

Notice is hereby given that an ordinary meeting of the Horowhenua District Council will be held on:

**Date:** Wednesday 20 March 2024  
**Time:** 1:00 pm  
**Meeting Room:** Council Chambers  
**Venue:** 126-148 Oxford St  
Levin

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## **Council**

# **OPEN LATE AGENDA**

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### **MEMBERSHIP**

**Mayor**  
**Deputy Mayor**  
**Councillors**

His Worship The Mayor Bernie Wanden  
Councillor David Allan  
Councillor Mike Barker  
Councillor Rogan Boyle  
Councillor Ross Brannigan  
Councillor Clint Grimstone  
Councillor Nina Hori Te Pa  
Councillor Sam Jennings  
Councillor Paul Olsen  
Councillor Jonathan Procter  
Councillor Justin Tamihana  
Councillor Piri-Hira Tukapua  
Councillor Alan Young

Contact Telephone: 06 366 0999  
Postal Address: Private Bag 4002, Levin 5540  
Email: [enquiries@horowhenua.govt.nz](mailto:enquiries@horowhenua.govt.nz)  
Website: [www.horowhenua.govt.nz](http://www.horowhenua.govt.nz)

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**Full Agendas are also available to be collected from:**  
**Horowhenua District Council Service Centre, 126 Oxford Street, Levin**  
**Te Awahou Nieuwe Stroom, Foxton,**  
**Shannon Service Centre/Library, Plimmer Terrace, Shannon**  
**and Te Takeretanga o Kura-hau-pō, Bath Street, Levin**

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**Note:** The reports contained within this agenda are for consideration and should not be construed as Council policy unless and until adopted. Should Members require further information relating to any reports, please contact the Chief Executive Officer or the Chairperson.





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File No.: 24/114

## 7.3 Waikawa Beach Vehicle Access-way

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### 1. Purpose

- 1.1 The purpose of this report is to update the Council on the outcomes of the recent community consultation regarding the provision of vehicle access to Waikawa Beach. The findings are intended to facilitate informed decision-making by elected members, taking into account the sentiments of the private land owners and the community and regarding this matter.

**This report directly aligns with one of Council's top 10 priorities "Get the basics right and support the customer focussed delivery of core services".**

### 2. Executive Summary

- 2.1 This report investigates options relating to the longstanding issue of vehicular access to Waikawa Beach, which has been historically limited to a single point on privately owned land. Recent challenges, such as erosion and weather-related events, have underscored the need for a sustainable, long term solution. Through extensive community engagement, significant division within the community has emerged, with conflicting viewpoints on the importance of continued vehicle access versus environmental preservation and safety concerns.
- 2.2 One notable proposal involves a community funding offer of up to NZD \$300,000 to fully fund Option 1, including environmental measures and maintenance for 15 years. While a majority of community survey respondents support reinstating vehicle access, concerns and preferences vary widely.
- 2.3 The report attempts to emphasise the importance of balancing community interests, environmental protection, financial considerations, and arguably one of the most important aspects in balancing the mana and respect of the landowners in navigating this complex challenge.

### 3. Recommendation

- 3.1 That Report 24/114 Waikawa Beach Vehicle Access-way be received.
- 3.2 That this matter or decision is recognised as significant in terms of S76 of the Local Government Act.
- 3.3 That Council does not facilitate vehicle access to Waikawa Beach. However, continues to support pedestrian access through established pathways on publicly owned land. OR
- 3.4 That Council pauses the current process and re-assesses options to provide beach access on Waikawa beach at an alternate site. OR
- 3.5 That Council pauses the current process and lays it on the table to resume at a future date

### 4. Background / Previous Council Decisions

- 4.1 Historically, vehicular access to Waikawa Beach has been limited to a single point on privately owned land extending from the mouth of the Waikawa River, located at the end of Manga Pirau Street. This access has been graciously provided to the community by the

landowner as a gesture of goodwill, there are no formal agreements in place with Council or the community in relation to providing this access.

- 4.2 In recent years, maintaining the existing vehicle access off Manga Pirau Street has become increasingly challenging due to bank erosion from the adjacent Waikawa Stream and more frequent weather-related events.
- 4.3 The shifting course of the Waikawa Stream, influenced by wind and high tides, has led to erosion beneath the vehicular access point. Consequently, there have been instances where local residents were unable to access the beach with their vehicles.
- 4.4 Management of this issue was previously undertaken by Horizons Regional Council, primarily through stream "cuts" to redirect the channel towards the sea. The most recent cut was in June 2018 to address track wash-out. However, it is important to note that the consent for these remedial actions expired in 2020.
- 4.5 In November 2021, a petition with 158 signatures was submitted to Council, urging the establishment of a sustainable vehicular and equestrian access to Waikawa Beach, using council-owned land at Reay MacKay Drive. The petition was presented to the Council on 01 December 2021.
- 4.6 During the 2021/41 Long term Plan, Council provided budget for officers to identify and evaluate the potential options to provide a long term beach access (suitable for 4wd vehicles, ATV's and tractors) at Waikawa Beach, and undertake a community engagement process to gather feedback on the options.
- 4.7 Council officers, in collaboration with external planning and environmental consultants Boffa Miskell, assessed various options for potential vehicular beach access at Waikawa Beach and presented five options to take forward for wider community consultation to Council at its meeting on 11 October 2023.



**Location 1** – Waikawa Stream Pedestrian Bridge. High cost, consenting risk, potential land ownership issues, high maintenance.

**Location 2** – Manga Pirau North. High erosion risk, costly engineering needed, potential opposition from residents.

**Location 3** – Existing access Manga Pirau Access. Lowest environmental impact, ongoing maintenance costs, community education needed.

**Location 4** – Via 10 Reay Mackay Grove. High maintenance due to complex access over dunes, ecological risks, strong opposition from Reay Mackay Grove residents.

**Location 5** – Via 60 Reay Mackay Grove High construction costs, narrow access, safety challenges, strong opposition from Reay MacKay Grove residents.

- 4.8 The preliminary investigations outlined complex considerations, encompassing financial, geomorphological, environmental, and consenting challenges. Council elected to go out the community with three options for consideration. The three options that were taken forward for Community Consultation were:
- Option 1** Use the current access located at the end of Manga Pirau Street. Establish a lease agreement between Council and the landowners, and provision of maintenance without application for river training.
- Option 2** Use the current access located at the end of Manga Pirau Street. Establish a lease agreement between Council and the landowners, and provision of maintenance with application for river training.
- Option 3** Council will not facilitate vehicle access to Waikawa Beach. However, it will continue to support pedestrian access through established pathways on publicly owned land.
- 4.9 Officers finalised the consultation and engagement material, which were then distributed to the community on 20 December 2023. The consultation period remained open until 20 February 2024. Council interacted with the community through a range of mechanisms, including: Lets Kōrero (website), Letter drop to residents, Social Media Platforms, Community Connection, Community Groups and progressive associations and public meetings.
- 4.10 A total of 446 submissions were received and have been analysed for discussion. Numerous themes emerged during the consultation period, which will be explored later in this report. The raw submission data has been provided to the Council in confidence ahead of this meeting.

## 5. Discussion

- 5.1 It is clear that the issue of vehicle access at Waikawa Beach has caused significant tension within the community. Following the closure of the beach access last year, Council has received reports indicating a divided community, with some residents supporting the provision of access and others opposing it and this has flowed through in the submissions with many reporting that this topic has caused a deep sense of frustration and discord among residents. Finding a solution that addresses the concerns of both sides while preserving the integrity of the beach and ensuring public safety will not only be challenging but crucial for fostering unity and harmony within the community.

### Landowner perspective

- 5.2 Historically, access to Waikawa Beach has been facilitated by private landowners who have generously provided access to the community without seeking recognition or any financial gain.
- 5.3 Officers have been working closely with the landowners in trying to negotiate a lease agreement. It is essential to note that the landowners do not see providing access over their land as a permanent arrangement, as they have other aspirations for their family land and any access would be granted on a short term basis. What is critical in whatever decision is made regarding beach access is that the mana and interests of the whānau are protected and that they are not unfairly subject to criticism from the community as a result of decisions made by Council.
- 5.4 Council Officers will continue working with the private landowners to maintain their rights over their land, in a capacity that supports their ambitions as they have graciously provided



this service to the community. However, this means Options 1 and 2 are no longer viable at this stage.

### General Commentary

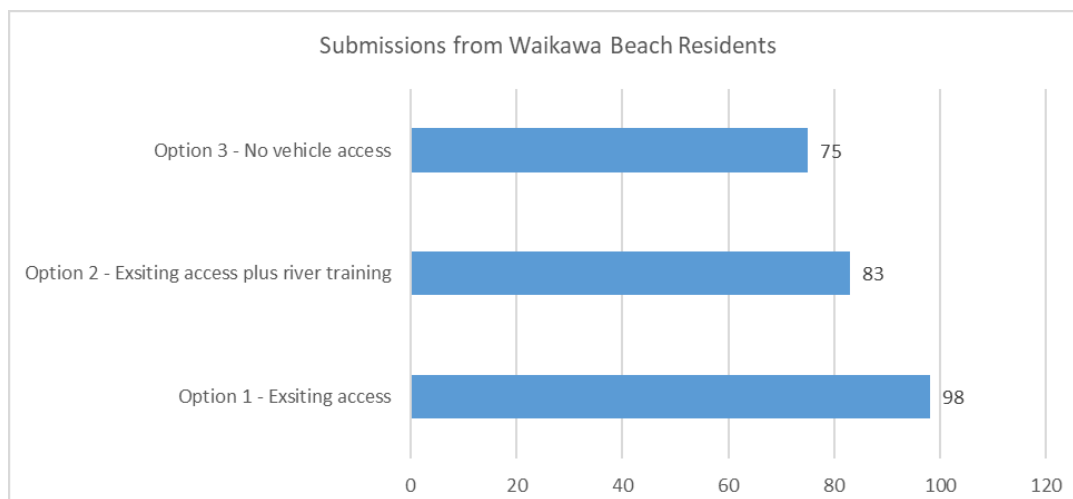
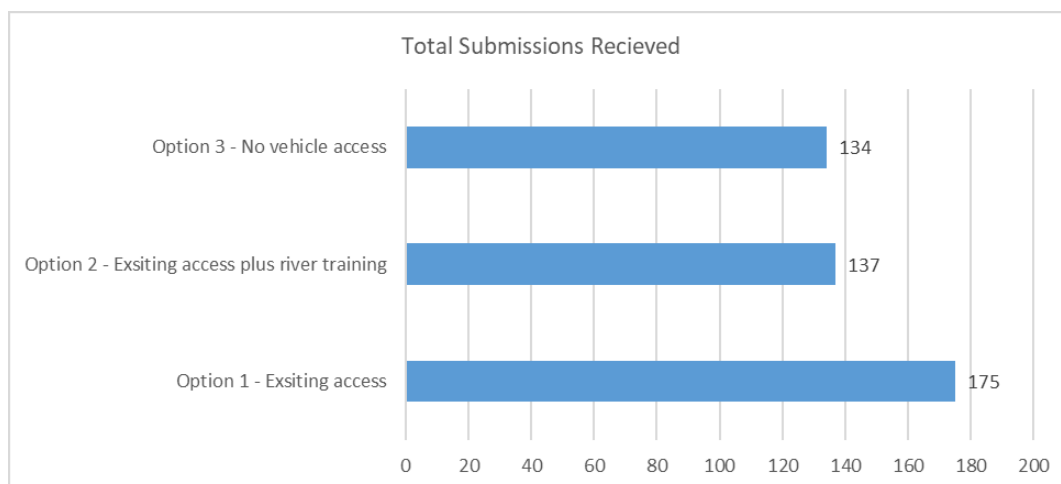
- 5.5 Concerningly, there have been reports of community members creating their own paths through sensitive ecological areas to reach the beach, driven over and damaged private land, as well as reports of a sense of fear among some residents about expressing their opinions due to welfare and safety concerns. Additionally, there have been instances of individuals blatantly disregarding the law, as evidenced by pictures sent to Council Officers. Police have been involved in monitoring the situation and Council Officers have kept Horizons Regional Council informed of damage and destruction of dunes and plantings. The behaviour of some members of the public throughout this period has been disappointing to hear about and is a cause for significant concern. Not only does it demonstrate a lack of respect for the environment and private property, but it also poses risks to the safety and wellbeing of both residents and visitors to the area.



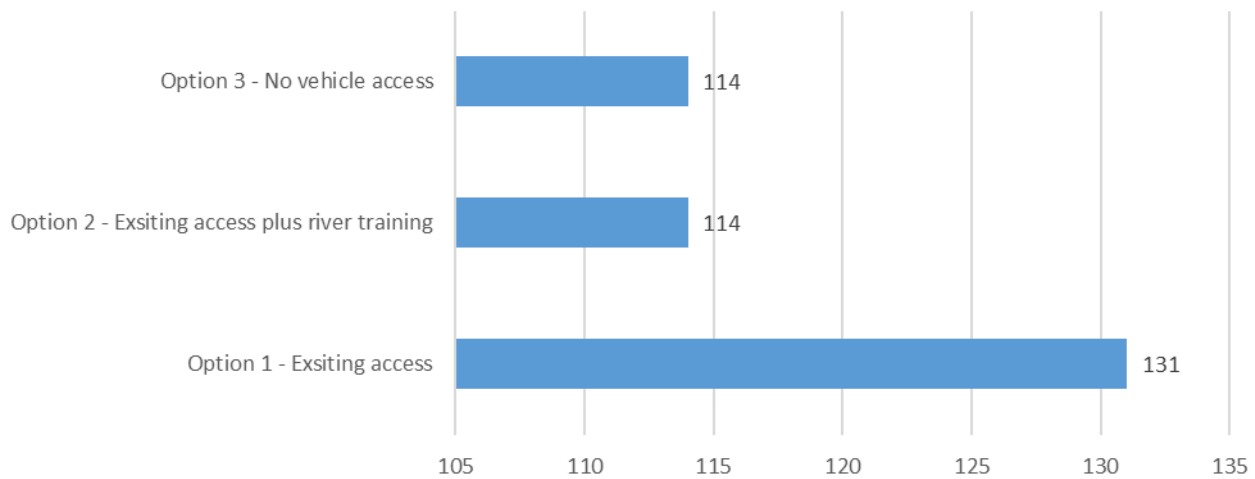
- 5.6 Council Officers acknowledge that the situation is less than ideal, with the river washing away the access prior to summer, and heard the calls from the community to reinstate a temporary access through the original accessway. Given the consultation process was already underway, the need to ensure that any access should be consented, and the fact that establishing a temporary access, was an option that we were actively seeking the communities feedback on, chose to encourage residents to put their energy to the current submission process rather than the establishment of a temporary accessway.
- 5.7 Several submissions have suggested relocating the beach access from its current route over private land to a path over Council-owned land. This possibility was explored earlier in the consultation process when five options were initially presented to the Council. Extensive analysis was conducted to assess the feasibility of these options, taking into account factors such as ecological considerations, the likelihood of obtaining consent, and the costs associated with establishing a new walkway. Considering these factors, the Council decided to advance three options for further consultation with the wider community, none of which involved relocating the beach access to another point due to the reasons mentioned above.
- 5.8 The table below summarises assessments for potential access options, evaluating viability in ecological, geomorphological, planning, cost, and practicality aspects using a traffic light system for constraints.

	1 – Waikawa Stream Pedestrian Bridge	2- Manga Purau North	3 – Existing Manga Pirau Street Access	4 – 10 Reay MacKay Grove	5 – 60 Reay Grove MacKay
Ecological	Very High ecological constraints. Access would disturb high value wetland and dune habitats	Low terrestrial constraints if land based improvements only – limited areas of moderate value habitat. Med-High constraints including channel cutting and/or rockwork due to effects on aquatic and estuary habitat	Lowest terrestrial constraints if land based improvements only – no additional disturbance. Med-High constraints on including channel cutting and/or rockwork due to effects on aquatic and estuary habitat	Moderate to high ecological constraints though there is room to place alignment to avoid highest value habitat	Moderate to high ecological constraints though there is room to place alignment to avoid highest value habitat
Geomorphology	Med-high constraint - difficult to manage wind erosion risk due to parcel alignment. Difficult to avoid poor ground conditions due to narrow parcel	High constraint due to ongoing erosion risk from steam and storm surges.	High constraint due to ongoing erosion risk from steam and storm surges.	Med constraint due to highly mobile dunes making establishment of a fixed access difficult	Med-low constraint as more stable due system and shorter distance to cross. Narrow width would make it difficult to avoid poor ground.
Planning	Very high risk – wetland disturbance would likely trigger prohibited activity status.	Medium risk if land based improvements only High risk if includes channel cutting and/or rockwork	Low risk if land based improvements only High risk if includes channel cutting and/or rockwork	Medium consent risk due to alignment crossing high ecological constraints area.	High consent risk due to narrow corridor width making it difficult to avoid disturbance to high value habitat
Indicative Initial Costs	Most expensive option due to requirement for new vehicle bridge crossing over Waikawa.	Low cost if land based improvements only Medium cost due to river training	Lowest cost if land-based improvements only Medium cost due to river training	Moderate – high costs to form access through active dunes and including new toilet facility	Moderate – high costs due to narrow width and need for new toilet facility
Practicality	High risk – likely not practical given construction and consenting challenges	Moderate risk given erosion issues and potential residents opposition	Lowest risk if land-based improvements only	Moderate - high risk given challenges crossing dunes and confirmed resident opposition	Moderate – high risk given narrow width related issues and confirmed resident opposition

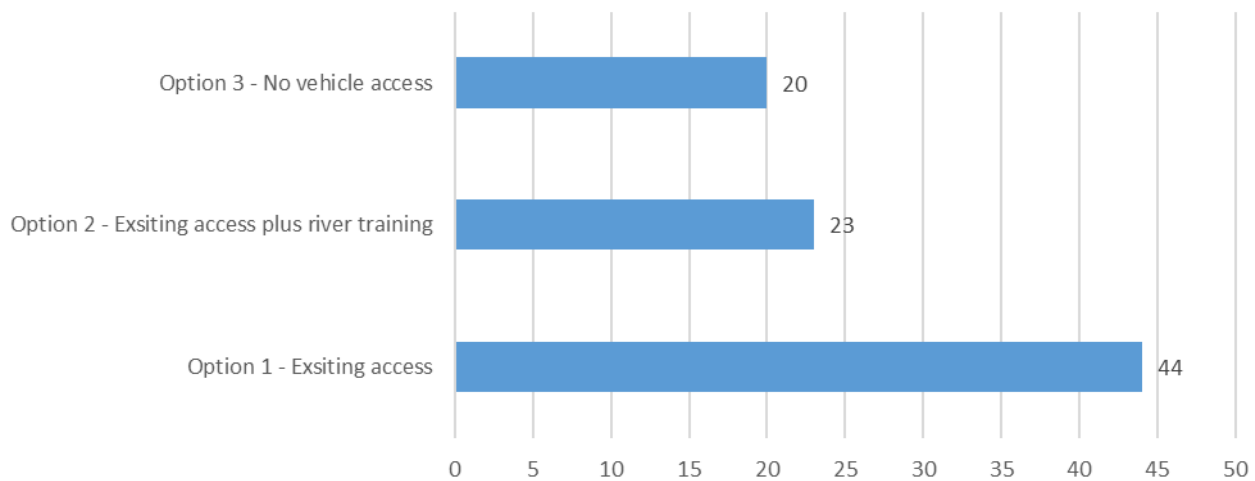
## Snapshot of Submissions Received



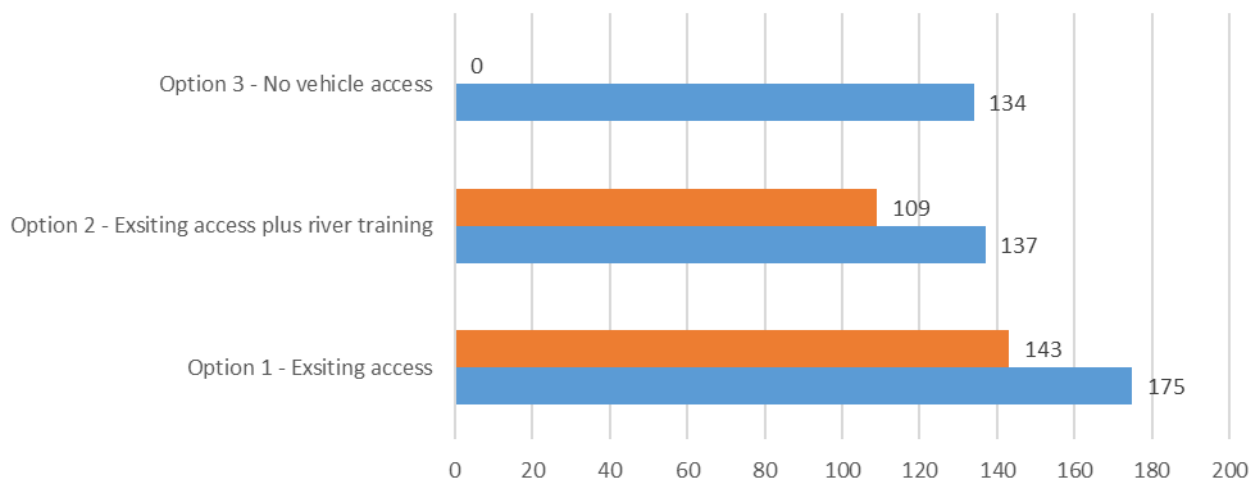
Submissions from Horowhenua (Including Waikawa Beach)



Submissions from outside of Horowhenua



Total Sumbissions (blue) against those in support of a targeted rate (orange)



## Detailed Analysis of Submissions Received

**OPTION 1 - Use the current access located at the end of Manga Pirau Street. Establish a lease agreement between Council and the landowners, and provision of maintenance without application for river training.**

### Recreational Purposes

- 5.9 Supporters of vehicle access to Waikawa Beach argue that it enhances recreational opportunities for both locals and visitors alike. Allowing vehicles onto the beach enables families to easily transport bulky equipment like surfboards, kayaks, and picnic supplies, making it more feasible for them to enjoy a day by the sea. This accessibility fosters a sense of community engagement and encourages outdoor activities, which are essential for physical and mental wellbeing. Additionally, vehicle access facilitates beach events and gatherings, enriching the cultural fabric of the area and promoting social cohesion among residents and visitors to the district.

### Accessibility

- 5.10 Advocates for maintaining vehicle access emphasise its significance in ensuring accessibility for elderly individuals and those with mobility challenges. For many in these demographics, traversing long distances on foot can be daunting or even impossible. By permitting vehicles on Waikawa Beach, people of all ages and abilities can enjoy its natural beauty and serenity without facing unnecessary physical barriers. This inclusivity aligns with principles of equity and fairness, allowing everyone to partake in the beach experience regardless of their physical limitations.

### Historical Access

- 5.11 Historically, vehicle access to Waikawa Beach has been a longstanding tradition, deeply ingrained in the local community's identity. Generations of families have enjoyed the convenience of driving onto the sand for leisurely outings, forming cherished memories and traditions along the way. Preserving this historical access honours the heritage and legacy of those who have called Waikawa Beach home for generations, maintaining a vital connection to the past while embracing the present and future.

### Emergency Response

- 5.12 Some submitters in favour of retaining access stress the critical importance of vehicle access in terms of emergency response capabilities. Allowing emergency vehicles to access the beach directly can reduce response times, potentially saving lives in urgent situations. By maintaining vehicle access, Waikawa Beach can better safeguard the safety and wellbeing of its residents and visitors, ensuring a swift and effective response to any unforeseen events.

### Financial Considerations

- 5.13 Financial considerations are raised by several submissions, with concerns focusing on the cost implications of various access options, including leasing land, maintenance expenses, and potential rate increases. Suggestions for addressing financial concerns include exploring community-funded solutions, implementing paid permit systems to offset costs, and prioritising proactive maintenance to avoid higher expenses in the future.

### Environmental Preservation

- 5.14 While supportive of providing a beach access, environmental preservation is a significant theme raised by numerous submissions, emphasising the importance of protecting the fragile ecosystem of the beach. Concerns include damage to sand dunes, plant life, and wildlife habitats caused by vehicle access. Suggestions for mitigating environmental damage include exploring alternative access solutions that minimise ecological impact, such as

floating bridges or reinforcement structures, and implementing proactive measures to restore and protect the natural environment.

**OPTION 2 - Use the current access located at the end of Manga Pirau Street. Establish a lease agreement between Council and the landowners, and provision of maintenance with application for river training.**

5.15 River training refers to a set of engineering techniques used to control the flow of a river and prevent it from changing course or causing erosion to nearby land. These techniques are typically employed in areas where rivers are prone to flooding or where their natural course poses a threat to infrastructure or settlements. River training methods can include:

- Reinforcing the banks of the river with materials such as rocks, concrete, or vegetation to prevent erosion and stabilise the banks.
- Modifying the natural channel of the river to control its flow and prevent it from meandering or shifting course. This may involve dredging, excavation, or the construction of artificial channels.
- Building structures such as levees, dams, weirs, and groynes to regulate water flow, control sediment deposition, and prevent flooding.
- Planting vegetation along the riverbanks to stabilise soil, reduce erosion, and provide habitat for wildlife.

5.16 All of the themes that are commented in Option 1 are also relevant with this option. In looking specifically at the river training aspect, which is the point of difference from Option 1, the following themes are evident within the submissions.

**Water Quality and Safety**

5.17 Concerns regarding water quality and safety were paramount in submissions discussing river training. Residents highlighted issues such as contamination and stagnant water, which posed risks to recreational activities like swimming and fishing. River training was advocated as a potential solution to improve water flow, mitigate contamination, and enhance overall safety for community members enjoying the river.

**Environmental Impact**

5.18 Many submissions emphasised the need to balance river training efforts with environmental conservation. Residents expressed worries about the potential disruption to wildlife habitats and ecosystems caused by river training measures. There was a consensus that any interventions must be environmentally sustainable and minimise adverse effects on the natural surroundings.

**Historical Context**

5.19 Some submissions referenced past experiences with river training initiatives, suggesting a precedent for such efforts. Previous projects were cited as examples of successful interventions that had addressed similar issues in the past. This historical context provided valuable insights into the potential effectiveness of river training measures and underscored the importance of continuing or expanding these efforts.

**Cost Considerations**

5.20 While not the primary focus, cost considerations were mentioned in some submissions discussing river training. Residents acknowledged the financial implications of such projects and called for a balanced approach that weighed the costs against the benefits. While emphasising the importance of safety and environmental protection, submitters also stressed the need for cost-effective solutions that maximised community value.

**OPTION 3 - Council will not facilitate vehicle access to Waikawa Beach. However, it will continue to support pedestrian access through established pathways on publicly owned land.**



### **Environmental Conservation**

- 5.21 Preserving the delicate ecosystems of Waikawa Beach is paramount to many community members, who express concerns about the detrimental effects of vehicle access on the area's flora and fauna. They stress the importance of protecting endangered birdlife and native plantings from the damage caused by vehicles driving on the beach.

### **Community Safety**

- 5.22 The safety of residents, particularly children and animals, is a significant concern raised by multiple submissions. They advocate for a vehicle-free environment to mitigate the risks posed by vehicle traffic and create a safer space for beachgoers to enjoy recreational activities without fear of accidents or injury.

### **Respect for Private Property**

- 5.23 There is a shared expectation among submissions regarding the importance of respecting the rights and responsibilities of landowners who graciously allow access to their property for beach access. Vandalism and disregard for private property are viewed as detrimental to the relationship between the community and landowners, undermining the mutual trust and respect essential for maintaining access.

