



GREENPOINT DOMAIN RECREATION RESERVE MANAGEMENT PLAN

September 1999



INVERCARGILL CITY COUNCIL
PARKS DIVISION

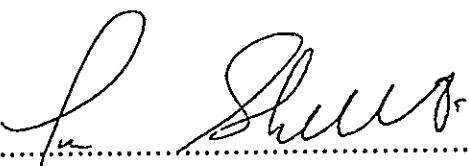
RESERVES ACT 1977

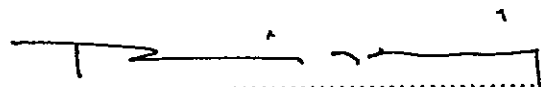
Section 41

The Management Plan for Greenpoint Domain was approved by the Invercargill City Council by resolution passed at its meeting held on 12 October 1999, after all submissions, objections and suggestions relating to the Management Plan had been disposed of, and the plan had been amended to give effect to all submissions, objections and suggestions allowed.

The Management Plan shall come into operation on the 1st day of November 1999, and shall remain operative for a period of ten years.

Dated at Invercargill this 13th day of October 1999.


.....
Mayor of the City of Invercargill


.....
Chief Executive Officer

GREENPOINT RECREATION RESERVE MANAGEMENT PLAN

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1.0 Introduction

1.1 Location - 2392 Bluff Highway

Greenpoint Recreation Reserve is located approximately 27 kilometres south of Invercargill. The Reserve is bounded by State Highway 1 to the west and by Bluff Harbour to the east. The north end is bordered by a lagoon, while the land to the south is a private property used for the grazing of stock.

The Reserve is divided, east from west, by the main trunk railway line running north-south between Invercargill and Bluff.

1.2 Access

The Reserve can be accessed from State Highway 1 through the existing entrance at the north end of the Reserve. The eastern, coastal portion of the Reserve can be accessed by crossing the railway tracks at the north end of the Reserve.

1.3 Tenure and Area

<i>Certificate of Title</i>	nil
<i>Legal Description</i>	Part 52, Block IV, Campbelltown Hundred
<i>Area</i>	12.9714 ha

<i>Land Held in the Name of</i>	Her Majesty the Queen
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<i>Subject to</i>	Reserves Act 1977
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Acquisition Details

Acquired by NZ Gazette notice 1913, page 3639; Classified as a Reserve for Recreation purposes subject to the Reserves Act 1977 by NZ Gazette notice 1981, page 2335 (GN 075036.1). Located on a Limited Access Road (GN 066755.1).

1.4 Background Information

The Reserve can be separated into two distinct parts:

- (i) Land located between the railway line and State Highway 1; and
- (ii) The coastal area of land between the railway line and Bluff Harbour. No buildings or facilities are presently located on the Reserve (March 1999).

(i) **Land Between the Railway Line and State Highway 1:**

This section is predominantly covered in low cut grass showing obvious signs of activity and maintenance. The road boundary is marked with plantings of pines and gorse, which have most probably grown from naturalised seedlings. The railway boundary is heavily vegetated with flax bushes which hide the railway tracks, except at the northern end of the property where there is a gap in the flax row. A lagoon is located at the northern end of the Reserve causing the land at this end to be relatively damp. Large clusters of flax and gorse dominate here, with the sporadic occurrence of manuka.

The southern boundary, bordered by private property, is heavily vegetated with gorse. At this end the ground is comparatively higher, and slopes gradually down towards the lagoon at the north. The elevation of the land makes crossing the railway tracks at the southern end difficult, but access across the tracks can be gained at the northern end where the ground is level with the railway tracks.

(ii) **Coastal, between Bluff Harbour and the Railway Line:**

The coastal portion of the Reserve is vegetated with gorse, flax, manuka, and cabbage trees showing little sign of any recent human intervention. Thus it provides a good contrast to the land west of the railway line. The water table is relatively high, limiting access to the beaches especially at high tide. In most cases the bush is thick and impenetrable, which also hinders access to the surrounding beaches. The natural vegetation is showing good regenerative qualities and the cabbage trees are fine specimens contrasting well against the flat landscape of the harbour and its surroundings.

Flax dominates the vegetation along the shoreline. The beach is rocky and at high tide it is almost non-existent as the water meets with the vegetation along the Reserve's coast. A small peninsular hooks out into the harbour, forming a bay. A number of shipwrecks are located at the mouth of this bay, hence its name, 'Shipwreck Bay'.

2.0 Land Use Considerations

2.1 *Iwi Consultation*

As a culturally significant site, located adjacent to Bluff Harbour, Greenpoint Domain holds strong cultural and traditional significance to local Iwi. It is important that these values are recognised in the management of the Domain. An account of local Iwi's relationship to the area will be appended to this document.

2.2 *Natural Resource Conservation*

The conservation of the coastal portion of Greenpoint Recreation Reserve should be of a high priority in the management of the Reserve. Measures shall be taken to ensure that the natural and physical resources of the Reserve are given maximum protection, in accordance with the resources available.

The preservation of the scenic qualities of the Reserve – e.g., the vistas of the coast and harbour, are important in the maintenance and enhancement of the area.

It is fair to say that Greenpoint Recreation Reserve is significant to local people and visitors. Its recreational and scenic values are recognised assets and should be conserved and protected for the benefit of present and future users. Resources within the Reserve, such as streams, surrounding harbour waters, historical and archaeological remains such as ship wrecks, land, air, open space, vegetation and wildlife, should be maintained and conserved for the enjoyment of all users.

