousel ads), plus organic posts and shares in key community Facebook groups.
- Coastal drop-in sessions and market outreach, including events at the Waterfront Markets, Evans Bay Marina, Lyall Bay Surf Club, Te Awe Library, and Island Bay Community Centre.
- Posters and information displays on the draft plan in libraries and recreation centres across the city.
- Email outreach to key stakeholders, including environmental, recreational, residents' and community groups, and subscribers on Let's Talk.
- Inclusion in key Council newsletters.
- Dedicated press releases. Stories were picked up by RNZ and stuff.co.nz, including stories focused on coastal birds and the Bait House.
- Public notification in local newspapers, ensuring wider community awareness.

Participants were asked whether they supported or opposed the overall direction of the draft plan, as well as to what extent they supported or opposed each of the draft values and associated pathways. Open-ended comment sections allowed people to explain their choices and provide detailed feedback.

Submitters then could also select specific coastal sectors they wanted to comment on (e.g., Te Kopahou, Taputeranga, Lyall Bay, Rangitatau, Eastern Bays, Mātai Moana, Ākautangi, and Oriental Bay), and respond to sector-specific proposals.

In addition, submitters were asked if they supported specific proposals, including:

- A stronger commitment to nature-based adaptation, such as using dunes and wetlands rather than hard infrastructure.
- Strengthening wildlife protection, including enhanced measures for kororā (little penguins), geckos, and seals.
- Strengthening dune management, giving dunes more space to move and function as natural defences.
- Introducing new approaches to 4WD access at Te Kopahou, including night gate closures and planning for a potential permit-based system.
- Repositioning the Mātai Moana coastal road as a recreation precinct, with improved walking and cycling connections and greater ecological protection.
- Transforming the Ākautangi / Evans Bay Marina Precinct into a coastal recreation hub, with upgraded facilities and improved public access.
- A commitment to inclusive access to coastal reserves and essential facilities, including proposed new public toilets at Island Bay, Breaker Bay, and Mātai Moana.
- Future options for the former Māranui depot site at Lyall Bay, exploring recreational and public uses.
- Strengthening Māori identity on the coast through restored place names, cultural storytelling, and interpretation.
- Sector-based landscape and amenity planning to guide parking, seating, fencing, and signage design and placement.

- Creating a penguin protection area at Rangitatau to safeguard kororā from threats such as dogs and development.
- Planning for the future of structures in coastal reserves, including reviewing and relocating at-risk buildings and amenities in response to sea level rise.

Finally, there was a general question inviting any additional comments on the draft plan, including feedback on the appendices, proposed name changes, and activity rules.

All responses have been summarised thematically, with no weighting or adjustments by demographics.

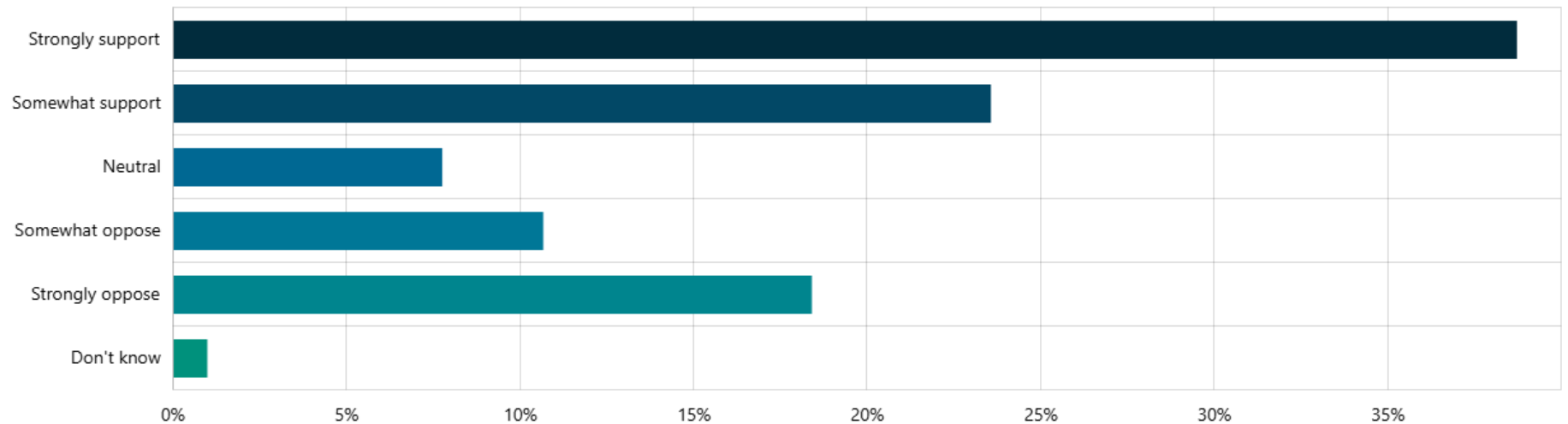
Survey Responses

Overall Direction of the Plan

This section summarises responses to the question: *“Do you support or oppose the overall direction of the plan?”*

A majority of respondents (62.26%) expressed support for the overall direction of the plan, while 29.34% opposed it. A smaller proportion were neutral or unsure (8.7%).

Q: Do you support or oppose the overall direction of the plan?



Ngā Uara me Ngā Ara - Values and pathways

This section summarises responses to the question: *“To what extent do you support or oppose this value and its pathways?”*

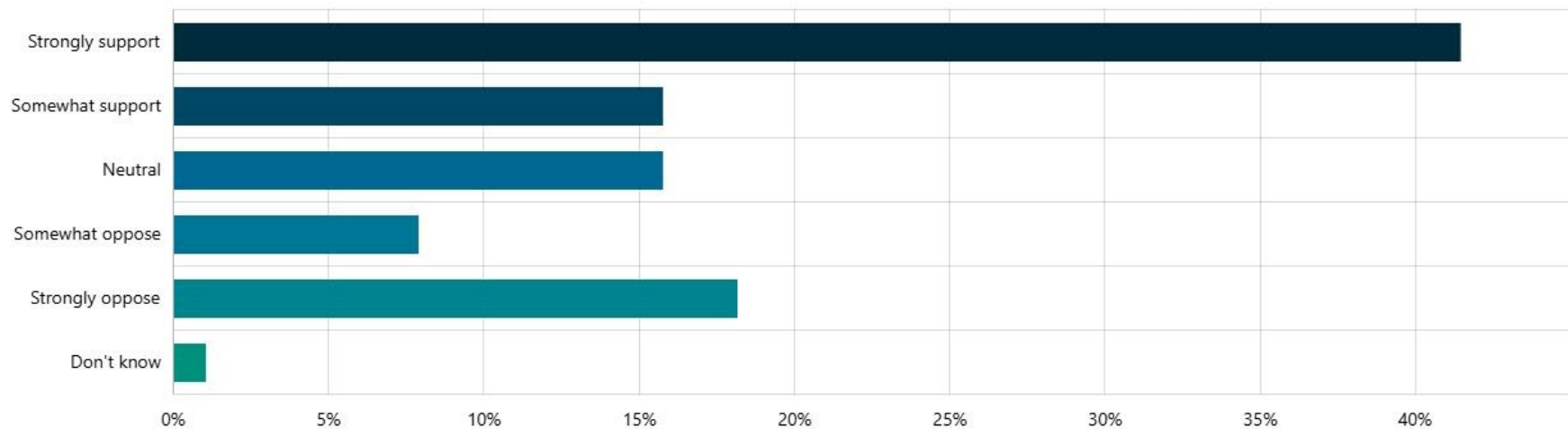
Respondents were asked to indicate their level of support for each value and its associated pathways set out in the draft plan. They were also invited to provide open-ended comments explaining their choices.

Please note that where comments made in other sections were relevant to a particular value, they have been incorporated into the appropriate value summary for thematic analysis. Comments that were location-specific have instead been included in the sector-specific sections to ensure they are considered in context.

Value One: Mana whenua - Active partnership with mana whenua

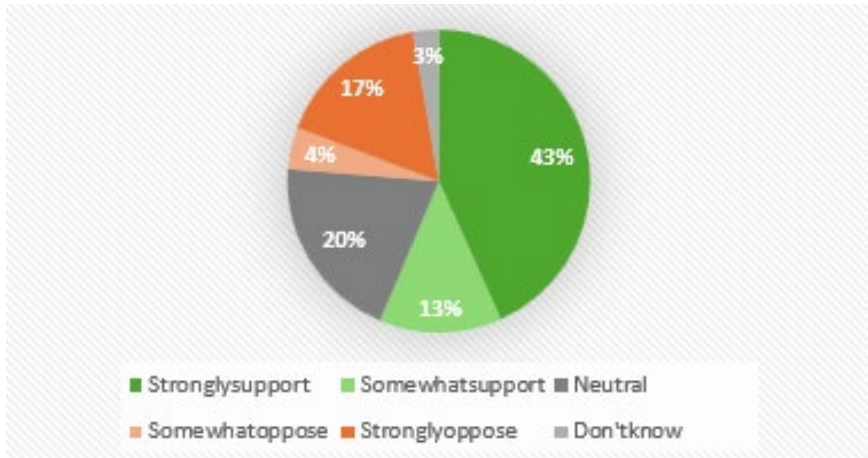
There were 292 responses to this question. Overall, the majority (57.2%) of respondents supported the value to some extent, while 26% opposed it. Of the values, it was the most contentious.

Q: - To what extent do you support or oppose this value and its pathways?



Open-ended comments

Respondents were also asked to explain their choice. Key themes from these comments are summarised below:

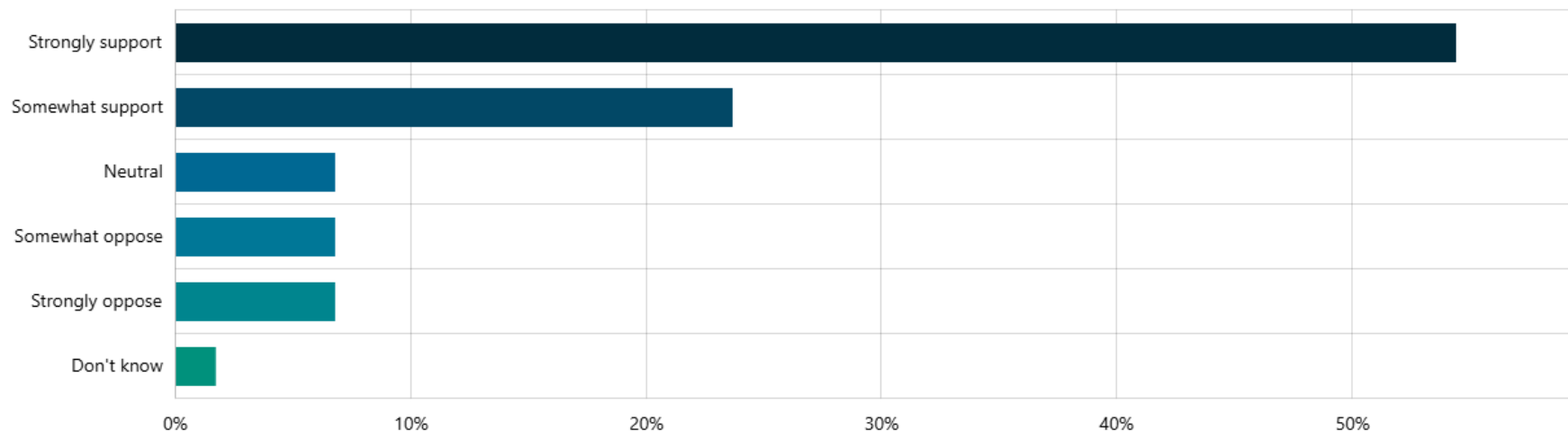
Themes	Comments	Response														
Survey question: “Do you support initiatives to restore Māori place names, incorporate cultural storytelling, and enhance interpretation along the coast?”	Survey results showed:  <table><thead><tr><th>Response</th><th>Percentage</th></tr></thead><tbody><tr><td>Strongly support</td><td>43%</td></tr><tr><td>Somewhat support</td><td>13%</td></tr><tr><td>Neutral</td><td>20%</td></tr><tr><td>Somewhat oppose</td><td>4%</td></tr><tr><td>Strongly oppose</td><td>17%</td></tr><tr><td>Don't know</td><td>3%</td></tr></tbody></table>	Response	Percentage	Strongly support	43%	Somewhat support	13%	Neutral	20%	Somewhat oppose	4%	Strongly oppose	17%	Don't know	3%	Retain commitment to restore Māori place names, incorporate cultural storytelling, and enhance interpretation along the coast.
Response	Percentage															
Strongly support	43%															
Somewhat support	13%															
Neutral	20%															
Somewhat oppose	4%															
Strongly oppose	17%															
Don't know	3%															
Support for recognising Māori cultural significance	Many submitters valued the recognition of the historical and cultural importance of the coastline to Māori, and the role of active partnership with mana whenua. They noted that active partnership with mana whenua is “essential” and that “mana whenua leadership is likely to improve ecosystem management.”	Noted.														
Appreciation for mana whenua partnership	Positive sentiment toward the partnership approach: “Partnership is important,” “The emphasis on co-management, mātauranga Māori, and restoring traditional names is not only culturally affirming but will also support more sustainable management practices informed by deep intergenerational knowledge.” “We should recognise & support mana whenua’s long presence here.”	Noted.														
Partnership as part of being a New Zealander	Some respondents expressed that respecting Māori values is integral to our identity, “Its part of being a New Zealander.”	Noted.														
Concerns about perceived imbalance and that there should be recognition for everyone.	Many submitters felt the values prioritised Māori perspectives over others and called for a more inclusive approach. Comments included “this document seems to prioritise iwi at the expense of all other Wellingtonians” and “Wellington coast is for everyone and that should be better reflected in the plan,” to “this is highly racist and it strongly offends me.” : “	Partnership with mana whenua under Te Tiriti is foundational and sits alongside Council’s duty to all Wellingtonians. Coastal reserves remain open to everyone. The plan recognises diverse histories, communities, and voices.														