### **Accessibility**

- 5.24 Some submissions highlight the need to enhance pedestrian access to the beach, ensuring it is inclusive and convenient for all members of the community, including those with mobility challenges. Suggestions for improvements include removing barriers on footbridges and installing ramps to facilitate easier access for individuals with disabilities.

### **Financial Considerations**

- 5.25 Concerns about the financial implications of reinstating vehicle access are prevalent in several submissions, particularly regarding the costs associated with infrastructure development, maintenance, and potential liability issues. There is a recognition of the need for careful consideration of the financial burden on the council and ratepayers.

### **Alternative Access Options:**

- 5.26 Many submissions propose alternative access points to nearby beaches where vehicle access is maintained, such as Ōtaki and Hōkio Beach. This suggests a preference for preserving vehicle access in nearby areas while safeguarding Waikawa Beach as a vehicle-free destination to protect its unique ecosystem.

### **Council Responsibility**

- 5.27 There is an expectation among submissions that the Council should prioritise environmental protection and community safety over individual entitlement to vehicle access. Some call for the Council to support landowners in their role as kaitiaki of the land and make decisions that benefit the broader community, reflecting a desire for responsible governance and stewardship of natural resources.

### **Waikawa Beach Ratepayers Association's (WBRA) interim survey**

- 5.28 The WBRA undertook a survey of the community to help inform their submission to Council. They sent an email to their database which included 187 past and present members of the Waikawa Beach community. This email indicated that their recipients were welcome to share the link, however the preference was that the survey was intended to for community members only.
- 5.29 The survey was open for a period of one week and the following questions were asked.

**Question One:** do you support the Council reestablishing the Manga Pirau St Vehicle access to the beach?

Answer Choices	%	Responses
Yes	63%	112
No	37%	65
Total		177

**Question Two: Have you made your submission to Council?**

Answer Choices	%	Responses
Yes	33%	57
No, I am leaving this until later	56%	97
No, I am not going to make a submission	10%	18
Total		172

- 5.30 The survey also provided the opportunity for the community to make comment to support their answers. Approximately 75% of those that responded to the survey made additional comments relating to the matter.
- 5.31 Supporters of providing beach access cited various reasons, primarily centred around maintaining their lifestyle, including transporting family, fishing, and equipment (55% of comments). Additionally, they emphasised ensuring access for everyone (26%) and the need for emergency medical access (17%). A significant portion (23%) highlighted the importance of vehicle access for disabled or elderly individuals. Some expressed support for the environment (16%). A few (7%) supported vehicle beach access but with reservations or advocated for limited access.
- 5.32 Opponents of providing beach access predominantly cited environmental concerns (46% of comments), followed by safety issues (35%) and irresponsible behaviour by vehicle users (30%). Cost was mentioned by 22% as a reason against restoring vehicle access, while 15% noted the availability of vehicle access in other beaches. Some (6%) observed an increase in families on the beach. A small portion (3%) felt there were more pressing community issues for the council to address. Additionally, 15% suggested that if vehicle beach access were allowed, it should be restricted, with proposals including designated areas, locked gates, and permit requirements.
- 5.33 A full copy of the Waikawa Beach Ratepayer Associations Survey is attached as an appendix to this report.

### **Community Submission**

- 5.34 Throughout the course of the consultation, Officers and Councillors have received a proposal from within the community generously wishing to contribute funding to enable the development of the access way. The full proposal is attached to this report however the key details as supplied by the submitter are detailed below.

#### ***Proposal / Donation to fully fund Option 1 (plus more) in the consultation document for Waikawa Beach Vehicle Access***

#### ***Purpose of the offer:***

*A donation of up to NZD \$300,000 to fully fund option 1 to reinstate and build a robust and resilient Vehicle Access at Waikawa Beach along with a full suite of Environmental, Ecological and Educational measures plus Vehicle Access maintenance for 15 years. The ramp / access would be used by vehicles, pedestrians (maybe steps on one side) and horses. Note the current vehicle access has only ever been a track through sand with no structure.*

*This offer removes cost as a barrier and addresses the concerns of the community over a long period of time (15 years minimum). This is a fully funded solution that meets the needs of the majority of the community.*

*Goal = A target time line of getting the access designed, consented, built and completed prior to December 2024 so it can be used by the community by Christmas 2024.*

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- 1. This offer has been made to Horowhenua District Council as part of the submission process via a community member to be considered as part of the decision-making process by the elected members.*
  - 2. The donation funds are via the entity: Waikawa Trust and the funds are real (clear funds in a bank account). If the offer is accepted a new trust may be formed specifically to work with HDC and associated parties such as Waikawa Beach Ratepayers Association.*
  - 3. Waikawa Beach home-owners, are representing the trust making the offer and have authority to do so.*
  - 4. Spokesperson for the Waikawa Trust is "Kurt Renner" who would welcome the opportunity to speak to the submission and funding proposal, prior to Council deliberating. Understanding this process will be in the public.*
  - 5. The total amount offered is up to \$300,000 NZD – with a break down along the lines of below (but open to discuss with HDC):*

**Funds broken down**

**Total Community Funding of up to \$300,000 over 15 years** – This funding has already been secured from the community and should the Council agree to pursue Option 1, the Council can then decide if they wish to accept the community funding that is on offer. If that happens, a mechanism should be put in place to enable everyone the opportunity to donate should they wish. The total funding proposed will be under-written by the Trust.

*This Community offer would work in partnership with the local Iwi and private Landowners, the Horowhenua District Council and the local Waikawa Beach community, in conjunction with Waikawa Beach Ratepayers Association (WBRA). This proposal should show just how serious the community is re having access and at the same time protecting the environment, the sand dunes, the wild-life and fellow beach goes. We can work together.*

*The Council would be responsible for negotiation and ongoing cost of the lease with private Landowners.*

**Year 1: Total community funding up to \$160,000**

- 1. Up to \$140,000 to re-establish a robust, resilient Vehicle Access with erosion protection, which is the figure showing in the consultation document as option 1 to re-establish a vehicle & pedestrian access at Manga Pirau street. A suitable*

access that has a ramp, maybe a walk-way on one side and pedestrian stairs on the other, giving options for various mobilities, including horses.

- The Council may find it costs less – so open book and full transparency of costs associated with re-establishing an access is required and community pay up to the \$140k
  - The Council may wish to go with option 2 of their submission, so they funds could be put towards that – up to the \$140k (this is not what my submission is asking for – option 1 is my preference)
  - If option 1 is implemented it does not mean that option 2 or other erosion and river protection measures which enable even more resilient ongoing vehicle access could not be looked at in the future and again the community look to help fund such measures.
2. Up to \$10,000 spend on new clear signage and bird nesting wired areas (physical deterrents and educational signs)
    - Signage at the access – New and clear (currently there are way too many signs)
    - Signs by the bird nesting areas (currently there are none)
    - Dune protection signs along the beach every 100 metres all the way to the Horowhenua boundary (would teach people not to go on the dunes and why)
    - More bird nesting wired areas. (1<sup>st</sup> year ever to have some – they are great but need more)
  3. Up to \$5,000 on planting of Spinifex for dune stability – would think this would initially be around the dunes of where the work was completed to re-instate the vehicle access. The dunes around the access will recover over time with sand dug out put behind the barrier and planted.
  4. Up to \$5,000 spend on Educational material produced and distributed to every house in Waikawa Beach (and available to share digitally) – to show people how to protect the beach, where to go and where not to go and why? Explaining why we stay off the dunes etc.

These measures together should encourage good behaviours on the beach. If it does not we can look at more direct methods such as funded community patrols.

**Years 2 - 15: Total community funding up to \$10,000 per year (over 14 years @ \$10,000 per year = \$140,000)**

1. Up to \$5,000 for maintenance on Vehicle Access
2. Up to \$5,000 for more planting, any new signage (repairs), wire bird nesting areas or any new educational material (reprint etc) or towards Waikawa Beach river improvements

**Years 16 and onwards should be a continuation of funding by the full community.**

**How it could work in partnership in practice**

The trust holding the funds would work with HDC and the community via Waikawa Beach Ratepayers Association to do things such as

- Community planting days
- Creation and design of new signage (signed off by HDC)
- Installation of new signage along the beach (signed off by HDC)
- Creation and design of the educational materials (signed off by HDC)

- 5.40 The suggested approach potentially involves employing a board-and-chain or a similar surface for the dynamic foredune stretches along the access track. This measure aims to diminish the potential for surface erosion caused by both vehicles and wind. Typically, the setup involves securing the structure's top to timber posts firmly driven into the dune. Chains are then positioned at intervals so that the weight of vehicle wheels is distributed over them rather than directly on the boards. Regular maintenance will be necessary to ensure the surface remains on top of the sand.



## 6. Options

- 6.1 **Option 1: Utilisation of current vehicular access with lease agreement and provision of maintenance budget without application for river training.**
- At this stage, this is no longer a viable option.
- 6.2 **Option 2: Utilisation of current vehicular access with lease agreement and provision of maintenance budget including an application for river training.**
- At this stage, this is no longer a viable option.
- 6.3 **Option 3: Council will not facilitate vehicle access to Waikawa Beach. However, it will continue to support pedestrian access through established pathways on publicly owned land.**
- 6.4 **Council pauses the current process and re assesses options to provide beach access on Waikawa beach at an alternate site.**
- 6.5 **Council pauses the current process and lays it on the table to resume at a future date.**





### Cost

Option	Cost (CAPEX)	Cost (OPEX)	Reestablishment costs
Option 1	\$140,000	\$30,000	\$20,000
Option 2	\$1,350,000	\$30,000	\$20,000
Option 3	\$ 30,000		
Option 4	\$ 50,000 (estimate)		
Option 5	Nil	Nil	Nil

6.6 These costs are a best estimate taking into account the work that has been done to date in investigating options. There are several aspects that could have an impact on overall costs such as:

- Requirements based on the Resource Consent.
- The volume of physical work required if the river training is included.
- Negotiating a final lease agreement.

### Rate Impact

6.7 In addition to the capital costs, it is suggested that an operational budget of at least \$30,000 is allowed for each financial year to cover maintenance of the track and also lease costs with the potential landowner.

	Capex cost	Rates impact (2023/24)	Rates impact (2024/25)
Option 1	\$ 140,000	0.01%	0.01%
Option 2	\$ 1,350,000	0.06%	0.05%
Option 3	\$ 30,000	0.00%	0.00%
Option 4	\$ 50,000	0.00%	0.00%
Assumed interest rate		4.8%	4.8%

### Community Wellbeing

6.8 The issue of vehicle access to Waikawa Beach has deeply impacted community wellbeing within the community, resulting in significant tension and division among residents. The prolonged debate and conflicting viewpoints have created frustration and discord within the community, highlighting the need for a resolution. Reports of vandalism, disregard for private property, and safety concerns have strained community relations and contributed to a sense of unease among residents. Addressing these issues is crucial for restoring community cohesion and promoting overall wellbeing although given the complexity with the issue, there is likely to be a proportion of the community unhappy regardless of the decision made.

### Consenting Issues

6.9 Consenting issues related to establishing vehicle access to Waikawa Beach are multifaceted and complex, the initial work completed indicated that many of the potential options were unlikely to be granted consent and the most likely path to success was via the existing access. Obtaining consent for any river training measures to mitigate erosion and ensure the

long term viability of access points presents a significant hurdle. Balancing these concerns while satisfying community expectations will require careful negotiation and planning.

### **LTP Integration**

- 6.10 The project has arisen from the 2021 Long Term Plan.

## **7. Consultation**

- 7.1 The consultation process regarding vehicle access to Waikawa Beach has been extensive and inclusive, involving various mechanisms to gather feedback from the community. Through platforms such as Let's Kōrero, social media, public meetings, and community groups, stakeholders had the opportunity to express their opinions and concerns. The high number of submissions received highlights the significance of the issue and the diverse range of perspectives within the community.

## **8. Legal Considerations**

- 8.1 Several legal considerations must be taken into account when addressing the issue of vehicle access to Waikawa Beach. These include contractual obligations with private landowners, compliance with environmental regulations, and adherence to relevant legislation. Additionally, any proposed agreements or lease arrangements must be legally sound and enforceable to avoid potential disputes or legal challenges. Officers have engaged the services of our legal expertise to navigate these complexities will be essential in developing robust and sustainable solution

## **9. Financial Considerations**

- 9.1 A total budget of \$300,000 was provided as part of the 2021-2041 LTP. To date \$115,886 has been spent in informing the initial investigation the remaining budget in this financial year is \$183,886.
- 9.2 An additional operational budget for maintenance has not currently being built into existing budgets.

## **10. Iwi Considerations**

- 10.1 Council Officers have engaged with representatives from Ngāti Wehi Wehi who have maintained their position of supporting the whanau as kaitiaki as their whenua.

## **11. Climate Change Considerations**

- 11.1 Climate change considerations are paramount when planning for the long term sustainability of vehicle access to Waikawa Beach. Rising sea levels, increased storm frequency, and coastal erosion pose significant threats to coastal infrastructure and ecosystems. Any proposed solutions must incorporate adaptive measures to mitigate the impacts of climate change and ensure resilience against future environmental challenges. Sustainable land management practices, ecosystem restoration, and infrastructure resilience strategies are essential components of climate-resilient beach access solutions.

## **12. Environmental Considerations**

- 12.1 Preserving the natural environment and fragile ecosystems of Waikawa Beach is a critical consideration when evaluating options for vehicle access. The potential impacts of vehicle traffic on sand dunes, plant life, and wildlife habitats must be carefully assessed and mitigated to minimise ecological damage. Incorporating environmental protection measures, such as revegetation efforts, habitat restoration, and ecological monitoring, is essential for

maintaining the integrity of the beach ecosystem and ensuring its long term sustainability for future generations.

### 13. Health & Safety Considerations

- 13.1 Health and safety considerations are paramount when determining the feasibility of vehicle access to Waikawa Beach. Ensuring the safety of residents, visitors, and emergency responders is a primary concern, particularly in light of potential hazards such as erosion, flooding, and vehicle accidents. Implementing appropriate safety measures, such as signage, barriers, and emergency response protocols, is essential for mitigating risks and safeguarding public wellbeing. Additionally, promoting responsible behaviour and community education initiatives can help foster a culture of safety and respect for the environment.

### 14. Other Considerations

- 14.1 It is crucial to consider the protection of landowner rights throughout the decision-making process. The concerns and frustrations expressed by the landowners regarding vandalism, disrespect for their property, and the sense of entitlement from some members of the community highlight the need to safeguard their interests. Any decision regarding beach access should take into account the potential impact on the landowners and ensure that their rights are respected.
- 14.2 Another important consideration is the community's expectations regarding beach access. Effective communication and engagement strategies will be vital in managing community expectations and fostering understanding and support for the chosen course of action given the current feeling regarding this topic.

### 15. Next Steps

- 15.1 The next steps in addressing the issue of vehicle access to Waikawa Beach are contingent upon the decision of the council. Should the council decide to re-assess options then Officers will begin to look at the alternatives including on other privately owned land. If Council choose not to allow beach access, it is imperative to maintain transparency and communication with the community, ensuring that they are informed about the Council's decision and the rationale behind it. If Council decide to lay it on the table, Officers will continue to work with all parties in the aim of bringing this complex situation to a resolution in the near future.
- 15.2 Regardless, officers will look ways to mitigate damage to the dunes

### 16. Supporting Information

<b>Strategic Fit/Strategic Outcome</b> The project is in line with the 2021-2041 Long Term Plan and aligns with a number of community outcomes.
<b>Decision Making</b> The decision can be made at an ordinary meeting of Council.
<b>Consistency with Existing Policy</b> No specific policies are supported by the project.

### Funding

Funding is provided via the LTP, however depending on the option choose additional funding may be required dependant on the direction chosen.

Risk Area	Risk Identified	Consequence	Likelihood	Risk Assessment (Low to Extreme)	Managed how
Financial	Options may require further funding in addition to the current budget to achieve resource consents.	High	High	High	Council will decide on which options to pursue if any.
Service Delivery	For some considerable period of time residents and visitors to Waikawa Beach have been able to access the sea via vehicles. Not funding the works would result in a loss of vehicular access over private land for the community.	High	High	High	A number of options have been researched and developed for Council's attention that provide for a range of responses to continue to facilitate access.
Legal	There are no legal risks.				
Reputational	Lack of providing vehicular beach access over private land to the Waikawa beach will likely result in a loss of service and may lead to reputational damage locally and potentially nationally.	Medium	Medium	Medium	A number of options have been researched and developed for Council's attention that provide for a range of responses to continue to facilitate access, or

					to educate as to why it is no longer feasible.
Financial	Options may require further funding in addition to the current budget to achieve resource consents.	High	High	High	Council will decide on which options to pursue if any.

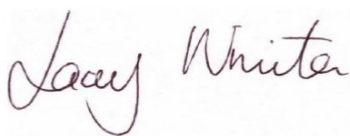


### **Confirmation of statutory compliance**

In accordance with section 76 of the Local Government Act 2002, this report is approved as:

- a. containing sufficient information about the options and their advantages and disadvantages, bearing in mind the significance of the decisions; and,
- b. is based on adequate knowledge about, and adequate consideration of, the views and preferences of affected and interested parties bearing in mind the significance of the decision.

### • **Attachments**

No.	Title	Page
<a href="#">A</a>	Submissions - Waikawa Beach Vehicle Access - public summary	23
<a href="#">B</a>	Attachments to submissions - Waikawa Beach Vehicle Access	149
<a href="#">C</a>	WBRA Survey Results	328
<a href="#">D</a>	Council Report Waikawa Beach Vehicle Access 11 October 2023	333

Author(s)	Lacey Winiata <b>Parks &amp; Property Manager</b>	
	Brent Harvey <b>Group Manager - Community Experience &amp; Services</b>	
Approved by	Monique Davidson <b>Chief Executive Officer</b>	



Submissions - Waikawa Beach Vehicle Access – redacted

Names and addresses of submitters, and identifying personal information has been withheld under s.7(2)(a) LGOIMA 1987 – to protect the privacy of natural persons

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Levin	7
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			
I have been visiting and staying at Waikawa beach for 50 years, I don't feel it needs vehicle access. It has a beautiful ecosystem which is better served without vehicles intruding. The region is well served with beach access to Waitare and Hokio beaches already. Keep Waikawa beach vehicle free.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	8
Option selected	Targeted Rate?		Attachment
Option 2	No		
Comments			
We get very little for the rates we do pay and those rates have recently increased. If HDC is contemplating targeted rates then they should reflect services NOT provided as well as those we receive. Get the resource application in for river cuts - it feels like youre just avoiding the effort.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Manakau	10
Option selected	Targeted Rate?		Attachment
Option 2	No		
Comments			
The beach access is important to many. It would be a shame to use it. Because of the location it's not high traffic and the users are usually respectful. I've selected no on the rates increase but it depends how much. A little increase would be ok. I don't think it's fair to apply a targetted rate increase when this is something for the whole community/district and many out of town who are at airbnbs. All of Levin can access it too. It makes sense if you're going to spend money getting a lease in place that you also account for being able to cut the river because that river is gunna river and there's no use having a lease when you can't maintain the access. Thanks			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Levin	11
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	12
Option selected	Targeted Rate?		Attachment
Option 2	Yes		

Comments

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	13
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Manakau	15
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			
Vehicles should be limited on beaches for the enjoyment of other beach users, and where vehicles are permitted it should certainly not be funded by ratepayers.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	16
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	17
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			
I find the water quality of Waikawa stream more important than vehicle access. There are a lot of people keen for vehicle access but I appreciate feeling safe on the beach without vehicles hooning around, have been using Waikawa beach as a family getaway for 55 years and love the natural vibe of the place			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	4891	18
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			
Motorbikes and vehicles do the damage. We use the beach to walk dogs and ride horses . And it's peaceful and serene until vehicles damage it .			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Levin	19
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	20
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			
Vehicle beach access has been one of the main joys of living here. Having family that due to inability to walk, age the ability to safely transport them to the beach means nobody misses out. Also the ability to launch boats from the beach with the use of tractors is a big attraction, launching into the river is not a viable option. Not restoring beach access would be a significant step in killing off the beach community			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Levin	21
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	22
Option selected	Targeted Rate?		Attachment
Comments			
(Merged with submission no 363 - change of mind - confirmed via phone on 26th Feb. 2024			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	5573	23
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			
<p>Target all Horowhenua rate payers as does every other project in the district.</p> <p>We are 4 generation's using this beach. Family owning 3 properties and we live here full time. Your have probably spent the same amount of money putting a plaster on the problem over the years, only because the residents hounded the council. Needs to be done right and maintained, so all Nzers have access.</p> <p>Waikawa Beach has no footpaths, no water, no sewage and twice a year boom mowing.</p> <p>We have a Disabled young adult that uses air side by side to get on the beach...we are not the only one with family members with challenges..work with the locals to achieve the best outcome. Council is working on our behalf - transparency is Key</p>			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	24
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Manakau	25
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	26
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Porirua	27
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa	28
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Levin	29
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	RD 31, Levin	30
Option selected	Targeted Rate?		Attachment
Option 3			

Comments
<p>I am a permanent resident at Waikawa Beach. From my experience I don't think the beach-drivers can be relied on to consistently drive responsibly - the beach is primarily a social area for people of all ages. I have noticed many of those who drive the beach interfere with other activities and drive too fast. Also, the beach gives easy access to the sand dunes which should not be driven on. Hence my stance - no vehicle access.</p> <p>Another of the offered options refers to gaining a consent for river training work at a price in excess of \$1 million. My observations over the 10 years we have been here is that attempts at river training don't last very long and are not successful. The river training is an attempt to control a natural process. The funds would be better spent elsewhere.</p>

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	31
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	32
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
Option 2 will never tame nature. Just put it back as close to what we had and move on.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	33
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	34
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			
Beaches with cars are worse than beaches without... We are in an ecological crisis, we should be acting like it! Also expenny to maintain the access, let's same some money and some life. Win win. Take care :)			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	35
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			

I have witnessed vehicles driving close to the dunes and disturbing threatened shorebirds. Waikawa Beach is home to many threatened shorebirds who become more vulnerable to human disturbance when more vehicles have access to the beach. It's important to help support the local wildlife at the beach and help enhance their environment rather than isolate them more. With vehicle access there is an increase of litter at the beach, dangerous driving, shorebird nesting disturbance, and the return of vehicle owners who run their dogs along the beach. When there was vehicle access people would run their dogs along the beach with their vehicles. These owners have no control over their dogs and are unable to recall their pets. There have been many occurrences of aggressive dogs at the beach due to vehicle owners running their dogs rather than keeping them in control and on a leash. People wanting vehicle access can drive a short distance to Otaki beach and access Waikawa Beach from that end. This is a more realistic option to conserve indigenous biodiversity for Waikawa Beach and significantly reduces cost in maintaining areas of the Beach. Going forward what's important to the land and wildlife is through shorebird nesting support and dune restoration. Fixing the past vehicle access will be an ongoing offence with the sea level rise, storm surge events, and dune degradation.

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach Manakau	36
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			
(Merged with submission no 123) We think more enforcement is required to police bad behavior on the beach rather than penalizing those who access the beach with a vehicle and act responsibly! The old 80:20 rule needs to be applied - Vehicle beach access is a desirable feature of owning a property at Waikawa beach but it is unfortunate that a few individuals with their thoughtless behaviour, spoil access for the majority who use access respectfully. Vehicle access allows a range of beach activity such as fishing, canoeing and swimming. I support option 2 but would also like to see some form of enforcements activity carried out to ensure all those who have vehicle access, abide by the appropriate protocols when using vehicle access.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach Levin	37
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			
Cost seems to be out of control, needs more consultation with local contractors. Access via Reay Mackay Gr obviously not now an option now, but would have been the best long term solution.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	38
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			



Waikawa beach is a small community that is self sufficient on water, sewerage and rubbish collection independent of major infrastructure costings to the District Council. The majority of Council supplied services are street lighting, berm mowing and road maintenance. The beach access is an asset that is used by people from the wider Horowhenua area for swimming, fishing and recreation.

As a permanent resident for 7 years and a visitor for over 20, you know the locals who respect the location and the environment. Visitors enjoy what the beach provides as well. Although I agree that target rates may be required to assist, I can categorically say that visitors to the beach are from all over so the District Council should be looking at sharing the cost to all from the District as there are services for the greater Horowhenua area that we do not use or require such as sewerage and water so its swings and roundabouts as to who should be paying and benefitting from Option 2 which has longer term sustainability once groines and planting are established as was the original recommendation by the Tonkin and Taylor report commissioned by HDC about six years ago and never went anywhere. If it had have been done at the time at the estimated \$1M cost, we would not be at the situation we are now and the extent of erosion that has occurred in the subsequent years since that report was commissioned and delivered.