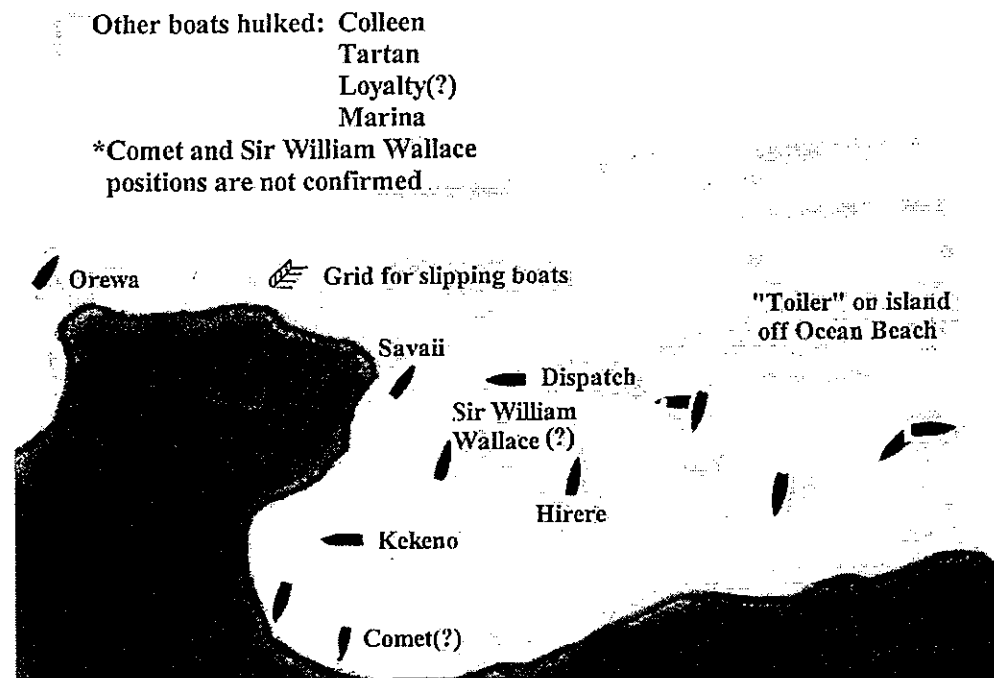
Due to the high value placed on the retention of the natural and physical resources within the reserve, development and use should be controlled and guided at the authority of the Parks Manager. The development of structures and facilities within the Reserve should be kept to a minimum so that the landscape and other resources are not compromised. However, if a development is essential to enhance the experience for users and for the protection of the site, provision should be given. Carparking, picnic areas and toilet facilities are some possible developments, which may be required with increased use of the Reserve.

2.3 *Greenpoint History*

A railway station was once sited to the south of the Reserve near where the present day Greenpoint Yacht Club is located, but the station no longer exists and the passenger train between Bluff and Invercargill no longer runs. Greenpoint Recreation Reserve itself does not have any significant European history, but the waters surrounding the point are rich with the maritime history of Bluff Harbour.

Shipwreck Bay, located immediately to the south of the Greenpoint, is most notable for its historic value, where once proud veterans of the Bluff oyster and fishing fleets have been scuttled, with some ships dating back as early as the 1870's. Redundant ships were driven up onto the mudflats at high tide where they were left to weather away. Many of the wrecks are still visible today and at low tide these hulls can be clearly seen.

Location of ships in Shipwreck Bay:



The following details outline a brief history of some of the ships present in the Bay:

Kekenno

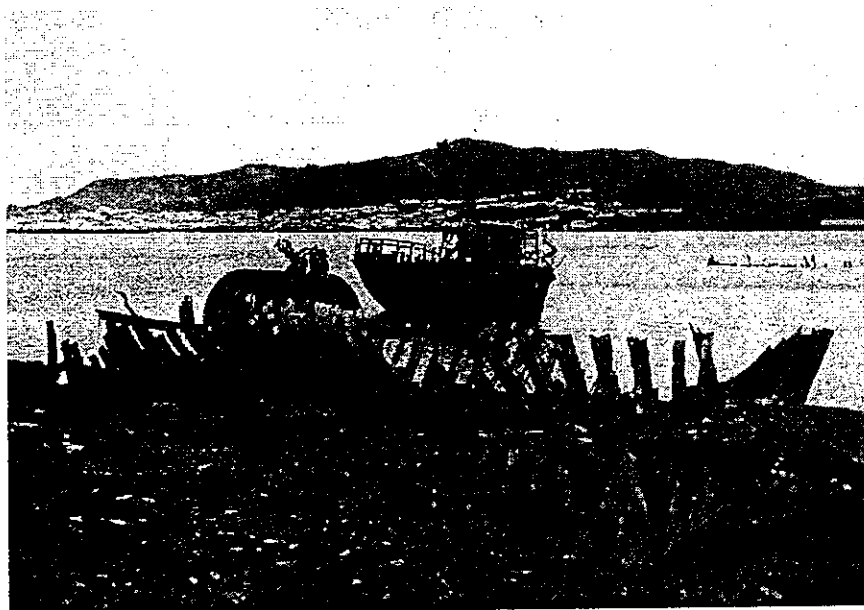
The Kekenno was built in Auckland for the NZ government as a training vessel (fore and rigged schooner). Originally launched as the "Kohimarama", it was later renamed the "Kekenno" (fur seal) when it began service at Bluff in 1882. In 1904 a 6-horsepower steam engine was installed and it ran as a commercial sealing ship until its last voyage around 1947-48. It was beached at Shipwreck Bay in December 1955.

Orewa

The Orewa was built in Auckland in 1898 as a coastal steamer. It was sold to H & N Roderique of Bluff in 1939 and used as a oyster boat. Its retirement date is undocumented.

Dispatch

The Dispatch was a steamer built in Sydney in 1883 and arrived in Bluff in 1889. Used for fishing, and ferrying between Bluff and Stewart Island (1890-92), and oystering the Dispatch was beached at Greenpoint in the late 1940's/early-50's. It may have also had a period with the Bluff Harbour Board.

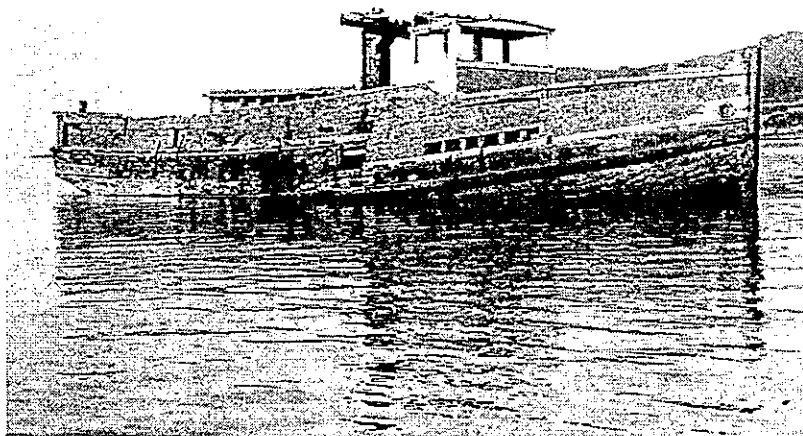


Savaii (front) and Dispatch (background), photo taken August 1946

Loyalty

The Loyalty was built in Sydney although some sources say she was built in the Pacific Islands. She ran as a ferry in Wellington until 1906 when she was sold to the bluff Fish and Oyster Co. Between 1923 and 1925 the Loyalty was owned by a number of people including F C Smith, R A Georgeson, and finally the Pasco Bros.