Concerns about over-focus on cultural matters vs. practical issues	A number of submitters thought this section was a distraction and wanted emphasis on infrastructure and environmental upkeep instead of cultural recognition, e.g., “focus on fixing infrastructure” and “Central government's job not Council. Focus on infrastructure and rubbish please”	Noted.
Support for place names and te reo Māori integration	Many supported restoring traditional Māori place names and strengthening the use of te reo Māori. Comments included: “I like the idea of the proposed te reo place names, they are very fitting,” “Restoring traditional Māori names is a great first step,” and “I am happy for the integration of Te Reo.” “excited to see some traditional Māori place names around!”	Further commentary in sectors sections about specific name proposals. Name changes are still retained in the plan.
Support for restoring traditional names while maintaining existing names. They also requested dual names.	Submitters supported restoring traditional names but wanted to retain current names for familiarity and continuity. Quotes included: “introduce[d] slowly and first used in combination with established names so the majority of citizens can recognise each location.”; “have both,” “and name changes includes both Māori and English then its makes sense”	Noted
Opposition or concerns about name changes as they will confuse, are hard to understand or prioritise Māori.	Some were concerned that changing well-known names could cause confusion, especially for those with cognitive or comprehension difficulties. Quotes included: “Changing long standing names disadvantages the vast majority and particularly affects people with reading, comprehension and memory issues. This lowers their quality of life and creates unnecessary struggle” PLEASE... keep a current or English name... I struggle to learn Te Reo and feel overwhelmed by unfamiliar Māori words.” Others emphasised preserving historical knowledge and values: By all means, name the unnamed places however you want, but leave the existing names alone...” “	Noted.
Requests for cultural art, installations, and on-site storytelling	Submitters wanted cultural narratives to be visible and engaging through physical features and interpretation, asking for “information available on site for visitors,” “more multi-lingual signposting at Pariwhero/Red Rocks,” “public information about indigenous history,” and to “make this information more accessible”	Retain commitment for cultural storytelling.
Calls to embed mātauranga Māori in decision-making	Submitters asked to embed mātauranga Māori in decisions: “better and more sustainable outcomes” ; kororā as tohu alongside science ; “co-management, mātauranga... support sustainable practices”, and “integrating mātauranga Māori into decision-making” as vital	Retain commitment for mātauranga.

Value Two: Whai wāhi - Access to the coast for recreation and enjoyment

There were 296 responses to this question. Overall, 78.03% of respondents supported this value to some extent, while 13.52% opposed it. This value received high overall support, with strong recognition of the importance of coastal access for recreation and wellbeing.

Q:- To what extent do you support or oppose this value and its pathways?



Open-ended comments

Respondents were also asked to explain their choice. Key themes from these comments are summarised below:

Themes	Comments	Response
Strong Overall Support for Coastal Access	Submitters consistently emphasised coastal access as central to Wellington's identity and wellbeing, citing activities such as walking, surfing, diving, wind and kite sports, fishing, and quiet enjoyment.	Retain strong emphasis on coastal access as a core value.
Intergenerational and community value	Many submissions framed the coast as a place for whānau and community connection, with references to spending time with children and passing on outdoor experiences to future generations	Noted
Balancing access with environmental protection	General support for access alongside strong safeguards, with concerns about damage in sensitive areas (e.g., dunes, wildlife sites) and calls to balance use and protection.	Noted
Maintaining and improving and addressing current accessible infrastructure barriers	Requests to maintain accessible facilities and address barriers for people with limited mobility, including keeping pathways in good condition, ensuring beach access points remain open, and improving accessible toilets and parking	Noted

Survey question: A commitment to inclusive access to the coastal reserves and essential facilities: Improving beach access, pathways, and amenities to ensure coastal spaces are welcoming and usable for all - including proposing new public toilets at Island Bay, Breaker Bay, and Mātai Moana.	<table><thead><tr><th>Response</th><th>Percentage</th></tr></thead><tbody><tr><td>Strongly support</td><td>49%</td></tr><tr><td>Somewhat support</td><td>28%</td></tr><tr><td>Neutral</td><td>16%</td></tr><tr><td>Somewhat oppose</td><td>2%</td></tr><tr><td>Strongly oppose</td><td>3%</td></tr><tr><td>Don't know</td><td>2%</td></tr></tbody></table>	Response	Percentage	Strongly support	49%	Somewhat support	28%	Neutral	16%	Somewhat oppose	2%	Strongly oppose	3%	Don't know	2%	Noted
Response	Percentage															
Strongly support	49%															
Somewhat support	28%															
Neutral	16%															
Somewhat oppose	2%															
Strongly oppose	3%															
Don't know	2%															
Physical improvements for accessible beach and coastal access	Specific improvements suggested include installing beach matting, adding ramps, and ensuring accessible toilets and parking are near each other to enable access for more users. -	The plan includes provision for accessibility. The plan has been amended to add further actions in specific places to improve accessibility.														
Co-design with disabled communities	Submitters asked Council to co-design access solutions with disabled communities and partner directly with those who use the spaces.	The plan includes a policy and actions to work with people with disabilities to improve coastal access.														
Accessible information and signage	Requests to improve communication about which sites are accessible and to provide information in accessible formats (e.g., large print, braille, digital).	As above.														
Convenient and equitable accessible parking	Submissions sought accessible parking that is conveniently located near amenities, not time-limited, and more evenly distributed along the coast.	The plan has been amended to include an action to look at accessible car parking at primary coastal areas.														
Support for tighter dog control to protect wildlife	Some submitters supported stronger dog control to protect wildlife and reduce conflict with other users. Suggestions included: increased enforcement of dog rules in coastal reserves, more on-leash zones or seasonal restrictions in sensitive areas, prohibiting dogs from ecologically significant sites (especially where kororā nest), and clearer signage with public education on appropriate dog behaviour near wildlife.	The plan has been amended to support tighter dog controls.														

Maintaining dog access in appropriate areas	Other submitters emphasised the importance of maintaining access for dogs and their owners, particularly where wildlife impacts are minimal. They called for retention and promotion of designated dog-friendly areas, including off-leash zones, avoiding blanket restrictions, and balancing wildlife protection with ongoing recreational use. Some suggested explicitly recognising dog walking as part of everyday coastal recreation, clarifying where and why dog restrictions are in place (e.g., wildlife nesting areas), and reinforcing that dog access is not being removed but will be managed based on site-specific needs.	Dog access is still supported across a number of off leash dog areas on the coast.
High value of water-based recreation	Submitters strongly emphasised the importance of water-based activities — swimming, surfing, windsurfing, diving, snorkelling, kayaking, and paddleboarding — as “iconic,” and “a key part of Wellington’s lifestyle.” These activities were seen as contributing to wellbeing, community connection, and the city’s coastal character. One noted: “The coast is vital for cultural activities, recreation, and social activities.”	Noted. This value is included in the plan.
Surfing and windsurfing	Surfing and windsurfing were particularly highlighted, with repeated references to Lyall Bay as a “key surfing destination” and “dedicated windsurfing access location.” Submitters called for preservation and recognition of key surf breaks and wind sports access areas, especially in Lyall Bay and Houghton Bay. (these are summarised more in the location). Submitters called for completion of a surfing assessment and inclusion of mapped surf zones in the final plan.	The plan has been amended to add reference to key surfing and windsurfing sites.
Snorkelling and diving	Requests to better recognise popular snorkelling and diving spots and to increase visibility of these areas in maps and guidance	The plan has been amended to add reference to key snorkelling and diving sites.
Swimming access and facilities	Support for maintaining swimming beaches and adding facilities such as changing rooms, steps into the water, and pontoons to improve enjoyment and safety	The plan recognises swimming amenities at beaches and has many actions to improve amenities in specific places.
Boat ramps	Concerns about the condition and safety of several boat ramps, described as “slippery,” “dangerous,” and in need of “frequent maintenance.” These issues were seen as barriers to safe access for sailing, kayaking, and windsurfing.	Noted. The plan includes policies to maintain boat ramps.
Rigging and storage areas	Clear calls for better gear setup and storage areas near popular wind and water sports zones. One submitter noted the difficulty of “blowing up a wing on the footpath,” reflecting the lack of practical space for preparation.	The plan has been amended to include reference to wind powered water sport areas.
Changing rooms and toilets	Multiple concerns about condition, safety, and distribution of changing rooms and toilets; opposition to a 4-km spacing standard for toilets. Requests for increasing opening hours.	The plan has been amended to remove the 4km toilet reference. The plan includes policies to support all year use of beach facilities. Opening hour

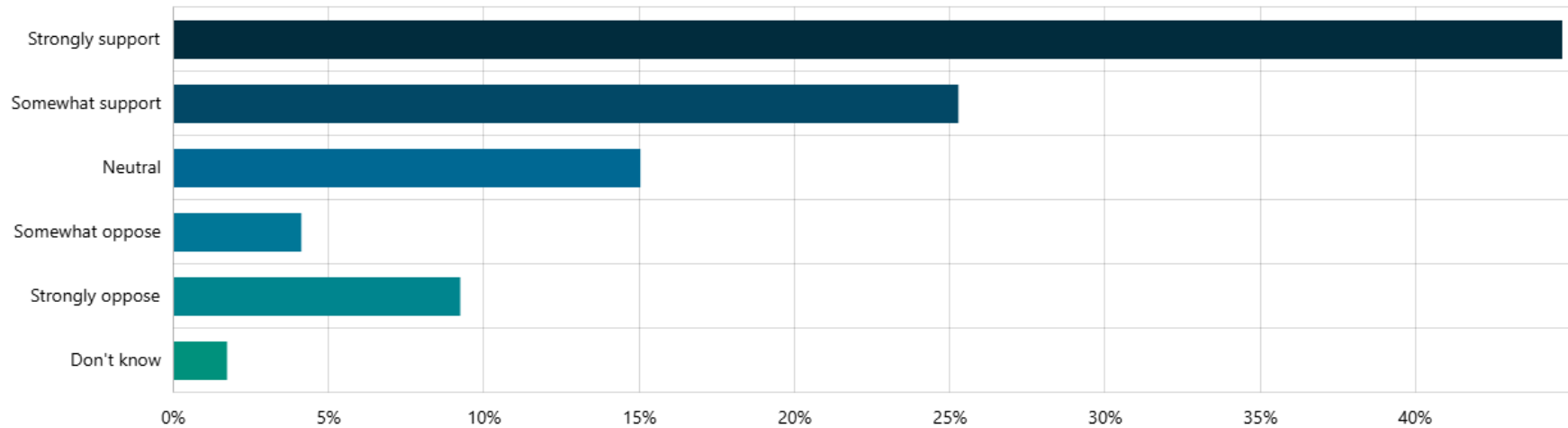
		comments have been passed on to the appropriate team.
Showers and washdown areas	Requests for more outdoor showers near popular beaches to support surfing, swimming, and general coastal use. Suggestions included surf-friendly infrastructure such as rinse stations and foot showers.	The plan does not provide for outdoor showers everywhere. It recognises them as useful amenities in primary coastal areas.
Wharves, piers and pontoons.	Several submitters highlighted the importance of maintaining and improving access to wharves and piers for fishing, diving, jumping, and cultural use. Others requested more swimming pontoons.	The plan includes a policy on access to wharves and piers and supports community groups to fundraise for a swimming pontoon at Scorching Bay
Parking as essential for coastal access	Many submitters emphasised that parking is essential for coastal access, particularly for families, older adults, and those transporting gear such as boats, paddleboards, or waka. "Parking is part of access."	The plan recognises parking access as important.
Concerns about loss of parking	Concern that parking could be lost due to new infrastructure (e.g., cycleways, dune restoration), with requests to protect parking near high-use areas; some noted accessible parks are too far from the beach.	The plan recognises parking access as important.
Support for designated, serviced freedom camping sites and concern about capacity.	Support for designated, well-managed freedom camping areas with appropriate facilities and, where appropriate, fees/permits, and restrictions to self-contained vehicles. Capacity concerns at Evans Bay and Te Kopahou sites (often full early), and suggestions for additional provision near the CBD or ferry terminals with supporting facilities.	The plan includes an action to review freedom camping provision.
Freedom camping - Opposition due to environmental and amenity impacts and safety concerns in remote areas.	Opposition due to litter, noise, wastewater dumping, dune damage, and conflicts with residents; safety concerns in isolated, poorly lit areas. NZ Police advised against freedom camping in isolated, poorly lit areas (e.g., Mātai Moana), citing anti-social behaviour and safety risks.	As above.
Support for improved coastal walking and cycling connections	Broad support for maintaining and enhancing pedestrian and cycling access along the coastline; connected paths seen to enhance access and experience.	The plan maintains actions or connection to supporting this amenity along the coast.
Maintenance of existing tracks	Requests to prioritise maintenance of formed tracks, including addressing erosion and weeds in high-use areas such as Te Kopahou.	Noted. The track network is an important part of recreation on the coast.
User conflict concerns	Concerns about conflicts between pedestrians, cyclists, and vehicles, with calls for separated routes or clearer signage where appropriate.	Noted. Some of this concern is out of the scope of the plan.

More and better coastal play spaces and nature play.	Requests for upgraded play spaces near beaches that are safe, shaded, and well-maintained, with interest in nature-play elements. Including the integration of taonga tākaro.	Noted. Plan includes policy on play areas.
Concerns about vehicle speed and safety and concerns about conflicts. And complaints about dangerous or reckless driving.	Concerns about speeding and dangerous driving on narrow coastal roads; reports of shared-use conflicts at locations including Breaker Bay, Lyall Bay Parade, and the Miramar coast.	Noted. Some of this concern is out of the scope of the plan. (Outside of Te Kopahou) but this has been passed on to the correct team.
Events activating the coast and commercialisation	Feedback on events and commercial activations varied; interest in activity that supports enjoyment without undermining natural values or access. One submitter said the plan should recognise mobile, low-impact wellness services such as wood-fired coastal saunas, which are “off-grid, no-infrastructure, waste-neutral” and activate beaches in off-peak seasons. They suggested seasonal or time-limited permits, pilot zones for innovative activities, and identified Lyall Bay, Hataitai Beach, Worsers Bay, Princess Bay, and Island Bay as suitable sites.	Noted. Commercial activities are regulated under the Reserves Act 1977 and the Trading in Public Places Policy provides pre-approved locations.
Public art reflecting culture and history	Support for public art and interpretation that reflects local history and Māori culture, integrating storytelling into the coastal environment.	Noted. There are actions to include interpretation in the plan.
Lease and community buildings	Comments on leased and community buildings related to use, maintenance, and balancing public access with club operations. Or extension of leases.	Noted. Comments passed on to the Lease team.
Requests for public transport	Requests to improve public transport access to coastal areas to support equitable access without relying on private vehicles	Noted. Public transport is managed by Greater Wellington Regional Council but the plan includes policies to support this discussion with Greater Wellington.

