



**Date:** 10 April 2024

**To:** Wendy Walker  
Chief Executive  
Porirua City Council  
P O Box 50218  
**PORIRUA**  
**Delivered by email: [wendy.walker@porirucity.govt.nz](mailto:wendy.walker@porirucity.govt.nz)**

**From:** Te Awa-o-Porirua Catchment and Community Trust and  
The Guardians of Pāuatahanui Inlet  
**Email:** [phacctsec@gmail.com](mailto:phacctsec@gmail.com) and [pauainlet@gmail.com](mailto:pauainlet@gmail.com)  
**Contacts:** Michael Player and Lindsay Gow

### **Submission: Camborne Walkway Carpark Renewal**

Kia Ora Wendy,

Te Awarua o Porirua Catchments and Community Trust (PHACCT) and the Guardians of Pāuatahanui Inlet (GOPI) have a significant interest in maintaining and improving the environmental health and wellbeing of Pāuatahanui Inlet. We are writing to express our interest in, and to advocate for, a complete upgrade and renewal of the carpark at the Grays Road end of the Camborne Walkway. We would like to begin a conversation with council officers to explore the matters raised in this letter.

#### **The Problem(s)**

The Camborne walkway is a very popular walking track heavily used by walkers, runners, families and for dog walking. It is flat and offers quality scenery and vistas and has carparking facilities at Grays Road and Mana (Dolly Varden). The desire to use the Camborne Walkway and continue on to Te Ara Piko has increased walking and cycling traffic across the car park area. Parking for Te Ara Piko has become more difficult in Pāuatahanui Village with the cinema carpark often full, and the loss of car parks at the intersection of Grays and Paekakariki Hill Roads.

The Grays Road Camborne carpark area is the site of a club house and jetty for the Wellington Jet Ski Sports Club. Its consent for use ends in 2029.

#### ***Boat launching***

There is an informal boat-launching site with no obvious limitations on vehicle use. It is common to see vehicles parked on the foreshore and wheel tracks on the seabed are very pronounced and long-lasting. Greater Wellington Regional Council (GWRC) is responsible for the boat launching area which stretches across the entirety of the foreshore. Visits by

regional council officers and monitoring of boat and vehicle use by the harbourmaster is sporadic.

We believe that there is a need to clarify the relationships and boundaries between ramp and adjacent beach access for water users. Since the sign adjacent to the boat ramp was installed several years ago, it has been confusing because the arrow points generally and there is no opposite marker sign as there is with water ski lanes. The use of letters "PWC" is also confusing to the public – it could mean "powered watercraft or personal (unpowered) watercraft (as per last map image page 11 below). Hence, does the sign "PWC/Jet Ski" exclusivity mean jet skis and personal watercraft only rather than other craft?

Porirua City Council (PCC) is responsible for the landward edge of the foreshore. It does not list it as a boat launching area on its list of available public and private ramps nor does the council promote it on their webpage as a beach to visit. It mentions the 'Water Sports' and Wellington Jet Sports Club on its website.

### ***Name***

The location does not have a suitable name. It seems to be identified by the jet ski area.

### ***Carpark infrastructure***

The carpark area may have been a construction site when Grays Road was realigned (in the 1960/70s) and left in an informal state for informal public use.

The carpark is unsealed, rough and with informal boundary markers. When raining, water flows down Grays Road (from a very considerable distance) and directly into the harbour. There is no filtration of contaminants, shingle or other debris. In fact, a low bitumen barrier at the entrance to the carpark channels runoff into the harbour.

### ***Conflicting use***

Because of its "isolation" the carpark is the site of anti-social behaviours with recent activities including crime, car and rubbish dumping. It is potentially unsafe in the early morning.

There is an evident public problem arising from people picnicking, paddling amongst boats launching and trailers reversing, coupled often with crowded and uncontrolled parking including roadside parking on busy days in the summer.

This is exacerbated by including the area in the Camborne/Te Ara Piko walkway with the concrete path emerging at the legal edge of the boat launching area.

### ***Riparian planting***

It is quite apparent that the foreshore is changing with erosion of the 'beach area' and recent plantings have been ravaged by the easterly wave actions and have failed as a result.

### ***Complexities***

Our research, albeit not comprehensive and authoritative, shows that the carpark area is a mix of land of unrelated legal status. There is a mix of freehold property, legal road, esplanade reserve, local purpose reserve and coastal marine (foreshore) area.

The area appears to be managed informally by PCC and in a unified way which does not reflect the underlying status of the land.

The images below are from the current PCC GIS map of the area. It shows that the legal processes needed to create a new road and vest it in the PCC were not completed and that

the "road" is freehold and part of title of the James Gray Farm at 93 Grays Road. The old legal road line is still apparent.

The New Zealand Walking Access Mapping System (WAMS) more clearly shows the mix of land status including the esplanade reserve which is not so apparent on the council's maps.

The primary purpose of an esplanade reserve is for conservation and environmental protection with public use and enjoyment permitted if it doesn't compromise the primary purpose. There does not appear to be a management plan for any of the reserves which appears to be contrary to the council's own reserve management policies.

The area of scrub between the old and current roads is called Jim Gray Reserve or James Gray Reserve.

It is unclear which council (GWRC or PCC) is actually managing which activity nor is there any clear delineation between their respective areas of jurisdiction, for example, mixing public access to the water for paddling and vehicle and boat use; the jet ski building is in the coastal marine area while the access ramp is on esplanade reserve.

## **Opportunity**

We believe it is timely to begin a process to better manage this important asset, for example, the carpark requires water and debris management, sealing, landscaping (including shade planting for users and picnickers, decent foreshore planting and revegetation of the outlet to filter water from the stream flowing from Camborne and potentially removal of the jet ski club when its consent expires.

We would welcome the opportunity to meet with council officers to explore the matters raised in this letter. We appreciate that some matters are the responsibility of GWRC which will need to be a party to an integrated management process. Nevertheless, we see PCC as the main driver hence our initial approach is being made to you.

Your advice would be warmly welcomed. I can be contacted at [phacctsec@gmail.com](mailto:phacctsec@gmail.com) and 027 224 8181.

Yours sincerely,



Michael Player

on behalf of Te Awarua o Porirua Catchments and Community Trust and the Guardians of Pāutahanui Inlet.





The top image is from 1995. One can see a clear outline of where the old road swoops around the hillock between the current road route and the old route. It came out on the northern side where the car is where the overlays meet in the top left corner



This is dated 1942 and shows the old route of the road. Note the two boat sheds on the foreshore , the piles of one are now barely visible and the other is either gone or is submerged.

1. The photographs below were taken January 2023. The GWRC sign reserving the area for powered watercraft (PWC) still exists.
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The PCC 'amenities map' on its website does not show Te Ara Piko as a yellow dotted walkway. Neither does the Camborne walkway show which parts of it are on-leash and which are off-leash for dogs.



### Grays Road, Pauatahanui Inlet

All that area to the south-west of the launching ramp extending south-west towards Camborne as indicated, bounded by parallel lines approximately 500 metres apart, and extending in a south-easterly direction 200 metres from the edge of the water.