The Loyalty was accidentally sunk by explosives on 15 September 1925 and was subsequently towed ashore at Greenpoint or the near the western entrance to the old wharf where it was stripped of gear and the hull left to decay.



'Hirere' hulk, photo taken 1977



'Kekeno' (front), 'Hirere' (background)
photo taken 21 August 1976



Savaii, photo taken 20 May 1977



Aerial view of Shipwreck Bay, 1 April 1993



Aerial photo of Shipwreck Bay, March 1993

3.0 Management Objectives

3.1 *General*

To maintain and manage the Reserve in accordance with the Reserve Act 1977.

3.2 *Principal Purpose*

To maintain and enhance the natural character and significance of the Reserve while protecting the area's native flora, fauna and scenery.

3.3 *Educational*

To provide informative and educational material regarding the Reserve's history and significance in relation to Bluff Harbour and local people.

3.4 *Access*

To provide off-road parking and pedestrian access throughout the Reserve to the coast.

3.5 *Consultation*

To work closely with local Iwi and other local people regarding issues of sites and matters of high cultural significance and value.

3.6 *Coastal, between Bluff Harbour and the Railway Line*

To maintain, enhance and protect the indigenous flora and fauna within the site, and to aid and promote revegetation.

3.7 *Land between the Railway line and State Highway 1*

To continue vegetation controls that ensure the retention of the Reserve's vistas to the coast and harbour and provide protection of the coastal portion of the Reserve from adverse human activity that may occur along SH1.

3.8 *Development*

To provide facilities that will enhance the educational experience of the Reserve without compromising its intrinsic values.

4.0 Management Policies

4.1 Access

4.1.1 Vehicle Access

(i) *Policy*

Vehicular access to Greenpoint Recreation Reserve shall be restricted to one entrance off State Highway 1.

Explanation

Transit NZ will grant consent to the development of a car park at the northern end of the Reserve subject to additional four existing crossing places being physically and permanently closed.

(ii) *Policy*

Motor vehicles, other than for maintenance purposes, shall be permitted only to drive into the Reserve at the area which is to be developed as a public car park.

Explanation

Parking areas on Reserve land are to be restricted to the north end of the Reserve adjoining State Highway 1. This will ensure minimum impact on the environment within the Reserve.

4.1.2 Roading

Policy

The proposed entrance and car park shall be maintained to a suitable standard, and no further roads for vehicular access shall be permitted within the Reserve.

Explanation

The designated entrance shall provide adequate access to the area for public parking and maintenance vehicles at current use levels. Any further roading would be detrimental to the character of the Reserve. Should the access way become insufficient through increased public use and maintenance activity however, consent from Transit New Zealand must be sought to open any additional access ways.

4.1.3 *Parking*

(i) *Policy*

To ensure that adequate parking space is provided for in the Reserve and in compliance with Transit New Zealand standards. Parking must not disrupt State Highway traffic.

Explanation

Public use of the Reserve has the potential to create a disturbance to traffic flows along its neighbouring portion of SH1. Adequate parking space and signage that complies with Transit New Zealand standards should keep any disturbance to a minimum. Sufficient room shall be allowed to let cars park and manoeuvre within the car park so all vehicles can enter and exit the site in a forward gear.

(ii) *Policy*

Parking space shall be maintained to a standard which is compatible with the nature of the Reserve, and in a style that does not detract from the Reserve's aesthetic qualities or recreational use.

Explanation

Any parking space should be of a standard that will minimise the impact on the Reserve's scenic qualities as well as maintaining the public's safety and easing patterns of activity.

4.1.4 *Tracks*

(i) *Policy*

Tracks shall be maintained to a standard befitting to their nature and grade, and that is compatible with the management objectives for the Reserve, and which will not be detrimental to the area.

Explanation

The Greenpoint Recreation Reserve walking track is currently undergoing alterations. It is proposed that a loop track and lookout be incorporated into the area to enhance visitors' experience of the Reserve. Hence all walking tracks within the Reserve shall be developed and maintained to a standard appropriate to their nature and grade, and which makes them safe and comfortable to use.

(ii) *Policy*

Public access on foot shall be permitted and encouraged through as much of the Reserve as possible, without

compromising revegetation or habitats of indigenous flora and fauna.

Explanation

The public are entitled access to open space, and should be encouraged into the Reserve with good access off State Highway 1 and tracks that lead to various areas within the Reserve.

(iii) *Policy*

Access to the coastal portion of the Reserve is limited to the north. Here the lie of the land allows good visibility when crossing the railway tracks in both the north and south directions.

Explanation

Due to changes in the lie of the land, access to the coastal portion across the railway line should be restricted to the northern end. At this point visibility of the railway track is good for some distance in both north and south directions. The location of the crossing is dependant on the consent of Tranzrail NZ.

4.2 **Biodiversity**

Policy

To encourage biodiversity of indigenous flora and fauna within the Reserve.

Explanation

As many of New Zealand's indigenous species are fragile and susceptible to change, biodiversity promotes the survival of species as it provides stability within ecosystems and the environment. It is therefore important to enhance biodiversity for the benefit of all indigenous species.

4.3 **Vegetation**

4.3.1 **General**

(i) *Policy*

To conserve and maintain healthy and regenerating indigenous vegetation within the Reserve which have a significant biological and/or scenic value, and which warrant continuing protection.

Explanation

The indigenous and exotic plant species that inhabit the Reserve support a wide and interesting range of fauna which can only exist if the vegetation remains and has sufficient protection. As plant life is also of importance to the condition and maintenance of the soils, it is paramount that existing vegetation is managed in such a way that it will benefit the land and wildlife of the Reserve.