Value Three: Hononga Taiao - Enduring connection to the landscape

There were 293 responses to this question. Overall, 59.7% of respondents supported this value to some extent, while 13.32% opposed it.

Q:- To what extent do you support or oppose this value and its pathways?



Open-ended comments

Respondents were also asked to explain their choice. Key themes from these comments are summarised below:

Themes	Comments	Response
--------	----------	----------

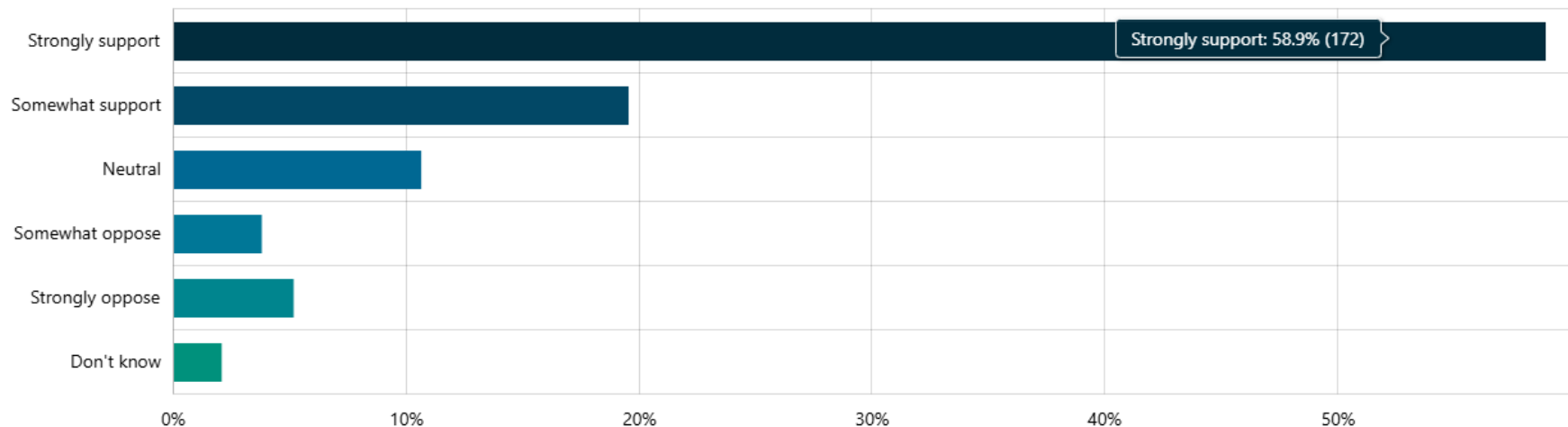
Survey question: Support for: “Landscape and amenity planning: Sector-based plans to enhance coastal experiences and reduce visual clutter by guiding the placement and design of parking, seating, fencing, and signs.?”	<table><tr><td>Strongly support</td><td>Somewhat support</td><td>Neutral</td></tr><tr><td>Somewhat oppose</td><td>Strongly oppose</td><td>Don't know</td></tr></table>	Strongly support	Somewhat support	Neutral	Somewhat oppose	Strongly oppose	Don't know	Noted.
Strongly support	Somewhat support	Neutral						
Somewhat oppose	Strongly oppose	Don't know						
Support for cultural storytelling and connection	Many supported acknowledging cultural heritage, storytelling, and design to deepen connection and educate people about coastal history (including mana whenua and wider community stories). “Knowing more about our coastal cultural heritage is crucial to strengthening our commitments and protections of the whenua we live on. I would love to see this more reflected when I am walking or exploring the coast.”	Noted						
Support for balance of histories	Requests to acknowledge multicultural coastal histories (European fishing, shipping heritage, other cultural stories) alongside Māori heritage. “Our coastal history and heritage is multi-cultural. We need to recognise the european history and culture fishing, navigation, shipping and sport. The Island Bay 'baitshed' is an historic record and its present use as an aquarium should be recognised by making it a cultural reserve.”	Noted. A mixture of histories is included in the plan.						
Caution on signage and cost	Concerns about excessive interpretive signage or expensive storytelling; suggested simpler, low-cost approaches (e.g., QR codes, limited panels). “Oppose large-scale interpretive signage projects. Extensive physical signage often fails to engage visitors and delivers poor value for money... install up to 15 simple interpretive panels with QR-codes linking to a GIS portal for optional, on-demand stories.” “We would prefer signage, new structures and man-made infrastructure be kept to a minimum on the South Coast. It's a wild natural environment and any kind of artificial structure is intrusive and usually ugly.”	Noted. The use of low cost QR codes is supported. The plan supports minimal infrastructure on the south coast.						
Concern about restricting access	Concerns that cultural or landscape values might lead to reduced public access. “Collaboration with local communities, including mana whenua and recreational users, could help develop creative solutions that protect the coastline's character without unnecessarily limiting people's ability to enjoy and connect with these special places.”	Noted. The plan supports a balanced approach.						

Prioritise other values	Some saw cultural connection work as lower priority and requested focus on environmental protection and essential infrastructure. "I like the idea, although it is vague. I think that possibly funding should prioritize the other values present here, e.g. Coastal ecosystems."	Noted.
Interactive and alternative interpretation methods	Suggestions for visitor centres, heritage tours, and mobile digital experiences. "An education hub to teach people the origins of the coastline and the people as well as the Māori stories about the Wellington coast. This could include a place with books (exhibition spaces) local artists celebrating the coast line, the would be very empowering." "Design a walking / driving tour around coast by doing what Heritage NZ did in the waikato with the 'waikato wars driving tour' using their app."	Noted.
Opposition to investment in coastal storytelling	Several submissions opposed investing in coastal storytelling or interpretation, with one group calling to drop this value entirely, citing rates concerns. "Storytelling is a waste of money – rates are too high."	Noted.

Value Four: Tiaki Taiao - Protection and restoration of coastal ecosystems

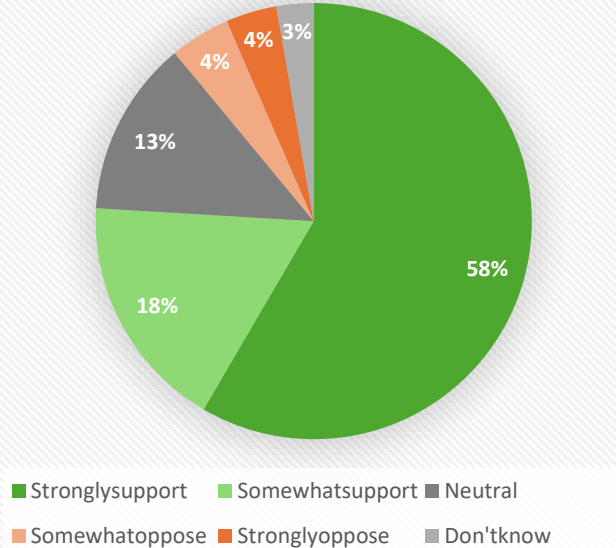
There were 292 responses to this question. Overall, 78.4% of respondents supported this value to some extent, while 8.9% opposed it.

Q:- To what extent do you support or oppose this value and its pathways?



Open-ended comments

Respondents were also asked to explain their choice. Key themes from these comments are summarised below:

Themes	Comments	Response														
General support for ecosystem protection	Strong backing for protecting and restoring coastal ecosystems; many framed it as a top value linked to wildlife and coastal identity.	Retain strong emphasis on ecosystem protection as a core value.														
Survey question- support for ‘Strengthening wildlife protection: Seeking resources to enhance protections for kororā (little penguins), geckos, and seals.’	 <table><caption>Survey Results: Wildlife Protection Support</caption><thead><tr><th>Category</th><th>Percentage</th></tr></thead><tbody><tr><td>Strongly support</td><td>58%</td></tr><tr><td>Somewhat support</td><td>18%</td></tr><tr><td>Neutral</td><td>13%</td></tr><tr><td>Somewhat oppose</td><td>4%</td></tr><tr><td>Strongly oppose</td><td>4%</td></tr><tr><td>Don't know</td><td>3%</td></tr></tbody></table>	Category	Percentage	Strongly support	58%	Somewhat support	18%	Neutral	13%	Somewhat oppose	4%	Strongly oppose	4%	Don't know	3%	Noted.
Category	Percentage															
Strongly support	58%															
Somewhat support	18%															
Neutral	13%															
Somewhat oppose	4%															
Strongly oppose	4%															
Don't know	3%															

Survey question- support for' Strengthening dune management: Giving dunes more space to move and function as natural coastal defences.'	<table><tr><td>Strongly support</td><td>50%</td></tr><tr><td>Somewhat support</td><td>21%</td></tr><tr><td>Neutral</td><td>16%</td></tr><tr><td>Somewhat oppose</td><td>5%</td></tr><tr><td>Strongly oppose</td><td>6%</td></tr><tr><td>Don't know</td><td>2%</td></tr></table>	Strongly support	50%	Somewhat support	21%	Neutral	16%	Somewhat oppose	5%	Strongly oppose	6%	Don't know	2%	Noted.
Strongly support	50%													
Somewhat support	21%													
Neutral	16%													
Somewhat oppose	5%													
Strongly oppose	6%													
Don't know	2%													
Biodiversity and interconnected ecosystems	Submitters praised the plan as comprehensive and future-focused around biodiversity, and asked for stronger emphasis on managing the coastal interface as a connector and adopting integrated catchment management.	Noted.												
Stormwater, runoff, and pollution	Many raised widespread concerns about stormwater and sewage pollution — including blocked outlets, post-rain discharges, and landfill runoff — and argued that delaying stormwater work is unacceptable given issues already seen in Lyall Bay and Kilbirnie. One submitter suggesting “develop a consistent approach to existing piped stream outfalls including Paekawakawa, Haewai, Ngaroma (Lyall Bay) and Waipapa”	Noted. Stormwater and runoff are mostly outside the scope of this plan but are recognised in the plan. An action has added to work with partners around interpretation of outfalls.												
Pollution prevention tools	There was support for practical devices on stormwater outlets, such as trash-capture nets and filter systems, to intercept litter before it reaches the sea.	Noted. The plan includes policy to support this.												
Litter and waste management – bins	People reported overflowing, missing, or poorly located bins at popular sites and questioned the effectiveness of smart bins in coastal conditions. Several noted that weekend use leaves prominent litter accumulations in parks near the coast.	Noted. The plan includes a policy and an action to support this.												
Community-led litter initiatives	Submitters valued community-led clean-ups and marine education activities, noting these efforts spread good habits and asked for continued support.	Noted. The plan includes policy around this.												

Marine ecosystem – under-emphasis	Many felt the plan under-represents the marine environment and pointed to overfishing and predator loss driving underwater ecosystem decline, including the growth of kina barrens.	The plan was amended to add more detail around the marine ecosystem. However noting still that this is outside of Council's remit.
Kina barrens and predator loss	Loss of key predator species such as crayfish, moki, and snapper was highlighted as a driver of ecosystem imbalance and kina overpopulation.	As above. Added commentary on kina.
Intertidal zone importance	The intertidal zone was emphasised as highly productive and ecologically significant, with requests to reflect this in restoration targets.	The plan was amended to add more detail around the intertidal zone.
Beach grooming concerns	Submitters opposed routine beach grooming in sensitive areas, saying removal of seaweed wrack harms intertidal biodiversity and coastal processes.	The plan was amended to add more detail around beach grooming and a policy restricting beach grooming.
Seaweed restoration and wrack habitat	People stressed the value of seaweed and wrack for beach stability and habitat, and suggested restoration of kelp forests and protection of wrack lines. Volunteer divers also asked for council support for underwater clean-ups.	The plan supports these initiatives although it is mainly out of scope.
Poaching and enforcement and integration with fisheries management.	Submitters called for much stronger enforcement against poaching around marine reserves and for clearer public information on rules.	The plan supports working with MPI around poaching. It fits outside of Council's responsibility otherwise.
Marine reserves and sanctuary zones	Some supported expanding sanctuary areas and improving public education about reserve boundaries and expectations.	Marine reserves are outside of the scope of this plan.
Wildlife protection – kororā (little blue penguins)	There was strong support to better protect kororā, with priority areas identified on both coasts. Suggested measures included dog controls, nesting support, managing light and noise near colonies, predator control, and interpretation.	The plan includes wildlife protection policies for kororā, including supporting nesting boxes, predator trapping and signage.
Wildlife protection – other species	Submitters asked that other vulnerable species — such as banded dotterels, reef herons, geckos, fur seals, and certain invertebrates — be explicitly included.	These species will be included in maps. The amended version added commentary on Dotterels at the Airport.