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Levin	39
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Wellington	40
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			
I much appreciate the korero about this and how the council is taking actions. It does sound rather expensive, id hope that fairly priced contractors were used and money was spent wisely. Thanks			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Manakau 5t13	41
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Manakau	42
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			
Ecological and environmental sustainability is more important than vehicle access. Also not keen to pay that amount of money to let some idiots drive their vehicles on the beach.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Manakau	43
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	levin 5510	44
Option selected	Targeted Rate?		Attachment
Option 1	No		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Levin	45
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			
This is one of the few beaches in the area with restricted vehicle access but vehicles still cross at low tide and make the other side hazardous. I've seen vehicles damaging the dunes on what is no vehicular access private land so at this point I'm all for cutting off all vehicle access. I've been coming to this beach for all of my life (I'm nearly 35). I'd like to continue enjoying the beach safely with my baby and my dogs. The amount of speeding and inconsiderate driving I have seen is disgraceful and I am highly concerned for the local birds that nest on the beach. Let's keep the wildlife, dunes, children/people and their pets safe.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	46
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			
Vehicle access is available via Otaki Beach including boot ramp. Paying for access via rates increase for only a limited number of people for a limited amount of the year is not justifiable.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	48
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			
Yes but I want a gate with a lock on it if this is the case so only waikawa beach rate payers have access to it. There are so many people from otaki and levin that use the vehicle access and I'm not happy paying for them. We don't want them. We just want the locals.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	49
Option selected	Targeted Rate?		Attachment

Option 2	Yes		
Comments			
Just get it done already. Many thanks			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	50
Option selected	Targeted Rate?		Attachment
Option 2	No		
Comments			
I believe we already pay sufficient rates to cover these costs without paying more. It would have been better to have asked the locals if we wanted to spend money on an upgraded toilet block or beach access. The picnic area is currently a waste of money as it verges on a contaminated river. Which most of the time no one can swim as it's toxic. We need access down to the sea as it is now too dangerous as the river is poisoned , to use it to get kayaks to the sea. So now we live at a beach where you are poisoned if swim in the estuary, and need to be fit able and young ,but not too young, for the hike out to the sea for a swim or kayak.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Upper Hutt	51
Option selected	Targeted Rate?		Attachment
Option 2	No		
Comments			
The river has become progressively polluted over the last 10 years. Council used to 'straighten' the mouth which helped alleviate the issue. This is particularly important over summer months when increase in water temp/sunlight causes algal blooms and eutrophication. This lack of attention/mitigation by council has a far greater and wider-reaching deleterious environmental impact on the river ecosystem than any limited dredging would. Dredging (river mouth straightening) would only have a very localized and short-term impact on the area dredged. Council invested rate payer's money in rebuilding/developing the picnic area which is now effectively useless given the whole point of it is to be a 'beach spot'...now next to a toxic waterway. To be adding cost statements and simplistic statements about environmental harm of option 2 into your survey is at best disingenuous. I wish to be heard if this is a consultation.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Taupo	52
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			
A longterm solutions needs to be found, especially with regards to the e.coli levels in the river.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Manakau	53
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Levin	54
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			
I have been walking my dogs at waikawa for many years..the amount of motorcycle tracks throughout the sand dunes is a total disregard for our environment. Even if you stop cars, motorcycles are still getting onto the beach and ripping up the sand dune. I do not have any pictures but have encountered cars doing donuts in wide open sand dune spaces.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa	55
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Levin	56
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Levin	57
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	58
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			
Beaches, estuaries, and dunes are a unique and vulnerable natural environment environment best enjoyed and treated on foot only. In this day and age, with heightened environmental and natural degradation there is no or reason to have vehicles on the beach or in the dunes, or in the estuaries. This particular access point is in a particular vulnerable spot because the river outlet is so changeable. I like my beach walks and I don't like the disruptions of cars. Abandoning the vehicle access in Waikawa Beach is a good place to start freeing our beaches from vehicles. Thanks - Theo			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	waikawa beach	59
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			
Option one isnt really viable as when the next big storm happens, any remediation work is going to be undone.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	60
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Levin 5573	61
Option selected	Targeted Rate?		Attachment
Option 1	No		
Comments			
I do not support any tracks being touched down Reay Mackay for environmental reasons. Thank you			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	62
Option selected	Targeted Rate?		Attachment
Option 1	No		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	63
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			
(Merged - duplication of submission with no 296)			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Manakau 5573	64
Option selected	Targeted Rate?		Attachment
Option 2	No		
Comments			
<p>The beach is inaccessible for many due to the distance from parks to the sea- young children, elderly and disabled in particular creating an inequity</p> <p>River training is important due to the pollution in the river and lack of flow into the sea</p> <p>Rates are already paid and not a lot received in return - in addition, there is often not great transparency in rates expenditure on a particular project</p>			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	65
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			
<p>We have a disabled daughter and we rely on vehicle access to get her to the beach for walks. We built our house almost 20 years ago and beach access for Jessica was one of the primary reasons we chose Waikawa Beach.</p> <p>I do not seek to destroy the wildlife, nor do I mind the dunes, however they are relatively recent changes to the Waikawa landscape and they have flourished alongside vehicle access. We are on the beach every day of the year with our daughter and whilst we do see the occasional loud and fast vehicle, the vast majority of the time the beach is quiet, safe and everyone keeps themselves to themselves.</p> <p>I am grateful to the land owners who have permitted vehicle access and if that is the future direction then they should be compensated. However, it seems more appropriate that one of the two Strathnaver based beach access points should be altered to allow vehicle access. That way there would no longer be a risk of the stream cutting back and washing it away.</p> <p>Without vehicle access, we cannot get my disabled daughter onto the beach. That is unacceptable and I hope we can agree and implement a satisfactory resolution.</p>			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach 5573	66
Option selected	Targeted Rate?		Attachment
Option 2	No		
Comments			
<p>I feel a targeted rate would be unfair as the use of any vehicle access would not be confined to Waikawa Beach residents only. The beach is widely used by others from outside the immediate area. As far as I'm aware vehicle access to other beaches in the region are maintained by Council without a targeted rate levy. I feel such access is a public good and as such the costs should be spread, not targeted. Waikawa Beach receives little in the way of Council services compared to other areas in the region and residents already bear the cost of water supply and sewage disposal as just two examples.</p>			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Turangi	67
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	68
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			



Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Levin 5573	69
Option selected	Targeted Rate?		Attachment
Option 1	No		
Comments			
<p>Personally, I never want to use a vehicle on the beach. I would prefer if there were no vehicles on the beach, in particular in the sand dunes, as vehicles in there rip up the dunes, and small plant life in there, as well as being very dangerous to people and dogs walking there, because they cannot see pedestrians/dogs, nor avoid hitting them, due to the narrow and winding nature of the tracks. I know there are signs saying no vehicles, but they are utterly ignored.</p> <p>So. I would absolutely not support any rates increase to provide access. If there is to be a cost to the public for beach access, let those who want to take cars on the beach pay. Have a paid permit system with a electronic boom gate on the access way. The same as a parking building.</p> <p>There are a number of very loud voices demanding instant access as their right, but believe me, there are others who don't want vehicles there, but don't say anything publicly, to avoid targeting by the "I must drive on the beach" brigade.</p>			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	70
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			
Please protect our fragile beach and river by stopping vehicle access			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach, 5573	71
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			
<p>Option 2 (access and river training) is obscenely expensive. I do not believe this proposal brings enough benefit to enough people to justify this level of expense.</p> <p>Option 1 (access without river training) looks to be throwing good money after bad. The river moves and we spend money rebuilding the access. Then the river moves and we spend money rebuilding the access. Then the river moves etc. I don't see the benefit to spending \$90,000 of ratepayers money on a temporary solution.</p> <p>Option 3 is my preference because it has no negative fiscal or ecological impacts. Additionally, I believe it would have benefits to health and wellbeing as a lack of vehicle access would make the foreshore safer for kids to play in, less noisy and more visually attractive. Fewer 4x4s and dirt bikes are also safer for nesting birds and regenerating dunes. There are plenty of permanent vehicle access points up and down coast for example, at Otaki, Waitarere and Foxton. I am not in favour of spending large sums of money trying to keep this notoriously unreliable access point available.</p>			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Levin	72
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			

Have additional working bees for residents to keep access

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Manakau, 5573	73
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			
<p>Thank you for the opportunity to provide input on this issue. I support option 3 - no reinstatement of vehicle access at Waikawa Beach.</p> <p>This is on the grounds of (1) the inherent conservation values of the Waikawa Stream hāpua or lagoon river-mouth; (2) the lack of unique need for vehicle access at Waikawa Beach; (3) the NPS-FM requirement to avoid any adverse effects given the inherent conservation values of the Waikawa Stream hāpua; (4) potential anti-social impacts of vehicle access at the river-mouth; (5) the Horowhenua 2040 Strategy that recognizes the need to protect outstanding natural features; and (6) the conservation, visitor-experience and tourism opportunity that could be realised for regional economic benefit.</p> <p>1. HDC's Boffa Miskell advice (Memorandum, 10 August 2023) underscores the recommended conservation status of the Waikawa Stream, most significantly at the river mouth: "The tidally influenced wetland north of the river mouth was identified as one of 46, priority 1, Recommended Areas for Protection (RAP) within the Foxton Ecological District Ravine, "Foxton Ecological District: Survey Report for the Protected Natural Areas Programme.". This RAP includes the banks of the lower Waikawa Stream extending from the township to 1km north. The width varies from about 30m to over 200m in the north. A Department of Conservation (DOC) Reserve (Waikawa Conservation Area) is centred in the stream and lies south of the walking bridge (and the identified PNAP)."</p> <p>2. HDC's Boffa Miskell advice (Memorandum, 10 August 2023) references the 2020 National Policy Statement on Freshwater Management (NPS-FM) that sets a hierarchy that the values and health of waterbodies come before the needs of people and communities. Specifically, the NPS-FM also requires there if is a functional need for an activity (in this case allowing motorised vehicle access at Waikawa Beach) to occur in that location, then it needs to be demonstrated that the activity can only occur in that location. With permanent vehicle access to beaches enabled at multiple points on HDC's coastline, it is evident that there is nothing unique about vehicle access at Waikawa Beach that meets this test of functional need.</p> <p>3. The NPS-FM Effects Management Hierarchy requires avoidance of adverse effects, or if the unique functional need (motorised vehicle access to Waikawa Beach) is proven, then some form of offsetting or compensation is needed, noting ultimately that if compensation is not possible, then the activity should be avoided altogether. NPS-FM Policy 11 (a) iii is pertinent in this regard, given the Waikawa Stream river mouth's recommended status as a priority 1 Recommended Area for Protection, as it requires avoidance of adverse effects on "indigenous ecosystems and vegetation types that are threatened in the coastal environment, or are naturally rare". The Waikawa Stream rivermouth meets this test by the PNAP assessment of its recommended protection status, as well as the recognition of the Waikawa Stream as a hāpua (river-mouth lagoon) - originally rare ecosystems that are of restricted extent nationally (Williams et al., "New Zealand's Historically Rare Terrestrial Ecosystems Set in a Physical and Physiognomic Framework, referenced in the Boffa Miskell memorandum dated 10 August 2023),</p> <p>4. As a user of the beach I have twice (just in the last 12 months) been in the path of moving motorcycles that required me to stop in my tracks to avoid being hit. Once was in the wetland area to the north of the river-mouth, where I was running on the main walking track through the dunes and a motorcyclist sped over an elevated part of the track (they couldn't see me over the peak of the dune) and came straight towards me, without any ability to slow down or turn - I had</p>			

to jump off the track to avoid injury. The second time was to the south of the river-mouth, where a motorcyclist and a 'side by side' were repeatedly drag-racing one another along the beach. The motorcyclist was busy watching the sand 'spray' behind the rear wheel and headed straight towards me, and required me to stop moving to avoid being hit. I appreciate this is a small sample of inconsiderate and irresponsible vehicle operators, but there is no ability to pre-emptively restrict vehicle access to only those who will behave considerately and responsibly.

5. The Horowhenua 2040 Strategy (October 2020) states on page 24 that HDC will "take a multi-faceted approach to improve overall community wellbeing, encourage Horowhenua to thrive; and be a memorable destination" along with a commitment to "identify and protect the characteristics and values of our regionally outstanding natural features and landscapes, sites of significance to iwi, and significant cultural and historic heritage, through planning provisions in the District Plan." Rather than continuing to allow vehicle access on Waikawa Beach, this commitment requires HDC to recognise the inherent and independently-assessed rarity and conservation values of the river-mouth and ensure that both it its flora and fauna are protected.

6. What would ultimately be beneficial, rather than narrow and seemingly divisive arguments about whether vehicles can drive on this part of the Horowhenua coastline, is a positive aspiration to protect, restore and celebrate the unique natural beauty of this part of the country. This could look like an ambition to create a reserve or some form of protection that prevents vehicles from accessing a significant portion of this coastline (e.g. from the Ōtaki River north to Kuku Beach estuary or even Hokio Beach) through collaboration with Kapiti Coast District Council (which notably prevents vehicle access to most of its beaches, with the exception of boat launching and beach driving only at Peka Peka and Ōtaki).

The Horowhenua 2040 Strategy quotes Infometrics analysis from August 2020 that annual tourism expenditure in Horowhenua District is circa \$100m p.a. and predicted that by 2022 around three quarters of a million people would live within an hour's drive of the Horowhenua District. There remains significant opportunity to build the reputation of the Horowhenua District as a destination, and the need for this will be greater once State Highway 1 is diverted away from the existing highway turn offs and settlements, and the bulk of through-traffic is able to bypass the region without needing to stop or even slow down.

The unique form of the Waikawa Beach hāpua could be recognised, celebrated and promoted as part of Horowhenua District's range of visitor experiences, and the Waikawa Beach settlement would be a focal point for holidaymakers and visitors looking to enjoy the serenity, beauty and traditions of this region, rather than seeing the beach despoiled by treating it like a road or speedway.

In closing, Horowhenua District Council has an opportunity to create a conservation legacy at Waikawa Beach. Rather than re-instating vehicle access, the lagoon river-mouth system should instead be recognised for its conservation values and rigorously protected. There are multiple permanent access points for vehicles elsewhere along the Horowhenua coast, at places that do not carry the same values as Waikawa Stream hāpua. Re-instating beach vehicle access is not consistent with relevant regulatory frameworks noted by HDC's advisers on this issue, or Horowhenua District Council's own 2040 Strategy. Based on my own lived experience there are anti-social impacts on beach users by enabling vehicle access, and lastly there is scope for a positive conservation, visitor experience and economic upside by creating a protected coastal sanctuary without vehicles, that all residents and visitors could safely enjoy.

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987		
Option selected	Targeted Rate?		Attachment
Comments			

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Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Manakau	74
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			
I'm all in favour of a boat ramp for local fishermen who respect other locals. Unfortunately the ramp also attracts disrespectful hoons and I have had a number of close calls when walking in the area with my children. If access is provided for vehicles it will be very difficult to stop it being misused so better to not have one.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Manakau	75
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
(Merged with no 254 ) Having only just joined this conversation; I was wondering if anyone had suggested a floating bridge or using Gambian reinforcement to form a drive on? Additional submission no 254 - As per my previous comments; I do think that there can be a good environmental acceptable solution to the dilemma of beach access. A floating bridge or gambons could be a solution			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	76
Option selected	Targeted Rate?		Attachment
Option 1	No		
Comments			
I would strongly prefer to have no vehicle access on the beach to help protect the beach ecology, safety of beach users, and to loose the noise made by motorbikes and quad bikes. If vehicle beach access is restored, I strongly favour limiting it to vehicle use for accident and emergency and kaimoana collection. I would very much like to see recreational vehicle use banned, or limited to 20km per hour.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Manakau	77
Option selected	Targeted Rate?		Attachment
Comments			
(Merged with submission no 192 - duplication)			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Levin	78
Option selected	Targeted Rate?		Attachment
Option 2	No		
Comments			
Keep beach access, option 1 & 2 and make it open for locals to maintain			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	79
Option selected	Targeted Rate?		Attachment
Option 1	No		
Comments			
I do not understand how council believe this fits the criteria for targeted rates. The access has never been a road and should not be put into to this category. The benefit is not a private benefit for Waikawa residents only and as such this should be covered by the entire region not the small number of property owners. The vast majority of people who use the access do not reside at Waikawa Beach and yet council believe it is fair to target the small number of ratepayers who do live here. Given that we as residents who do not have access to town supply and have to provide our own water including fire fighting water and waste water disposal, a reliable access to our beach for vehicle use is not a lot to ask for. We are fortunate that the landowner has agreed to avail this small part of their land for the proposed access and hope that council will spread the costs accordingly.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Manukau 5573	80
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Manakau	81
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	83
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			
Access via the existing Reay Mackay track is best for our family with young kids. However, we often feel unsafe on that part of the beach with vehicles traveling faster than the speed limit. Also concerned about the ecological impacts including shellfish colonies below the high water line. Would support option 2 if it included cleaning up the shameful state of the river.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	5028	84
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Bundanoon	85
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			
I first came to Waikawa in 1948 camping. In my long association with the place vehicles could not access the beach. Leave it that way. Other beaches have vehicle access.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	86
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			
Prefer no vehicle access. Beach is much better behaved without 4WD and quad bikes driven by kids.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	87
Option selected	Targeted Rate?		Attachment
Option 2	Yes		Yes
Comments			
<p>Option 2 appears to provide a better and longer term solution to the emotive issue of Waikawa Beach access. Whilst beach access is not a priority for me or had any influence on us moving here (as many pro beach access supporters claim), retaining the beach access is beneficial to many residents and visitors here. Hopefully this option (if selected) will also put an end to repeated attempts to gain beach access, whilst the Manga Pirau Street access way is out of action. Over this Christmas holiday season this has escalated rapidly with reported incidents of people taking matters into their own hands to access the beach across prohibited areas of private or council owned land.</p> <p>If option 2 is progressed then this should result in the most vocal and active beach access supporters being satisfied that they have the outcome they are seeking and the current activity will cease.</p> <p>It appears that council will follow-up on the illegal actions of the few and hopefully this will also result in meaningful consequences for any future transgressions.</p> <p>Nga mihi, [S.7(2)(A) LGOIMA 1987]</p>			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Manakau	88
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Manakau	89
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			



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Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	90
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
A public vehicle access is important to have in case of any emergencies on the beach .and for the Waikawa residents to be able to safely access the beach especially the elderly and the young families who either live here permanently or are visitors.my house is right next door to the present access way and I have not had any major problems with the public use especially over busy holiday periods.I am assuming that the issue is not about the fact that vehicles are on the beach but about maintaining the access for all members of the community			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	91
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach 5573	92
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	93
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Levin	94
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	95
Option selected	Targeted Rate?		Attachment
Option 3			

Comments
Have no desire for Council to facilitate access onto the Beach. In over 30 years of accessing the beach by foot I have seen so many entitled fuckwits speeding, hooning around, driving in an unsafe manner that I can't support continued facilitation of vehicles to access the beach via the current access way over Private Land at the end of Manga Pirau Street.

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Levin RD 31	96
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
The beach community exists because people are drawn to the beach. Not having vehicle access has a significant impact on the attraction of the community for visitors and residents.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	6037	97
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Levin	98
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Levin	99
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	100
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa	101
Option selected	Targeted Rate?		Attachment
Option 2	No		

Comments
The access to the beach was why we purchased in waikawa. No access de vales our property. Why should we be punished for this when we pay our rates and look after the area as locals. We only need quad and walking access. But no access means the value of the whole of waikawa has decreased and the council are controlling this. Houses are currently not selling and I think this is part of the problem. So I'm not too worried about which option but it needs to be sorted. It's not fair on the locals. Maybe we put a keypad on it so only locals have access. The locals are happy to get together and do the job too.

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Manakau	102
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			
Why is there not a fourth option, i.e access from another location. This may be the more cost effective solution. Also if proper vehicle access is not available then people will continue to make their own as they did this week along Real Mackay st. This is a real issue. People will continue to search for other ways. This will cause more damage to the flora and fauna. Please provide a dedicated access to protect the sand dunes and all the good work people are doing down there with the restoration.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Droitwich	103
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			
We own a Bach on James Street. We've had it over 10 years. We have been saddened by the amount if cars, quads and bikes speeding over the years. It has got worse with people not respecting the environment or other people. Whilst we are currently overseas, we look forward to coming back to Waikawa it's a special place. We would like to see no vehicle access to preserve the environment.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa beach	104
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			
My preference would be for no vehicle access, however if vehicle access was to be improved then option two would be best. I believe that the river water quality needs urgent attention and is a more pressing issue. I would prefer to see money spent on addressing this first over beach access.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach RD 31 Levin 5573	105
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			

I love walking down the beach most days. It is great at the moment without bikes and cars. The 2 wheelers especially, as they do not respect the beach and the majority go way to fast, doing wheelies on the beach and creating a mess you have to try and navigate. Quad bikes often do the same.

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Levin 5573	106
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			
Access to the West Coast in this region is already available via Otaki. So hey imagine if we had a kaitiakitanga approach to our beach... where it becomes a safe place for rare birds to breed, to attract them back and stem the extinction of so many species. So Imagine if toheroa returned <a href="https://www.bbc.com/travel/article/20230322-toheroa-a-fabled-shellfish-that-nearly-vanished">https://www.bbc.com/travel/article/20230322-toheroa-a-fabled-shellfish-that-nearly-vanished</a> Where our community is one where nature is prioritised over human short-term gratification of driving on the sand. I understand it is difficult for disabled and elderly people and they have options at Otaki. Financially, given the debt the council has, given the cost of living crisis, and given that of all the reconstruction of infrastructure the council needs to maintain, the ongoing cost for the privilege of driving on the beach here, is foolish, and poor management of scarce council resources. I do not want my rates to increase for vehicle access to Waikawa Beach and if it goes ahead, my vote will count against the current decision makers.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Manakau	107
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Levin 5570	108
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	109
Option selected	Targeted Rate?		Attachment
Option 1	No		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	110
Option selected	Targeted Rate?		Attachment

Option 3			
Comments			
Vehicles on the beach not only destroy the very fragile environment that exists on the beach but also distract from the beauty and peacefulness of the area and are also are danger to children that play on the beach.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	6023	111
Option selected	Targeted Rate?		Attachment
Comments			
(Merged with no 322 - duplication - no comments made)			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	112
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	113
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	114
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	115
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
Vehicle access is important to the Waikawa community and visitors especially in event of emergencies. If the present access is reinstated and maintained as necessary then there would be no unlawful access ways formed as is happening at the moment .The beach is designated as a road and maybe more of a police presence would help to alleviate any issues arising re unregistered vehicles, underage , and speeding .in our time here of approx 20 years I have only encountered 1 traffic officer - where are they??.I think that it is only fair that the residents who look after and treat the access way responsibly should still be allowed to enjoy their beach , being			

able to launch their boats or long line fish , whitebait and all other recreational pursuits which are being denied at the moment

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	5573	116
Option selected	Targeted Rate?		Attachment
Option 2	No		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	117
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			
If there was a targeted rate increase then only Waikawa residents/targeted ratepayers should have vehicle access to the beach, for example via a locked gate.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	118
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			
<p>Hi - I'd like to make some additional comments for your consideration.</p> <ol style="list-style-type: none"> <li>1. Beaches as legal roads: I suspect that the need to designate beaches as legal roads (in many areas) dates back to when transport links between centres were poorly formed and beaches provided a means for coastal transport links to be maintained. There are no really valid reasons in this day and age why this provision should remain in place, and increasingly local and regional councils are recognising and protecting the environmental, social and cultural importance of the foreshore by removing or restricting beach access in their rohe.</li> <li>2. Primary beach use: the primary use of Waikawa Beach is by residents and visitors as pedestrians using the beach for swimming. Allowing vehicle access to the beach results in beachgoers having to avoid vehicles, and ensure that the children are kept out of the path of vehicles - some of which travel extremely fast in what can only be described as joy riding (cars, quad bikes and motorbikes).</li> <li>3. Access for fishing: much is made about the need to be able to access the beach for fishing purposes. As a resident of Waikawa Beach and a daily beach user I can assure you that in the years I have walked on the beach that very few of the vehicles going onto the beach actually do so to go fishing. Most are joyriding - including vehicles, quad bikes and motorbikes. Vehicle access for fishing is a minority use. This would be borne out by doing a survey of beach use - which I would recommend before any decision on access is made. Most access for fishing is actually in the estuary area for white baiting - and the reality is that when the Manga Pirau access has not been available the whitebait fishers have simply parked on Manga Pirau Street and walked their nets down to the river.</li> <li>4. Environmental considerations: there are others more qualified than I am to talk to the specific risks to birdlife wildlife created by vehicle access to Waikawa Beach. In my view the threat to bird life at the south end of the estuary is clear, and locals (myself included) have spent many hours building the dunescape through planting. This work has been highly successful in extending the dunes to the north and west in the estuary. Slowly but surely the natural dunescape is being</li> </ol>			



restored - and vehicle access put this environmental restoration at risk as well as creating greater risk for the increasing birdlife that these dunes support.

5. Different vehicles create different problems: The vehicles with the least rationale for using Waikawa Beach are motorbikes. These are not accessing the beach for fishing or any real purpose other than to simply ride on the beach - and they often do so at high speeds and also damaging the eco-system of the dunes by riding over and through the dunes. Most quad bikes that I have observed are also not being used to access the beach for fishing - but are often simply just cruising up and down the beach. However most do so below the high tide mark. Similarly most 4 wheel drive vehicles are also cruising up and down the beach below the high tide mark - with a small minority of quads and 4WD vehicles then stopping for swimming or fishing purposes.

Should there be a compromise?

I am strongly of the view that all vehicle access to the beach at Waikawa should be prohibited. I believe the HDC has an opportunity to be on the right side of history by increasing and supporting the protection of our natural environment at Waikawa Beach. This is also the cheapest of the options under consultation. If people want to access beaches for fishing then they can do so at Otaki or further north at Hokio or Himatangi.

Potential restricted access: Option 3 is the best decision for the long term (for the natural environment and ultimately for the community). However I appreciate that it is not the easiest decision for the HDC to make, and that HDC might prefer to make an interim step towards this long term goal. Should the HDC lean towards maintaining some form of access then I would strongly suggest that option 1 be pursued but only with restrictions placed on the type of vehicles that can access the beach. The most obvious restriction is to limit access to 4WD vehicles - and prohibit motorbikes and quad bikes from using the beach. 4WD access would allow people with mobility issues or fishers to access the beach. 4WD vehicles are also less likely to damage the dunescape or threaten birdlife. HDC could also consider a time-of-day limitation in combination with this - ie only allowing 4WD vehicles to access the beach at certain times for the day (eg - say between 9am and 2pm).

Thank you for considering this submission.

[s.7(2)(a) LGOIMA 1987]  
[s.7(2)(a) LGOIMA 1987]  
Waikawa Beach

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Manakau 5573	119
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	120
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	121
Option selected	Targeted Rate?		Attachment

Option 1	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	122
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			
The river cut option will reduce the erosion of the foreshore margin north and south of the present access. The river cut has a historical precedent also having been carried out by council for many years. It should also improve water quality at the bridge by allowing more tidal flow.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Otaki	123
Option selected	Targeted Rate?		Attachment
Comments			
(Merged with submission 36 ) Vehicle beach access is a desirable feature of owning a property at Waikawa beach but it is unfortunate that a few individuals with their thoughtless behaviour, spoil access for the majority who use access respectfully. Vehicle access allows a range of beach activity such as fishing, canoeing and swimming. I support option 2 but would also like to see some form of enforcements activity carried out to ensure all those who have vehicle access, abide by the appropriate protocols when using vehicle access.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Levin	124
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			
We live in the horowhenua for our beautiful natural beaches. Having vehicle access is a big part of our family lifestyle as we enjoy driving to a quite spot along the coast to unwind on our amazing coastline. Let's all enjoy it not restrict it.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Levin 5510	125
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	126
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	127
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			
Reduce vehicle related erosion, and impact on bird life, and dune damage. Safety for young children and older walkers.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Rd31 manukau levin	128
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
I've lived at Waikawa beach for 46 years and I can tell you there has always been beach access which has done no significant damage to anything that a good northerly won't put back to normal. I'm 100% keen for beach access to be reinstated if it's done correctly as per the owners request. Thanks Cam			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	129
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	131
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			
<p>Families in our area of Waikawa have been here for 20+ years. We respect and treasure the area and hope that others can continue to do the same. But we also use the beach for several recreational activities such as fishing, fun day out at the beach.</p> <p>If there is an emergency at the beach, such as fires, drowning, injuries, it is so important that there is easy access for emergency services.</p> <p>A lot of older people would still love to be either transported to the beach or be able to walk down safely. Currently a chain prevents older people from going down to the beach because they can't step over it safely.</p> <p>It is causing a divide in the community and the issue is being too dragged out. If there was no access, this will change the area dramatically. It is already looking like a ghost town.</p> <p>The river being reshaped will prevent a big king tide harbour which is eroding at the banks and will be detrimental to those surrounding properties</p>			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	132
Option selected	Targeted Rate?		Attachment

Option 2	Yes		
Comments			
<p>It's been over 20 years of constant changes with the beach entrance. It's become a safety issue now and needs to be sorted as soon as possible.</p> <p>Myself, amongst other residents here have paid our rates for several years and would appreciate that the beach entrance and river issue is sorted as it has divided and upset our community.</p> <p>It is important that everyone can safely access the beach and also in the event of an emergency, services should be able to get down urgently.</p> <p>The river needs to be maintained as it will be forever causing problems to the area with the king tides.</p>			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	133
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			
<p>I have been coming up to waikawa beach for 41 years now.</p> <p>If my wife was still here, she wouldn't be able to access the beach safely. My sister in law is currently in that position due to immobility issues. It's not currently safe to access the beach and if an emergency were to happen, there would be no access for those emergency services.</p> <p>2024 - 8th January, there were 20 people on the whole beach whereas last year there would have been 100+ on Waikawa Beach and it was the hottest and sunniest day.</p> <p>My children grew up here and now my grandchildren come here and enjoy the beach.</p> <p>We use our vehicles to bring down the kayaks, fishing gear and set up for a day at the beach.</p> <p>If nothing is done, after 41 years, myself amongst others will be leaving Waikawa.</p>			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	wellington	134
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	LEVIN	135
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Ohau	136
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
We need to keep this open. Majority of the vehicle access is for locals enjoying the beach.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Ohau	137
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Levin	138
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Levin	139
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	manawatu	140
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Levin	141
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
Myself and the [S.7(2)(A) LGOIMA 1987] family have been accessing Waikawa Beach for over 50 years during our time in the Region. The River access has never been a problem with a suitable 4WD Vehicle. Have never witnessed Ecological damage to the Sand dunes or Plant life as a result of this access. We have always respected the access way and many a happy time has been had at Waikawa Beach fishing and enjoying family time			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Levin	142
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
Strongly support maintaining vehicle access to our beaches, this is something that is unique to the region (to be able to drive vehicles on the beach), it is enjoyed by people of all backgrounds, and we don't want to lose it.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	143
Option selected	Targeted Rate?		Attachment
Comments			
(Merged ) with Submission no 462) First Submission No 143 - I am keen to have vehicle access preferably option 2 as my previous experience is that the access gets eroded and unusable. I would like to see a more permanent and reliable solution. However , if this is beyond fiscal capacity for the council my second option would be option 1. Thank you. New (additional no 462) submission of same person selects option 1 which has been counted			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	144
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			
River Training,get some bigger rocks for the groin and extend it ,Look to the groins on all the River Groins on East Coast of Australia ,they work .Big rocks and generous proportions. Maintenance will be minimal			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	145
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			
<p>Thank you calling for feedback.</p> <p>As a perm resident of Waikawa, and lover of the beach, in my opinion there are already *far* too many vehicles in this part of the beach already, particularly on weekends (at least 4 or 5 at any given time, all daylight hours). Most drivers (utes; also dirtbikes) cruise up and down the beach at speed, taking advantage of the access at Waikawa river to drive up to Otaki. This is dangerous to native birds, who nest in the area; dangerous to small children; and polluted and antisocial. I strongly believe that further access does not need to be facilitated or encouraged.</p> <p>I would honestly prefer that vehicle access was heavily curtailed (e.g. restricted to a specific spot for fishing/white-baiting, but strictly not joyriding) or removed entirely -- council's money would be better put to wildlife or dune preservation.</p>			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Whitby Porirua	146
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			
<p>I would insist you look into a third option. There is currently a legal access roughly 300m back on Manga Pirau St. I dont think it would take much to make a 4 Wheel access through it. Why has this not been considered.</p> <p>Also as the present Access at the end of Manga Pirau has been used for years I believe it can legally be zoned a legal road. Has this been looked into.</p>			

In fact is it not that the whole of the beach is a legal road having been used as one prior to state highway one.  
IT seems silly to pay a lease for access that either legally exists. Also as there is another legal access a few metres down the road.