4.3.2 *Revegetation*

(i) *Policy*

To increase the rate of regeneration of native plant species within the Reserve.

Explanation

Natural regeneration of native species is already occurring in the Reserve without any human intervention. Planting more native species and fencing the area to protect seedlings from foot traffic and stray live stock will accelerate this process.

(ii) *Policy*

Any planting within the Reserve shall have regard for the primary purpose of this Recreation Reserve. Only genetically suitable species, which are normally present in the Reserve, shall be planted.

Explanation

To avoid compromising the scenic value and potential of the Reserve, and in compliance with the management objectives of this management plan and Section 17 of the Reserve's Act, it is important that any material chosen for planting in the Reserve be propagated from species growing in, and ingenious to, the Reserve.

(iii) *Policy*

To use plant species that require a low level of maintenance and promote sustainability of water, soil and shelter.

Explanation

The use of native species in the Reserve should require the least amount of maintenance and resources while meeting the functional requirements of the Reserve, such as increasing shelter and soil stability through the planting of suitable shrubs and trees.

4.3.3 *Noxious Plants*

Policy

To control and, where practicable and necessary, eradicate noxious plant species within the Reserve.

Explanation

Certain plants are listed as being noxious weeds under the Biosecurity Act. These plants will be controlled, or eradicated, by hand pulling, grubbing out, spot spraying and/or mechanical means, except where these plants have a beneficial effect on the revegetation of indigenous plant species in the area. In order to promote the revegetation of indigenous plants, it may be necessary for noxious plants to remain in the Reserve if they are acting as a nurse crop for native seedlings and enhancing their growth.

4.4 *Wild and Introduced Animals*

(i) *Policy*

To control the level of wild animals and pests within the Reserve, and where possible and practicable eradicate feral animal pests.

Explanation

Wild animals, of various kinds, cause damage to indigenous flora and fauna. Action should be taken to control and/or eradicate possums, rabbits and other pests.

(ii) *Policy*

To permit domestic dogs within the Reserve, providing they are under control.

Explanation

While domestic dogs are controllable, and are usually not a great problem, problems can arise in picnic areas and along walking tracks if dogs are free to roam. They should be controlled for the safety and enjoyment of other users, and for the well-being of wildlife in the area.

4.5 *Indigenous Fauna*

Policy

To protect, conserve and encourage the presence of all indigenous invertebrates, aquatic life and bird species within the Reserve.

Explanation

Many birds, fish and insects are dependent on the Reserve and its surrounding waters as their habitat. Protecting and conserving Reserve resources should ensure survival for the indigenous fauna populations.

4.6 *Land Use*

4.6.1 *General*

Policy

To retain the coastal portion of the Reserve for recreational use only, and to allow the continuation of maintenance in the Reserve, to the west, between the railway line and SH1 only.

Explanation

The coastal portion exhibits indigenous vegetation, flat terrane and access to the coastal waters of the harbour. This part of the Reserve is to be used for recreational purposes only.

The western portion of the Reserve has continued to be a site for maintenance, which has not caused marked disturbance to the land. Past maintenance has helped to maintain the land and control the invasion of noxious plants. It has also helped to make the Reserve more accessible and appealing to visitors. It should continue to be maintained in its current fashion as this activity benefits and enhances the open space of the area. Any income from maintenance activities will be used for continued maintenance of the Reserve.

4.6.2 *Architectural Control and Advertising*

(i) *Policy*

No buildings shall be permitted within the Reserve except for toilets, shelters and information boards. Provision should also be made for the development of a jetty as proposed in the Greenpoint Development Concept Report (see 5.0 Development).

Explanation

The main purpose of the Reserve is to protect and enhance the vegetation and wildlife within the site, as well as being educational. Passive recreation is favoured over active recreation activities, and therefore structures such as club rooms will not be allowed within the site as they will degrade the quality and the purpose of the Reserve. The provision

for toilets, shelters, information boards and a jetty will enhance the purpose of the Reserve.

(ii) *Policy*

Any proposed structures shall be developed and maintained to a standard that supports and enhances the appearance of the Reserve. Any structure located within the Reserve must be designed in such a way that its appearance complements and is in harmony with the character of the Reserve and its surroundings.

Explanation

It is Council policy to consider carefully the appearance of any structure that is to occupy a Reserve. In order to protect the character of Greenpoint Recreation Reserve structures should be designed and coloured in a fashion that is compatible with, and complementary to, its surroundings.

(iii) *Policy*

Once constructed, all structures shall be maintained to a high standard.

Explanation

Due to the high visibility of the Reserve from the road and the harbour, any structures within the Reserve should be maintained to a high standard.

(iv) *Policy*

To consult with the Southland Regional Council on any proposed structures that may extend into the harbour.

Explanation

The development of a jetty extending from Greenpoint into the Bluff Harbour will require consultation with the Southland Regional Council. The jetty must be structurally sound and presentable.

(v) *Policy*

No form of permanent trade advertising shall be permitted within Greenpoint Recreation Reserve or on any proposed buildings or facilities within the Reserve.

Explanation

Advertising is usually intended to be dominant and conspicuous, and as such has a marked effect on the environment and landscape where it is displayed. There is no place in the landscape of the Reserve for advertising, nor

should the recreational activities associated with the use of the Reserve require the use of advertisements.

(vi) *Policy*

Temporary advertising, intended to alert or inform the public about forthcoming events or attractions on Greenpoint Recreation Reserve may be permitted at the discretion of the Parks Manager.

Explanations

One-day events, carnivals, gala days and similar events may be legitimate uses of the open space at Greenpoint Recreation Reserve. Suitable and temporary on-site advertising may be appropriate for such occasions.

4.6.3 *Sewage Disposal*

(i) *Policy*

At present there is no need for toilets to be provided for within the Reserve. Should public use markedly increase, toilet facilities may need to be provided.

Explanation

Provision for the construction of toilet facilities is given in the event that public use and activity should increase to a level that requires such facilities. It is important that public health standards, and the quality of the surrounding land and near by waters, are maintained.

(ii) *Policy*

Sewage shall be disposed of in such a way that it will not be a health hazard nor effect the quality of near by waters.