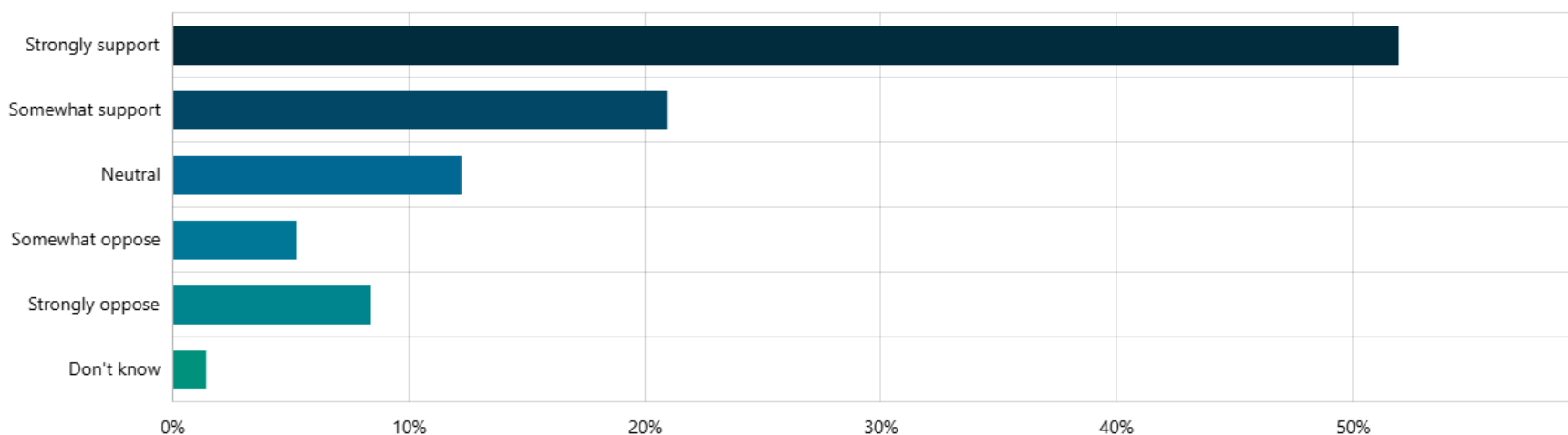
Fence of areas to protect birds	Forest and Bird raised that we need to fence off areas to protect nesting areas and considered seasonal closures to reduce disturbance.	Fencing off areas for kororā protection is included in a few places in the plan such as at Greta Point and further work with Wellington Airport at Moa Point. Generally fencing off areas is discouraged to support public access.
Species reintroduction	Support was expressed for reintroducing species to restored habitats once predator control and habitat readiness criteria are met.	The plan supports species reintroduction investigations.
Dark sky, Light and noise pollution	Many backed initiatives to reduce light spill and noise in sensitive areas for the benefit of seabirds and other wildlife, while noting operational constraints near transport infrastructure such as the Wellington International Airport.	The plan retains commitment to dark skies with slightly amended words, so it is clear we are talking about parts of the South Coast, not the entire South Coast.
Community partnership and citizen science	People emphasised partnerships, citizen-science monitoring, and involvement of students and volunteers, noting that volunteers cannot sustain all work without support.	Noted. This is supported in the plan.
Education and awareness	Respondents reported that the draft plan improved their understanding of coastal ecosystems and taonga and asked for more interpretive material.	Noted.
Pest animal control	There was strong support for controlling animal pests — rats, stoats, possums, deer, pigs, and goats — to accelerate wildlife recovery.	Noted. The plan was amended to add some extra actions about deer and pigs at Te Kopahou.
Pest plant control	Weed species such as wandering willy, boneseed, and iceplant were identified as priorities for control, with wandering willy flagged as the top priority on the southern coast.	Noted.
Exotic tree removal	Submitters called for phased removal of pines and macrocarpas on ridgelines to allow native canopy regeneration and improve seabird habitat.	Noted. This will be considered further.
Dune restoration	Dunes were recognised as vital natural buffers and important wildlife habitats. Concerns included damage from mowing, beach grooming, trampling, and development. Submitters supported native planting (e.g., pingao, spinifex), clear management zones, and avoiding works that reduce dune space. Some backed fencing to protect fragile areas, while others preferred balancing protection with access. Community-led planting and education were also encouraged.	Noted. Dune restoration is supported in the plan.

Monitoring, baselines, and cultural indicators	Submitters urged the development of robust biodiversity baselines to measure restoration progress, and the use of cultural indicators alongside scientific monitoring.	Noted. Monitoring is supported in the plan.
Estuaries and wetlands	The ecological importance of estuaries and wetlands was emphasised — as nurseries, habitat, and natural filters — with requests for restoration, protection, and avoidance of infill or reclamation.	Noted. Estuaries are supported in the plan.
Aquarium	Another submitter suggested a National Aquarium in the inner harbour	Noted. This has not been included in the plan at this stage and is outside the scope.

Value Five: Taiao Tuatahi - Nature first approach to resilience

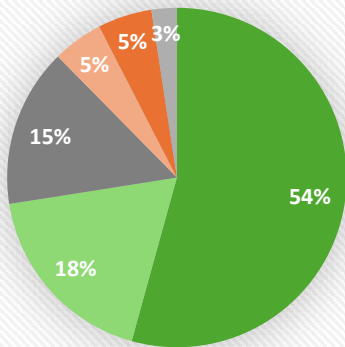
There were 287 responses to this question. Overall, 72.83% of respondents supported this value to some extent, while 13.6% opposed it.

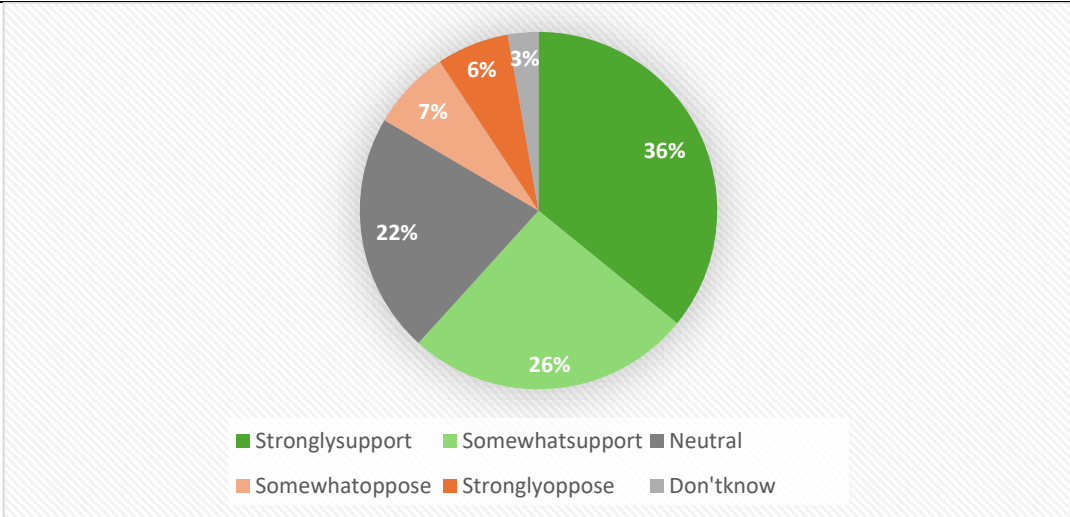
Q:- To what extent do you support or oppose this value and its pathways?



Open-ended comments

Respondents were also asked to explain their choice. Key themes from these comments are summarised below:

Themes	Comments	Response														
Strong support for nature-first, adaptive approaches	Many respondents expressed strong support for using nature-based solutions to manage coastal hazards and climate impacts, highlighting that working with natural processes is more sustainable and aligns with global climate adaptation goals. Comments included: “I completely agree with the approach of working with nature rather than against it,” “I promote the long-term protection of the coast from climate threats,” and “Resilience is important, but should not be prioritised over other values.”	Noted.														
Survey question- support for ‘A stronger commitment to nature- based adaptation: Using nature-based solutions like dunes and wetlands to manage climate impacts, rather than hard infrastructure.’	 <table><thead><tr><th>Response</th><th>Percentage</th></tr></thead><tbody><tr><td>Strong support</td><td>54%</td></tr><tr><td>Somewhat support</td><td>18%</td></tr><tr><td>Neutral</td><td>15%</td></tr><tr><td>Somewhat oppose</td><td>5%</td></tr><tr><td>Strongly oppose</td><td>3%</td></tr><tr><td>Don't know</td><td>5%</td></tr></tbody></table>	Response	Percentage	Strong support	54%	Somewhat support	18%	Neutral	15%	Somewhat oppose	5%	Strongly oppose	3%	Don't know	5%	Noted,
Response	Percentage															
Strong support	54%															
Somewhat support	18%															
Neutral	15%															
Somewhat oppose	5%															
Strongly oppose	3%															
Don't know	5%															

Survey question- support for ‘Planning for the future of structures in our coastal reserves: Reviewing at-risk buildings, amenities, and infrastructure and relocate where at risk of sea level rise.’	 <table><tr><th>Response</th><th>Percentage</th></tr><tr><td>Strongly support</td><td>36%</td></tr><tr><td>Somewhat support</td><td>26%</td></tr><tr><td>Neutral</td><td>22%</td></tr><tr><td>Somewhat oppose</td><td>7%</td></tr><tr><td>Strongly oppose</td><td>6%</td></tr><tr><td>Don't know</td><td>3%</td></tr></table>	Response	Percentage	Strongly support	36%	Somewhat support	26%	Neutral	22%	Somewhat oppose	7%	Strongly oppose	6%	Don't know	3%	Noted.
Response	Percentage															
Strongly support	36%															
Somewhat support	26%															
Neutral	22%															
Somewhat oppose	7%															
Strongly oppose	6%															
Don't know	3%															
Support for community education and climate literacy	Several submissions highlighted the need to educate communities about climate change risks and coastal resilience, suggesting interpretive signage, community outreach, and clearer communication on sea level rise and adaptation pathways. One submitter noted: “This could be a very good opportunity to start conversations within communities about climate change as a whole. Signage in vulnerable coastal areas explaining how sea level rise occurs and what people can do about it could be a good way to get this going, potentially with wider community outreach and education for those most impacted.”	Noted. Passed this feedback on to the climate adaptation team.														
Concerns about prioritising nature over people	Some respondents worried that “nature-first” might be interpreted as prioritising ecological values above community needs, including private property and access. They want to see balance and explicit recognition of human needs. Comments included: “The city is for people as well. We shouldn't value nature above the wellbeing of people in areas that people live,” and “I don’t support a nature-first approach, I support a people-first approach with a healthy integration of nature to allow all people to enjoy nature including 4WDs and motorcycles.”	Noted.														
Evidence and data concerns	A number of submissions questioned the scientific basis for certain claims in the plan (e.g., wildfire risk, sea level rise impacts) or requested clearer data to justify adaptation measures. Examples included: “Climate change? Where is the evidence for this?”; “What evidence do you have to support increased wildfire risk in Wellington?”; “Where is the evidence for sea level rise since recorded history?”; and “Change is constant — how will you stop the sea?”	Noted. The plan has been updated to improve clarity on sources.														
Support for Dynamic Adaptive Pathways Planning (DAPP)	Several respondents requested a flexible, staged approach to adaptation, referencing Dynamic Adaptive Pathways Planning (DAPP). They see it as a way to avoid rigid rules and enable responsive, context-specific decisions. Comments included: “Council must adopt DAPP with clear thresholds and real-time	This is supported in the plan.														

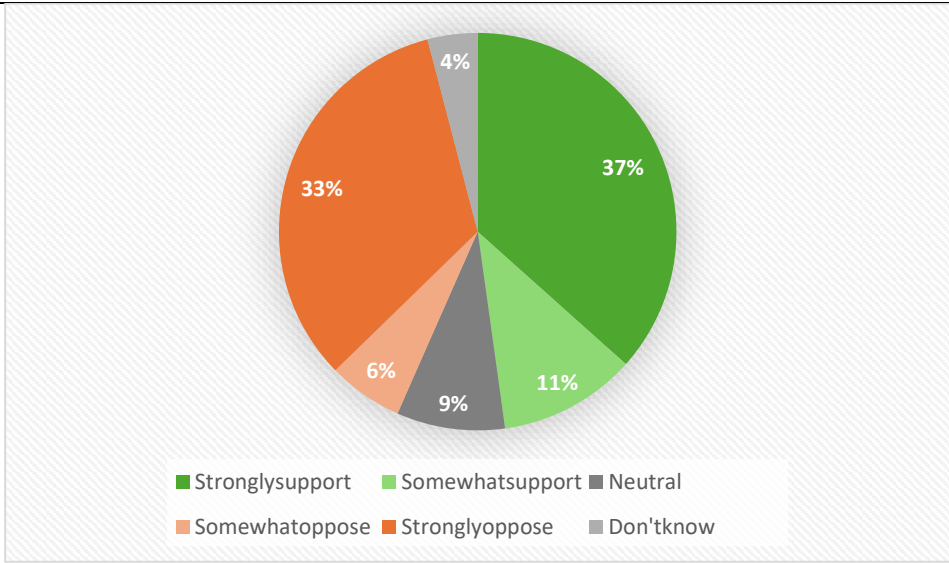
	monitoring,” and “Trigger-based planning prevents maladaptive lock-ins and allows staged investments.”	
Requests for hybrid solutions	Many respondents noted that while nature-based solutions are important, built infrastructure (e.g., seawalls, breakwaters) should still be considered where necessary to protect existing assets and communities. Suggestions included: “Nature-based solutions should be used where buffers permit — but man-made defences must be available elsewhere,” “If a seawall is needed, build it. Use natural approaches where it does not cause harm,” and “The sea and other natural forces will win over most hard infrastructure. However, I agree that in a few places, there will be a need for a combination of withdrawal (coastal housing) and hard infrastructure (limited number of seawalls).”	Noted. This is supported in the plan.
Cost and prioritisation concerns	Some respondents expressed concern about the financial implications of resilience measures, wanting to ensure that costs are proportionate and that resources are not diverted from more urgent infrastructure needs. Comments included: “Don’t spend all our money on this” and “Sounds fine, but don’t over-prioritise over other needs.”	Noted.
Praise for community-led preparedness and adaptation	A few submissions positively acknowledged community resilience initiatives already in place, like local disaster groups and resident-led dune planting, and wanted these supported and built on. One submitter noted: “The south coast is already bearing the brunt of climate change/sea level rise. The council seem to be working well with communities such as Ōwhiro Bay Residents’ Association re emergency preparedness etc. Difficult conversations need to be had about managed retreat as access to some areas/homes may be lost in the future. I agree with the dune restoration work, and would like to see this increase where practicable.”	Noted.
Local material reuse for resilience	One suggestion was to reuse spoil or rock from local slips to reinforce nearby foreshore (e.g., Breaker Bay) rather than dumping it.	Noted. Officers will work with Breaker Bay community to explore this option.
Emergency management and disaster readiness	Some submitters called for stronger integration of emergency management into coastal planning, including evacuation routes, emergency access points, and coordination with Civil Defence. Comments included: “We need clear evacuation planning for coastal areas at tsunami risk,” and “Emergency vehicle access must be maintained even if the road is damaged.”	Noted. Emergency planning is managed in a separate plan.
Wildfire risk and vegetation management	A few submissions raised the risk of wildfires, particularly with hotter, drier conditions projected under climate change. Concerns included impacts on communities, wildlife, and infrastructure. One submitter noted: “Wildfire risk is increasing — we need to plan vegetation management now, not after a fire.	Noted. The plan includes policies about wildfires.