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Wellington 6035	147
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			
IT would good to get all vehicles off the beach including those that drive up from Otaki Beach or down from the north			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	148
Option selected	Targeted Rate?		Attachment
Option 2	No		
Comments			
Management of the river is essential as erosion will only continue, and the river pollution has to be addressed. I do not support a separate rate as management of our water ways are the responsibility of Horizons Regional Council and are to the benefit of everybody, as my rates already contribute to the management of other resources in the District as a collective.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach , RD Levin	149
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			
(merged as same submitter than no 151) I am very much opposed to the use of vehicle access at Waikawa Beach. The beach is a precious ecological taonga that should be protected and cherished. Birds nest in the proposed area including birds that are endangered (such as the banded dotterel and the kuaka/godwit). Allowing vehicles to drive through their nesting area places these species at risk as it disturbs the chicks and parents and means the eggs can be broken by the oncoming vehicles. Vehicular access also increases the risk of erosion. Vehicles belong on our roads but they do not have a place on this beach. In addition, i feel that as a ratepayer, the proposal for vehicular access is a wicked waste of money. I would much rather see my rates go to something more worthwhile, especially in these times of financial difficulties. I do not want the Horowhenua District Council spending so much money on a project that will do so much harm to the environment. I would rather see this money spent on social services in Levin or on the restoration of the waters of Lake Horowhenua. Hi I have already just summited a statement just 5 minutes before on why I oppose vehicle access to Waikawa Beach, focusing on the risk to wildlife and the environment and concern about the financial cost . I now want to give one more reason : safety for families. I have 5 grandchildren under the age of 10 who visit regularly and their safety is important to me , as is the safety of all children. The beach should be a place where children are safe to play and explore and they should not have to face noisy vehicles driving up and down the beach. creating a danger to their personal safety through the risk of accident. The beach should be a place of peace and restoration where we have a break from the noise, visual and environmental pollution caused by vehicles. People have done enough			



damage to our environment as it is. It is now time for councils to say no to the vehicle lobby and to insist vehicles stay on the road where they belong, not on Waikawa Beach.

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	150
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			
1/ Best for wildlife especially endangered birds 2/Best for physical environment minimising erosion risk 3/ Financial. No cost to ratepayers at a time of significant financial stress for many. The money to support option 1 and 2 better put to more urgent and vital projects 4/ Safety. Vehicles pose a significant safety risk for people especially children using the beach.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach, RD Levin	151
Option selected	Targeted Rate?		Attachment
Comments			
(Mergered withSubmission 149 - same submitter)			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Levin	152
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			
We need to protect the wildlife. People are already cutting through empty sections to access the beach.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Levin	153
Option selected	Targeted Rate?		Attachment
Option 2	No		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	154
Option selected	Targeted Rate?		Attachment
Option 3			Yes
Comments			
Thank you for the opportunity to join in the korero on the vehicle access at Waikawa beach. My preferred option is that there be no vehicle access allowed on the beach. I am fully aware that this option will not be a popular one with quite a few people, and in this context I think it is important that the Horowhenua Council and maybe also the wider Horizon Regional Council, wherever this responsibility may lie, considers the wider and long term legal			

framework of all access at all its beaches. I understand that the Kapiti Regional Council has done a similar thing in 2021, where certain beaches are car free and other beaches have some limited access for certain vehicles allowed. (see attached file)

I understand that this is a much bigger and wider consideration, but the question for Waikawa Beach could be a good starting point for this wider korero.

In this context, I see the unique character of Waikawa Beach, with its river and high dunes, which are growing, and is abundant wildlife, as the perfect opportunity to make it vehicle free and make it a place where people can enjoy and join in the protection of the natural environment.

As we have noticed recently on New year's Eve, when some people cut their own vehicle access through private land and the council pedestrian access at the South end of Reay Mackay Grove, there are already people who disregard the existing regulations: i.e. taking their vehicle through a non vehicle beach access. Knowing that there is a part of the community who will, come what may, do what they consider to be their freedom and right, I think this question of vehicle access here fits best in the wider context of all Horowhenua Beaches. It will need to go hand in hand with good communication and education about the rules in different locations. I think that is very important so that understanding of the rules supports the technical and environmental decision being made, as this has a social impact for the community as well.

If the decision is made to keep a vehicle access, then I think that access should be restricted to quad bikes only, no cars, and definitely no motorbikes or moto-cross bikes. As it stands now, the speed limit is rarely adhered to by anyone who drives on the beach, with some people hardly slowing down when approaching children or animals.

This for me raises the question to an even bigger, maybe national one, to change the outdated law that says that beaches are legal roads. That comes from a very different (almost ancient) time and society, when there weren't the roads available to get across the country. This is no longer a requirement for modern society, and it is almost impossible to police this 'road' and the behaviour of the drivers on it.

Times are changing and as a society we are faced with finding a new and sustainable relationship to the land, the water and all the life in and on it. These questions will no doubt come up for the council and the community in many different forms and ways. With this changing awareness, I hope that the council will make the brave and right decision for the health and connection of its people with the land and environment. What is right for the land, is right for the people on the land.

Thank you for your consideration,  
Kind regards, [s.7(2)(a) LGOIMA 1987]

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	wellington 6021	155
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			
My holiday home is on Manga-Pirau st and I have noticed significant traffic moderation on our street since vehicular beach access has been closed. I consider this to be very positive outcome both as a resident and beach user. Hence my strong support for Option 3 However I do acknowledge that if there is likely to be a desire to reinstate vehicle access to the beach and if it is decided by the Council to reinstate this access then Option 2 must be adopted. I do not support Option 1			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Manakau 5573	156
Option selected	Targeted Rate?		Attachment

Option 2	No		
Comments			
I oppose any shaping of the river. The last time that was done by council high crumbling sand banks were formed and the river was channeled in a narrow swiftly running current. The banks formed were lethal- if a child, or adult fell in they would have been swept out to sea. It was really concerning at the time and of course within a short space of time that money was wasted when the river corrected what man had attempted.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	157
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Stratford	158
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			
Redirecting the river may allow additional time from erosion of the properties directly adjacent to the beach. It should also allow long term access for vehicles to the beach.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	159
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			
If vehicle access is voted for I recommend a better option for vehicle entry onto Waikawa Beach sited further south @ Reay Mackay Grove . The access would be significantly less prone to the river estuary's natural fluctuating erosion and shifting river bed behaviour. Any expenditure invested there would require significantly less forward maintained.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	160
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			
No vehicle access will let us feel safe with our children on the beach and allow the birdlife, nesting and dunes to thrive.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Manakau	161
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Wellington 6021	162
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	163
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			
I am in favour of groyne placement at strategic along the shore. I believe these will be very effective in helping to stem erosion and to assist with training the river.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Manakau	164
Option selected	Targeted Rate?		Attachment
Option 2	No		
Comments			
<p>I have lived and grown up on the Waikawa over 50 years I have seen man made changes ie rock wall and stop banks digging out from end of rock wall to high tide mark numerous times</p> <p>I have ticked option 2 but believe it needs to be changed</p> <p>1, The rock wall controlling the river needs to be removed and replaced with permanent materials it needs to be extended far enough so the river can still meander south but far enough so when there is a flood river will blow out and straighten up by it's self I think 30meters longer than current wall , cheaper option could be to extend current rock wall but needs to be done with permeant materials interlocking 3 legged concrete blocks , or river rocks in baskets or big boulders this is key to stop the sand banks in front of houses eroding the estuary and drain will fill up with sand over time which is what needs to happen to stop erosion</p> <p>2 groins made out of permanent material should be installed north of the accesses to help with build up off sand and to keep river away during a weather event estimate 10 meters long so that they extend over the estuary drain</p> <p>3, accesses owners of the land have been very obliging over the years so a lease looks main option but another option could be to purchase the section where the track starts has a house and caravan this would be a one off cost but would give guaranteed access for generations to come not rely on a lease</p> <p>I would be more than happy to meet on site and discuss the options I have put forward or discuss over a ph call</p>			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Levin	165
Option selected	Targeted Rate?		Attachment
Option 1	No		
Comments			
While I support option 1, I do not agree with the transfer of responsibility of costs within our rates. This erosion of the entrance way and poor maintenance has not happened over night but			

over time. We should not share the cost of a reactive measure. Been of importance to the people, this should be and should have already been included in our rates as proactive maintenance. Nor do I believe the costings to do this are correct nor realistic.

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	166
Option selected	Targeted Rate?		Attachment
Comments			
(Merged with submission 325 - no comments in submission no 166)			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Ōtaki	167
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
Option one as long as the lease for the access is not too expensive.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	South Manakau	168
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			
<p>I would be happy with vehicular beach access for local area people only for boat launching, fishing, disabled access, young children who can't walk the distance, as long as they respected the speed and registration rules, preserved dunes, respected pedestrians and dogs. Most of the bad behaviour on the beach appear to be people driving up from the South, speeding and unregistered vehicles/motorbikes/quads, which will continue to occur whatever the the outcome of local access.</p> <p>This should be funded by the people who use the access. eg. \$10 fee to launch a boat at the Foston slipway, or annual fee, so something similar.</p> <p>Disappointed that other options have been dismissed without clarification of why.</p>			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	169
Option selected	Targeted Rate?		Attachment
Option 2	No		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	170
Option selected	Targeted Rate?		Attachment
Option 2	No		
Comments			

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Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Lower Hutt 5011	171
Option selected	Targeted Rate?		Attachment
Option 2	No		
Comments			
<p>YOUR FEEDBACK FORM IS FLAWED IN THAT IF YOU CHOOSE EITHER OPTIONS 1 OR 2 IT APPEARS YOUR CHOOSE WILL NOT BE COUNTED IF YOU SAY NO TO A TARGETED RATE INCREASE FOR WAIKAWA BEACH RATEPAYERS. TO MAKE MY POSITION CLEAR I DO NOT SUPPORT OPTION 3</p> <p>I have concerns regarding the cost indications for Options 1 and 2 which seem excessive for what should be an informal (Non Paved) access (which has worked fine for over 40 years) and for Option 2 an annual river diversion (If required).</p> <p>It would be unfair to target rate the Waikawa Beach Ratepayers for beach access and a river cutting which benefits the wider Horowhenua community.</p> <p>I have owned my Waikawa Beach property for approximately 40 years and have used the beach vehicle access to transport family members and equipment (including heavy fishing gear) so that we can fully enjoy this fabulous beach amenity. Being in my 70's vehicle access is now more important than ever.</p> <p>I would be happy to discuss my feedback in more detail if this was considered to be of help.</p>			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	172
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
<p>The lease agreement with Māori owners needs to be on commercial terms that are fair and reasonable. Vehicle owners who disregard/ignore their private property rights should have their vehicles banned from the beach.</p>			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach 5573	173
Option selected	Targeted Rate?		Attachment
Option 2	No		
Comments			
<p>I support vehicle beach access especially for less abled/mobility impaired people. Has putting in vehicle access at Reay MacKay Grove been considered? It would take away the requirement for lease agreement and river cutting.</p>			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	174
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			
<p>Ensure enough access for 4x4 vehicles and quads only. There will be the occasional 'smoothing' of the access area to facilitate this, locals can monitor and carry out the occasional 'help'. This is a very low cost option with minimal environmental impact. A win-win for everyone - except those with 2 WD cars.</p>			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa	176
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach, 5573	175
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			
I don't consider the river cut part of river training to be worthwhile. It's impact is short-lived with last cut lasting only a few days. Also, with increased sand accretion since the last cut, the resulting cut channel would have very deep and steep banks creating a hazard to beach users until washed out by subsequent tidal action.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Foxton Beach	177
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			
Your Parks team is familiar with me. I monitor this coast from Waitohu Stream to the Rangitikei Estuary as part of my community commitment, so I use the Waikawa Beach access point for the southerly 4km. However, since pedestrian access is sufficient for me, I have no need of vehicle access. We know there are some bad actors who drive north through Waikawa Stream to misbehave in the dunes and dune wetlands between Waikawa Stream and the Ohau estuary. Reducing these incidents is ecologically very desirable, as the 4km between Waikawa Beach and the Ohau River has some amazing biodiversity in the dune wetlands, which is sadly underrecognised by agencies and scientists in this country. In fact, at the moment, the Kuku Beach dune wetland area may be the single most biodiverse dune wetland in the lower North Island, and maybe further. I continue to endeavour to build contacts to help preserve this unique environment. Feel free to contact me for more detail on this theme.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach Horowhenua	178
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			
As our property is in close proximity to the road end and stream, a solution that would retrain the river would be the most desirable. Having owned our property for 12 years I am aware that the stream does 'move about' quite often. Hopefully the retraining option would allow dunes to form with the assistance of planting. However, I believe the river-cut feature of the retraining to be unnecessary and add cost and resource consent issues far beyond any likely benefit. The last cut only lasted a few days.			

Whilst we are predominately walkers, my husband does have a fishing drone which we would normally use by accessing the beach by quadbike.

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Levin 5573	179
Option selected	Targeted Rate?		Attachment
Option 2	No		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	180
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	181
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			
I believe beach access is every kiwis right.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Wellington	182
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			
Access to the beach is very important to the community. I don't agree with targeted rates. Rates should not work that way - they are universal. We do not use all services the council provides, but we still pay for them (like Library services). This is a good practice and Waikawa residents should not be impacted for access used by the whole community - it should be universal in cost allocation.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Wellington	183
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			
The wider community needs guaranteed access to the beach. I don't agree with targeted rates. Rates should not work that way - they are universal. We do not use all services the council provides, but we still pay for them (like Library services). This is a good practice and Waikawa residents should not be impacted for access used by the whole community - it should be universal in cost allocation.			



Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Ohau	184
Option selected	Targeted Rate?		Attachment
Option 1	No		
Comments			
It is our view that the access should remain as is until the next LTP phase (3years). Above all, mana whenua access to mahiga kai and ability to exercise customary rights should not be impinged at any cost			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Wellington. 6021	185
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			
We have a place at Reay Mackay and are disappointed that people are now using that access to drive on the beach			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	186
Option selected	Targeted Rate?		Attachment
Comments			
(Merged by Stphan Titze with submission 188 and 314) We don't have water or sewage and limited amenities for what rates I am paying the beach we should have access to our beach			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	187
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			
I support option one as an alternative to no vehicle access, already some locals have cut a quad track on our walkway off Reay mckay and horse riders are using it also for access , its out of control, people ignores signs and ruin it for others, can council police it better?			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	188
Option selected	Targeted Rate?		Attachment
Option 1	No		
Comments			
(Merged with submission no 186 and 314 - change of option) - submission 186 We don't have water or sewage and limited amenities for what rates I am paying the beach we should have access to our beach / submission 188 - I have rethought my option / submission 314 No increase in rates we pay enough for what we get or have			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	189
Option selected	Targeted Rate?		Attachment

Option 3			
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	190
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	191
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			
I think the council should options for direct beach access via stradnver drive as this maybe a simpler and less expensive option.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	192
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			
(Merged with submission no 77 - duplication)			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	193
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			
Because of the drastic erosion of the sand dunes, and nesting birds, I feel vehicle access should be stopped. I know this is hard especially for boaters who fish, but whitebaiters can manage without vehicles. I think recreation bikes also should not be on this beach.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	194
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	195
Option selected	Targeted Rate?		Attachment
Option 1	Yes		

Comments

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa	196
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	197
Option selected	Targeted Rate?		Attachment
Option 2	No		
Comments			
I support limited vehicle access so long as it has strong, policeable restrictions that will be monitored and enforced 24/7. If policing cannot be provided 24/7, access by locked gate only, with keys only provided to vetted and registered users. Access for quads for fishing purposes only. No motorbikes, no 4WDs, no speeding, no unsociable behaviour. Respect for other beach users, nests, bird life, plants and dunes at all times. Prosecution for individuals or groups who trespass on or create paths or tracks through other ratepayers or council property for the purpose of creating vehicle access to the beach. Reinstatement of a damaged environment for anyone caught destroying dunes, plants, fencing, signs, posts, bollards and other public or private property.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Wairarapa - Greytown	198
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			
Please put signs where vehicles may access the beach, informing the public that vehicles travelling along the beach are killing the shellfish spat. Some may reconsider driving if they are aware of the damage they are causing.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	199
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			
What would the cost be to just extend the groyne 5 to 10m and let nature do the rest			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach 5573	200
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			
River training needs to be continued year in year out to get it established and if it gets washed out it needs to be corrected immediately.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	201
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	203
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
I have voted for option 1 at this stage as all communities are having financial decisions and I don't believe that now is the time to do major work when the council knows their future responsibilities involving raising sea levels.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Wellington	204
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			
I have been enjoying the quiet and beauty of Waikawa for over 41 years having a share in a batch there.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	205
Option selected	Targeted Rate?		Attachment
Option 2	No		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	206
Option selected	Targeted Rate?		Attachment
Option 2	No		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	207
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			
Hi there The council is unreasonable and wasting time by presenting these stupid options.			

The access through strathnaver should be one of the options as the Mangapirau options 1&2 should be walking access only due to ongoing changes to river.  
The council knows its ridiculous to try and keep the same stupid options & excuses year after year that will not work  
The cost long term is cheaper elsewhere instead of presenting the same thing over and over  
You need to consider moving access away from the river and Strathvaver is the only option

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Manakau	208
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			
I am against vehicles on the beach for ecological reasons, for the danger they pose to other beach users, especially children, and for the noise they create which impacts on the enjoyment of the beach by other users. Generations of our family have enjoyed whitebait fishing at the beach since nearly 50 years ago!) and we've never had a problem with carrying nets and equipment on foot. TBH I've always found the limited access to the beach has procreated the beach and has been part of its charm.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Lower Hutt	209
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			
There needs to be access for emergency vehicles.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	210
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			
It seems to me the presence of the river makes the Manga Pirau location inappropriate for a vehicle access. I would prefer to see a new vehicle access in a better suited location, such as off Reah Mackey Rd. This would have been a good option D.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	LEVIN	211
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
This access way requires a small digger to clean it up every now and then when required. Move the sand around without disrupting any banks or planting. I can do this for nothing when required.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	5573	212
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	213
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Levin 5573	214
Option selected	Targeted Rate?		Attachment
Option 3			Yes
Comments			
<p>I have been coming to Waikawa Beach since 1983 and have paid rates here since 1995. My option is not based on a theoretical opinion, but observations over that period and in particular the last 5-10 years as a permanent resident and seeing more and more vehicles accessing both the beach and dunes.</p> <p>The motorcycles I have seen are exclusively off-road motorcycles, so my understanding is legally they should not be on the beach at all if a beach is considered a legal road.</p> <p>However, it is not the beach use that is most disturbing, it is the environmental damage that vehicles are causing, particularly in the dunes between Waikawa and Kuku Beach. The environmental damage is considerable, and the dunes take many months to regenerate, and don't have the chance to regenerate at all where there is a continuous flow of motorcycles and 4-wheel drive vehicles using the same area.</p> <p>In addition to the environmental damage the speed that some of these vehicle travel at is a Health and Safety risk to all other beach users.</p> <p>If we want to make a difference to the environment, I believe a good place to start would be placing a ban on access to the beach for all vehicles. The recent destruction on the south beach track off Reay Mackay Grove to allow a minority of people to have vehicle access is a demonstration that any damage created by these users is not their concern.</p> <p>In conclusion I do not want any rates to be used on supporting continued vehicle access to these people.</p>			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Lower Hutt 5010	215
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			
<p>We have been regular visitors to Waikawa Beach for over 40 years and have become increasingly dismayed at the number of vehicles encountered on the beach. Worse is the evidence of many vehicles driving in and behind the sand dunes, cutting up tracks we have been walking our dogs on</p>			

for years, so that in the wet months they become a slippery bog. As vehicle users seem unable to follow the guidelines for vehicle use on beaches (speed limits, staying below the high tide line, staying out of the dune areas) I would prefer there be no access for them at all. Certainly I have no wish to support their habits through the rates I pay (I also have a home at Waikawa beach).

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	216
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			
Vehicles in the past have not treated the area with respect and make the beach unsafe and unwelcoming for most other users, along with regularly disobeying the rules by damaging sandunes and endangering wildlife.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	217
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			
Beach access is critical for Waikawa Beach residents - a core reason many of us purchased property			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	5573	218
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Wellington	219
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Wellington	220
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			
I would like all vehicles (and especially trail; bikes) completely EXCLUDED from our beach for personal safety reasons, for birdlife protection and for preservation of our precious dunes. Small children are often at risk from people on trail bikes just hooning around. Also the birdlife especially Oyster Catchers are endangered at low tide and during breeding seasons. It is important that all vehicle access from Otaki and Kuku areas is also banned.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Manakau 5573	221
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
Option 1 provides limited beach access - is tidal so there are times of the day where people can not drive onto it and restricts usage to 4 wheels - for the purpose of fishing and family recreation-going swimming, horse riding. I don't want to see 24 x7 access (option 3) that would allow standard cars to access the beach - as this would turn the beach into road, and reduce the feel of the beach - where its still possible to walk without constantly being concerned about traffic. The wildlife is benefiting from the reduced traffic. Second option would be option 3			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Levin	222
Option selected	Targeted Rate?		Attachment
Option 3			Yes
Comments			
I agree with [S.7(2)(A) LGOIMA 1987] opinion as expressed in the Waikawa News with a very slight alteration to include HDC upgrading the pedestrian access. "HDC has a rare opportunity to create at very little cost, a very special kind of beach: one where people can take their kids, their dogs, their horses, and enjoy a quiet environment without constantly stressing about where the next vehicle will come from to endanger those in their care. Vehicles can freely and easily go on beaches at Ōtaki, Hokio, Waitārere, Foxton. Why don't we create a unique 'sanctuary' for pedestrians at Waikawa?" This option would also provide a safer environment for the many birds who nest at the beach.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	223
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	224
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Manakau 5573	225
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			



Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Manakau	226
Option selected	Targeted Rate?		Attachment
Option 1	Yes		Yes
Comments			
We have to keep access to the beach as it's a vital part of our family activities			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	227
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			
My family, friends and I MUCH prefer the peace, safety and views with NO vehicles on Waikawa beach. It's easy enough to carry anything one might reasonably need by hand or cart. However, if vehicle access is to be arranged/maintained, please require (strongly encourage) vehicles to keep to the South of the river mouth, and not on the main "family friendly" beach directly in front of the village/foot-bridge.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	waikawa beach 5573	228
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
<p>We have lived at waikawa beach for 22years  we enjoy the quiet nature of the beach  we walk on the the beach at least 3 times a week for at least last 3years  before this we had a lawn mowing business for 15yrs where all clients were at waikawa beach and everybody brought properties here to be able to access and utilize/enjoy the beach . we have seen generations of family grow up here ..</p> <p>We gratefully for the land owners to allow the community to use there land to access the beach . problem mostly arise during the weekends when people with no connection to the beach use it as race track and disregard others enjoyment.</p> <p>we access the beach with quad bike for whitebaiting and long line fishing  without this access our enjoyment of whitebaiting /fishing would be removed as age is catching up on us and makes it impossible to be able to fishing gear onto the beach .</p> <p>realise that there is a cost to everything and are willing to pay for the maintenance of the access way by way of rate</p> <p>there is no way that the waikawa stream can be contained to reach the sea without enormous amounts of money and with increase of rates year on year there are more important areas where rate money could be , like widden / lift /waikawa beach road past Emma drive to stop flooding of the road ! this is a small community with small rateable base and the only logical solution is to try to maintain the access way as it is</p>			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Wellington	229
Option selected	Targeted Rate?		Attachment
Option 3			

Comments
I'm a former ratepayer of Waikawa and now a regular visitor.