Explanation

Should the need arise for toilet facilities to be constructed within the Reserve, it is necessary for sewage disposal to be pollution-free. This should ensure that high public health standards, and water quality in the surrounding area, are maintained.

(iii) *Policy*

Before toilet facilities are installed, a plan showing their siting and method of disposal shall be prepared and submitted to the relevant authority for approval.

Explanation

Ground water levels can cause problems with effluent disposal. Therefore it is necessary to ensure that effluence cannot make its way into waters in the Reserve.

4.6.4 *Boundaries and Fencing*

Policy

Fences and fencing maintenance, to a stock-proof standard, shall be retained along the boundaries of adjoining properties.

Explanation

When required, fences shall be repaired or replaced, with the assistance of adjoining neighbours. Their maintenance is important in safeguarding land, vegetation and the public from the potential hazard of stray stock.

4.6.5 *Camping*

Policy

To prohibit camping in Greenpoint Recreation Reserve except in such cases where permission is granted by the Parks Manager.

Explanation

As there is no shortage of camping facilities within the Bluff/Invercargill area there is no necessity to permit casual camping in any areas within the Greenpoint Recreation Reserve. Further to this, there are problems associated with casual camping such as hygiene and fire risk which are not compatible with the management objectives of the Reserve.

4.6.6 *Picnic Areas*

Policy

Provision for picnic areas is seen as acceptable and where necessary should be provided for in the Reserve.

Explanation

It may be necessary for a formal picnic area to be sited within the Reserve as use increases. Formal and informal picnic areas recognised within the Reserve should be maintained to a standard that will encourage their use and make them attractive to people.

4.6.7 *Public Facilities and Interpretation*

(i) *Policy*

To provide suitable and well-designed interpretive information displays.

Explanation

In order to enhance and stimulate public awareness of the Reserve and its management objectives, good interpretive material is necessary. Interpretation can include informative, directional and locality signs, as well as printed information such as pamphlets and booklets.

(ii) *Policy*

To provide appropriate facilities that complement the main purpose of the Reserve and to site them in practical locations. Any facilities shall be established in accordance with the management objectives of the Reserve.

Explanation

Where it is seen to be necessary by the Parks Manager, facilities such as picnic tables, seats and walkways should be provided for the public. If public use should necessitate further facilities, full consideration must be given to their location, scale and likely impact on the surroundings.

4.6.8 *Recreation*

(i) *Policy*

To allow recreational use of the Reserve at a level that does not compromise the character of the area, nor the management objectives.

Explanation

Public use of the area is to be encouraged, but only to an extent which will not significantly disturb wildlife or damage and degrade habitats.

In the assessment of possible recreational activity there are risks to be considered. Primarily they include the risk of fire, disruption to traffic, safety issues, impact on flora and fauna, and how the activity will impact on other users. All possible risks involved with activities should be assessed to avoid adverse effects on the Reserve.

(ii) *Policy*

To prohibit those recreational activities which are not in harmony with the management objectives of the Reserve, and which would compromise the Reserve's natural qualities or lessen the opportunities for other users to enjoy the qualities of the Reserve.

Explanation

Activity deemed to be inappropriate by the Parks Manager will not be permitted. The natural and recreational values of the Reserve could be lost if inappropriate development and activity were to be permitted.

(iii) *Policy*

To restrict organised or group activities which by their nature require constructed facilities and considerable modification of the landscape of the Reserve.

Explanation

The objective of revegetating the Reserve is to increase the Reserve's natural and ecological values. Any intrusion of organised sport and recreational activities into the zones where revegetation is taking place would markedly diminish revegetation potential.

4.6.9 *Leases*

Policy

To allow the continuation of current leasing practices of the land adjacent to State Highway 1, provided that the activity carried out on leased land does not compromise management objectives and policies. The coastal portion of the Reserve is not to be leased.

Explanation

The area of the Reserve adjacent to SH1 is currently leased. Activities carried out on this land have minimal impact on native revegetation while controlling the growth of exotic species.

Leasing of the coastal portion of the Reserve should not be permitted as it will compromise the management objectives and policies of this Management Plan.

4.7 *Regulatory Control*

4.7.1 *Fire Control*

(i) *Policy*

To ensure the protection of vegetation, people, structures, amenities and other property from damage by fire, the implementation of fire control measures based on Forest and Rural Fires Regulations and the Council's Fire Plan for the area should be executed.

Explanation

Greenpoint Recreation Reserve is part of the Invercargill Reserves Rural Fire District, and as such is governed by the Forest and Rural Fires Act and its regulations. Therefore the Council is obligated to take all statutory measures to ensure that fires do not occur in the Reserve.

(ii) *Policy*

To prohibit open air fires within the Reserve except as may be permitted as under the Forest and Rural Fires regulations for the disposal of noxious vegetation or similar rubbish.

Explanation

The increase of public use of Reserves heightens the risk of fires occurring, particularly when weather conditions become dry. Fire control and the issuing of fire permits is the responsibility of the Parks Division.

4.7.2 *Litter Control*

(i) *Policy*

To keep the Reserve free of litter and, as far as practicable, to encourage visitors to remove their own litter.

Explanation

Litter, in its various forms, is not only unsightly but is also potentially dangerous to members of the public who use the area, and can be hazardous to the indigenous fauna that lives in the vicinity of the Reserve. The removal of all litter is to be encouraged.

(ii) *Policy*

It is required that any recreational organisations using the Reserve be responsible for keeping their areas free of litter and removing their litter from the Reserve.

Explanation

Organisations which use public space generally have a high public profile. In using reserves, they have a responsibility of ensuring that their areas are tidily maintained. In the interests of good environmental management, the disposal of litter on-site will not be permitted.

4.8 History and Archaeology

(i) *Policy*

To protect, in accordance with the requirements of the Historic Places Act 1993 or any subsequent legislation, all known historical and archaeological sites within the Reserve from degradation. The educational and historical values of the Reserve shall be encouraged to be utilised for the benefit of the community without causing them harm.

Explanation

Greenpoint Recreation Reserve is an area of land, significant to both local Iwi and local European history, and to present day users. The land and its surrounds shall be managed in such a way that its current state and historical assets are not disrupted by development, and that encourages the public to utilise the resources available for educational purposes.