Ngā Rāngai Whakahaere - Sectors Comments

This section summarises feedback received on specific coastal sectors identified in the draft plan. Respondents were invited to select any sectors they wished to comment on and provide detailed, open-ended feedback.

Te Kopahou & coastal route

Themes	Comments	Response
General support for the area's values and management direction	Many submitters expressed strong support for the values and management approach outlined in the draft plan, recognising the cultural, ecological, and recreational significance of Te Kopahou. Comments highlighted the area's unique wilderness character and importance to both locals and visitors.	Noted.
Education, interpretation, and storytelling	Desire for richer cultural, ecological and geological story telling. Suggestions included: protecting coastal karaka as evidence of early Māori cultivation; caring for the WWII memorial; retaining a portion of the quarry face to tell the story of early industry and the first surveyed road; installing interpretation on seal behaviour and seasonal haul-outs; explaining quarry-face fault lines and landscape formation; and using the area as an outdoor classroom for visitors, schools and community groups. -	Noted. The section has been amended to reference the Fault line, the plan support Karaka tree management and further work on interpretation and storytelling is being considered as part of the cultural restoration project. Further policy and actions have been incorporated about defence structures.

Key issue: Do you support a new approach to 4WD access at Te Kopahou, including closing gate access at night and future planning for a permit-based system?"	 <table><tr><td>Strongly support</td><td>Somewhat support</td><td>Neutral</td></tr><tr><td>Somewhat oppose</td><td>Strongly oppose</td><td>Don't know</td></tr></table>	Strongly support	Somewhat support	Neutral	Somewhat oppose	Strongly oppose	Don't know	
Strongly support	Somewhat support	Neutral						
Somewhat oppose	Strongly oppose	Don't know						
Keep the coast open to all 4WD users	Opponents of tighter restrictions viewed the coast as an important recreation area for responsible 4WD users and sought education and targeted enforcement rather than broad limits. Many saw coastal driving as a distinctive Wellington activity that helps families access the outdoors.	Noted. This plan seeks to strike a balance between ongoing 4WD recreation, other uses of the area and environmental protections.						
Keep the road open for Fishing and kai gathering	Vehicle access was described as important for reaching traditional fishing and diving spots. Some feared that tighter restrictions would effectively remove access to those places and reduce safety for divers carrying gear.	As above.						
Keep access open for people with limited mobility.	Vehicle access was seen as enabling participation by people with disabilities or limited mobility who cannot cover long distances on foot or by bike.	As above.						
4WD vehicle contribute positive to the area,	Submitters noted contributions from 4WD clubs to predator trapping, beach clean-ups and other stewardship activities, asking the Council to collaborate with active user groups rather than focus only on restrictions.	As above.						
Don't punish based on a few bad drivers.	Frustration that proposed changes might punish compliant users for the behaviour of a minority. Preference for enforcing existing rules against offenders.	As above.						

Support for stronger restrictions on 4WD access to protect wildlife	Supporters of tighter controls cited ecological impacts from irresponsible driving and disturbance to wildlife. Concerns included dune erosion beyond Devil's Gate, disturbance to seals and nesting birds, and incompatibility with aspirations to restore kiwi and other species.	As above.
Safety and antisocial behaviour concerns	Reports of unsafe driving, hooning, unmanaged camping, poaching and dumping, particularly at night, were raised by multiple submitters.	As above.
Improving amenity for walkers	Concerns about conflict between vehicles and pedestrians/cyclists and requests for a safer experience. Some felt that it was not nice to walk on the same path as vehicles. Some supported separated routes or a shared-use trail with clear rules; others noted the cliff-to-road pinch points leave little room for an additional walkway.	Unfortunately, due to the space between the cliff and the road, and the instability of the cliff, there is no safe and affordable option to provide a separate path.
Divided on a permit-based 4WD system	Some were open to a managed permit system as a compromise that could protect the environment while maintaining traditional use, provided it is fair, affordable and easy to obtain. Others considered permits an unnecessary barrier or a cost to locals.	Noted. The plan retains the idea to pursue a permit-based system in the medium term
Mixed feedback on night-time closures	Supporters felt night closures could deter antisocial behaviour, illegal dumping and wildlife disturbance. Opponents said it would disadvantage legitimate night users such as fishers and preferred more ranger patrols.	Noted. The plan retains nighttime closures.
Public holiday closures — mixed feedback	Supporters believed public-holiday closures would ease pressure and provide opportunities for walkers and cyclists. Opponents said holidays are when families most visit.	Noted. The amended plan has suggested closing half the public holidays.
Letting the road recede naturally	Some supported allowing the coastal road to retreat naturally rather than investing in defences that may fail. Others worried about closure by neglect and asked for clear communication on which sections remain usable and future expectations.	Noted. The proposal to enable the road receded natural has been kept in the plan, with the exception of clearing some slips.
Objections to classifying the coastal road reserve.	Many submissions opposed the action around reclassifying the coastal road as a reserve as it would restrict vehicle access.	The plan has been amended to remove the action.
Physical and route-based 4WD management	Submission raised ideas about further physical barriers. Suggestions to designate specific 4WD routes to minimise damage, keep vehicles to marked tracks, and fence off dunes and sensitive habitats. Options included gates at key points (e.g., Karori Stream or Devil's Gate), limiting access to permit holders, and creating shared-use zones with clear rules to reduce conflict.	The plan added a policy and action around placing physical barriers.
Some noted that other users like dirt bikes and	Requests to manage motorbikes and e-bikes where they contribute to track damage or safety issues, alongside vehicle and pedestrian management.	The plan has been amended to mention motorbikes.

walker also need to be manage		
Signage, enforcement, and partnerships	Calls for clearer signage, more ranger presence, and better communication of access rules. Requests included road-user awareness for walkers en-route to the seal colony, wildlife messaging (e.g., dog behaviour around penguins and seals), and consistent information via signs, maps and websites.	Noted. The plan includes actions around signage. Increased council presence could be an outcome of an action around an iwi ranger as well as supporting animal control in wildlife sensitive areas.
Support for coastal biodiversity	General support for stronger protection of ecosystems across Te Kopahou and active protection of seal haul-outs through signage, barriers and enforcement. Some requests for stronger measures to protect and restore native species along the coastal edge, including penguins, seabirds and intertidal ecosystems. Some noted nesting sites adjacent to tracks that require protection measures.	Noted. The plan intends to support coastal biodiversity.
Recreation hubs and amenities	Suggestions for small shelters, picnic spots and rest areas to improve the experience for walkers, cyclists and fishers.	Noted. Provision of amenities is generally not supported in this area and instead aims to protect the natural landscape experience.
Walking and cycling network – support for expansion	Broad support for extending the track network, including a connection from the coast to Karori and the proposed Mākara to Ōwhiro Bay walkway, as part of a wider historic coastal route vision.	Noted. See below.
Walking and cycling network – concerns and opposition	A landowner questioned feasibility about the proposed Mākara to Ōwhiro Bay walkway as it went across their private farmland, and felt additional access was unnecessary.	The plan was amended to not include this track at this stage to respect the landowners comments.
Wildlife refuge zones and seasonal protection	A proposal to formalise wildlife refuge zones and apply temporary protection such as seasonal fencing around breeding areas. Education and interpretation on seal behaviour and seasonal sensitivities were also encouraged.	The plan proposed further working around this area as part of the cultural interpretation project.
Pest animal control	Concerns about impacts from deer, goats and pigs on regeneration, with requests for targeted control. Some raised Portuguese millipedes and recommended management to reduce ecological impacts.	Noted. The plan was amended to include a policy around working with land owners about deer and goats.
Partnership-led ecological recovery	Suggestions to partner with mana whenua and conservation groups to progress restoration and community education.	Noted. The plan intends this to happen.
Dog impacts on wildlife	Many submitters raised issues with dogs not on leash. Reports of wildlife disturbance from uncontrolled dogs, including incidents involving seals and seabirds.	Noted. The plan includes measures to look at how we can improve dog control management

Stream connectivity and fish passage	A suggestion was made to improve fish passage in local streams (e.g., fish ladders) to support native species in catchments behind Te Kopahou.	Noted. This is supported in the plan.
Te Kopahou baches – heritage and cultural value and caretakers.	Baches were described as part of the coast’s history with long family connections. Leaseholders presented themselves as active caretakers who observe and report issues along the coast.	Noted.
Bach access concerns	Concern that vehicle restrictions would limit bach access: “The baches are not accessible by foot for elderly or those with gear – they are effectively locked away from use without 4WD access.”	Noted. The plan enables bach owners to access the gate at any time.
Bach lease security and residency	Requests for lease certainty so families can continue caring for baches, including recognition that some occupants reside there permanently.	Noted. Bach owners are not meant to occupy the area permanently as per their lease agreement.
Mixed views on Book-a-Bach proposal –	Supporters favoured limited public use of vacated baches for accommodation or wānanga to share the area’s history. Opponents viewed this as commercialisation inconsistent with the place and stressed that the buildings belong to long-standing families, not for commercial use.	Noted. The plan has been amended to remove this policy.
Fire risk and preparedness	Concerns about fire during dry periods, with links to unsafe camper behaviour. Suggestions included seasonal restrictions during peak risk and a stronger presence from emergency services, including involvement from Fire and Emergency New Zealand.	Noted. This plan includes action around fire safety in the area.
Freedom camping – concerns	Concerns about unmanaged camping and associated hygiene issues, including lack of toilets and improper waste disposal.	Noted. This plan still supports freedom camping here as one of two freedom camping sites in Wellington.

Taputeranga | Southern Bays

Themes	Comments	Response
Strong opposition to the remove of the Bait House as a – Education and Environmental Learning	Submitters strongly opposed removing the Bait House, describing it as a region-significant, hands-on hub for marine and climate education that serves children and adults. They linked its programmes to broader climate literacy and stressed that it fills a role not available elsewhere in the region. The clear preference was to retain and grow its educational function rather than reduce it.	Noted. The action has been amended to explicitly support collaboration with the marine education centre.
Bait House – Iconic Local Identity	Submitters described the Bait House as an irreplaceable part of Island Bay’s character and history—an iconic, community-defining landmark whose loss would be significant. They highlighted its 1940s construction by returned servicemen and local tradespeople and its close	Noted. As above.

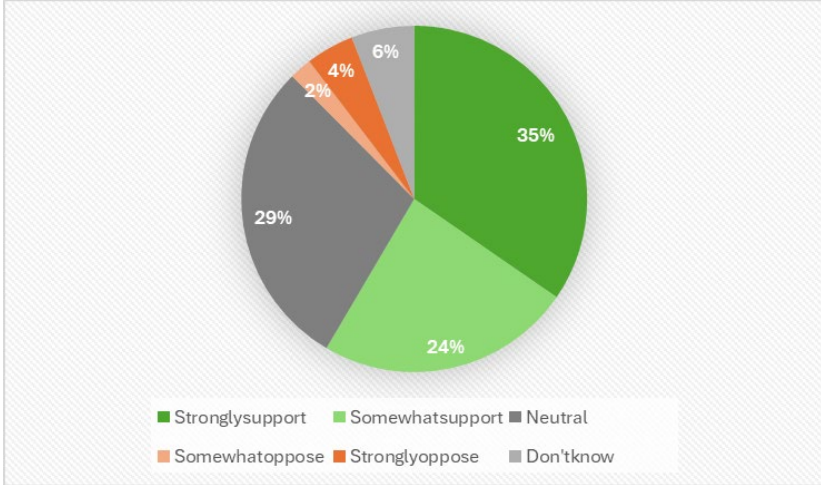
	association with the suburb's fishing heritage. It is valued as a tangible link to the past, and many asked that it be recognised and treated consistently with other heritage buildings through protection and interpretation.	
Bait House – Suggested Alternative Approaches	Many submitters preferred adapting rather than removing the Bait House. Suggested options included earthquake strengthening, relocating to a nearby site if coastal risks require it, community-trust or lease management, and developing the facility as an eco-tourism and education hub. Overall, people wanted the asset retained and improved rather than lost.	Noted. As above.
Mixed support about restoring naming – Te Māpunga Park (Shorland Park)	Strong support for restoring the name Te Māpunga, linked to the black shag and seasonal fishing signals, as a culturally meaningful name that deepens connection to place. Some opposed changing existing names due to long ties to the Shorland family and local heritage, emphasising the community familiarity and identity associated with “Shorland.”	Noted. Defer decision and do more consultation.
Place Naming – Uruhau Reserve (Melbourne Road Reserve)	Support for recognising Uruhau Pā to reveal lesser-known local history and bring Māori narratives to the foreground through naming and interpretation.	Noted. Continue with name change.
Place Naming – Haewai Reserve (View Road Park)	Broad support to rename View Road Park to Haewai Reserve to honour the original kāinga and strengthen Houghton Bay's cultural narrative. Some proposed that other parks in Houghton Bay should be Haewai Reserve. Many asked for interpretation and pronunciation support so meanings are understood and respected.	Noted. Suggest deferring decision so can work with the community further on Houghton Bay name proposals.
Naming – Interpretation and Storytelling	Strong support for interpretive signage and pronunciation guidance so residents can understand, use, and respect Māori place names.	Noted. This is supported in the plan.
Ecological Restoration – Dune Protection	Existing restoration at Island Bay, Houghton Bay, and Princess Bay was praised, with calls to extend protection to other vulnerable sites. Submitters favoured planting, fencing of fragile areas, and angled accessways over hard seawalls.	Noted. This is supported in the plan.
Taputeranga Marine Reserve Protection	Widely regarded as a regionally unique, “world-class” asset with major ecological, educational, and recreational value. Strong support to protect and enhance understanding through collaboration with mana whenua, local schools, dive clubs, and conservation groups.	Noted. This will also be added to the map.
Ōwhiro Bay – Wetland and Stream	Concerns about sedimentation, illegal dumping, and stormwater pollution affecting the stream, wetland, and estuary. Strong support for fish ladders to improve native fish passage, riparian planting for bank stability, and estuary restoration to lift water quality and habitat.	Noted. This is supported in the plan.
Houghton Bay – Contamination	Submitters expressed strong concern about leachate from the former landfill entering the marine environment and degrading water quality. Many linked this to climate resilience, noting that sea-level rise and storm events could worsen contamination risks and accelerate impacts if not addressed promptly.	Noted. There is policy in the plan that supports addressing this. However, it mostly sits outside the scope of the plan.