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Lower Hutt	230
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			
We have seen constant abuse of the protected coastal dune areas even though people are not allowed to drive in these areas. Beach access and driving on the beach does not seem to be policed at all so drivers can do as they wish leading to terrible accidents like those up North. Some people speed up and down the beach with no regard to other people and their animals. Who will pay the costs for access for I certainly have no wish to contribute towards something I have always been against.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Lower Hutt 5011	231
Option selected	Targeted Rate?		Attachment
Option 3			Yes
Comments			
<p>I have owned a property and paid rates at Waikawa Beach since 1984, and do not believe there is a need for vehicle access onto our beach. If vehicle access is required. A safer cost-effectively and maintainable beach access is always available at Otaki Beach.</p> <p>Over the forty years I have owned a property at Waikawa, 4-wheel drive vehicles, motorbikes and quad bikes have always been a problem on the beach with them cutting up the plantings in the sand-dunes and driving up and down the beach at speed with little regards for pedestrian beach users. In one recent example a vehicle (Vehicle Reg: UD4117 - Refer attached photo) became stuck in the river, getting buried to its axle. I stayed there for days until it was pulled apart and the remains buried in the dune further up the beach (Its unclear who had to pay for this, and if the resource consent for the dumping of this vehicle on public land was ever made or approved?).</p> <p>The beach is supposed to be a 'Public Road' with anyone driving on it having to meet the requirements for this, Sadly the policing of this is not carried out by the council or the Police (as its too hard). As a result, we have unlicensed drivers driving un-warranted and unregistered vehicles using the beach with little regards for other beach users. There is also the cost associated with gaining beach access, which I as a taxpayer (who never have used it) am not interested in funding it through my taxes. If beach access is required, perhaps the users can contribute to cover the potential \$150,000-200,000 value (Perhaps you should be asking the people wanting the beach access if they are will to come up with \$15,000-\$20,000 each to cover it). I think if they have to put a value on the vehicle access, they may reconsider its value to them.</p> <p>As it's been proven over time that vehicles on the beach only cause issues, the best option is to remove the vehicle access to the beach. I do appreciate that there are a few genuine people with disabilities who would be impacted by this, which is unfortunate.</p> <p>In closing, I am firmly against the Council using my rates to create or maintain vehicle access at Waikawa beach.</p>			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach, Levin 5573	232
Option selected	Targeted Rate?		Attachment
Option 1	No		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	233
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			
<p>3 bad options doesn't give a person much say. There are other options not included here, ie the council land further down Manga Pirau street which already has access to the sea, and just needs some levelling, and the current boardwalks in Stranthnaver which could be widened. Absolutely rude to only be given these 3 very bad options.</p> <p>Obviously the council already has a forgone conclusion and doesn't want REAL input</p>			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Levin 5573	234
Option selected	Targeted Rate?		Attachment
Option 1	No		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	5573	235
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
<p>Can we please use some rock to build the access cum breakwater &amp; allow the locals to re-fill with sand as &amp; when it's washed out ? The area has numerous quarries and or river stones . Forget river cuts. Waste of \$. And please stop spending \$'000's on signs &amp; bike stands. Spend it on replanting etc . What's more the entrance is a visual eyesore. Focus on useful stuff please.</p>			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	236
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	237
Option selected	Targeted Rate?		Attachment
Option 3			Yes
Comments			
<p>We have three children and often stay at our house in Waikawa - we bought it about 7 years ago. Throughout this time we had quite a few experiences of vehicles cars and bikes coming very close to us and our children while they were playing on the beach or while we were walking to/fro the beach in the dunes and river bank - the driving was fast and dangerous and unnecessarily close to us with the intention of scaring the children. We also had the experience of coming back from the beach a few years ago when very high people were trying to get back up the bank to Manga Pirau, they were driving erratically were extremely hyper on something possibly meth or a combination of drugs, they eventually managed to make it up the bank after several attempts with different drivers. These experiences lead us to oppose vehicle access to the beach. The picture attached is from the sand castle competition last weekend ... you can see two bikes there were 3 that came and rode around the castles in a menacing way.</p>			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	238
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
<p>I believe it is vital to have vehicle access with regard to elderly people, young kids, fishermen and others who wish to enjoy the seaside. Many people need to take leisure gear or fishing gear down to the beach which is at least a 25 minute walk to reach. I have been at Waikawa Beach for 40 years an over that time watched many families drive down to the beach with their boogie boards, surf board, picnics etc for the day enjoying what is there. This area is also well known for its whitebaiting and this activity requires vehicle access for the people to bring their nets and equipment down.</p>			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa beach	239
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	240
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			
<p>My partner, four young sons and I didn't move here because it's convenient to work and shops, we chose to live here to give our sons a lifestyle of opportunity to experience true New Zealand culture of</p> <p>A) having the freedom of exploring nature</p> <p>B) learning how to feed yourself from nature</p>			

C) learning how to harvest fish with long lines  
D) getting away from the "tech" trap and interacting with actual humans  
E) reaping the emotional benefits of being in contact with the earth and sea  
F) teaching the importance of looking after our land  
Since our access has been cut off our ability to do a lot of these important activities has been lost. Not only would granted vehicle access give us the ability to fill our freezer again, it would also help us to get connected back to nature and rebalance our mental well-being. I'm also unsure why the north end of Rea Macae council land hasn't been considered as another vehicle access option. hope someone reads this and understands my concerns.

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Manakau Levin 5513	243
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			
<p>(Transfer response from hard copy to system ) Without beach access it will make Beach safer for families, pets etc. Toheroa, Beds &amp; Pipi are not driven over (mainly Toherora) and killed or affected adversely, Private land not abused or destroyed also will not increase our rates (as 17% increase predicted) also there is access that would be suitable (i.e. wide enough for vehicles ect.) in the new subdivision Stratnaver (off Ray MacKay) that is council owned / further away from river so will not be washed out and will not cross over privately owned land as it has been for 50 years or more.</p> <p>I believe it can be "rezoned" to make this happen &amp; is the only sensible solution I think is a access is needed!</p>			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	244
Option selected	Targeted Rate?		Attachment
Option 2	No		
Comments			
<p>Horowhenua District Council submission</p> <p>As a disabled person living at Waikawa Beach, I do not support the beach access options presented by the Horowhenua District Council. It appears the Council is more concerned about the cost of implementing and maintaining beach access rather than the rights of citizens, and in my case a disabled citizen.</p> <p>1 in 4 people in New Zealand identify as disabled 95,000 young people (0-14 year). Disability is not about impairment, its about the barriers which society creates that precludes the engagement and participation of those in the community who are less able.</p> <p>There are three key legal obligations that the Horowhenua District Council should be aware of.</p> <p>The 1. United Nations Convention on the Rights of Persons with Disabilities, 2. Human Right Act 1993 and 3. NZ Disability Strategy 2016-2026</p> <p>NZ is a signatory to the United Nations Convention on the Rights of Persons with Disabilities. See <a href="https://www.odt.govt.nz/united-nations-convention-on-the-rights-of-persons-with-disabilities/">https://www.odt.govt.nz/united-nations-convention-on-the-rights-of-persons-with-disabilities/</a>. This responsibility flows down to local government obligations.</p> <p>United Nations Convention on the Rights of Persons with Disabilities (CRPD) Article 30 – Participation in cultural life, recreation, leisure and sport</p> <p>5. With a view to enabling persons with disabilities to participate on an equal basis with others in recreational, leisure and sporting activities, States Parties shall take appropriate measures:</p>			

- a) To encourage and promote the participation, to the fullest extent possible, of persons with disabilities in mainstream sporting activities at all levels;
- b) To ensure that persons with disabilities have an opportunity to organize, develop and participate in disability-specific sporting and recreational activities and, to this end, encourage the provision, on an equal basis with others, of appropriate instruction, training and resources;
- c) To ensure that persons with disabilities have access to sporting, recreational and tourism venues;
- d) To ensure that children with disabilities have equal access with other children to participation in play, recreation and leisure and sporting activities, including those activities in the school system;
- (e) To ensure that persons with disabilities have access to services from those involved in the organization of recreational, tourism, leisure and sporting activities.

#### Human Rights in New Zealand

The Human Rights Commission website states:

Human rights are the basic rights and freedoms that everyone has in Aotearoa NZ. There are two main types of human rights - civil and political rights, and social, cultural and economic rights. In terms of these rights in a recreational context, Sport NZ has identified that disabled people have lower participation rates in sport and active recreation and need to be a prioritised group because sport and recreation are in our DNA and they create happier, healthier people, better connected communities and a stronger NZ.

#### NZ Disability Strategy 2016-2026

The NZ Disability Strategy 2016-2026 clearly outlines the Government's expectations around meeting the United Nations Convention on the Rights of Persons with Disabilities.

The strategy states a number of outcomes, but the key outcomes related to this are:

Outcome 3: health and wellbeing We have the highest attainable standards of health and wellbeing.

What our future looks like:

The importance of belonging to and participating in our community to reduce social isolation, and increase our overall wellbeing, is recognised and supported. We get involved in sport, recreation and arts activities, and are recognised and valued for this. Those of us who identify as members of other communities do not face barriers participating in and contributing to cultural activities because of our impairments. We are supported to be healthy and well, and can participate in community activities on an equal basis with others. What this means:

Disabled people are consulted on and actively involved in the development and implementation of legislation and policies concerning health and wellbeing, including sport, recreation, arts and culture.

Participation in community activities if we choose (for example, sport, recreation, arts and culture), or just being present and belonging to our community is supported and valued.

Outcome 5: accessibility We access all places, services and information with ease and dignity.

What our future looks like:

We can get from one place to another easily and safely, for example from home to school, work or to a friend's house. We can also access all public buildings, spaces and facilities with dignity and on an equal basis with others.

Our accessible communities are free of barriers (for example, access to shops, banks, entertainment, churches, parks, and so on), which enables us to participate and contribute on an equal basis with non-disabled people. What this means:

We enjoy and are fully included in artistic, cultural, sporting and recreation events whether as spectators or as performers.

Outcome 6: attitudes We are treated with dignity and respect What our future looks like:

Disability is understood and accepted as a part of the diversity of the human experience and we are treated with dignity and respect by those around us and society more broadly. Our views,

either as an individual or as part of a group, will be listened to without being diminished, and society will not seek to take this away, either by accident or design. What this means:  
The rich diversity of the disability community will be included and represented in initiatives to change attitudes and behaviours, which will also ensure that disabled people are seen as part of other communities or groups.

Outcome 7: choice and control We have choice and control over our lives What our future looks like:  
Sometimes the decisions we take may expose us to risk. Taking risks is part of the human experience, and it is our right to take risks, learn from our mistakes and live our lives as we see fit. If we need support to understand risks and make decisions, this will be provided in a way that helps us understand all the options and consequences. The times when we are prevented from taking risks will be the exception rather than the rule.

So what does all this mean for the Waikawa Beach access?  
It means Horowhenua District Council has a legal obligation as well as a moral obligation to ensure all members of the community are not marginalized by an ill-conceived solution based primarily on fiscal constraints. As an active member of my community, albeit with physical impairments I live with daily, I should not be disabled by the decisions of the Council. As a resident of Waikawa Beach I value my ability to access the beach, take my children and grandchildren to the beach, swim in the sea and catch fish.

The proposed solutions will essentially prohibit me from being able to continue these activities. While I do not condone the destruction of the environment and the impact on biodiversity and ecology poor site management allows, I can not stand by (no pun intended) and watch the Council actively and intentionally discriminate and disabled people. I would invite any Council member to literally try and "walk in my shoes" to really experience some of the barriers I face daily as a person with a physical impairment.

I believe the access to the beach should be developed to effectively manage and mitigate any negative impacts on the environment, but the caveat I place on this is that this should not be done at the sole expense of Waikawa Beach residents. The proposal of higher rates for this goes against all other Council services which are rated across the population in recognition that not only residents benefit from these services. I would put it to the Council that if residents were higher rated for this access to the beach, our rating obligations for other Council assets not at our doorstep should be equally rebated in reflection of this misguided assumption that proximity of resident = increased obligation to support access. I would like to present my submission in person to the Council if that option is available. Yours sincerely [S.7(2)(A) LGOIMA 1987]

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987		
Option selected	Targeted Rate?		Attachment
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Whanganui	245
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
I understand that there are annual rate increases ... an increase to support funding option one shouldn't be excessive and should be affordable for all ratepayers - already our rates are high			

considering the services we get. As a bach owner of 50plus years, and a superannuant, vehicle access is necessary for me to be able to access and enjoy the beach.

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Levin 5573	246
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			
As a family with 4 young children and being a permanent resident of Waikawa Beach for 5 years, the vehicle access was one of the main reasons for us purchasing a property in Waikawa. We wanted to bring our children up in an environment rich in nature and allow them to learn to live and respect land for its beauty, kia benefits and lifestyle. Like many in the community, we all have areas at the beach that we enjoy the best and certainly enjoy fishing from. Ours is a near 1km up the beach from the Manga Pirau entrance. The purpose of vehicle access for us is to be able to take our children and fishing equipment safely to our beach destination. The security having vehicle access for me is that if there was anything unforeseen with our children or any others on the beach, that we can safely get home or get the help we require alot quicker, especially if in a position were the defibrillator located at the entrance of Manga Pirau Road (toilet block) was required. Without the access we will no longer, like others, be able to utilise this area. The sand dunes and wild life along the beach, have always been respected by all residents of Waikawa, in my 5 years I have not witnessed anyone coming from the Manga Pirau entrance down to the beach and destroying/upsetting the environment. Unfortunately I have witnessed a handful of people coming across the Waitohu River from Otaki, who have not had the greatest respect as far as speed goes, but have never seen wild life/contour of the land or sand dunes disrupted. The river training is of great importance. Our children swim in the river regularly as we can walk there within a few minutes, this supports there wellbeing by giving them opportunities to practice fishing off the bridge, swim in the water and learn water safety skills safely. However, as of late the water quality due to the lack of water movement within the river has stopped them from being able to enjoy this time, due to the contamination of the water resulting in potential illnesses.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	248
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	249
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Manakau	242
Option selected	Targeted Rate?		Attachment



Option 3			
Comments			
(Transfer response from hard copy to system - ) Option #3 reflects the true nature of New Zealanders, why carbonise our beaches for ever?			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Levin	251
Option selected	Targeted Rate?		Attachment
Option 1	Yes		Yes
Comments			
Since vehicle access has been stopped the community has become very fractured This is not a good situation for our small and usually close community We need the HDC to move quickly on this so we can rebuild and repair our community and so we can continue to look after our beach and the environment. We, the locals, do police our beach and we do care for our environment.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Levin	252
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
I am one of the many people who have a dependent with severe mobility issues who require vehicle access to make use of the beach. I fail to understand why one of the walking tracks off Reay Mackay drive cannot be repurposed to allow for horse and vehicle access. Its already council owned land. At the very least , one track should be made accessible for those unfortunate enough to have mobility issues.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Manakau	254
Option selected	Targeted Rate?		Attachment
Comments			
(Merged with Submission no 75 - two submission from same person)			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Levin	250
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			
<p>We have been owners of our property since 2003 and have lived here permanently since March 2023. Here are the reasons that left me no other logical choice than option 3:</p> <ul style="list-style-type: none"> <li>- vehicle access to the beach has been used by vehicles like trailbikes and quadbikes for riding up and down the beach at high speed and doing donuts , carving up the beach, disturbing wildlife and families playing and swimming at the beach</li> <li>- with increase in population in the village and more families using the beach in summer there is a high risk of an accident injuring children because of this dangerous use of vehicles. I believe it is the Councils responsibility to ensure the health and safety of its residents</li> <li>- why would you allow co-use of a 'road' by pedestrians, horses, cars and trailbikes?</li> </ul>			

- recent and past behaviour by the pro- vehicle access group in the village shows that this group has a strong sense of entitlement to use the beach as a road. As long as vehicle access is allowed, this group will feel encouraged to take matters in their own hands to get what they feel entitled to. They have demonstrated this on more than one occasion, including vicious comments and physical threats. Only option 3 will remove this sense of entitlement in the long run.

- I wish that people who want to launch their boat or fish could use their vehicle to do so, but unfortunately this comes with the undesirable use. Given the latter is neither policed nor are their consequences like fines and confiscations, the appropriate use will always come with the undesirable one.

- those who use the beach for trail biking have on several occasions demonstrated their unwillingness to be considerate to others; the most recent example was the group who rode up to the sandcastle building event on 21.1.24 and then taking off at high speed next to small children and their parents

- I definitely have no desire to pay increased rates to have my enjoyment of living here reduced

- As a Council you will have the health and wellbeing of your residents at heart and will want to encourage people to walk. We have a problem with poor health outcomes due to inactivity in NZ (obesity, diabetes, heart disease) and walking is a brilliant remedy as shown in numerous scientific studies.

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach, Levin 5573	255
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			
As a resident who enjoys swimming and surf casting on Waikawa beach along with caring for my 5 years old step grandson I must say no to vehicle access to the beach. It is not the longline fishers on quad bikes but the hooners on both quads and trail bikes back and forth and sometimes into the dunes			
I am always on guard when my grandson is with me . The noise is often an issue and some riders making a point of using noise to emphasise their entitlement There is no control of these people and with an increase in residents and visitors to our beach the problem will escalate They are now using the southern walk access on Reay MacKay grove with impunity I am not interested in paying even more rates for another vehicle access to be constructed to cater for people who annoy me and my family. Maybe more parking could be provided for the increase in beach users instead and as a volunteer who has helped with the planting in the dunes I now want no vehicle access.			
Thank you			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach 5573	256
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	257
Option selected	Targeted Rate?		Attachment
Option 3			

Comments
<p>Access to the beach is a contentious issue for the community. Council are kaitiaki (guardians) for this community and its land. This sometimes requires tough decision making for the long term good of the environment and the community. There is nothing positive under option 1 and 2 for the environment or the ongoing pressure on rate costs for the community or safety of the community. As guardians I would expect the council to be thinking of long term impacts on our community by managing impacts on the environment, ongoing erosion and the safety of those using the natural environment. Vehicle access are all deterrents to these factors.</p> <p>Every council in New Zealand is facing incredible pressure on their budget. Both option 1 and 2 present initial costs and ongoing lease and maintenance costs. Given the frequency in which the access is now washed out and the impacts of climate change, the council are committing to a significant increase in costs for the social enjoyment of a few and the environment damages for all future generations.</p> <p>The Council should not only be reducing vehicle access, they should stop having Horowhenua beaches as official roads. Treasure the beautiful beaches in the region and make them a safe place to visit. The deaths at Muriwai Beach this summer on one of the few other beaches in Aotearoa classified as roads should be a stark reminder to the dangers presented by continuing to classify the beach as a road.</p> <p>We need to both minimise access of vehicles to beaches and not classify them as roads. Where access is provided to the beach for launching of recreational boats, the access should be limited to a narrow corridor on either side of the boat launching path.</p> <p>Over the past few summers the users of the beach with vehicles has become more and more reckless. It is common when beach access is available to see people driving up with a number of motorcross bikes. None of the supposed requirements for taking motorised vehicles on the beach are adhered. Speed limits, licensed vehicles and licensed drivers (many are under 16yrs old) are not adhered to. An example of this was last summer my 88 year old mother was about to walk back up from the beach when a young girl came riding a quad bike down the entry in an uncontrolled manner. My mother was missed by about half a meter. It is like when people are at a beach it is relaxed and all regard to driving requirements are ignored, it is time to have fun. This is a very poor mix of behaviour between motorised vehicles and the young and old enjoying their time on the beach. Our police will never have the resources to effectively monitor appropriate usage.</p> <p>This is an opportunity for the council to be kaitiaki/guardians and ensure our beaches are preserved for future generations.</p>

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	258
Option selected	Targeted Rate?		Attachment
Option 1	No		
Comments			
<p>We feel there is a need to have a formal vehicle beach access but the current one isn't best positioned right by the river mouth. A suggestion of one created along Reay Mackay Drive in Strathnaver would be subjected to less risk of high tide erosion and river course erosion.</p>			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Lower hutt	259
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Kelson, 5010	260
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
We live in Lower Hutt but have a family Bach in waikawa beach			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Lower Hutt 5011	261
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Lower Hutt 5011	262
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Featherston	263
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
Regular visitor to this beautiful beach 😊			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Lower Hutt 5010	264
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
I occasionally come up to a friends place up there and have had holidays up there it would be sad to see this access stop as it allows activities on the beach to occur as pedestrian access is difficult to haul things there			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Upper Hutt	265
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	266
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			
<p>Waikawa Beach Access</p> <p>The beach is an environmentally important landscape in New Zealand as such Waikawa Beach needs to be protected.</p> <p>Councils have the responsibility and ability to put in place mechanisms to protect the environment.</p> <p>Waikawa Beach is an area that has endangered birds nesting and the community has worked hard with Councils help to restore the dune systems.</p> <p>We hope this relationship continues and we thanks Council for this support.</p> <p>Waikawa Beach does not have and never has had a public vehicle access to the beach.</p> <p>The generosity of the land owner has enabled people to access the beach in vehicles- some taking their boats and fishing gear to the beach for fishing recreation, some to launch boats to fish the oceans and also some to hoon around the dunes and damage the fragile ecological systems and annoy peaceful beach walkers and sometimes driving close to family groups and dogs causing unneeded stress.</p> <p>We bought our property at Waikawa Beach to enjoy walking beach access and to enjoy the beach as a peaceful recreation place.</p> <p>Over the past fifteen years the beach has felt more and more dangerous as more people hoon along the beach. Recently with the vehicles access washed out the beach has been back to its peaceful walking beach with family groups swimming without the vehicles hooning past.</p> <p>What we wish for is a beach sanctuary where the endangered birds are safe to breed and live and for us as a community and with Council's support to create a beach where vehicle access is not permitted and its a walking recreation reserve area enabling the protection of the natural environment.</p> <p>Other beaches in the Horowhenua have vehicle access but why can't Waikawa Beach be a pedestrian only access beach.</p> <p>Council could liaise with the private land owner at the end of Manga Pirau to create a safe pedestrian access way to the beach so whitebaiters, and fisherpersons and the public can walk to the beach perhaps with the ability for wheelchairs and buggy's and fishing gear</p>			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Wellington	268
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Wellington	269
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			
To protect the coastline, the quality of life of beach users, and the quiet village character of the beach and community please do not enable vehicles access.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Paraparaumu Beach	271
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	272
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			
<p>Vehicle access is very important at Waikawa for</p> <p>Emergency health and accident events no ambulance would be able to attend</p> <p>Family trips to the beach as the surf is hundreds of metres away from the road</p> <p>Getting boats to the water to fish or taking Kontikis down to fish for food or just enjoy the beach for fun with the family</p> <p>Not everyone is physically able to walk to the beach there are many in our community who can't..</p> <p>In future years Waikawa will have grown with land surrounding the village likely to be developed and who would want to live at a beach with nothing but pedestrian access.</p> <p>The beach is for everyone not just people walking their dogs</p> <p>If Horowhenua is to promoted as a destination after the Bypass is in place then Vehicle access is essential .</p> <p>The beach is for everyone not just those who are lucky enough to be able to walk to it</p> <p>EVERYONE SHOULD BE ABLE TO GET ON TO THE BEACH. NOT JUST A SELECT FEW - it should be accessible to all..!</p>			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	275
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
<p>Waikawa Beach as been lucky enough to have had vehicular Beach access since I have been coming here as a child from 1954 but only thanks to the good nature of the past and current Land owners of the private land which makes up most of Waikawa Beach.</p> <p>The council should continue in their endeavours to lease the land we have been using for all these years and should maintain it for access to one and all.</p> <p>Vehicle access is so important for emergencies down the beach - no ambulance could get there if there were an accident or heart attack or drowning perhaps. - all things I personally have seen happen here in the past !</p>			

It is essential to have vehicle access at Waikawa Beach  
Vehicle access is required for Tractors to take Boats down to go fishing, Kontikis to be taken down on Trailers families taking down shelters for young children, transporting elderly across the hundreds of metres to reach the sea here at Waikawa  
In the future Waikawa will have grown and the Village extended no doubt and what is the point of a Beach for recreation but only access by pedestrians and or people walking their dogs.  
If vehicles are not permitted on it would be totally unfair and certainly not good if The Horowhenua is to be promoted as a destination not just somewhere to pass through especially when the motorway is completed.  
The beach should be for everyone not just for people to walk as not all are lucky to be young fit and able...!

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikanae - Waikanae	276
Option selected	Targeted Rate?		Attachment
Option 2	Yes		Yes
Comments			
I feel that the number of options the Council has included is inadequate and completely misses out the most simple and inexpensive option and outlined in the enclosed file.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikanae 5036	277
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
<p>Since 1970 I have visited and used this wonderful river and beach for all sorts of recreation. Being aware of the wonderful active and motivated Beach association.</p> <p>My visits also family stays would be at least 15 to 25 times every year. The only long term solution well into the future in my opinion is Reay Mackay entrance making common sense from a financial and practical view.</p> <p>Knowing many of the rate payers personally I believe to establish a Neighbourhood atch working group would provide the necessary action required to eliminate the hoons. As far back as I can remember the local community have respect and pride in caring for there life style they have consciously choosen to be part of.</p> <p>Regards [S.7(2)(A) LGOIMA 1987]</p>			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	280
Option selected	Targeted Rate?		Attachment
Option 1	Yes		Yes
Comments			
<p>I have emailed a copy of my submission to the CEO, Mayor &amp; All Councilors (also attached here).</p> <p>My submission includes a proposal for the community to fully fund Option 1, along with 15 years maintenance PLUS funding a full suite of Environmental, Wild Life Protection &amp; Educational measures for 15 years, that address the concerns of the community.</p>			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	282

Option selected	Targeted Rate?		Attachment
Option 1	Yes		Yes
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	283
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
<p>Waikawa is a beach village, we are not Foxton or Waitarere and do not have the same amount of people or visitors to the area. We purchased a section and built on it 20 years ago, so we could enjoy the beach life. Fishing, Kayaking taking the BBQ and spending the day at the beach was a typical weekend.</p> <p>We do not have:</p> <p>Surf Life Guards</p> <p>A big concrete carpark right next to the beach.</p> <p>Toilet facilities are no where close to the 2 Walkways (Both of these are terrible one is a long maze, the other is overgrown, uneven, no lighting, part board walk, part weeds and part sand)</p> <p>No Shops or Cafes</p> <p>No Medical Clinics.</p> <p>The petition was for Vehicle Access not on Private Land, this has some how been turned around to now include No Access and still on Private Land much like the land over the Walk Bridge, which we have been told Council will not be fixing or replacing - so possibly another area of the beach that will be inaccessible to even walkers.</p> <p>Having No Access is only hurting the people that live at Waikawa and from an Environmental Point is actually ridiculous that people should have to drive to Otaki to drive back up the beach to launch their boat, or go kayaking etc.</p> <p>I have answered Yes to a Rates Increase but feel that this won't be necessary as many Waikawa Residents have offered to pay for this and the Maintenance for the next 15 Years so Council do not have to pay and so this does not impact Rate Payers.</p> <p>Waikawa Beach is a unique little Village where everyone looks out for each other, we would like to keep it this way. We haven't had any issues with Vehicles from Waikawa in the past, and feel that we can have Access and look out for the Environment.</p>			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	284
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			
<p>My opinion is that in this day and age, "entitlement" is not a good enough reason to spend hundreds of thousands of dollars on vehicle access at Waikawa Beach.</p> <p>The times and the environment have changed from generations ago when vehicle beach access was the norm. Those days of fewer vehicles, different behaviour, different environmental issues and different belief systems (and cultural paradigms) are gone. Let's get real!</p> <p>In addition, the current attitude, arrogance, and behaviour I have witnessed over the last couple of years coupled with an increasing number of vehicles have created issues multiple times. I expect these issues to only get bigger as the number of vehicles increases.</p>			



I have also been appalled by the bullying behaviour of certain 'beach access supporters'. They only have made it worse.

I am also of the opinion that the public money needed to create and maintain beach access for vehicles is more needed in other areas and I would prefer to see it spent on projects that will benefit more people rather than the few with their 4wd.