The shipwrecks present in Shipwreck Bay are a feature unique to Greenpoint. Among the resources that feature, they are a valuable educational and historical resource that should be utilised. On-site information boards, and a jetty from which to view wrecks, would enhance awareness of such relics.

(ii) *Policy*

To consult with local Iwi, local people and user groups regarding any proposed development within the Reserve.

Explanation

As Greenpoint is a significant historical site for local Iwi, local people and user groups it is important involve interested parties in any proposed development.

4.9 Mining and Exploration

Policy

To object to any application for mining privileges within the Reserve unless it can be clearly demonstrated that any ensuing activity will cause minimal damage or disturbance to the Reserve.

Explanation

While knowledge of the mineral resources of the Reserve is minimal, the indications are that there are probably no minerals of economic value. Although the likelihood of mining activities cannot be assessed at present, it must be stated that major mining activities are incompatible with the values of the Reserve and are contrary to the present day concepts of conservation.

4.10 Reserve Waters

(i) *Policy*

To maintain all necessary liaison with the Department of Conservation, the Southland Regional Council and any other relevant organisation with matters relating to the marine and foreshore areas.

Explanation

It is important to liaise with relevant parties connected to the management of marine and foreshore areas to ensure good management of the surrounding ecosystems.

(ii) *Policy*

To manage the inland waters of the Reserve for the benefit of wildlife and the wider environment.

Explanation

The waters surrounding and within the Reserve are very important wildlife habitats and management should aim not only to maintain them, but also to enhance their quality.

5.0 Development

Any future development at Greenpoint Recreation Reserve shall only be to an extent which is compatible with the overall management objectives and policies as embodied within this management plan.

It is proposed that a car park and turning area be developed at the northern end of the Reserve with tracks extending out from this point. Tracks are proposed throughout the reserve linking the car park with the harbour shore and areas of native vegetation. It has been proposed that a picnic area and information board be sited near the harbour's shore. Possible future development could involve the construction of a jetty or viewing platform which would extend out from the point, enabling users to view of the harbour and the ship wrecks in 'Shipwreck Bay' south of the point.

For further information regarding future development see attached *Landscape Development Concept*.

6.0 Administration

The Parks Division Manager shall be responsible for the administration of Greenpoint Recreation Reserve.

7.0 Classification

Greenpoint Reserve is classified as a reserve for recreational purposes subject to the Reserve Act 1977 (by gazette 1981, page 2335 GN 075036.1).

8.0 Plan Amendment and Review

Any changes or amendment not involving a comprehensive review of the management plan may be made by adopting the procedures specified in Section 41 (6) (a) of the Reserve Act 1977, and Section 29 of the Reserve Amendment Act 1979.

Plan Review

This plan shall be kept under continuous review as laid down in Section 41 (4) of the Reserve Act. This plan will operate for a period of ten years at the end of which time it shall be completely reviewed.

As laid down in Section 41 (4) of the Reserve Act, it shall be kept under continuous review, with a general review at the end of the first five years. This review will be made available for public comment.

Green

Point

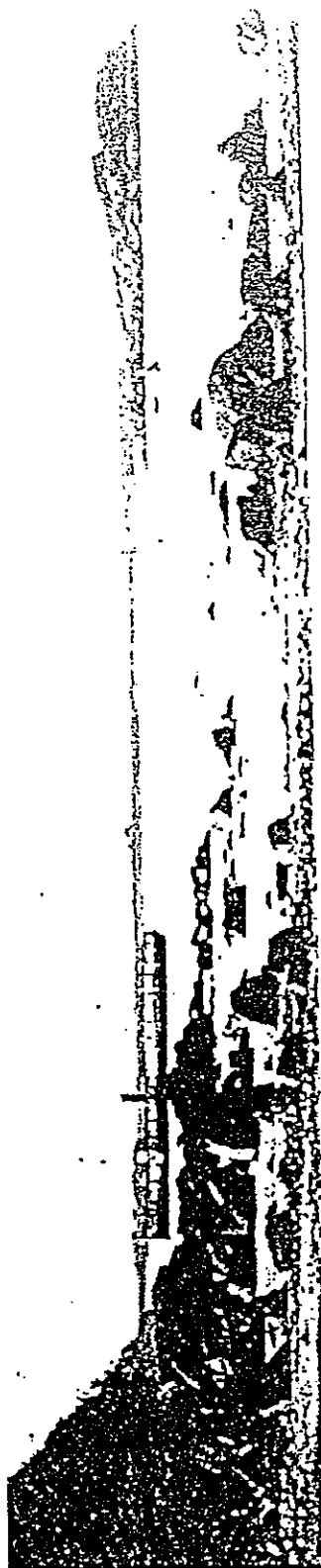
Domain

Landscape Development Concept Report



Corson Associates
Landscape Architects & Resource Planners
PO Box 1117 DOWLING Twp, PA 17034

To be read in conjunction with the associated plan
Prepared September 1996
for Invercargill City Council, Parks Division



GREEN POINT DOMAIN
LANDSCAPE DEVELOPMENT CONCEPT

Site Description

Green Point Domain is located a few kilometers north of Bluff between State Highway One and the coast. It is surrounded by highway, coastline and a property to the south used for grazing stock.

In total, it covers 13 hectares which slope gently down to the east from the main highway to the coast. There are panoramic views from the highway over the site and across Bluff Harbour, and Tikore Island.

The main trunk railway runs from north to south through the center of Green Point Domain in an alignment roughly parallel with the State Highway. For much of its passage through the Domain the railway is set within a cutting and forms a substantial barrier between the coastal strip and the open pasture adjacent to State Highway One. The best location for crossing the railway is at the north of the site where there is good visibility and the railway is at the same level as adjoining land.

The character of the land above the railway is quite distinct from that below and adjacent to the coast.

The land between the railway and the coast is diverse with many significant points of interest. It has substantial areas of manuka, flax, mingimingi and other native vegetation; further regeneration could occur with appropriate management. The coastal edge has distinctive rocky character and several shipwrecks at the Point are of particular historic interest.

The grazed paddocks adjacent to the highway are bare of woody vegetation of any significance apart from a group of macrocarpas by the existing entrance and lagoon. Apart from providing views and open space the paddocks have no distinctive landscape values.