Sirens Rocks – Seawall and Erosion	Concerns were raised about the poor condition of the carpark and the limited effectiveness of the existing seawall, with reports of rapid erosion and a preference for more durable, nature-based approaches.	Noted. An action has been added about planting near this seawall and an action exists about addressing erosion here.
Wildlife Protection – Penguins	Repeated reports described dogs chasing or disturbing penguins at Houghton Bay, Island Bay and along the Parade. Submitters asked for expanded signage at nesting areas (including Sirens Rocks), stronger public awareness, and more consistent enforcement of dog-control rules near sensitive habitats.	Noted. An additional action has been added to look at dog signage in these areas.
Weed and Pest Control	Submitters supported ongoing weed and pest animal control, particularly at Te Raekaihau Point. Local community-led trials received praise for their results, with respondents encouraging Council to expand and resource similar initiatives across the coast.	Noted.
Managed Retreat and Long-Term Planning	Many submitters opposed short-term, reactive fixes at high-energy shorelines and called for a proactive adaptation approach, including nature-led retreat where necessary and a long-horizon plan that realistically accounts for sea-level rise.	Noted. This is supported in the plan.
Access – Walking and Cycling	Submitters sought better links between key reserves and clearer wayfinding. Shorland Park was frequently mentioned as a logical trailhead for the City to Sea Walkway, and many found current track signage inadequate or hard to locate.	Noted. This is supported in the plan.
Facilities – Island Bay and Princess Bay	Many asked for upgraded amenities to reflect heavy use, including robust toilets, showers and changing areas designed to cope with shifting sands and storm events. Year-round use was highlighted, with calls for facilities to remain open and maintained through winter.	Noted. There is an action in the plan to look at the Island Bay Beach toilets. In addition extending opening hours has been passed on to the correct team.
Storm impacts	Multiple bays experience repeated storm damage. Submitters questioned the effectiveness of ongoing hard-engineering fixes and called for approaches that work with natural processes. Specific concerns included erosion affecting the Sirens Rocks carpark and seawall, sand loss at Princess Bay, and exposure around Ōwhiro Bay's road and stream mouth.	Noted. This is supported I the plan.
Boat ramps	Island Bay and Ōwhiro Bay ramps were described as essential community infrastructure. Submitters asked for ongoing maintenance and improvements that also support small craft and recreational users, not only commercial operations.	Noted. This is supported.
Local History and Heritage – Island Bay Identity	Island Bay's identity was framed around its coastal heritage, with anchors including the Bait House, Shorland Park, the reef and fishing traditions. There was broad support for telling both Māori and European histories. A submitter talked about Hermit Cave and the story behind that.	Noted. This is supported in the plan. It has been amended to tell the story of the Hermit Cave.

Oku Street Reserve is special	Recognised as a small but ecologically and culturally valuable space for quiet reflection and habitat within the Southern Bays network. Submitters noted the risk of its values being overlooked without formal recognition.	Noted. An action was added about Oku Street Reserve and working with the community there.
Ōwhiro Bay – resilience focus	Persistent flooding and storm damage were highlighted as long-standing issues, with concern for roads, properties and public spaces under sea-level rise and extreme weather. Submitters called for long-term adaptation planning and nature-based solutions rather than repeated repairs.	Noted. The plan proposes some work in Ōwhiro Bay and recommends reviewing resilience solutions there as part of the climate adaptation project.

Hue te Para | Lyall Bay

Themes	Comments	Response
Protection and Restoration of Lyall Bay Dunes	Strong support for dune protection and restoration, recognising their role in coastal stability, storm protection, and habitat creation. Some questioned current methods, with wind/kite surfers describing the rope-and-pole fencing as hazardous and proposing alternatives like lower posts or boardwalks.	Noted. The plan includes actions around dunes and working with the windsurf community around this.
Opposition to land sale for airport expansion	Some submissions strongly opposed selling foreshore and back dunes at the eastern end to the airport, citing resilience concerns: “I strongly oppose selling the foreshore and back dunes at the east end of Lyall Bay to the airport company. These areas are important for the resilience of the beach and the land behind it	Noted.
Realignment of the road	Some submissions proposed shifting sections of Lyall Parade inland to create additional space for dune growth and a more natural coastal profile, particularly at surfers corner. This approach was seen as a long-term adaptation measure to improve the bay’s resilience against storm surges, sea-level rise, and erosion. Supporters raised the bigger the dunes the wider the beach for recreational use.	Noted.
Opposition to Airport expansion	Others extended opposition to any further airport expansion into the bay, warning of potential surf quality impacts, wildlife disturbance, and loss of public space: “Airport expansion into the bay would destroy the surf we love and the habitat we’re trying to protect.”	Noted.
Support for Windsurfing and Kitesurfing	Requests for key wind-sport launch areas (e.g., Dorrie Leslie Park) to be mapped and designed to support this recreation. Concerns that dune protection measures could damage equipment and endanger users: “Treatment of the dune protection at the western end needs careful assessment with kitesurfers and windsurfers to come up with a solution that is resilient, achieves the protection goals and does not create safety and equipment damage risks.” Submissions also noted disparity in facilities compared with surf sports: “Surf clubs are well-supported with infrastructure, while wind-powered sports lack even basic provisions.”	Noted. The plan has been amended to recognise these spaces.

Key surveyed question :A new future for the ex-Māranui depot site at the western side of Lyall Bay: Exploring recreational and public uses for the future of this site.	 <table><tr><td>Strongly support</td><td>35%</td></tr><tr><td>Somewhat support</td><td>24%</td></tr><tr><td>Neutral</td><td>29%</td></tr><tr><td>Somewhat oppose</td><td>6%</td></tr><tr><td>Strongly oppose</td><td>4%</td></tr><tr><td>Don't know</td><td>2%</td></tr></table>	Strongly support	35%	Somewhat support	24%	Neutral	29%	Somewhat oppose	6%	Strongly oppose	4%	Don't know	2%	Noted.
Strongly support	35%													
Somewhat support	24%													
Neutral	29%													
Somewhat oppose	6%													
Strongly oppose	4%													
Don't know	2%													
Ex-Maranui Depot Site	Seen as a significant opportunity for environmental restoration and recreation. One submission cautioned about its history as a “toxic dumping ground” with unstable cliffs and high remediation costs, questioning large-scale development feasibility. Another comment was supportive of restoration: “It would be very positive to have the ex Maranui Depot site restored for environmental and recreational purposes.”	Noted. This action is retained.												
Enhancing Recreation Facilities and Amenities	Calls for more toilets, particularly at the eastern end near “The Corner” break. Rubbish bins were described as “not big enough” and “overflowing by the end of the day” on sunny weekends, with requests for larger, seagull-proof bins. Suggestions for improved pedestrian and cycling access along Lyall Bay Parade, such as widened footpaths or pedestrian-priority slow zones.	Noted. This proposal is supported and an action has been added to the plan to say we will continue this work.												
Dog Management at Lyall Bay	Requests for clearer dog access rules and better signage, including sand markers. One submitter wanted the airport end closed to dogs due to wildlife impacts: “I would like to see the airport end of Lyall Bay closed to dogs. Many dog walkers ignore the temporary signage which goes up at nesting times... it drives me mad seeing other owners walking in the no-dog areas.”	Noted. An action has been added to review kororā signage.												
Surfing and Surf Lifesaving	Lyall Bay recognised as a premier surfing venue needing protection for its surf breaks. Strong support for the Lyall Bay Surf Lifesaving Club as a vital community safety service.	The plan has been amended to talk about the history of surfing and the policy around the importance of surfing. It will also be added to the maps.												

Wellington Airport's Role	The airport emphasised operational and safety needs, with its seawall protecting both airport and civic infrastructure. They expressed willingness to work with WCC: "the Airport's key role is to ensure that aircraft can operate safely... Functional, technical, operational and safety related constraints often influence the location of critical infrastructure which needs to be recognised." Some key concerns raised include: • Restrict public access: WIAL believes the area between Moa Point Road and the southern seawall (from Moa Point Beach to the Lyall Bay Breakwater) is unsuitable for unhindered public access due to serious safety risks due to severe aircraft jet blast, airborne objects, extreme sea conditions (waves pushing cars off the breakwater), and the instability of the large rocks. Following the reconstruction of the southern seawall, WIAL will likely seek to have the reserve status of this area revoked to prohibit public access. • Warning signage: WIAL wants the draft plan to reinstate a previous policy (from the 2002 South Coast Management Plan) that called for signs warning of aircraft hazards in the area near the airport. • Bird strike risk: WIAL notes a potential conflict between wildlife restoration and operational safety. While supporting the protection of threatened species such as pohowera at Moa Point, the airport is required to actively discourage hazardous avian species that increase bird strike risk. They encourage Council to work collaboratively, particularly in habitat restoration projects near the airport, to ensure both conservation and aviation safety objectives are met.	Noted. Added policy in the plan to enable safety signs and protection of the area at the end of the airport for airport operations. Added commentary around birdstrikes.
Protection of Pohowera (Banded Dotterel) Nesting Sites	MIRO highlighted that pohowera, like kororā, are in decline and require urgent protection. They have successfully increased nest success rates at other coastal sites from 3% to over 50% through predator control, fencing, rāhui, signage, habitat management, and public engagement. At Wellington Airport in 2024–25, 8 nests produced 3 fledglings, with cats identified as the main predator. Human disturbance, such as plane spotters near nests, was also a threat. "The threat of human and introduced predators must be mitigated using similar methods developed over the last 10 years." They called for recognition in this plan. In contrast WIAL provides specific feedback on a statement in the draft plan regarding seabird breeding habitats, clarifying that the southern end of the airport foreshore supports only a small number of banded dotterel pairs, not 'several threatened species as the plan states.	Noted the plan has added a policy around working with MIRO and the Airport to protect the dotterels.
Public Safety and Erosion at Airport End	Concern that the airport seawall has worsened erosion further down the beach. "The airport wall has made erosion worse down the beach — it needs a rethink, not just patch-up jobs." Suggestions included trialling softer engineering or nature-based buffers next to the seawall to reduce reflected wave energy and downstream erosion. WIAL noted support for the general idea of using nature-based solutions for coastal protection, but also state that these are "impractical" in areas adjacent to the airport, where hard protection structures (seawalls) are necessary.	Noted. We will continue to work with the Airport.

Recreation Conflicts at Airport End	Multiple activities crammed into the same space, creating risks for both people and wildlife. “Too many activities are crammed into the airport end — it’s unsafe for both people and wildlife.”	Noted. It is a popular destination.
Stormwater and Runoff Impacts	Concerns about poor stormwater quality and flood risk at the eastern end of Lyall Bay, with calls for urgent action to improve stormwater management before it reaches the beach. “After heavy rain the water at the eastern end is filthy — we need better stormwater treatment before it hits the beach.” The KRL submission stressed that stormwater drains into Lyall Bay, Evans Bay, and Moa Point are increasingly at risk from sand movement, debris, and rising sea levels, leading to surface flooding in Kilbirnie, Lyall Bay, and Rongotai. They described the draft plan’s current long-term timeframe for addressing this as “reckless and unacceptable,” urging a short-term priority to audit outlets, develop proactive clearance schedules, install real-time monitoring, improve outlet design, and integrate these measures with climate adaptation planning.	Noted. There are actions in the plan around stormwater considerations at Lyall Bay.
Maranui Surf Life Saving Club Lease	The club requested a review of its ground lease, seeking a structure that reflects significant member investment in the building.	Noted. This has been passed on to the Lease team. For consideration.