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach, Manakau	285
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			
To preserve the beautiful wildlife and nature it is a no brainer to me that there should be no vehicle access on the beach. There are various native birds nesting (oyster catchers for example) that need our protection to be able to safely live in their native landscape. The dunes also need our protection. Vehicles on the beach also massively compromise the safety of our young children playing freely on the beach and it impacts the peacefulness of the area. It makes it hard to enjoy beach walks when there are vehicles (often the large SUVs) driving around you. I can best be reached via email if further comment is helpful. Thank you.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	286
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			
There should be no vehicle access to Waikawa beach to keep it safe for those who enjoy it and and to protect dunes and wildlife. Vehicle access on beaches is dangerous as recent deaths in NZ unfortunately attest to. The beach is used by families with small children and an accident is inevitable with the speeds cars drive on the beach. The proposed vehicle access will damage the dunes and destroy native bird nesting sites. To pursue vehicle access option would be a waste of council (and ratepayer) money and time as it would probably involve appeals to the environmental court.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	287
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			
I don't think that hdc should spend money on vehicle access to beach at waikawa. High seas regularly destroy road access better for vehicles to enter beach from otaki or ohau.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach 5573	288
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			
L.s.,			

I choose option #3 – No vehicle access, for 3 reasons:

1) In this day and age, (motor) vehicles have no place at the beach.

The entertainment for a small minority of beach users on dirt bikes and 4wd vehicles comes at a high cost for the foreshore's and dunes' natural environment and for the majority of people who enjoy the safety, peace and quietness of a motor vehicle free beach.

Motor vehicle access to beaches is not allowed in most places around the country and likewise most Western countries. Why Horowhenua should be one of few exceptions is a mystery to me.

2) Motor vehicle use at Waikawa Beach is harming the natural environment.

Traffic rules and regulations (speed limit 30 km/hr, licensed vehicles and drivers only, use limited to the area between the low and high tide marks). Any given weekend and most weekdays one can spot vehicles not adhering to the speed limit, not showing registration license plates and (very) young children riding dirt bikes at speed and not (always) in control of the vehicle.

Vehicles typically leave the area away from the high tide mark, entering nesting and resting areas of birds; the volunteer planted areas of grasses to protect influence of climate change/unusual high tides and the privately owned land known as "the Dessert" (which is meant to be vehicle free, but often used by 4wd vehicle drivers practising their skills on the dunes).

Over the years I have had numerous (verbally) aggressive encounters with offenders, after photographing their activities or engaging in conversation. Anecdotal evidence suggests that many people at Waikawa beach have had similar experiences and now remain quiet.

One example: on December 29, 2023, I counted at least 6 cars and 2 dirt bikes racing on the beach, making donuts and wheelies in the low dunes close to the fenced off planted site and a large fire.

I heard many people being very dismayed, feeling they had to take their children away from the beach and noise was, for Waikawa standards, extreme with lots of revving.

When the bonfire got high and noise intensified, I decided to call 111, reluctantly, but operator assured me it was the right thing to do and took it all very seriously. Police car arrived 1 hour after, unfortunately, when most of the noise had died down, but fire still going.

I had a good chat with the officers and a few others joined in. The offenders had a 'talking to', but within 10 minutes after they left, racing started again, and the bonfire went up.

3) Infrastructural cost

Most contemporary reason to vote 'No Access' is the significant cost of providing beach access to motor vehicles and given the changes in our environment, the ongoing cost to maintain such access.

In the years living at Waikawa Beach, I have witnessed the massive increase in coastal erosion first hand, typically at the site where Manga Pirau St enters the beach.

Over the years, various interventions have been taken to maintain vehicle access to the beach, all ending in more damage, more erosion and land loss after the next main storm and high tide.

At this time, when Council is struggling financially, it seems a chutzpah to invest large amounts of tax payer money to enable a small group of enthusiasts to enjoy their hobby at an enormous cost to the environment, wildlife, children and families recreation and relaxation.

Recently, Council installed signs at the pedestrian walkway off Reay Mackay Grove, stating "Strictly No Motorised Vehicles Allowed". One week later, a track has been cut through a property adjacent to #60 Reay Mackay Grove, creating beach access through the dunes for quad bikes, dirt bikes and 4wd vehicles. One of the HDC installed barrier posts was cut down at ground level in the process.

Last spring, like springs before, I have come across destroyed bird nests and broken eggs by motor bikes in the grass area between the high tide mark and the dunes.

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	6021	289
Option selected	Targeted Rate?		Attachment

Option 1	Yes		
Comments			
Could they look into vehicle and horse access being added to Strathnaver grove. Where the access already is for walker's. Would this be a cheaper option?			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	290
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
<p>My family has been part of the Waikawa Beach community for over 30 years and we have a home in Manga Pirau Street, Waikawa Beach.</p> <p>I support having vehicle access to Waikawa Beach even though I personally choose to never go to the beach in a vehicle. I walk 100% of the time, at least 2 to 3 times daily from the Manga Pirau Street access.</p> <p>The reason for my support of vehicle access is my elderly family members also like to join us on the beach and some of them cannot walk the long distance from the access to the actual sea where we swim. So often my husband will drive the senior members, along with boogie boards, picnic, sun shelter etc down the beach and I walk and meet them there.</p> <p>Our family spend much less time at the beach this summer with the vehicle access closed and the seniors in our family have stated if the access remains closed, they will probably only visit us for a day trip rather than staying at Waikawa Beach and enjoying the holidays.</p> <p>I hope the access is reinstated so less abled people can also enjoy the beach as they have done for over 30 years.</p> <p>Thank you</p>			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Levin	291
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Manakau	292
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
I love this beach. It's great for my wellbeing after a hard day!			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	293
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
<p>I support vehicle access as I am unable to walk the long distance to the part of the beach by the sea. The only way I can participate in beach activities with my friends is by driving to the beach.</p> <p>Please fix the access so I'm not excluded.</p>			

Thank you and regards. [S.7(2)(A) LGOIMA 1987]

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	294
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
Our family spent a lot less time at Waikawa Beach this summer as we couldn't all walk to the beach, my grandparents need to drive to the beach to spend time with us. The beach was empty.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach 5573	295
Option selected	Targeted Rate?		Attachment
Option 3			Yes
Comments			
Our submission is attached. We are strongly opposed to vehicle access. If the Council decides to allow vehicle access we would hope they will consider tight restrictions to access. Options are registration of approved vehicles or a barrier with a key system for approved vehicles. Monitoring of safety, compliance to rules and impact on the environment will be critical.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Wellington 6037	296
Option selected	Targeted Rate?		Attachment
Comments			
(Merged with submission 63 - duplication)			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Manakau, Levin.	297
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
We have always used the beach access to launch our boats beside the stream mouth. With no access our closest launch site is Otaki, which is a pain re traffic etc.I feel strongly that access is maintained in case of emergency.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Levin	298
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach, 5573	299

Option selected	Targeted Rate?		Attachment
Option 1	Yes		Yes
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Himatangi Beach	300
Option selected	Targeted Rate?		Attachment
Option 1	No		
Comments			
Beach access should be maintained always.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Foxton	301
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
It's a remote public area we need to have access for emergency services 1st n final, but it belongs to the public which means we all get to enjoy it in many ways and form some things we agree on some we might not but that's not up to anyone or group to decide for someone else access to a public area. Unlawful behavior needs to be actually followed up and delt with I think HDC needs to focus on other issues than cutting vehicle access our beaches it was a very big part of me growing up and being able to do all the things I love safely along the coasts of nz as I should dont you dare take that from me I enjoy teaching others of what I've learnt from water saftey, to being able to feed myself and others and just good fun HDC don't ruin NZ			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	302
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
Please fix the access at the beach so we can take the beach buggy to the beach with my Nan & Gramps. We didn't go to the beach much this year because it's too far for them to walk. Thank you			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Khandallah	303
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
Vehicle access should be maintained as it is the only way my elderly parents can join the grandchildren on the beach. It is too far for them to walk down towards the waters edge.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	waikawa beach, horowhenua,	304
Option selected	Targeted Rate?		Attachment

Option 2	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	306
Option selected	Targeted Rate?		Attachment
Option 1	No		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Wainuiomata 5014	307
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			
<p>Access to Waikawa beach will help with the following:</p> <ul style="list-style-type: none"> <li>-Older people unable to walk down as its too far</li> <li>-Access to any injured people or emergency down the beach</li> <li>-Recreational activities like white baiting, kayaking, fishing etc</li> <li>-To visit the beach proper and have a beach day</li> </ul>			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	308
Option selected	Targeted Rate?		Attachment
Option 1	Yes		Yes
Comments			
<p>Having and maintaining vehicle access has always been a big part of beach life for this community. The ability to carry out many water activities requires a maintained vehicle access. We as a family have enjoyed many years at the beach fishing, kayaking, boating and spending valuable time with our friends and family at this quiet seaside beach. At the moment having no vehicle access has had a huge impact for a lot of our community by not been able to carry out the above activities. It is not an easy walk to the waters edge and near impossible to carry heavy items especially fishing Kontikis. The only people that have access to Waikawa Beach by vehicle are travelling from Otaki and Kuku. No vehicle access to local residents has not stopped vehicles on the beach it has only stopped responsible local Waikawa residents enjoying what we have always been able to do. The reason we built our house some 20 years ago was to be able to enjoy what this beach had to offer. Beach vehicle access isn't something new!! we are asking for it to be reinstated and maintained. There has been generous offers within the beach community to contribute towards providing and maintaining access. We are not asking for much as rate payers as we all provide our own water and sewage services. But we are asking for continued access. This small community relies on each other's support looking out for each other. We do not have surf lifeguards and quick response is essential if the need arises. We aware of many elderly residents that used to enjoy their daily drive to the beach and be able to partake in family activities.</p>			

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Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	305
Option selected	Targeted Rate?		Attachment
Option 1	Yes		Yes
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Levin 5573	309
Option selected	Targeted Rate?		Attachment
Option 3			Yes
Comments			
<p>* This is a rare opportunity for HDC to take the initiative and create a unique (in Horowhenua) pedestrian and eco-friendly beach by simply not re-establishing the problematic vehicle entrance.</p> <p>* A pedestrian and eco-friendly beach would be a huge asset to the whole Horowhenua community — the first beach to put pedestrians and wildlife first, above vehicles.</p> <p>* That step alone carries no additional costs.</p> <p>* HDC could however go a step further and create a *first-class* pedestrian access to the beach that would make it easy for people with mobility issues or who want to bring baby buggies or trolleys with fishing or sports gear, or for people who want to use the special HDC beach wheelchairs.</p> <p>* A significant number of people at Waikawa Beach do NOT want vehicle access to the beach re-established.</p> <p>* They do not want their rates money spent on that project. If rates money is to be spent at Waikawa Beach there are other projects that could benefit. For example, first-class pedestrian access to the beach.</p> <p>* There is ready, stable vehicle access at both Hokio Beach and Ōtaki Beach, a short drive away.</p> <p>* Vehicle access at Waikawa Beach has always been very erratic, is not available anyway when the tides are high and is very costly to maintain as it frequently washes out.</p> <p>* There are very few people actually at Waikawa Beach who use vehicles to access the beach. There are many more who come from elsewhere and who could equally use a different beach access.</p> <p>* In the wider context of Horowhenua, every other public beach has ready vehicle access. Making vehicle access available at Waikawa Beach is simply a luxury for the benefit of a few users who choose not to travel a short distance, and at the expense of other projects locally or elsewhere in the district.</p> <p>* Vehicle access at Waikawa Beach also means the many who treasure peace and quiet, the environment, safety and being able to quietly enjoy the beach with whānau or friends are *sacrificing* those enjoyments.</p> <p>* Vehicle access at Waikawa Beach is complicated as it involves crossing private land.</p> <p>* The vehicle access point at Waikawa Beach is eroding quickly. That erosion is aggravated by vehicles churning up the sand and breaking down the track.</p> <p>* Rising sea levels and climate change are affecting coastal erosion — when big storms arrive they are likely to stay longer and drop more water, creating more erosion.</p> <p>* In the last 5 years HDC have intervened to restore vehicle access on 3 costly occasions.</p> <p>* Even knowing that there is strong opposition within the community, one group believe they can buy the HDC's decision to re-establish vehicle access with a donation of funds. This offer to fund the initial restoration demonstrates that some folks at Waikawa Beach just don't care that there is</p>			

strong opposition to re-establishing vehicle access. They seem to think they can simply buy a result in their favour. In Aotearoa our democracy doesn't work like that.  
Do NOT re-establish vehicle access at Waikawa Beach. Do go a step further and create a first-class pedestrian access.

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach 5573	310
Option selected	Targeted Rate?		Attachment
Option 3			Yes
Comments			
Make the beach a pedestrian zone			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach 5573	311
Option selected	Targeted Rate?		Attachment
Option 3			Yes
Comments			
Consider a pedestrian only beach in interests of the environment.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	312
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			
During the 30 years that I have lived at the beach, there have been several attempts to "train" the river, each at considerable cost in money, time, and resources. All of these attempts have been defeated, in short order, by Mother Nature. Motor vehicles, including motorcycles, on the beach are a nuisance, and a danger, to other beach users, and to wildlife. They have never been policed.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Petone, Lower Hutt	313
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
My Son.& Daughter inlaw have 2 properties at Waikawa Beach. We spend Christmas as an extended family at Waikawa Beach. One of the things I love doing is we load the kids Beach toys, surf boards, picnic lunch, sun shelter onto the beach buggy and we drive to the beach and park on the beach close to where the kids swim and play. I am in my 70s and have bad osteoporosis and am unable to walk any distance. The only way I can visit the beach with my family is by vehicle. As the sea is far away from the beach access, I certainly can't walk that far and I imagine many people would find it difficult. I urge the council to choose to reinstate the vehicle access as it makes the beach accessible by everyone, not just those who can walk a kilometer on sand. We all enjoy the beach and family together so I hope the vehicle access is restored before next summer.			



As a side note, as the access was closed this year my husband and I chose to go home rather than stay at Waikawa Beach and feel we were stopping our family going to the beach. Sad really.

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Manakau	314
Option selected	Targeted Rate?		Attachment
Comments			
(Merged with submission 186 and 188 due to same submitter ) - No increase in rates we pay enough for what we get or have			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Levin 5573	315
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			
<p>Walk on Waikawa - Submission re Beach Access at Waikawa Beach</p> <p>This submission is made by Walk On Waikawa. We are a group of 40 Waikawa Beach residents or owners who want to promote Waikawa Beach as a wonderful and unique beach destination and experience for the wider region.</p> <p>An Option for Pedestrians Preferred</p> <p>Walk on Waikawa propose that the Manga Pirau Street track should be reinstated as a walking access only. In addition we believe this option could be further enhanced.</p> <p>Our Vision for Waikawa Beach: a jewel in the Horowhenua Crown</p> <p>Our vision as Walk on Waikawa is to establish Waikawa Beach as a destination of choice for the Horowhenua and wider regional communities where people can enjoy a pedestrian-centric beach experience without the need to be constantly vigilant for the danger traffic poses to children and animals, or experiencing the noise and disruption caused by motorbikes and other vehicles.</p> <p>We believe the issue of beach access at Waikawa has created a unique opportunity for Council to provide an increased level of choice for people from the Horowhenua community and beyond by establishing Waikawa Beach as the first pedestrian friendly beach in the Horowhenua region.</p> <p>Vehicle access to local beaches</p> <p>Vehicle access for the Horowhenua Community to local beaches is maintained, with nearby access possible at both Ōtaki to the south, and Hokio Beach to the north of Waikawa. The small number of Waikawa Beach village residents wanting to access the beach with vehicles could do so at these points. At those beaches vehicle access seems to never be cut off — a regular and routine occurrence at Waikawa Beach.</p> <p>Enhancing Pedestrian Access at Waikawa Beach</p> <p>Walk on Waikawa believes that pedestrian access at Waikawa Beach can be further enhanced to give effect to the vision outlined above. The barriers in place at one end of the bridge at Waikawa could be removed and the bridge made more accessible, with a ramp on the north side of the bridge suitable for wheelchair users, those with infants in buggies or users of HDC's All Terrain Mobility Aids to enjoy the riverside beach.</p> <p>Additionally, the pedestrian access tracks to the beach through the Recreational Reserves on Reay McKay Grove could be improved. The original boardwalks have become covered with deep sand so the tracks are more difficult for some pedestrians. The original boardwalks could be uncovered or new boardwalks laid, or even just apply bark or wood chip to stabilise the surface. Then the walkways could be bordered by attractive fencing and planting. This could be using a bollard and rope approach with flax planting behind.</p> <p>A Reduced Level of Cost</p>			

Establishing a permanent pedestrian access at Manga Pirau Street would incur consent, design and construction costs. Walk on Waikawa consider that these costs would be less than those for a vehicle access. River training costs would be avoided. A pedestrian access would be less affected by periodic damage caused by river and seawater surges, and more easily restored if cut off.

**Towards A New Perspective**

Increasingly councils who are kaitiaki of coastal land are moving to rebalance their approach to the protection of their coastal zones, with the principle of environmental protection increasingly outweighing individual freedoms and commercial interests. This can be seen for example in the Kapiti District but also on the East Coast following the damage created by flooding.

Walk on Waikawa considers that the appropriate avenue for engaging in a discussion about the future options for protecting the Horowhenua coast is through the Long Term Plan, and that this could be a specific issue that Council build into the consultation process for the next Long Term Plan.

**We Are Happy to Engage**

Walk on Waikawa are members of the Waikawa Beach community. We are keen to share the jewel that is Waikawa Beach with others. We are happy to engage and work with Council in whatever way we can to build an enduring treasure for the community.

**Who are Walk on Waikawa?**

40 adult residents or owners of properties at Waikawa Beach. Names withheld for privacy reasons, but will be supplied separately to Councillors / Council Officers for verification purposes.

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987		
Option selected	Targeted Rate?		Attachment
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	316
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Levin	317
Option selected	Targeted Rate?		Attachment
Option 1	No		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Wellington	318
Option selected	Targeted Rate?		Attachment
Option 1	Yes		Yes
Comments			

Hi there. My wife and I own the house at [S.7(2)(A) LGOIMA 1987]. We love being able to drive onto the beach.

We are respectful of the environment and of course, other beach users. We also understand it is a luxury to be able to access the beach by vehicle.

As you know, there are so many parts to this situation! I won't bother going over the arguments once again.

However, as a temporary visitor (ie every second weekend) it has been noticeable how much of a strain and division it has created in the community. This is one of the saddest parts for me. People are frustrated. People are angry. People are divided.

Ideally the river would be trained, a permanent ramp would be constructed, and I think there should be areas of the beach that are designated "no-go" areas. Also the access should be through PUBLIC LAND!! But this is yet another argument.

That is why I have voted for Option 1... as it seems the most realistic in tough financial times. Option 2 would be preferred but I can't see Council coming up with the quoted \$1.4M for this. Attached are photos of us enjoying the beach. By driving to your own space and having chairs, shade, toys etc is what we love about going to Waikawa Beach. The group photo is the wake for our old mate [S.7(2)(A) LGOIMA 1987] (known as [S.7(2)(A) LGOIMA 1987]) who passed last year. He drove to the beach every day and we know that was where he wanted to be celebrated. I know there are environmental issues, and cost issues, but surely there is an affordable way to get Vehicle Access reinstated. And for a lot less than quoted.

Not everyone who drives on to the beach is a hoon. And all the hoons are now driving up from Otaki anyway!!

Thanks for your consideration. We would really love to be able to drive back on to the beach!

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Greytown	319
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Otaki	320
Option selected	Targeted Rate?		Attachment
Option 1	No		
Comments			
Please use the money provided by the local community to reinstate beach access. Personally I have enjoyed the peace but I do appreciate how much this means to the many people at Waikawa beach. Using the money offered up will prevent further tension within the community , reward the land owners for their generosity and not disturb the environment too much. Thank you for this consultation process.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	321
Option selected	Targeted Rate?		Attachment
Option 1	No		
Comments			

Neither Option 1 or 2 is good. Best to use Option 2B, Boffa Miskell Report. This is over council controlled land and would require no river work as land accretion of northern on north side of river offer protectionr land on

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	322
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
(Merged with Submission no 111 -duplication) - no comments made			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa 5573	323
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			
<p>One of the main reasons I chose to live at Waikawa Beach was to be able to enjoy fishing, and occasionally having picnics on the beach with my extended family. The distance from the two access points to the sea is several hundred meters. This is a long way to carry gear. In addition, when the weather is kind, I like to launch my Kon tiki fishing gear and sometimes, my small aluminium boat, from the beach. This would be impossible if vehicles were not allowed to be on the beach. My whole social life revolves around enjoying the activities I currently participate in on the beach and sharing them with my friends and family. Therefore, I find the thought of no vehicle access to the beach, very depressing.</p> <p>I agree with sharing the beach with other creatures and support the current ruling that vehicles are not allowed access to the dunes and should not exceed 30 km/hour. If in the future, I observe anyone breaking these rules, I am quite willing to use my 'I' phone to video them and their vehicle's registration numbers and report them to the authorities.</p> <p>Looking at the options on this website that the council wants those interested to cast their vote on, I cannot understand why the widening of the current beach access footpath from the end of Reay Mackay Grove has not been included in the options. I understand that the short strip of land from the Grove to the beach was allocated years ago by the council, for use as a public footpath, and is five meters wide. It would be quite easy and cheap to just widen the footpath a little and lay down some hardcore to prevent vehicles from getting bogged down in the sand.</p> <p>The council needs to note that, unlike the access point from the end of Manga Pirau Street, access from Reay MacKay Grove, is not affected by high tides and storms. Consequently, the maintenance of a Reay MacKay Grove vehicular access would be very cheap.</p> <p>Notwithstanding my personal preferences, it is obvious that emergency vehicles require access to the beach. Access from Reay MacKay Grove is flat, while access via Manga Pirau Street is very steep. Unless a considerable amount of hardcore was initially laid and replaced after King tides and storms, then there is a strong risk that emergency vehicles would get bogged down in the dry sand when exiting the beach.</p> <p>I would like it to be recorded that I found it very difficult to decide upon which option to vote, for the following reasons.</p> <p>It is understood that Options 2 and 3 would incur a rate increase. There is no information concerning what the increase is likely to be, so it is impossible to know whether I can afford one or the other. I would imagine the increase would be dependent on how many years the council would be willing to amortize the cost over. From a preference point of view, I find option three to be the most attractive as it would enable the tides, together with a substantial period of rain, to flush the bacteria out of the river and make it safe again for swimming.</p>			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	324
Option selected	Targeted Rate?		Attachment
Option 2	No		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	325
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			
<p>(Merged with submission no 166 - no comments made) - submission 325 - I strongly oppose vehicle access. We as a community, should be focused on cleaning up the river and preventing further degradation. In my opinion it would be profoundly unwise and inappropriate to waste city council funds and rate payers money on something that will ultimately lead to continued degradation to the natural landscape.</p> <p>I understand there is a groundswell of holiday home owners wanting access for short term personal reasons, but at some point we need to shift our focus to renewing and preserving the natural landscape, for future generations. Short term pain for long term gain.</p> <p>Many thanks [S.7(2)(A) LGOIMA 1987]</p>			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Levin	326
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
if we ever have a medical event suspected drowning or there is a tsunami we need to get down or away from the beach in a hurry walking access only. is not good enough			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach, 5573	327
Option selected	Targeted Rate?		Attachment
			Yes
Comments			
dublication to submission 299			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Levin 5573	328
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
As an elderly resident of Waikawa Beach, I feel the vehicle and pedestrian beach access should remain. I use the maunga pirau access to walk onto the beach with my dog. This has been crucial to my health and wellbeing since my husband passed away.. Families should be able to access the beach and that access needs to be inclusive for all to enjoy.. Families of all ages, people with.			

disabilities that require transporting onto the beach to enjoy the coastline and all it has to offer. A major concern for me is if an emergency situation or medical event should occur, the response would be a lot slower without vehicle access onto the beach at Waikawa

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	329
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
<p>Waikawa Beach is a special place to find and escape in a busy world. We bought a property here so our whanau can enjoy the outdoors and have a digital detox to get our tamariki off devices. The beach access closed has taken away our enjoyment of kontiki fishing, early morning breakfasts on the beach, family beach picnics, swimming, evening gatherings at dusk for sunset watchers. Our tamariki are no longer interested in being on the beach as its a hot long walk and prefer to now visit other beaches, Otaki and Waikanae. My parents cant join us on outings as its too far for them to walk. Vehicle Beach access is a big part of why we chose to buy a home here. Having this taken away this summer has created discord in the community and it is a unique kiwi way of life being on the beach with neighbours and respecting Kaitiaki. Having this taken away will also reflect in property prices and this is unfair as most other close beaches have vehicle access. Please don't take away our access to paradise and unique kiwi lifestyle. We can all live in harmony. Its a large beach with respectful people using it.</p> <p>Nga mihi, [S.7(2)(A) LGOIMA 1987]</p>			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Palmerston North 4412	330
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
<p>Waikawa is and has always been a family friendly beach and where my family have been bach owners for over 50 years. We visit often, utilising the beach and all it has to offer...incl fishing, whitebaiting, boating, swimming and walking. Having vehicle access has been a big part of being able to do all that we enjoy with family and friends. It would be disappointing to lose this ability to be able to access the beach....especially when many of the beaches along the coast do have vehicle access and we have had in the past.</p>			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Manakau 5573	331
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			
<p>My parents have owned property in Waikawa beach settlement since 1970 and I have owned property in Waikawa since 1989 and still am a property owner here. I have watched the estuary change many times and was party to supplying and placing rock protection along the south river bank to protect our property at 21 Mangapirau St from flood erosion and the surf that used to break against the bank in a king tide. the HDCC owned the land at 65 Mangapirau St and this was to be used as beach access and a childrens playground. This opportunity was lost to have ratepayer owned access to the beach when this was sold. If the current owner was approached, perhaps an 8m wide strip could be bought for access. the rock groin needs to be extended out</p>			

past the crown in the beach along an old alignment done in the 1991 and rock protection along the dunes. This will stop this problem occurring into the future and has been proven to work as we had no more erosion after placing river rock along the bank. I believe doing nothing will cause more long-term harmful effects to the estuary environment than some short term works that will bring long-term stability to the area.

I own an earthmoving company and have been in the construction industry all my working career and would be happy to give more local, pragmatic input to this problem if needed.