The existing entrance is the only feasible access from the highway; other locations have poor visibility to oncoming traffic.

Entrance and Carpark

Signage and planting are proposed to signal the entrance to the Domain from the Highway. In time the macrocarpas could be phased out as they are replaced by proposed planting of New Zealand natives.

An entrance shelter structure, with signs and information, is proposed to be located at the end of the car park to lead visitors to the walkway.

Lagoon

It is recommended to remove the fence through the lagoon and re-contour and align the engineered edges to create a more natural character. Wetland species could be planted around the edges of the lagoon.

Railway Causeway and Coast Line Reconstruction

If, in time, the walkway is to continue to the north along the coast, it would be desirable to naturalise the railway embankment slopes to a more gentle contour and to provide space for planting on either side of the path.

The approach to the coast from the railway crossing is marred by the abruptness of the railway embankment from the waters edge and an exposed service pipe running across the sand. It would be desirable at this point to recreate the beach with rocks and planting to cover the service pipe and integrate the railway embankment more effectively.

Regeneration of native plant cover

It is recommended to keep the Domain between the railway line and the coast free of stock and to encourage revegetation of locally indigenous plant species by planting container grown material, laying manuka slash and managing weed growth.

Green Point Picnic Area

This is the focal point of the reserve and it is proposed to maintain an existing open space as a picnic and rest area. Information boards would be erected to interpret the surrounding features within Bluff Harbor and to Tikore Island. The maritime history of the area would be described and the ship wrecks identified.

Some time in the future, if visitor interest warrants, and finances allow, a jetty extending out into the deep water channel could be constructed. This would be provide access to the deep water channel for fishing and would allow the mooring of boats. The jetty could have an observation tower part way along its length to provide enhanced viewing especially of shipwrecks in the bay.

Paddock Development

The paddocks above the railway track provide an important foreground to the reserve and coastal views from the highway. Planting is recommended to enhance these views and to provide more of a setting for a walking track. The paddocks could either be maintained with some grazing or harvested for hay. Some seating and feature planting is recommended to provide further interest for the visitor. This proposed loop in the walkway provides an attractive and pleasant alternative to the walkway along the coast and in the regenerating bush.



POSSIBLE FUTURE GREEN
POINT JETTY DEVELOPMENT

LEGEND	Se	Si	Ap	Ex	Pro	Pro
	Se	Si	Ap	Ex	Pro	Pro
Se	Se	Si	Ap	Ex	Pro	Pro
Si	Se	Si	Ap	Ex	Pro	Pro
Ap	Se	Si	Ap	Ex	Pro	Pro
Ex	Se	Si	Ap	Ex	Pro	Pro
Pro	Se	Si	Ap	Ex	Pro	Pro
Pro	Se	Si	Ap	Ex	Pro	Pro

NOTES

1. All structures: signage, entrance feature, board walls, seating, bridges, rubbish bins, etc. to be constructed to an approved standard. Style of these structures should be coordinated and suited to the natural coastal setting.

2. Plans to be read in association with the analysis to which all figure numbers refer to.

LANDSCAPE DEVELOPMENT CONCEPT

GREEN POINT DOMAIN

Prepared September 1998 for the Arcata City Council, Parks Division
by Connor Associates + Longview Architects - Consulting

Common Associates

Scale 1:2500 @ 1'

A CROSS SECTION THRU'

© ENVIRONMENTAL STRUCTURE

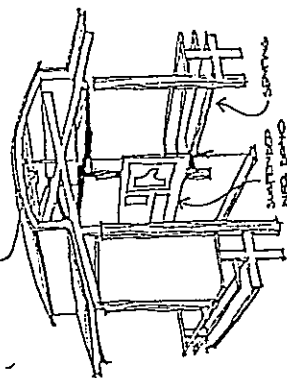




Figure 1 View of Proposed Entrance From State Highway 1

- ✦ Planting in this area is to consist of flax's with some cabbage trees at the road edge to emphasise the entrance.
- ✦ The layout is to focus on the shelter structure which will include signage and sealing with information boards as shown in Detail B.

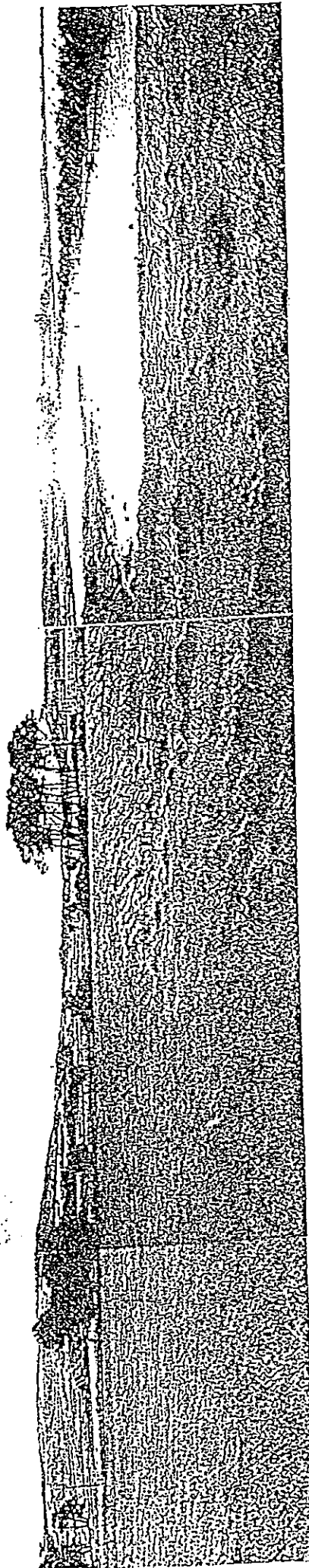


Figure 2 View of Lagoon and Railway Causeway

- ✦ The fence that runs through the lagoon is to be removed and the artificial edge of the causeway to be 'softened' so as to appear more natural as shown in Detail A.
- ✦ The edges of the lagoon are to be planted with wetland species.

Figure 3 View of Shoreline on East Side of Railway Embankment

* The service pipe visible at this point is to be covered with fill in an extension of the shoreline. The beach is to be recreated and planted to create a more natural appearance.