Rangitatau | Moa Point to Breaker Bay

Themes	Comments	Response
Key Issue: Penguin Protection at Rangitatau	Strong support for creating a penguin protection area to safeguard kororā (little penguins) from threats such as dogs, habitat loss, and development. Many supported a dedicated sanctuary from Rangitatau to Wahine Reserve: “I support establishing the coastal stretch from Rangitatau to Wahine Reserve as a dedicated kōrora (little penguin) sanctuary.”	Noted. This is retained

Key issue- survey question - Creating a penguin protection area at Rangitatau: Strengthening efforts to safeguard kororā (little penguins) from threats like dogs and development.	<table><thead><tr><th>Response</th><th>Percentage</th></tr></thead><tbody><tr><td>Strongly support</td><td>55%</td></tr><tr><td>Somewhat support</td><td>19%</td></tr><tr><td>Neutral</td><td>15%</td></tr><tr><td>Somewhat oppose</td><td>3%</td></tr><tr><td>Strongly oppose</td><td>5%</td></tr><tr><td>Don't know</td><td>3%</td></tr></tbody></table>	Response	Percentage	Strongly support	55%	Somewhat support	19%	Neutral	15%	Somewhat oppose	3%	Strongly oppose	5%	Don't know	3%	Noted.
Response	Percentage															
Strongly support	55%															
Somewhat support	19%															
Neutral	15%															
Somewhat oppose	3%															
Strongly oppose	5%															
Don't know	3%															
Erosion and Climate Resilience at Moa Point and Breaker Bay	One long-term Breaker Bay resident shared frustration about restrictions on placing soil to support dune restoration: “Without soil they will die... The nature-based solutions to climate resilience sadly will not work... We want to build up the surface where it is low lying so we can restore coastal vegetation to support climate change resilience.” They requested streamlined planning permissions to enable local action.	Noted. The plan includes an action to work on erosion management solutions here.														
Ōruaiti Reserve – Heritage, Access, and Management	Submitters emphasised the pā site’s cultural value and noted poor presentation/maintenance. One submission request that the lands tatus be clarified (part WCC; part co-managed with Port Nicholson Block Settlement Trust, PNBST). Requests included removing coastal macrocarpas due to fire/ecological risks and strengthening dog controls to protect birds.	Noted. An action has been added to review the Level of service at Oruaiti. In addition land status ownership has been added to the classification tables.														
Public Amenities and Infrastructure Gaps	Repeated concerns about the absence of public toilets near the boat ramp, dog park and play area; requests for additional rubbish bins at the Tarakena boat ramp and dedicated receptacles for fishers’ waste.	The plan includes an action for a public toilet in this sector. And for a landscape plan to look at some of these other elements.														

Moa Point Dog Pound Proposal	Submitters expressed mixed views about the dog pound, with some supporting its transformation into a use that positively contributes to the coastal environment, and others questioning whether relocation is necessary given the potential cost and the risk of creating noise issues for a different neighbourhood.	The action is retained.
Tracks, Access, and Recreation	Many people supported maintaining and formalising the walking route between Breaker Bay and Moa Point to improve access and reduce trampling of sensitive vegetation. Several requested a raised or boardwalk section in places and the rationalisation of multiple informal paths.	The action is retained.
Marine Habitat and Diving	Submitters reported concerns about reduced crayfish numbers, overfishing, and illegal take in the area, and they asked for clearer signage on legal limits and a stronger fisheries presence.	Noted. This is out of scope of this plan.
Fire Risk Management	There is concern that bonfires and fireworks on or below the escarpment present a significant wildfire risk during dry periods.	Noted.
Signage and Materials	Submitters asked Council to specify longer-lasting, corrosion-resistant materials for coastal infrastructure and signage so assets better withstand marine exposure and require less frequent replacement.	Noted. This can be considered in design guidance for signage review.
Development and Coastal Risk	Many people asked Council to place stronger limits on new development in highly exposed coastal locations and to plan proactively for sea-level rise and storm surges rather than approving buildings that will quickly face hazard pressures.	Noted. This is out of scope of this plan.
Tarakena Boat Ramp	Wellington International Airport Limited advised that the ramp is maintained primarily for emergency and airport operational access, to a standard appropriate for that purpose, even though it is also used by the public.	Noted.

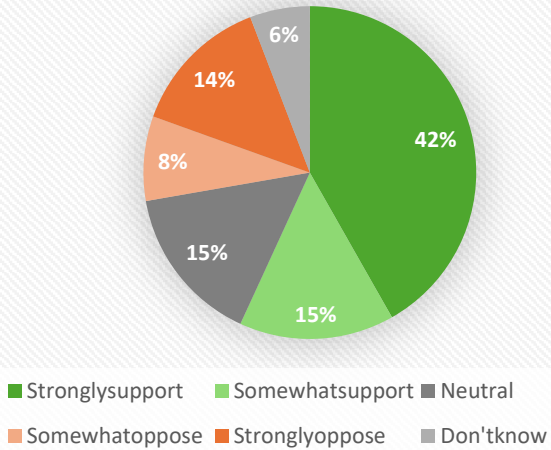
Te Whanga Rāwhiti | Eastern Bays

Themes	Comments	Response
General support for the Eastern Bays sector approach	Submitters broadly supported the proposed approach for the Eastern Bays, noting that it strikes an appropriate balance between recreation, nature, and culture and shows care for both the history and future of this coastline.	Retain the balanced approach
Scorching Bay – Play area, toilet upgrade and pontoon	Scorching Bay was widely praised as an important, family-friendly swimming and gathering place. Submitters strongly supported upgrading amenities, including replacing the public toilet and improving the play area, and some requested a seasonal swimming pontoon.	Noted. An action has been added to look at adding a swimming pontoon.

Karaka Bay – Access and basic facilities	Many submitters supported improving access to Karaka Bay, calling for universal-design paths, safer pedestrian connections, and clearer wayfinding. They also asked for basic facilities such as toilets and rubbish bins to support safe and accessible beach use.	Noted. The plan includes a landscape plan to look at improving amenity here.
Walking track connection – Scorching Bay to Mātai Moana	The proposed walking connection between Scorching Bay and Mātai Moana was welcomed as a valuable way to improve connectivity and everyday recreation opportunities.	Noted. This action is retained.
Dune and penguin protection – Worser Bay and Seatoun	Submitters emphasised the need to protect dunes and kororā (little penguin) habitat from disturbance, particularly from off-leash dogs, and asked for clear signage and consistent enforcement. At Worser Bay there was strong support for dune restoration, especially replacing marram grass with native pingao and spinifex.	Noted. This is supported in the plan.
Sand drift mitigation – Seatoun Beach	Many submitters supported native planting at Seatoun Beach to reduce seasonal sand drift onto the road and to stabilise the foreshore.	Noted. This action is retained.
Heritage interpretation	There was strong support for recognising sites such as Whetu Kairangi Pā, Te Puna a Tara, and Kākāriki-Hūtia Pā through compelling, visible interpretation that engages children, visitors, and residents.	Noted. This is supported in the plan.
Restoring Māori place names	Submitters were divided on renaming parks and places. Many supported restoring names such as Karaka Onehunga Park and Kākāriki-Hūtia Park for their cultural and historical value, while others were concerned about changing long-used names as confusing and unnecessary.	Noted. The plan proposes continuing with these name changes.
Churchill Park boat sheds – mixed views	Opinions were split on phasing out private boatsheds. Some saw removal as a way to improve public access and equity, while others emphasised long-standing family use and that there was no reason to remove, that they provided shelter for the park.	Noted. The wording is changed around the proposal to support public benefits.
Shared facility cluster – Worser Bay Surf and Yacht Clubs	The proposal to support collaboration around boating facilities at Worser Bay was generally supported.	Noted.
Alternative transport and traffic issues	Submitters raised recurring issues with traffic congestion and parking at popular beaches and called for safer pedestrian routes, better cycling connections, and stronger public transport links.	Noted.
Increased coastal access	Some submitters asked for a wider programme to improve public access to the water across the Eastern Bays, including additional paths, carparking, safe crossing points, and continuous walking and cycling connections beyond the specific sites in the draft plan.	Noted. This is supported in the plan through the landscape planning, public transport policy and

		accessible car parking review.
Beaches protected	A number of submissions emphasised that popular beaches should not be overdeveloped and that natural character and ecological values must be protected alongside recreation.	Noted. This is supported in the plan.
Seatoun wharf and boat ramp	A small number of submissions mentioned upgrading the Seatoun wharf and boat ramp to improve functionality, safety, the use by the East-West Ferry and accessibility for users.	Noted. The Seatoun Wharf has just recently been upgraded.

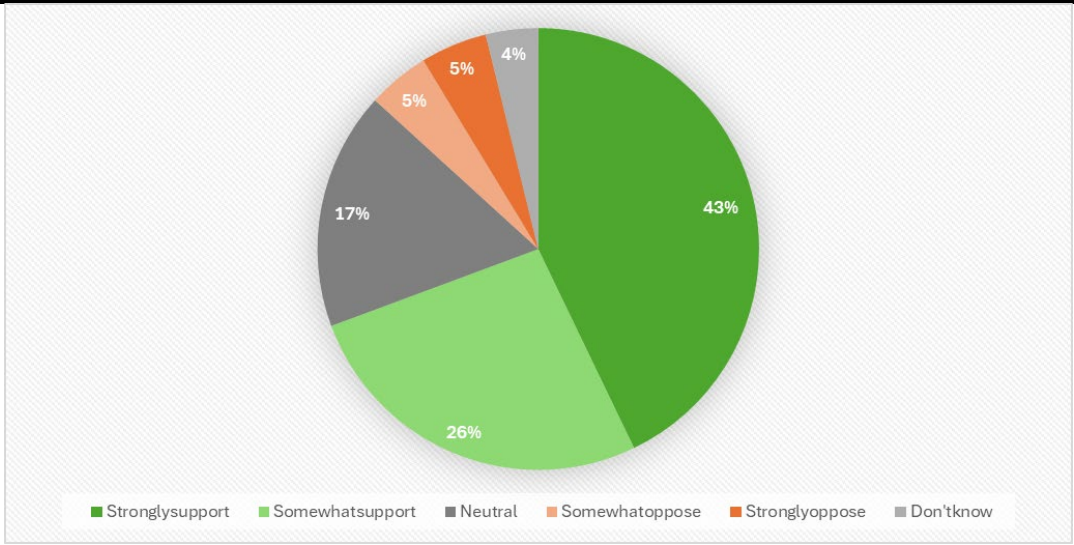
Mātai Moana coastline | Shelly Bay Rd & Massey Bay Rd

Themes	Comments	Response
Survey question – do you support: Repositioning Mātai Moana coastal road as a recreation precinct: Seeking to make the coastal road to a more accessible recreation zone, improving walking and cycling connections while providing ecological protections.	 42% 15% 15% 8% 14% 6% Strongly support Somewhat support Neutral Somewhat oppose Strongly oppose Don't know	Noted.
Key issue: Full or partial road closure / redesign	The most prevalent and debated topic in this sector. Most submitters supported transitioning Massey Road and Shelly Bay Road into a dedicated recreation zone, with strong calls for full closure to private vehicles on weekends or public holidays. Supporters highlighted safety for walkers, cyclists, and children ("Full closure of Massey Road to vehicles would be a bold step towards achieving these goals"), the recreational potential ("Big supporter of Massey Road becoming one way with more running, biking, walking focus!"), alignment with climate goals, and better	Retain action

	accessibility without needing a car ("It currently feels like you need a car to get here"). Some also linked closure to protecting penguins and other wildlife. Other suggested traffic calming.	
Timed closures and gate proposal	Several submissions supported installing gates to allow timed road closures, such as on weekends, evenings, or public holidays. This was seen as a practical, flexible approach to improve safety, reduce hooning, protect wildlife, and create a safer recreation corridor, while still allowing essential access. Submitters encouraged an incremental approach ("As this is a complex project, we encourage the implementation of a transitional approach to infrastructure implementation enabling some progress to be made sooner") and noted that gates could be an effective tool ("Gates could allow flexible closure while maintaining essential access").	Retain action
Opposition to change to the road	A number of submitters opposed closure or significant traffic restriction, citing potential congestion impacts and the value of the road for vehicle access around the harbour. Some expressed concern that a one-way system could cause "unintended downstream congestion impacts" for vehicles returning to their starting point. Others emphasised its long-standing role for drivers ("I do not support the idea – it's well suited to light traffic and has been used as a start to many a young driver's journey to a full licence").	Noted
Access for Diving	Other submitters raised we need to keep access for diving or consider access for divers to this part of the coast if there is timed closures.	Noted. Dive spot recognition has been added to the plan.
Strong support for G4 Carters Park MTB trail	Near-unanimous support for investigating a mountain bike trail from Carters Park to Shark Bay. Submitters saw it as expanding the MTB network, providing a safe, well-maintained facility, and attracting visitors. One requested close engagement with the MTB community during planning. "We are fully supportive that the G4 Carters Park trail descending to Shelly Bay is to be investigated by WCC."	Retain Action and fix typo.
Dog management	Significant concern for kororā safety, with calls to make Shelly Bay a no-dog area and to improve signage about restrictions. Submitters stressed education and enforcement. "Shelly Bay should be a no-dogs area, due to the threat to local kororā from off-leash dogs." / "Improved signage can help educate the public about penguin presence and appropriate behaviour."	Noted. An action about signage around Kororā has been added.
Marine environment	Highlighted the ecological value of Kau Point's reef and giant kelp forest, concerns about overfishing, abandoned fishing gear, and rubbish. Urged better rubbish facilities and frequent collection, especially near fishing spots. "Kau Pt reserve is important... as the reef structure for the most significant giant kelp forest across both Te Whanga Rāwhiti and Mātai Moana sectors." / "Abandoned fishing line is a major ecological concern."	Noted. The dive sight at Kau point has been added into the plan.
Toilets / showers	Requests for a public toilet in the sector and showers at Shark Bay for sea swimmers. "Any review of future toilet facilities should be integrated with future planning around the development of Mātai Moana." / "We support the addition of a toilet in this zone."	Noted. The plan proposes a new toilet for this sector.
Support for retaining the Boat ramp	Support for retaining or replacing the NIWA boat ramp at Māhanga Bay, noting its importance for divers and kayakers, especially when south coast conditions are unsuitable. "Māhanga boat ramp provides important access... we strongly encourage WCC to keep the ramp or replace it with stairs."	Noted. Current use to be considered in the investigation.

Signage	Requests for interpretive signage recognising mana whenua significance and Fort Balance. "We would like to see interpretive signage with information on the significance of the sites to mana whenua."	Noted. See 6.1.b on cultural narratives.
Freedom camping	Two opposed freedom camping due to wildlife threats, describing campers as "vagrants," and suggested directing them elsewhere. One supported it to encourage tourism. "Freedom Campers should be directed to other areas." / "Extend freedom camping to support tourism."	Noted. See Pathway 2.6.
New beach proposal	Suggestion for an artificial sandy beach at Shelly Bay, like Oriental Bay, to offset reduced swimming access from cycleway changes. "I would like to see an artificial, sand beach at Shelly Bay... similar to Oriental Bay."	Noted. Consider LoS rationale in planning.
Vague language / mapping	Concern about unclear mapping and land ownership details at Shelly Bay. "Nowhere do you show or say what the Council-owned land at Shelly Bay is or how it might link... with the other land at Shelly Bay."	Noted. Changes to mapping to be included.