Cheers, [S.7(2)(A) LGOIMA 1987]

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	332
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Te Marua	333
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Lower Hutt	334
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
<p>I believe vehicle access should be maintained.</p> <p>My family and I have regularly stayed Waikawa over the last 15 years, staying with friends or renting holiday baches. When we had small children, we would regularly go down to the beach multiple times a day and driving a vehicle made that possible. Walking 700-800 meters there and back with small children would make that an impossibility.</p> <p>We stayed in Waikawa over New Years and only visited the beach on two occasions. Not having vehicle access to the beach limited our enjoyment and we're questioning whether Waikawa has lost its main attraction.</p>			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	335
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			
<p>My daughter is visually impaired so she has to be driven down to the beach. Aunty has Parkinson's disease so struggles to walk long distances. If anything was to medically happen down the beach there is no access for emergency services to help. This also includes unsafe fires and the fire department. If any supporting information is required please email me directly. We will also be respectful and responsible when driving on the beach. While most motorists are coming from different areas not from waikawa beach residents.</p>			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	336
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	337
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Wellington	338
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	339
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	342
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			
Previous vehicle access has been largely un policed resulting in multiple cars speeding along the beach, often causing an unsafe environment for people and dogs. The tire marks make the beach look like an absolute mess. Vehicle access also impacts wildlife and disturbs the nesting bird population.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach 5573	343
Option selected	Targeted Rate?		Attachment
Option 3			Yes
Comments			
<Refer my prepared document attached>			



Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach 5573	47
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			
I am opposed to vehicles on the beach, in the interests of preserving the endangered birdlife we have here (Australasian bittern, royal spoonbills, pied shags, oyster catchers, grey heron etc). Also to preserve the dunes, allow grasses to stabilise them and help protect against coastal erosion and flooding.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	344
Option selected	Targeted Rate?		Attachment
Option 1	Yes		Yes
Comments			
I believe in a time of phone obsession, rampant anxiety and depression, and human conflict, the more people we can get to the beach the better. If that requires motorized transport so be it. I also believe in protecting the environment. It is possible to be both a motorbike user and an environmentalist. The more people we can get into the environment, the more people we can get to love the environment and care for it. The same way African safari tours serve to promote conservation. We would never have chosen to buy property at Waikawa if we couldn't get our quad bike on the beach. We can work to live in harmony with the bird watchers and dune restorers. Please give us a chance to. Thanks for listening.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	345
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
I have an elderly mother who loves watching the kids swimming at t Waikawa Beach her walker frame doesn't work in the sand so it was great when we could drive her down to the beach and she could sit in the car and watch her grandkids swim and surf			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Lower Hutt	346
Option selected	Targeted Rate?		Attachment
Option 1	No		
Comments			
Vehicle access is important to facilitate access to the beach for mobility-impaired recreational fishers			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach, Manakau, 5573	347
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			

Vehicle access is very important to us. We have owned our property since 2010 and throughout that time the ability to get a vehicle to the beach has been an important part of our family's enjoyment of the Waikawa Beach community. It is essential for realistic use of fishing equipment and other beach accessories for sun safe use of the beach with a young family. Although the council have presented the 3 options listed, after reading the supporting online material in detail, we would strongly encourage a further evaluation of the option through 60 Reay Mackay Grove, which would appear to be a more sustainable option with minimal negative impact on the environment and the wider community.

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	3434	348
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			
Vehicular beach access is extremely important for a number of reasons. Emergency vehicles need access in the event of. A medical emergency, people with a disability need some sort of mobility assistance to gain access to the beach, recreational activities such as fishing commonly require use of a tractor and children with their kayaks etc need assistance to take their equipment to the beach. I have lived at Waikawa beach for more than 30 years and have enjoyed all of the recreational activities available with the use of a vehicle. My children loved it and have since purchased a property there as a result. Please retain vehicular access.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Cambridge 3434	349
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			
I have had a long association with Waikawa beach having owned a house there for more than 30 years. I still visit the beach frequently staying with my son who has purchased a house there. However I can no longer access the beach due to mobility issues. I feel the disabled community has been denied their rightful access to the beach. It is also important for emergency vehicles to have access. Some years ago my son had a medical emergency on the beach and would have likely died had an ambulance not had access. If emergency vehicles cannot get onto the beach there could well be a death in the future. I feel very passionate about this and request that you reinstate vehicular access for all beach users.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Levin RD31	341
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			
The access should be designed for only ATV's, tractors and 4WD vehicles. 2WD cars will most likely get stuck in the soft sand or "worm holes" and may get lost to the tide.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Wellington 6021	351
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			
<p>We have a property at [S.7(2)(A) LGOIMA 1987], Waikawa Beach.</p> <p>We doubt if establishing and maintaining vehicle access is worth it. We have sympathy for those that have good reason to take vehicles on the beach to launch boats, to fish, or because of disability. However, there isn't any effective way to stop people driving (badly) up and down the beach, putting both other beach-goers and the beach environment at risk. It's not possible to enforce effectively any speed limits or where vehicles go once they are on the beach. Also, the overall cost to the Council of establishing and maintaining vehicle access will be high under either of the suggested options for vehicle access. The Council surely will have other higher priorities for that money.</p> <p>Over the 35 years we have been coming to Waikawa, we have seen multiple efforts to manage the river course and maintain that vehicle access. They all appear to have been fruitless over the longer term.</p> <p>So we would support Option 3 (to "Reduce vehicle-related impact on ecological life and risks to other people on the beach, with a reduction in the number of vehicles on the beach.")</p>			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Lower Hutt 5011	352
Option selected	Targeted Rate?		Attachment
Option 2	No		
Comments			
<p>I favour beach access but don't believe the full cost should not fall solely on Waikawa Beach rate payers as other residents of Horowhenua will be using the acc Dd.</p>			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	353
Option selected	Targeted Rate?		Attachment
Option 3			Yes
Comments			
<p>Please see our proposed alternate which is a combination of Option 2 and Option 3</p> <p>This submission is on behalf of 4 (FOUR) individuals so if counting is by number of submission under an option that this submission needs to be counted as 4 (FOUR)</p>			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	354
Option selected	Targeted Rate?		Attachment
Option 1	No		Yes
Comments			
<p>Vehicle access should be reinstated for the following reasons:</p> <ol style="list-style-type: none"> <li>1. Vehicle Access gives access for All regardless of personal mobility &amp; includes horses, walkers, disabled, elderly and less able to walk the distance to sea. Closing the Vehicle Access removes the ability for less abled people to access and makes access more difficult. It is more inclusive.</li> </ol>			

2. Vehicle Access is not new, it is the status Quo. There has been Vehicle Access at Waikawa Beach for 50+ years. The Community is not asking for anything new, but rather a more robust, purpose-built Access (boat ramp style) with build in erosion control instead of a sand ramp

3. The Beach is a long way from where people park (minimum 650 metres). Long way to carry disabled / elderly less abled people plus Picnic, sand chairs, boogie boards, sun shelter OR Kontiki and fishing gear. Most people access from Manga Pirau Street by foot or vehicle.

4. Waikawa Beach is not a busy beach. Even at the high Summer season, the beach is never busy or crowded. Lots of room for all beach users and groups.

5. All other Beach Communities in Horowhenua have a Vehicle Beach Access – why should Waikawa Beach locals be disadvantaged.

6. A strong majority of Waikawa Beach Community want to retain / reinstate the vehicle access (as per WBRA survey 63% for Vehicle Access and 37% against).

7. Closing the Vehicle Access only disadvantages Waikawa Beach locals. Vehicles still come to Waikawa Beach driving up the beach from Otaki, Kuku, Hokio etc.

8. No Vehicle Access will reduce property prices in Waikawa Beach, which will affect rates. People will choose other beaches to buy property that do offer Vehicle Access

9. No Vehicle Access does not equal no vehicles on the beach. The beach is a legal road and vehicles come from north and south to Waikawa Beach.

10. The concerns raised from the community for not having Vehicle Access can be mitigated. 99% of people accessing the beach by vehicle, do so with respect for the private land owners, environment and wild life. The WBR community financial proposal can provide financial assistance with these issues along with leadership to undertake the environmental solutions required.

11. ZERO Cost to Council (other than lease with property owner) or rate payers. Voting to pursue Option 1 to Reinstate a Robust Vehicle Access could cost the council and ratepayers nothing (refer to Community Funding Proposal submitted by [S.7(2)(A) LGOIMA 1987])

Thank you for your consideration

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Levin 5573	350
Option selected	Targeted Rate?		Attachment
Option 3			Yes
Comments			
<p>I reside at Waikawa Beach and I support a vision of the beach as a place we can be proud of with a thriving environment and bird life and where we can walk on the beach in peace without vehicles racing past. Every other Horowhenua beach has vehicle access and this would make Waikawa a unique place to visit and live.</p> <p>There are 3 major reasons for supporting no access</p> <p>Conservation of birds and environment - since the vehicle access has been blocked I have noticed an increase in bird nesting and survival of chicks on Waikawa Beach. Oyster catchers and pied stilts nest on the sand in unprotected areas and are most vulnerable to vehicles driving on the sand. Even if vehicles do not drive into the bird nesting area - the vibrations are likely to upset bird nesting and feeding. We have dozens of bird species regularly seen at Waikawa Beach. It is sad but I have witnessed motorcycle riders chasing birds on the beach. Only this morning (see attached photos) a penguin was found dead on the beach surrounded by tyre marks from vehicles surrounding the bird. I acknowledge that while the main access is closed these vehicles may have come from Otaki, however, if the Council closes beach access it will send a strong signal to all vehicles driving recklessly on the beach that this is not mandated.</p> <p>Financial cost</p>			

The loss of beach access is an ongoing issue. Maintaining beach access will be a significant cost for the Council out into the future. The movement of the river, storm damage, erosion and climate change are all making the beach access financially unsustainable.

Safety concerns

It has been a delight to be able to walk on the beach and not have to be vigilant for dangerous drivers. Unfortunately there are some who see the beach as a race track or place to 'hoon' regardless of whether it is safe or not. There have been several reports of drivers intimidating walkers.

Other matters

I understand that there are some who cannot access the beach due to disability. It would be great if the council could put in a safe pedestrian access so those in wheelchairs or push chairs can access the beach more easily and that those with fishing gear could also use this to assist them in transporting gear to the beach.

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Levin 5573	355
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			
My preferred option is no vehicle access. However if Council decides to reinstate vehicle access, I would ask that they consider limiting vehicle access to the beach south of the Waikawa Stream, leaving the beach north of the stream vehicle free for those of us who like to walk our dogs without having to worry about vehicles hitting the dogs. A number of years ago a speeding vehicle nearly took out one of our dogs and I have since then witnessed on a number of occasions cars, motorbikes and quad bikes speeding on the beach. It would also be a benefit to the region to have a vehicle free beach where bird life could flourish and provide a sanctuary to endangered and at risk species.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	356
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach 5573	357
Option selected	Targeted Rate?		Attachment
Option 2	No		
Comments			
The HDC some years ago sold their access on to the beach so it is their responsibility to provide another access and the existing one is the only reasonable option at the moment. Foolishly the present council voted against the southern access way in Strathnaver which is the only sensible option for Waikawa beach- a cost to establish it and very little to re-establish it if nature plays a part in situating it. Waikawa needs a permanent vehicle access way for health and safety on the beach. At present an emergency would be unable to be health with unless a member of the public rang a helicopter.			

Vehicles have been allowed on the beach since the early settler days and it should remain so. Residents and visitors alike need to be able to transport the elderly and the young down onto our wonderful beach

All other beaches in the Horowhenua have vehicular access - why shouldn't Waikawa? There are disabled people in our WaikawaBeach community who could never get to the water for a swim or spend time with family at the water's edge.

To stop vehicles being on the beach to protect nesting birds or shellfish would be ridiculous as then you would surely have to have a rule that all dogs must be on a leash as they are harder to control than a vehicle.!

If Levin is to become a destination once the motorway goes past the we need to think ahead and allow for extra people being here at Waikawa and who in there right mind would want to come and live here at a beach with no proper vehicle accessway.

It's a no brainer Property values would drop at once.

Look again at the southern access In Strathnaver please or reinstate the accessway in Manga-Pirau street.

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	358
Option selected	Targeted Rate?		Attachment
Option 1	Yes		Yes
Comments			
I believe in inclusive vehicle beach access for all - people of all ages, abilities and adventures! We've lived here for five years now, and have enjoyed the variety and vibe vehicle access brings to the beach community of Waikawa. (This summer the beach just felt sad – as there were far fewer people enjoying this magical place). I also believe people who are pro vehicle access to the beach are also into making sure our wildlife is kept safe and the environment respected. We've met many people who enjoy taking their vehicles and fishing etc over the years, while helping plant the dunes. It is the 1% who are the 'hoons' and we saw an uptake of this behaviour this summer on the beach, as there was no one around from our community to curb their behaviour. I've attached only a handful of many wonderful days we've had on the beach fishing - one of the main reasons we chose to buy here.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Upper Hutt	359
Option selected	Targeted Rate?		Attachment
Option 1	No		
Comments			
I have enjoyed holidaying at Waikawa over the past 20 years where my 2 daughters have houses. We have enjoyed many fun days at the Beach with the Longline, Kayaks etc. It is just way to hard and difficult to walk and carry a heavy Fishing Contiki, Kayaks etc. In all the time i have been their i have seen Vehicles respect the Beach and the Environment. The Vehicles generally are parked up for a few hours while we fish etc. I believe Waikawa has always had Vehicle Access and i would like this to continue.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	360
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
<p>We need to keep Vehicle Access especially for Medical Emergencies, but also in case of Natural Disasters as their is only one road in and out.</p> <p>Waikawa has had Vehicle Access for over 50 Years and is probably one of the quietist Beaches in the area. Many days over the Summer Break the beach is empty - hardly an issue to have a few Vehicles on the beach to enjoy water activities, Launch the Boat, Kayak, BBQ etc, which is why my parents chose to buy a property at Waikawa.</p> <p>Waikawa is afterall a Beach Village and should definitely be able to keep Vehicle Access which enables everyone to access the beach.</p> <p>Vehicles can access from Otaki or from Kuku Beach so the only ones missing out are the people that actually paid to have a house in Waikawa</p>			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Manakau / Horowhenua	361
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			
<p>Note Im not a beach resident . Have raised a family here over 25 years . All frequent beach users. Boat and Kontiki fishing. Keep the track suitable for 4wd and tractors only, River needs to be controlled to keep the water quality healthy. The enviromental damage claims have been exaggerated by a radical minority. The social damage that will remain , should the access be denied, will last for years. Disappointed consultation has been only enough to meet criteria. No problem with total Manakau rates rising too. Hope the right thing is done for the enviroment and for the people that enjoy it to the full extent</p>			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	363
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
<p>Merged with submission 22 - change of mind by submitter - confirmed via phone on 26th Feb 2024,</p>			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	364
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			
<p>I feel time and tide has done its dash with the access at Manga Pirau. I support Option 3 This access has been washed away many times over the years, with the Council having to continually repair or rebuild this access which must come at a cost. The reality is most folk in Waikawa Beach do not use this access to drive their vehicles on and it is limited to the few that have vehicles (4WD, utes and quad bikes). Option 3 is not about not having vehicle access as this can be done</p>			

via Ōtaki or Kuku and does not require constant Council maintenance and the costs that must go with this. Option 3 would likely reduce the number of vehicles on the beach improving the natural environment that is unique to Waikawa Beach as less harm is caused to the flora and fauna.

I note one of the options mentioned targeted rates and I do not support this. This access is only for the few that have the vehicles that can drive on the beach without getting stuck. Most folk walk down to the beach to swim or fish and use their arms and bags to get their towels and other equipment down there.

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Wellington, 6021	365
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			
<p>For the last 10 years or so I have been visiting Waikawa on weekends and the occasional week day about five times per year and expect to continue to do so for the foreseeable future, probably for longer and more frequent visits.</p> <p>I support option 3 - Council will not facilitate vehicle access to Waikawa Beach.</p> <p>In my view, the damage and disturbance to plants, birds and other fauna which results from the irresponsible behaviour of a minority is so severe that it is justified to limit access to all if no control mechanism is available.</p> <p>We humans must share the world and allow other species undisturbed use of a portion of their natural homes.</p> <p>I also believe that vehicular use often impinges on the quiet enjoyment that non vehicle based visitors deserve.</p> <p>I recognise that there are many responsible vehicle operators who will be disadvantaged if this option is adopted. If there were a relatively cheap option which allowed controlled vehicular access I would not necessarily object.</p> <p>However I do not think that the convenience of the few vehicle owners should be a huge cost carried by the wider community.</p>			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa	366
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			
I would prefer fewer vehicles on beach as they sometimes disturb nesting birds and people			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Taupo 3377	367
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
<p>My partner has a bach on Sarah Street where we stay regularly throughout the year, along with primary aged children, two sets of elderly parents and extended family and friends. We use two quads and a side-by-side to take the Kontiki, visitors and all our gear down. Without vehicle access we simply cannot enjoy the beach as a group. Closing the Vehicle Access removes the ability for those less able as us to access it. The beach life is a good life but that's no good to anyone if only able bodied people can get down there!</p> <p>Where's the inclusiveness or fairness in that?</p>			



Vehicle Access to Waikawa Beach is nothing new. The community is not asking for anything new. All we want is a more robust vehicle access with built in erosion control.  
All we want is status quo ... all Waikawa Beach holiday-makers/residents can access the Waikawa Beach via vehicle.

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Kelson	368
Option selected	Targeted Rate?		Attachment
Option 1	No		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa beach	369
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
<p>Many issues have arisen without access to the beach</p> <ul style="list-style-type: none"> <li>- house sales have stopped</li> <li>- Values WILL decrease</li> <li>- Air bnb rentals empty</li> <li>- Ghost town over summer</li> <li>- Community divide</li> <li>- Less payments made to Waikawa beach association</li> <li>- Can't catch fish</li> <li>- Can't use our boat</li> <li>- Can't use our kontiki</li> <li>- Beach fires with no access extinguish</li> <li>- My parents have been unable to touch the sand or water this summer</li> </ul> <p>NONE of these were issues prior to having access for the past 50 years</p> <p>We have missed out on a whole summer at the beach with family</p>			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	370
Option selected	Targeted Rate?		Attachment
Option 1	Yes		Yes
Comments			
<p>Waikawa wouldnt exist if it wasn't for the beach entrance. People have invested money into the town by building holiday homes to use the beach access.</p> <p>I wouldn't of build a home here if there was no access</p> <p>My children and family have missed a whole summer here as we need vehicles to get family members and equipment to the beach</p>			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	371
Option selected	Targeted Rate?		Attachment
Option 3			Yes
Comments			
<p>My recommendation is to have NO vehicle access at least for the foreseeable future while the environment recovers.</p> <p>I didn't have any real objection to people launching boats or the use of quad bikes to access the beach for Contiki fishing, family picnics and watching the sunset etc, until the behaviour by a vocal and privileged few over Christmas. The destruction inflicted on the Waikawa environment and its residents during the consultation has changed my position toward providing public beach access at Waikawa beach.</p> <p>I concede this will not be tenable to many of the Waikawa population who believe it is their right to have vehicle access to the beach. They constantly remind us that the Beach is a Road, however they immediately flout the road rules that restrict the use of un-registered vehicles, un-licensed drivers, speed limits, and requirements for wearing of a seatbelts / helmets etc.</p> <p>Beach access is not a new problem.</p> <p>There appears to have never been public vehicle access to Waikawa Beach, at least not in the past 60 years. Once the river moved south between 1940 and 1960, the road to the beach road was left inaccessible across the river, and became a paper road, marked but now unusable.</p> <p>(topomaps)</p> <p>Aerial photographs (attached) from 1983 show multiple tracks through the Miratana land. I believe this may have been when the current vehicle access was originally authorised to provide a single track to the beach and avoid further destruction of the property.</p> <p>Aerial photographs (attached) from 2010 show that tracks were also created and used through a vacant section at 1 Reay Mackay grove, prior to installation of a locked gate. The properties of the Strathnaver subdivision do not permit or allow motorised vehicular access to the beach across DP 72858.</p> <p>This repeated behaviour suggests to me that people in the community have short memories and will do whatever they can get away with to get onto the beach, often at the cost of the landowner and damage to the environment.</p> <p>Access has therefore always been across private land and is a privilege and not a right and at the discretion of the owners and whether they continue to offer this to the public.</p> <p>Past councils have had the opportunity to create vehicle access and appear to have declined. This includes when Sarah St, James St and Manga Pirau St were created, and again when the Strathnaver subdivision was added.</p> <p>Over Christmas we saw the types of damage that will continue to occur in the community should the council not be able to secure a lease with the landowners.</p> <p>My suggestions are for the council to consider before they proceed with restoring vehicle access:</p> <ul style="list-style-type: none"> <li>• Do NOT provide beach access for vehicles at least in the short term until the environment and dunes around the Manga Pirau St entrance have recovered and can be protected from erosion.</li> <li>• When and if access can be restored, restrict access via a locked gate and permit system.</li> </ul> <p>Consider limiting access to launching boats and similar activity.</p> <ul style="list-style-type: none"> <li>• Provide active management or seasonal restrictions when the vehicle entrance is threatened, or when the river moves within a certain range/distance of the entrance.</li> <li>• Designate at least some areas of the beach to be vehicle free, mainly the area seaward of Reay Mackay grove and south as far as the Horowhenua border / Waiorongomai Stream.</li> <li>• Continue the work towards creating a beach by-law that can be enacted and enforced and provide some protection for the environment and the eco systems that exist on the Horowhenua coast as well as those that use the beach.</li> </ul>			

Allow the environment to recover.

My reason for restricting vehicle access is ongoing damage to the Waikawa estuary environment. I have only lived in the area for 8 years. In that time, I have seen between 15m and 20m of land lost from the shoreline across the Miratana property / private land. This is due more than in part to vehicle damage. The illegal tracks created during 2021 caused significant damage and the shoreline environment has not recovered from this. Since 1980 more than 50m may have been lost.

If the shoreline continues to recede at the current rate, the council may be forced to buy several properties at the end of Manga Pirau St as they further collapse into the foreshore.

Aerial photographs taken in 2021 (attached) suggest that this was a period where sand built up in the estuary. This was the time during COVID-19 restrictions (2020 - 2021) when there were relatively speaking many fewer vehicles on the beach. Most of this sand is now lost, but walking the shoreline, you can still see the few remaining spinifex plants that were planted around November 2022. They are still approximately 1m-2m above the base sand level in the estuary. It will be many years before the shoreline recovers, but this is not impossible if proper measures are in acted on in the short term.

While vehicles continue to destroy the shoreline between Reay Mackay grove and the groyne, the residents of Strathnaver have worked with the council to restore more than 100 m2 of active dunes around the 10 Reay Mackay grove track. This has taken 5 years and 6 planting seasons to achieve. Some of these dunes are now 2m in height and this dune growth is referenced in the Boffa Miskel geotechnical report. The fencing, ugly but necessary as it is, has deterred vehicles and has avoided incursions from motor bikes and resulted in an increase in nesting birds this summer. These dunes have also kept the river at bay and were not damaged in the 2023-09-30 event that washed out the current vehicle entrance. This work needs to continue north across the estuary.

Locked gate and Permit system.

Should the council successfully negotiate a lease with the landowners in the future and proceed to restore beach access, then I think a locked gate and permit system would be the best approach to providing future access. This would still allow bach owners and residents to make use of the beach for launching boats, while deterring others from further afield visiting and using it as a racetrack. This would be consistent with the access to Kuku beach to the north that has been in place since approximately 2003.

Family Safe Areas with no vehicles.

Once the vehicle activity was finally curbed over Christmas, I saw families enjoying the beach, picnicking, walking and swimming. We need to have areas where people feel safe to be on the beach and are not threatened by vehicles racing up and down as we see every weekend and holiday.

The Strathnaver coastal natural character area needs to be protected from vehicles. I propose that if vehicle access is restored, the Horowhenua council consider making the beach area westward of Reay Mackay Grove vehicle free. The two access points are recreational reserves, and do not allow vehicle traffic. This could extend to the southern border of Horowhenua / Waiorongomai Stream and act as a border for vehicle traffic from Kapiti coast creating a safe area for families.

Seasonal management of access.

This post on the Waikawa News web site warned of the impending damage to the entrance a couple of days prior to the event. Vehicles were still using the entrance even though there was nowhere to go (attached). By this time it was too late, but had the access been closed 2 or 3 weeks prior when the river was still 10m away, then it is likely the vehicle entrance would still be open today.

<https://waikawanews.nz/2023/09/29/big-tide-and.html>

<https://waikawanews.nz/2023/09/30/miratana-track-cut.html>

The council should consider applying seasonal access and restrictions to the entrance to the beach when it is threatened as it was in September/October 2023. A short-term loss for long term gain. Unfortunately, that will not be how many of the vehicle community sees it as is evident from the actions over Christmas.

In recent years the large influx of vehicles daily to the beach during white baiting has led to a loss of vehicle access shortly after. This has happened in at least 2017, 2021, 2022, and 2023. Being prepared to close access is an important management tool to protect long term access for the community and the environment.

Developing Consistent Beach bylaws to protect the environment.

In many respects, the Waikawa beach access survey is putting the cart before the horse. At present the Horowhenua council does not have a Beach by-Law and policies that define acceptable vehicle use on the beach, and this is likely many years away based on the recent workshop in Foxton. What is currently in place is unfeasible to enforce.

This is confirmed by a recent Forest and Bird survey of New Zealand councils that rated the Horowhenua council as having "No Protection".

<https://www.forestandbird.org.nz/resources/turning-tide-coastal-protection-inadequate-council-regulations-put-species-risk>

I believe that consistent policy is required on all Horowhenua beaches. One of the recommendations that Forest and Bird make in their coastal protection document is:

"Councils must work together to improve coastal protections for the precious wildlife, ecosystems and features that make our coasts so unique and wonderful," says Ms McGaw. "An arbitrary council boundary line should not result in these stark differences in coastal protections."

Our nearest neighbour to the south, Otaki in the Kapiti region, has moved to restrict vehicles from most areas of the beach. Unfortunately an area to the north end of Otaki beach still provides a gateway to Waikawa, and there are no restrictions in place in any Horowhenua beach, other than a blanket 30km speed limit.

Those wanting to drive vehicles on the beach ask for evidence of damage. Graeme La Cock on behalf of The Department of Conservation collected the following research information and presented it in a report. It is available here :

<https://www.coastalrestorationtrust.org.nz/news/items/what-do-we-know-about-the-impacts-of-vehicles-on-beaches-in-new-zealand-an-annotated-bibliography-of-information/>

What to Expect in the future

I end with the following are some examples of the appalling behaviour that took place over Christmas. These are the same people that demand the council provide them with permanent vehicle access to the beach. Unfortunately, regardless of the outcome of this consultation, I expect this behaviour will continue to occur as it has in the past.

Their actions included :

- Continued access to the beach via Manga Pirau St, cutting and removing the chain twice. Anyone who attempted to restore it was abused, including a council staff member restoring it during their holiday break. 3 large concrete blocks and the chain were necessary to finally restrict beach traffic. Motor bikes are still being lifted across the chain and access the beach occasionally.
- A new track was created across DP: 42669 Lot:50 and Lot:52 in front of Manga Pirau St properties, exiting across the recent council Spinifex plantings intended to stabilise and establish the dune system between the groyne and Manga Pirau St entrance. These were still being used in February.
- Destruction of the walking path at 60 Reay Mackay grove, a designated recreational reserve. This included making tracks through the vacant private property at 54 Reay Mackay grove. At least 4 large 4WD vehicles were photographed using it and reported to the police. The council installed 3 new signs on the track and even these are still being ignored, although it has reduced much of the traffic. This track was still being used by quad bikes in February.

• Sunday 7th January when a group several 4WD vehicles and utes drove up from Otaki and camped out by the river. Four quads and motor bikes rode round and round the estuary and river for 3 - 4 hours. The event was advertised on Facebook as a "Show of Strength". The noise could be heard throughout the village and beyond.

There never was a NO vote in the community. It was created by the authors of the secret petition in 2021 to build a tracks across the recreational reserves in Reay Mackay grove, the years of constant damage to the private land and lack of respect for the land owners and a blatant disregard for the environment because the vehicle owners rights trump all others.

And finally like many other areas of New Zealand, Titahi bay banned vehicles in 2021. A Porirua councillor Mike Duncan said more councils should ban vehicles from beach areas (when asked questions by RNZ in relation to the recent Muriwai tragedy).

"It's a hard ask for councillors actually to bring these sorts of bylaws in, because you're on a hiding to nothing. There will be groups in the community who will want it, and there'll be groups who don't.

"But the paramount thing has to be safety. People just need to bite the bullet, do the right thing. And I'd say that there are no beaches around that should be driven on."