Figure 4 View of Coastal Walk Approaching Green Point from the North

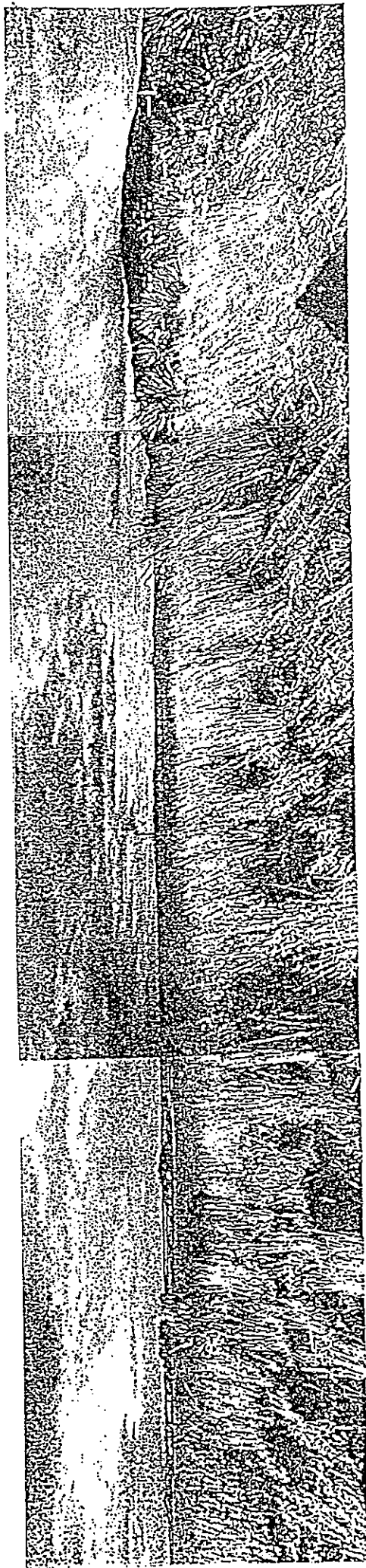


Figure 5 View East from Green Point

- ☛ The emphasis of the entire development will be focused on this area. Development is to consist of a picnic table, seating, and information boards describing the local features and shipwrecks.
- ☛ The area will contain some planning to provide a comfortable microclimate within the space.
- ☛ A jetty is also suggested for this location as a possible future development which could perform several functions as shown in Detail C.

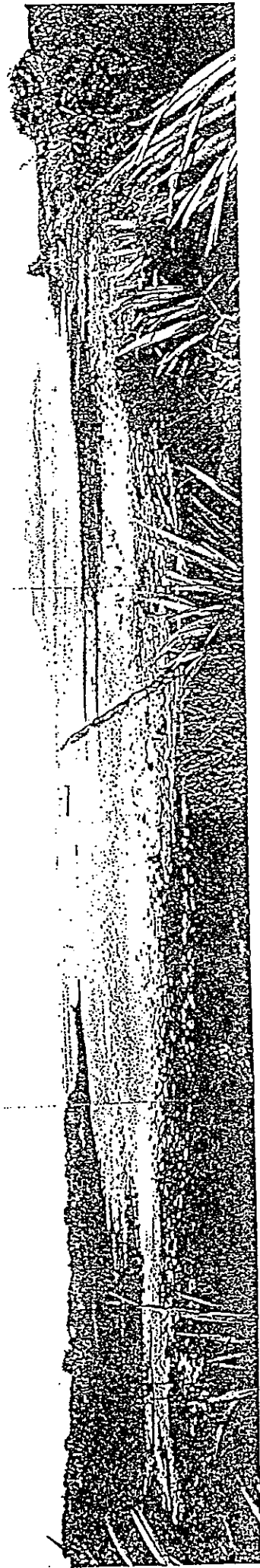


Figure 6 View of 'Shipwreck Bay' at Low Tide



Figure 7 View of Domain Between Railway and Shoreline

- ✱ The major part of this area is to be revegetated with locally indigenous species.
- ✱ Any grazing stock is to be removed and a weed management programme implemented.

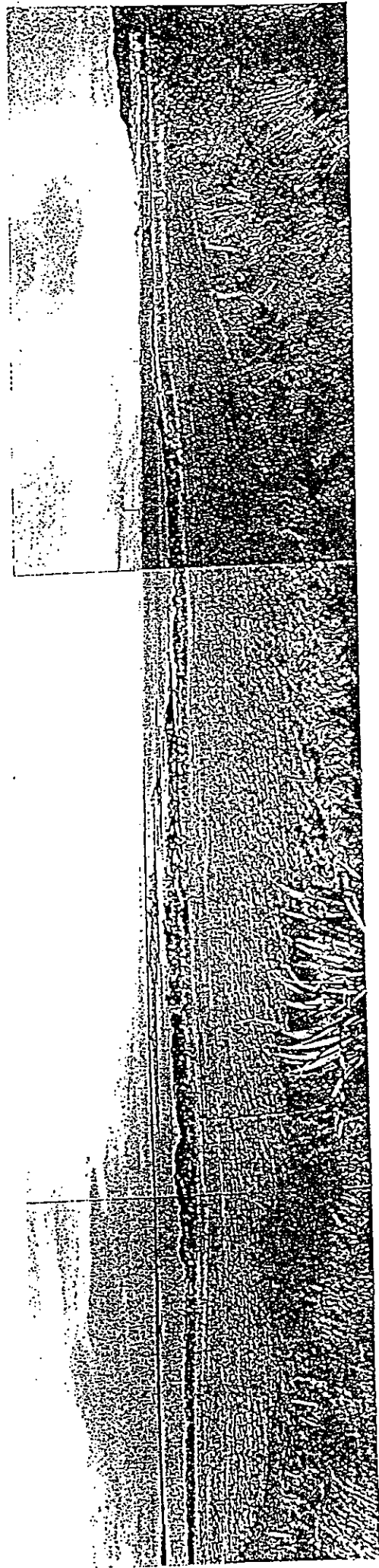


Figure 8 View of Entire Site from State Highway 1

- ✱ The railway track and road boundary are to contain scattered planting along their edges to better integrate them into their setting.
- ✱ The planting is to be selected and located to maintain views from State Highway 1.