Ākautangi | Cobham Dr to Point Jerningham

Themes	Comments	Response
The survey asked asked people whether they supported - Transforming Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub: Upgrading facilities to support water-based recreation and improve public access.	 A pie chart illustrating the distribution of responses to a survey question about transforming the Ākautangi/Evans Bay Marina Precinct into a coastal recreation hub. The chart is divided into six segments: a large green segment for 'Strongly support' at 43%, a light green segment for 'Somewhat support' at 26%, a grey segment for 'Neutral' at 17%, an orange segment for 'Somewhat oppose' at 5%, a darker orange segment for 'Strongly oppose' at 5%, and a small grey segment for 'Don't know' at 4%. A legend at the bottom identifies each category with its corresponding color.	Noted.
Cautious Support for an Evans Bay Marina	Many submitters supported preparing a master plan to guide Evans Bay Marina's transition to a multi-use precinct that enhances recreation access, public use, and landscape amenity. Support was typically conditional on upgrades	Noted. A masterplan is still supported.

precinct/master plan	complementing, rather than displacing, existing activities and user groups. Other were opposed and cited Council's' failure to make progress in this space.	
Need for co-design and transparency	There were strong calls for the master plan to be co-designed with tenants, clubs, sea scouts, and other stakeholders, with concerns that decisions might otherwise be made without those most affected.	Noted. A master plan would consider existing stakeholders.
Urgency for boat ramp upgrades	Submitters asked Council to prioritise upgrades to Wellington's most-used boat ramp at Evans Bay to address congestion, safety, and operational issues.	Noted. This is supported in the plan and has been separated from the wider action for a master plan.
Greening, habitat restoration, and heritage interpretation	Many welcomed new planting, habitat restoration (especially for kororā), sustainable design features, and heritage interpretation that reflects the area's cultural and historical significance.	Noted. This is supported in the plan.
Support for a shared boating hub with diverse users	Some submitters supported creating a shared hub that serves multiple groups, provided it is designed in a way that does not erode club autonomy, secure storage, or day-to-day governance. Several noted the potential to strengthen community connections if the hub is carefully managed and trust is built over time.	Noted. The plan has been amended to recognise the collaboration work that is already happening.
Recognition of Evans Bay Yacht & Motorboat Club's heritage and already operating like a hub	Submissions emphasised the club's more than century-long contribution to training, hosting regattas, providing a community hub, and supporting a network of affiliate organisations including surf-casting, Sailability, waka ama, youth sailing, university sailing, kayaking/knee boarding, and sea scouts.	Noted. The plan has been amended to recognise this.
Concerns about displacement of the club	While improvements were generally welcomed, many submitters feared the club could be displaced or subsumed into a commercial marina model that is misaligned with a volunteer-led culture and community focus.	Noted.
Parking and access issues	The cycleway and constrained kerbside space were reported to limit trailer and vehicle access, particularly during regattas and peak events.	Noted. This would be considered in the masterplan work.

Protection of kororā habitats	There was strong support for integrating kororā habitat protection and enhancement throughout the master plan area.	Noted. This is supported in the plan.
Marina- affordability and accessibility	The marina was widely described as one of the last affordable boating facilities and as a community asset rather than a commercial enterprise.	Noted.
Marina - Concerns about redevelopment uncertainty	The plan's reference to "reconsidering options" created anxiety that redevelopment could reduce public and club access or shift the marina toward a model that prioritises commercial outcomes over community use.	Noted.
Marina - frustration over maintenance and governance	Submitters described the marina as being in poor condition due to underinvestment and asked for regular, accountable maintenance. They also sought formal tenant representation in decision-making.	Noted. The plan supports investment in the marina.
Marina - Support for the Shearwater Plan and concerns over costs for alternative proposals.	Tenants promoted the 2018 Shearwater Plan as a cost-effective, safety-focused redevelopment that uses floating piers to address sea-level rise and operational needs. They also raised that other expensive proposals and planning work done by council were viewed as unaffordable, with calls for financially sustainable, transparent planning.	Noted. The shearwater plan can be considered amongst other options to look at in the master plan for the area. Wording was amended in the plan to reference existing work.
Impacts of the cycleway on Hataitai Beach	Loss of usable beach area was repeatedly linked to the cycleway edge and coastal dynamics, with requests for sand nourishment similar to Oriental Bay.	Noted. The project is not completed yet so it is hard to say however the plan does propose an action to investigate this in the long term.
Facilities and access at Hataitai and Balaena Bay	Submitters asked for earlier opening hours for swimmers, outdoor showers, and accessibility improvements to support high everyday use.	Noted. This is supported in the plan and has been passed on to the operations team.
Safety concerns with cycleway design	Conflicts between cyclists and pedestrians were reported, with requests for better separation and safer crossings.	Noted. This work is underway.

Support for commercial amenities	Light, seasonal amenities were seen as enhancing recreation at Hataitai Beach and Cog Park, with cautions about over-commercialisation and site impacts.	Noted. This is supported in the plan.
Parking shortages at Balaena Bay	Limited parking was reported to constrain access, especially for families and people carrying equipment.	Noted. The plan has been amended to reference the carparking at Balaena Bay being important for recreational purposes.
Greta Point connectivity and kororā protection	Submitters asked for clearer public access and wayfinding at Greta Point alongside strong protection for kororā habitat.	Noted. This is supported in the plan.
Heritage and arts opportunities	Submitters asked Council to better recognise and interpret key maritime heritage sites—particularly the Evans Bay Patent Slip and Flying Boat Jetty—and proposed an arts trail along Cobham Drive and in this area to celebrate the area’s cultural history and coastal identity.	Noted. The heritage area is protected in the plan. The plan has been amended to support public art in this sector.
Litter and stormwater pollution	People expressed concern about plastic waste accumulating along Cobham Drive and nearby beaches and called for stronger stormwater management and clearer expectations of nearby businesses to reduce litter at the source.	Noted. Addressing litter in this area is supported in the plan.

Te Rāngai o Onemutu | Oriental Bay

Themes	Comments	Response
Proposal for no-fishing zone and other activities banned.	One detailed submission proposed a no-fishing zone between Oriental Bay Beach and Point Jerningham to address safety risks, litter, and biodiversity loss. “Lines and hooks cast across shared paths... litter left behind... congestion and safety risks... unsustainable pressure on local marine species... I would like to see stronger protections introduced, including: A formal no-fishing zone between Oriental Bay Beach and Point Jerningham.” Another submitter suggested making the whole area a Marine Reserve and not allowing Yachts parking in there. - “No fishing. Removal of kina. Make it marine reserve. More rubbish cleanups. No yachts parking in there.”	Noted. Fishing recreation is still supported in this sector as a valid form of recreation. Marine areas are outside WCC scope to manage

General upkeep and maintenance	Suggestions included adding a boardwalk or more robust grass at Freyberg Beach to cope with high use, and maintaining tree lighting. "Oriental Bay is lovely but needs a little TLC here and there." Another person proposed a rubber mat or boardwalk between changing rooms and beach to protect grass and improve access; replace grass with more robust species due to high traffic. -	Noted. The plan supports high use amenity provision here.
Upgrading changing rooms, toilets, and showers	The most common theme. Facilities at Freyberg Beach were described as outdated, "not fit for purpose," and unchanged in 30+ years. Issues included weak shower pressure, poor design ("wind blows the water away"), small and unwelcoming changing rooms, and lack of lockers. Calls to prioritise upgrades given year-round high use. "At Freyberg Beach... the changing facilities and outdoor showers are not fit for purpose... should be prioritised for an upgrade." They said there is poor shower orientation to prevailing winds; drainage issues; women's changing room access blocked during cleaning; insufficient men's changing room size; lack of lockers encouraging more car use.	Noted. An action has been added to explore improving facility provision here for swimmer.
Pedestrian safety in carpark	Request for pedestrian markings in the Freyberg carpark to slow traffic where swimmers cross from pool to sea.	See above.
Consistency in place names	Request to use "Point Jerningham" consistently throughout the plan.	Noted the plan has been amended to ensure consistent wording.
Detail and deliverability of greening actions	Feedback that 8.3.c on greening/shade is too general, with no specific locations or actions. "Recommend deleting it or be more specific."	Noted.
Safety for swimmers	Proposal to designate the area from Freyberg Beach to the Lighthouse as a swimming zone, with return lighting, to avoid vessel collisions. "Fast vessels should only be operating well beyond the 200m buoys." Other proposals were for buoys at stormwater outlets to mark hazards; installation of pontoon or return lighting to aid swimmer safety in low light.	Noted this is outside the scope of the plan and is managed by the Harbour Master.
Support for more community events	Desire for more events along the promenade, e.g., food markets, eco/biodiversity events.	Noted this is generally supported in the plan.
Tug Boat	A submission suggested removing the tug boat for reinstatement of sea swimming zone or underwater sculpture park which could be a unique experience that highlights the city's natural wonder and showcases artificial habitats	Noted. An action has been added to investigate the future of the tug boat.

Do you have any other feedback?

Submitters were also invited to provide additional general comments and to give feedback on Attachment A (Rules) and Attachment B (Proposed name changes). Name change feedback is summarised under the relevant sector sections. Where general or other comments related

clearly to a specific value or section, they have been incorporated there. The tables below present themes that were not easily coded into a specific value or section and feedback on the rules section

Appendix A: Rules for use and development of parks and reserves

Themes	Comments	Response
Support for integrated rules framework (Appendix A)	Submitters supported creating a single, integrated set of rules to govern use and development across all reserves, so expectations are clear, consistent, and easy to apply.	Noted. This approach is planning to be retained.
Clarity on forestry rule wording	Concern was raised that marking “Forestry/plantations (non-native species, production) – Prohibited” could be misread as implying native forestry for harvest might be allowed by default.	Noted. The text has been amended to clarify.
Avoid duplication of existing bylaws	One submitter agreed with most of the rule but objected to the exception language, noting it duplicates the Wellington Regional Navigation Safety Bylaws 2021 and other regional controls and could add unnecessary compliance overhead.	Noted. The wording has been amended to include reference to the Bylaw.
Consistency of track rules & environmental protection	A submitter questioned why new track construction is “Restricted” while upgrades are “Managed,” citing risks of incremental degradation and asking for alignment with District Plan coastal provisions.	Noted. The construction of a new track is more impactful than maintenance and therefore requires more consideration.
Support for temporary food/coffee carts	Support was expressed for continuing to allow low-impact temporary vendors that contribute to everyday recreation experiences.	Noted
Support for light-touch, values-based approach	A submitter supported clear Allowed/Prohibited categories and asked that low-impact Managed activities face minimal permit requirements, cautioning against expanding Managed/Restricted categories in ways that burden community groups.	Noted
Change activity classification	A submitter sought tighter controls on access along unformed coastal roads to protect sensitive landforms and wildlife. They suggested that vehicle access should be a managed activity	Noted. The plan has been updated to reflect this managed approach.

Other

Themes	Comments	Response
Scope gaps and alignment with other plans	Some submissions focused on areas outside scope, while others said the plan omits WCC-managed reserves (e.g., Pipitea Reserve, Mākara Beach, Boom Rock/Ōhāriu Valley coast reserves, Te Ara Tupua). Several asked for overlap with waterfront areas (Taranaki St Wharf, Frank Kitts Park, Shed 6) to avoid inconsistency. Another proposed adding a new “Sector 9” from Oriental Bay to the Hutt boundary to recognise ecological, recreational, and historic values, including Kaiwharawhara estuary, noting limited access for northern suburbs.	Noted. Future expansion of the scope could be considered in the future. The plan has been amended to add commentary about estuaries outside of the scope of the plan.

Factual corrections, misinformation.	Submitters requested numerous factual updates (e.g., correct statutory references such as the Heritage New Zealand Pouhere Taonga Act 2014, settlement chronology, species status like tītī presence, missing assets such as the Kārori outfall, and map/spelling errors).	Noted. Several corrections have been made.
Commercial Activities – funding approach and Revenue-raising initiatives	Concerns were raised about plan costs, with suggestions to use public-private partnerships and philanthropy to reduce ratepayer burden, including potential visitor centres, education programmes, or marine sanctuary support. One submission highlighted the commercial viability of Wellington's coastal resources. This could include tourism-based initiatives like eco-tourism experiences or nature-based events, ensuring that the costs are not fully passed on to ratepayers	Noted. The plan supports community funding for some initiatives and does not preclude these opportunities.
Inclusive and meaningful consultation	Feedback that consultation should be more accessible, with documents provided in more accessible formats. That a large document is hard to engage on. Some submitters felt the process did not reach a wide enough audience and missed key community groups. Others expressed frustration about the value of engagement, stating “What’s the point of consultation if you’re not going to listen to us anyway?”	Noted.
Plan review and flexibility	Some submissions called for clear review triggers, allowing new sectors/reserves to be added in response to future challenges.	Noted. Text has been added for a 3-year review period with mana whenua
Statutory and strategic context	A few submissions requested stronger links to the RMA, Civil Aviation rules, and climate adaptation strategies. Concerns were raised about the statutory authority of a reserve management plan to influence road, wildlife and other aspects inside the scope of this plan. Other suggested including the relationship to district plan rules. WIAL notes that the draft plan's scope appears to overlap with other legislation, such as the Resource Management Act (RMA) and the Wildlife Act. They request clarification on how the plan will work alongside these other statutes	Noted. How the plan sits alongside other statutes and strategies has been clarified further in the plan. The document fulfils the Council's obligations to prepare a reserve management plan under s 41 of the Reserves Act 1977, but it also operates as an integrated coastal plan for WCC. It does not replace or override other legislation.