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987		
Option selected	Targeted Rate?		Attachment
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987		
Option selected	Targeted Rate?		Attachment
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	373
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
having access closed has devalued my property. please consider re opening it			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Wellington	374
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
My disabled daughter wasn't happy when we went for our regular holiday to Waikawa over the new year break. She was unable to access the beach as we require a vehicle to take her down. The heart of Waikawa had been ripped out over the lack of access to the beach as people stayed away.			
The council has dropped the ball and needs to have access reinstated.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	375
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			
<p>Hi there - generally I am opposed to vehicles on the beach when not effectively policed - particularly motorbikes.</p> <p>However, on balance, failing to reinstate the Waikawa Beach access way will lead to further unauthorised accesses, creating greater ecological harm, and also will not prevent vehicles being on the beach (including via Otaki beach etc) and therefore Waikawa residents should not be prejudiced by having no access.</p> <p>HDC should look to police, if possible, safe access for all taking into account the ecological impacts of vehicles (motorbikes in particular) and safety impacts of pedestrian beach users.</p>			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	lower hutt 5010	376
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	377
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	378
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
<p>Beach access is of great significance and importance to me and my Whanau. Walking to the beach (some 500 meters) is impossible for my young children and elderly parents. We love Waikawa, the environment and the respect of others using the beach. We need vehicle access to enjoy the beach for our activities such as fishing, building sandcastles, swimming, picnics. Thank you :)</p>			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	380
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
<p>Beach access is important because of my elderly grandparents, my grandfather is blind and my grandmother has difficulty walking - without beach access they are unable to enjoy Waikawa.</p>			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	381
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	382
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
I love going down to the beach on the quad, it's my favourite part of my holidays in Waikawa			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Upper Hutt	383
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
It is a very cultural thing to be allowed full access to our beaches and kai gathering. Limiting vehicle access is to restrictive.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	384
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987		385
Option selected	Targeted Rate?		Attachment
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	386
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	387
Option selected	Targeted Rate?		Attachment

Option 3			
Comments			
Option one is cheapest, best for wildlife, and best for public safety!			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	389
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Manakau	388
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			
hi iam a 58 year old male please can we get vehicles back on the beach as it is bad for my mental health. as i can not walk far its nice to drive on the beach and park and sit and watch the sun going down and walk along as much as i can on the hard sand by the waters edge as it is easy going please restore vehicle access thank you			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Lincoln 7608	390
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
Our daughter has a physical disability and this is the only way she can access the beach. I feel not regaining access is discriminating against less able bodied people as they should be able to access the beach like everyone else. It is also a concern if emergency vehicles cannot access the beach if need be.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	RD31	391
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	392
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
Not having access to the beach has been a real let down this year we have older parents who cannot walk too far but love to go fishing with their grandchildren being able to take them to the beach along with all our fishing gear etc was a blessing. One of the main reasons we purchased our home here was the beach access. It seems ridiculous that everyone can access our beach with			



vehicles but for residents who wish to access the beach it is now an additional 40minute round trip. This summer has been a real disappointment the energy of the whole community has changed no happy kids heading off fishing no horses walking past and we personally feel really let down by HDC and hope the access can be restored as soon as possible. I am also concerned that there is now no ability for emergency services to directly access our beach.

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	393
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
<p>I have owned a property at Waikawa Beach for close to 20 yrs. It was our family batch but now we have bought a second house and have moved up and liv her full time. We still have our original house that our family and friends use to enjoy Waikawa.</p> <p>We have always had quad bikes that have been our means of transport to the beach for swimming and fishing and all day family time. Being able to find a spot away from other beach users, esp over the bus periods has been great. I have been engaged with the group who have submitted a comprehensive community initiative to the HDC covering fill costs for Option 1 and ongoing maintenance and fully comprehensive environment program. I fully support this proposal. As should ALL of the Councillors.</p> <p>Removing access for vehicles at Waikawa is punitive to our beach using community. Any suggestion we can drive to Otaki or Kuku is simply unfair and impractical. All beaches and beach users along the HDC boundry should and MUST be treated the same - and this goes for vehicle access. The fact that Waikawa is the ONLY beach that does not have HDC owned land access is a blight on the COuncil over many many years. This issues should have been fixed a long time ago. We now have to work with what we have and the proposal submitted ticks all the boxes. We hope the landowners also see that and work with the HDC and the community to provide a quality access to the beach</p>			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	394
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			
<p>I definitely feel there is a need for some form off vehicle access onto Waikawa Beach but not form the current Managa Pirau St entrance. Why would you spend \$1.3m on that site when history has proven the river dictates what direction/happens to the actual river mouth. Time and time again during high rain fall, storms and ever increasing high tides impacted by climate change would you use this sit( my experience over the past 21 years) The option for me would be to use one of the already formed access sites via Strathnaver, Reay Mackay Grove. You are only having to negotiate with two authorities, HDC and Horizons DC for any lease agreements or change of the current walking track statis, widen the current access at a far lower cost without sealing using crash and run materials. In doing so there is no impact from the river mouth and its movement to destroy this access. Far less impact on rates which must be a positive for all concerned. I do not want to be paying a hefty increase in supporting other users that are not locals or rate payers from Waikawa.</p>			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	395

Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	281
Option selected	Targeted Rate?		Attachment
Option 1	Yes		Yes
Comments			
<p>In summary, the council should be providing vehicle access to the local beach for several reasons:</p> <ol style="list-style-type: none"> <li>1. Accessibility: Vehicle access to the beach ensures that individuals with mobility issues or disabilities can still enjoy the beach and its amenities. Not everyone can walk long distances or carry beach gear, so vehicle access provides an inclusive option for all members of the community to access the beach.</li> <li>2. Safety: Providing designated vehicle access points with proper signage and traffic management can enhance safety for both pedestrians and drivers. It helps to prevent accidents and conflicts between vehicles and beachgoers.</li> <li>3. Emergency access: Vehicle access facilitates emergency response by allowing paramedics, lifeguards, and other emergency personnel to quickly reach any incidents that occur on the beach. This can be critical in situations where every second counts, such as water rescues or medical emergencies.</li> <li>4. Tourism and economic benefits: Easy access to the beach can attract tourists and visitors.</li> <li>5. Environmental conservation: By providing designated access points for vehicles, councils can minimize damage to sensitive coastal ecosystems. Concentrating vehicle traffic in specific areas reduces the impact on dunes, vegetation, and wildlife habitats compared to unrestricted driving on the beach.</li> <li>6. Convenience for families and recreational purposes: Families with young children or elderly relatives may find it easier to access the beach by vehicle, especially when transporting beach equipment, coolers, and other necessities. Vehicle access can make beach outings more convenient and enjoyable for families, encouraging them to visit more frequently. The same is true for recreational users such as fishing, white baiting, kayaking, surfing etc. Which often required a significant amount of gear to be transported.</li> <li>7. Community events and activities: Vehicle access enables councils to organize community events, such as beach clean-ups, outdoor movie nights, or festivals. Having access to the beach by car can increase participation in these events and promote community engagement.</li> <li>8. Infrastructure development: Providing vehicle access may necessitate the development of supporting infrastructure such as parking lots, restrooms, and picnic areas. These amenities enhance the overall beach experience for visitors and residents alike, making it a more attractive destination.</li> <li>9. Enhancing social connections: Beaches are often community hubs where people gather for social activities such as picnics, barbecues, and group outings. Vehicle access encourages more people to participate in these social activities, strengthening community bonds.</li> </ol> <p>Overall, vehicle access to the local beach can improve accessibility, safety, and enjoyment for all members of the community while also supporting tourism, economic growth, and environmental conservation efforts.</p>			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	396
Option selected	Targeted Rate?		Attachment

Option 2	Yes		
Comments			
Vehicle access is part of the culture in villages all along the lower north island's west coast. Values will drop without access. If there's an emergency on the beach it's harder to get the person to care without access.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Bell block new plymouth 4312	397
Option selected	Targeted Rate?		Attachment
Option 1	No		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	398
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			
Historical beach access for Waikawa Beach residents needs to continue with reliable vehicle access to support the community doing the activities they have been accustomed to doing which has attracted them to the area. The local residents are respectful to ensuring minimal impact on the ecological life. Access to the beaches surrounding NZ has been a right for all that live in our wonderful country. Please don't take away our access to the beach for our families and community.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	399
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
Too many beaches are having access taken away and it makes it impossible to launch boats etc, recommend access is retained as it is a benefit and draw card to the community			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Bell block new plymouth 4312	400
Option selected	Targeted Rate?		Attachment
Option 1	No		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Lower Hutt	401
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			

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Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Lower hutt 5011	402
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			
For 40 yrs we've used waikawa beach,due to our families beachhouse. No access is heartbreaking for all of us,my wife is incapacitated,we need car access to get her down to go fishing or whitebaiting,our main enjoyment.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	403
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	404
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
The biggest concern for me is getting emergency services onto the beach especially north of waikawa, fire,drowning Ambo and even the police			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	405
Option selected	Targeted Rate?		Attachment
Option 3			Yes
Comments			
I have added a file that notes the current protection status of our natural environments around our country. I note that Horowhenua has 0 protection. No wonder we have been putting up with all manner of obnoxious behaviour from people on motorbikes and jeeps and other vehicles over the last years. This is not acceptable when comparing the protection levels around other parts of the country. Time for HDC to get their act together. Waikawa Beach could do with a break from all the idiots so I am opting for option 3 at least for a good few years so our environment can recover and that people and the wildlife are safer on the beach. We also have a dog problem as well, That needs to be looked in to. It is no surprise that things have got out of control here because certain people think that they can do what they like largely because Waikawa Beach seems to be the one place with little to no rules. Time for a change!			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach, RD 31 Levin 5573	407
Option selected	Targeted Rate?		Attachment
Option 2	No		

Comments
<p>(Transferred from hard copy )</p> <p>Submission to HDC regarding Waikawa Beach Vehicle Access</p> <p>I have lived at [S.7(2)(A) LGOIMA 1987] for the past 21 Years. During this time I have driven on the beach every day when able. I use a Zimmer frame to walk, making walking to and on the beach impossible. I also own a boat and tractor, a \$94k package when purchased</p> <p>I would far prefer drive on beach access to be across public land . There are several options. My preferred is the current south walking track, which is shorter and straighter than the north track and it will not exit to the side of a river. any work required could be performed and paid for by a group of like-minded locals, in one day, employing contractors where necessary at proper prices.</p> <p>The council pleas pf poverty do not hold water.</p> <p>I vote against a targeted rate being applied as we get nothing for our existing rates now, you mow a few berms and collect recycling fortnightly. Also our rates are expected to rise by 17%</p> <p>The people of this forsake out post are by necessity self- sufficient. We supply our own water and septic tanks and a lot of us pay for our own rubbish collection</p> <p>You spend \$300k plus upgrading the toilet block at Hank Edwards reserve, which was totally unnecessary. I have been told that the next unnecessary project that you have in mind is a \$600K upgrade of the footbridge at the bottom of Waikawa Beach Road. You could build a vehicle crossing there for that amount of honey.</p> <p>[S.7(2)(A) LGOIMA 1987]</p> <p>(Comment - the hard copy does not a tick at the privacy policy statement)</p>

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach RD 31 Levin 5573	408
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			
Support targeted rate if access is limited to Waikawa Beach Residebnts and property owners. (Submission transferred from hard copy )			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	410
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Upper Hutt	411
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
<p>We have friends that have a house their and have enjoyed many days on the beach fishing etc, having Vehicle Access has meant that our elderly parents are able to join us, it really is far to hard to walk with all that fishing equipment. Generally we are at the beach for the day, their are no Facilities ie, toilets etc that are close to that end of the beach (South End). It really would change the whole community and not in a good way if we are only banning Waikawa residents from using their Vehicle Access. I totally support Vehicles on Waikawa Beach.</p>			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Upper Hutt	412
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
<p>We regularly stay with friends at Waikawa for weekends, it really is a great place and part of that is because we can drive on the beach to partake in water activites, its totally unrealistic to think that people could carry a Contiki and Winch through your walkways. I also notice that the Walkways are a far distance away from Toilets, and the BBQ Area. Waikawa Residents have purchased Boats, Kayaks etc that they are now struggling to get to the beach, totally unrealistic to cut off Waikawa when Otaki and Kuku Beach both have Vehicle Access.</p>			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach 5573	413
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			
<p>We believe there are compelling reasons which we respectfully ask Council to take into account in its consideration of the access options and why Option 3 should be preferred:</p> <ul style="list-style-type: none"> <li>Vehicle access and vehicle use of Waikawa Beach is now clearly inconsistent with the approach of many local and regional authorities throughout New Zealand, who have regulated for no vehicle access to beaches, or simply the use of beaches for boat launches at designated, safe areas (we would support limited access on this basis, if this was to be actively regulated and policed).</li> <li>The use of vehicles on the beach creates risks which would otherwise be avoided if vehicle access was not permitted – the beach area, including the shifting and at times very hazardous sands, create real health and safety risks. Recent tragic incidents on other beaches are testament to this risk. We respectfully submit that Council must have regard, and give appropriate weight, to ensuring risks in relation to continued vehicle access are either avoided or mitigated to the greatest reasonable practicable extent. The removal of vehicle access would be consistent with this.</li> <li>We also note that New Zealand’s Coastal Policy Statement is clear in relation to any developments in the coastal area – the best way to minimise risk is to avoid it where practicable. Council must, as part of its duty of care, ensure that the risks of vehicle access are mitigated to the most practicable extent as is reasonably possible. This means that any access must be the subject of clear and reasonable guidelines, as well as policed on a regular basis. We are not aware of any recent active policing of Waikawa beach, noting the 30km speed restriction is largely ignored by many vehicle and motor bike users. It is imperative that this be actively policed to mitigate the risk of tragic accidents and to ensure rule breakers are discouraged from exceeding speed limits, using the beach in an unsafe manner (including to themselves) and from damaging the sensitive beach and dune ecosystems. The reality (and reasonably practicable solution to mitigate risk, in line with the majority of New Zealand’s beaches) is to remove vehicle access (or, as above, limit access to a designated safe launching area).</li> <li>It is a well-known and documented fact that the beach and dune areas are nesting and breeding grounds for many rare and other bird species (as well as being home to other unique and sensitive flora and fauna). The Department of Conservation and Forest and Bird are, we understand, in opposition to the continuation of vehicle access, which is also consistent with the need to preserve the unique and delicate coastal ecosystems, the important dune systems and the extent of native and other rare bird life that exist, use (and in many cases, nest) in the Waikawa beach area and surrounding ecosystems.</li> </ul>			

- Therefore, in addition to the significant health and safety risks that Council has in its power to mitigate, appropriate weight must be given to preserving and protecting the fragile flora and fauna. We respectfully submit that a pedestrian-centric beach would be consistent with this.
- It would be entirely appropriate and consistent with contemporary national policy guidelines for Council to resolve to remove vehicle access so as to ensure the delicate coastal ecosystem is preserved and enhanced for all future generations (as well as being a rational, cost-effective approach consistent with the policy for the majority of New Zealand's beaches).
- Removing vehicle access would also substantially mitigate any risks of ongoing damage to important culturally sensitive areas, including Wahi-Tapu (in the dune systems)

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Newlands	414
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	1072	415
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			
You will see by my address that I'm Auckland based. However I have a long history with Waikawa Beach as my family has owned property there uninterrupted since 1980. I still visit frequently as my brother owns property there now and is a rate payer. We have had vehicle access for the entire period and are very mindful of ecological impacts when using vehicles. In my experience, most beach users are similarly respectful and ongoing access should be maintained so the special nature of this beautiful beach can be maintained.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	416
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
I moved to Waikawa to be close to family and to raise my three boys, we enjoy Fishing, Whitebaiting and many other water activities. I am an active member of the community and enjoy helping the older residents with launching boats etc, which i am not able to do if people are having to go to drive to Otaki and back again. Fishing and Whitebaiting is also a main source of food for my family. Waikawa Beach has always had Vehicle Access and would greatly hurt the community if it is lost. Many reasons to keep it for example - Medical Emergencies at the beach, Natural Disasters as we only have 1 Road in and Out. Many residents have offered to pay for the works to be done so this should not affect and Ratepayers. Not having Vehicle Access at Waikawa is not banning Vehicles as they can still come from Otaki or Kuku Beach. No Vehicle Access will greatly affect the community and residents. It is so impracticable to think that people can carry Long Lines, Winches, Kayaks, Paddles, BBQs, Whitebaiting equipment. I fully support Vehicle Access to be reinstated at Waikawa.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Levin 5510	417
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	North Island - Other Cities	418
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
An option 4 - walking and horse access on manga Pirau Street and vehicle access at another beach access point. This would be my preferred option If it existed.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach, 5573	419
Option selected	Targeted Rate?		Attachment
Option 2	Yes		Yes
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	372
Option selected	Targeted Rate?		Attachment
Option 2	Yes		Yes
Comments			
While option 2 is my preferred option, my very strong concern is to ensure continued vehicle access - i.e - prefer option 2 - could live with option 1 - absolutely DO NOT SUPPORT option 3			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Auckland	420
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			
Tēna koutou katoa, My name is [S.7(2)(A) LGOIMA 1987] and I have a long connection to Waikawa Beach. Most of my childhood weekends and holidays were spent at the the beach with my family and I continue to visit as an adult with my own children. I have family who still live at Waikawa Beach. I support continued vehicle access to the beach for the following reasons:			



1. I feel strongly that beach access should not be limited to physically mobile people. Allowing vehicles on the beach will facilitate people with mobility issues to enjoy what is an essential kiwi experience.

2. Vehicle access will enable people to bring gear down to the beach for fishing, whitebaiting, kayaking etc and will ensure that the beach remains a vibrant location that fosters a strong sense of community. It would be a real shame to prevent these activities from occurring.

3. Vehicle access will enable emergency vehicles to access the beach if necessary, and this is essential to the wider safety of residents and visitors.

4. There is a long standing convention of vehicle access to the beach. It is part of what makes Waikawa Beach the special place that it is and it would be devastating to lose traditions that have positively impacted the lives of generations of Waikawa Beach families.

I support option two and would prefer that maintenance includes an application for river training, but at the very least, I strongly support any measure that provides for continued vehicle access to Waikawa Beach.

Ngā mihi nui [S.7(2)(A) LGOIMA 1987]

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	421
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	422
Option selected	Targeted Rate?		Attachment
Option 1	No		
Comments			
I've enjoyed beach access by vehicle for the past 20 years and would be very disappointed if this were to cease. We generally have many family and visitors through the summer however with the access being closed this year/new year this was not the case. Access by foot is unsuitable for my elderly parents and also difficult when getting gear to the beach for my grandson and his friends to enjoy. One of the reasons we bought our property is because of this beach access. Our family have been really disgruntled by the lack of access and Council's inaction in getting on top of this situation we now find our community in. We are hopeful the Council will rectify this access issue so we can enjoy the lifestyle choices we have been making the last 20 years.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	423
Option selected	Targeted Rate?		Attachment
Option 1	No		
Comments			
Been here 50 years , old family bach and we now own 2 additional properties. Live here full time .. This is longest there has been no vehicle access. Want to drive on beach			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	waikawa	424
Option selected	Targeted Rate?		Attachment

Option 1	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	425
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
I am a rate payer and would support an increase we love the beach access and know it is a privilege. Being able to take the boat to the beach to launch is something we really missed being able to do this summer. Option 1 to allow beach access again is definitely what our whānau supports. I also worry that as it is a relatively remote beach with no surf life saving it is essential that emergency services can get onto the beach if it is required			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach 5573	426
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
Whilst a relatively new resident to Waikawa Beach, I have quickly become ensconced in the vibrant and friendly beach life of many of the residents, participating in fishing, beach lunches etc with family and friends. This is the idyllic Kiwi lifestyle which many of us in the more "mature" years, remember from our childhood. I love it and no harm is brought about to the seashore, or wildlife, by these activities. My observation is, however, that there are a minority who take it upon themselves to police such activities and would seek to prevent them in the future. I wish to preserve the kiwi way of life while, in the meantime, honouring the beauty and nature. Surely there is room for us all to enjoy our beloved Waikawa Beach in the manner we wish to.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	427
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			
River training is a waste of time and money - the winds and tides are the dominant influences on where the river locates and these cannot be overcome by river training. So Option 2 is a total waste of time and money. Of the Options presented, Option 3 is my preference but I do recognise that there are situations where responsible vehicle access would be desirable. Although it is not an option being presented at the present time I consider that the best option would be a system that allowed responsible locals, but not others, to have vehicle access to the beach, e.g. a locked gate with keys available to responsible locals. If there is to be vehicle access I consider it essential that there be a lease agreement with the landowners.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa	428
Option selected	Targeted Rate?		Attachment

Option 1	No		
Comments			
We support trying to retain vehicle access at the current location (end of Manga Pirau Street) but do not consider the additional expense of river training to be warranted. Therefore we have selected Option 1. We acknowledge that this may mean vehicle access is washed out in the future, and not able to be restored, but we would like to retain pedestrian access at this point, as this is midway between the bridge access point and the pedestrian access in Strathnaver. We think it important to retain at least pedestrian access at this point. We also note that Option 1 is dependent on a lease agreement being negotiated; we would expect that if this resulted in a material increase in costs, then the community would again be consulted.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	429
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			
It is important for the community at Waikawa Beach to have access to the beach for pedestrians and vehicles People require this access to the beach to partake in a range of activities that are a part of the beach culture and way of life. These include but are not limited to walking, running, white baiting, fishing/long lining, boat launching, firewood gathering etc Without the ability to access the beach to perform these activities there is potential for the beach culture to die within this seaside settlement Maintaining beach access is therefore critical in order to preserve the existing beach culture and way of life at Waikawa Beach			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	6021	430
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	431
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	432
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	433
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	434
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
<p>Dear Councilors,</p> <p>Thank you for inviting consultation on this important matter for the Waikawa Beach community. Submission for supporting Option 1 -retaining / reinstating vehicle access at Waikawa Beach</p> <p>We are relatively new community members, but in over three years we have fallen deeply for this unique place and spend most of our weekends there, with an intention to move permanently in time. We have upgraded the property, developed a native garden and have our family and friends also entranced by this beautifully unique place and eager to spend time there.</p> <p>It is without doubt a beach community, first and foremost, with the beach and the river winding its way to the West Coast as an integral vein of the place. The beach and the river are the focus of the activities, bird watching, walking, swimming, beach combing, fishing, whitebaiting, canoeing, walking, sand castle making, horesriding, kiteflying and driftwood gathering. The scene is mesmerising as it changes daily, and must be respected for its natural ebbs and flows as well as its bounty.</p> <p>Initially, we didn't use a vehicle, but with time invested in a lare model beach vehicle to collect wood, deliver the canoes for fishing, carry the whitebaitnets and paraphinalia and to take young grand-children to the water and back.</p> <p>Respect of the environment is paramount, and all users should all pledge to care for it, but in my submission, "the environment" is not only the beach and river but the environment created and crafted by the community that surrounds the beach and the river. The safe feel, the quiet during the day and dark streets at night with minimal streetlights, grassy berms and a relaxed vibe of people enjoying being in nature and without pretence - being natural. The dingy library, the community playground and the refurbished toilet/shower block.</p> <p>This is an extra -special place and having had beach access for activities as well as for health and safety for getting on and off the beach efficiently, has made the beach and the village an extension of each other. We applaud that the landowners wish to continue to approve access for the community's use, subject to respecting the environment and terms of a lease for use. We wish to be kaitiaki and stand with them as guardians.</p> <p>Moreover, it appears from the recent AGM that the bridge over the Waikawa river is due for upgrade in two years, and that the debate now being aired, the access to the beach becomes inextricably joined with the access across the river. Both are necessary for a beach community, providing amenity access for the community and the wider community of ramblers and daily dog walkers, who seek out the beach north and south, the dunes, the forest. Even with that allurement, the environs are never busy, but gracefully used by many people far and wide.</p> <p>1. Access for all regardless of personal mobility &amp; includes horses, walkers,unwell, disabled, elderly, young and less able to walk the distance to sea. Closing the vehicle access removes wider access .</p> <p>2. There has been vehicle access at Waikawa Beach for many decades and its use has become part of the wider environment and special nature of Waikawa. We would like a more fit for purpose,</p>			

robustly built, access ramp with build in erosion control to counter the vagaries of the weather. The previous sand ramp, although successful for some considerable time, needs future-proofing and the design and construction of an intelligent engineering solution.

3. For many, including my grandchildren and elderly relatives, the water on the beach is some distance from where people park in Manga Pirau Street, and over this last summer it has been challenging trying to spend time as a family on the beach together because of these access issues.

4. Waikawa Beach is not a busy beach by anyone's standards, as there is ample room for all beach users and groups, including horses, bird watchers and nature lovers.

5. All other Horowhenua beach communities have a vehicle beach Access, and with approval of the landowners to provide access, the Council is tasked with facilitating it, especially given the majority of the Ratepayers Association poll, being in favour of retaining it.

6. Closing the vehicle access doesn't seem to stop others from other beaches visiting, but only disadvantages Waikawa Beach locals. Vehicles still come to Waikawa Beach driving up the beach from Otaki, Kuku, Hokio, Ohau etc.

7. No vehicle access will have a detrimental effect on those who choose to live and holiday there and probably reduce property prices in Waikawa Beach and those paying rates.

8. Continuation of vehicle access is a health and safety matter and is required for emergencies, medical events, police and council inspection. A medical emergency, stroke, heart attack, reaction to jellyfish, twisted / rolled ankle could all occur and delays could mean devastating results.

9. We can mitigate concerns raised by some in the community regarding anti-social behaviour and threatening behaviour to wildlife, by education, signage and community care.

10. Proposal: Waikawa Beach Community Fully Funded Solution – Access & Environment

members of the Waikawa Beach Community have been pondering the current situation of having the vehicle access closed. It has sadly, created unnecessary divisions within the community, when we should be able to find a solution acceptable to all.

The concerns of all the community, regardless of which side of the issue they sit, are important and need consideration. Both groups wish to protect the bird life, shellfish, protect and restore sand dunes and educate everyone on how to access the beach by vehicle with consideration and respecting the environment. That way everyone, including the wildlife, can all enjoy the beach in a safe way.

We believe there is a way forward that can meet the wishes of the community that will not disadvantage anyone in the Waikawa Beach community and will enhance it to be an even better place than it currently is, and this is what has been proposed and offered.

Waikawa Beach Community to fully fund Option 1 in the consultation document.

I support the following proposal made to Council as part of residents' submissions and am willing to donate and volunteer as part of the community initiative.

- Community to fund reinstating and building a robust and resilient vehicle access, that includes erosion prevention measures, giving access to all (Vehicles, Horses, Pedestrians).
- Community to fund a minimum of 15 years of access maintenance.
- Community to fund environmental initiatives, such as more spinifex planting to protect sand dunes.
- Community to fund wildlife protection initiatives, such as more bird nesting fencing & signage where needed.
- Community to fund new clear signage both at the Vehicle Access and for example, regularly along the length of the beach to boundary of Horowhenua. Signs saying Please stay off the sand dunes and protect our unique environment (with graphics)
- Community to fund educational material that explains clearly what is expected of people visiting the beach, where to go and where not to go and why not. Digital & printed material for every home in Waikawa Beach.

Total Community Funding of up to \$300,000 over 15 years – This funding has already been secured from the community and should the Council agree to pursue Option 1, the Council can then decide if they wish to accept the community funding that is on offer. If so, a mechanism would be put in place to enable everyone the opportunity to donate should they wish. We would donate regularly to this initiative and encourage others also. We would also volunteer to be part of replanting dunes initiatives.

This Community offer would work in partnership with the local Iwi and private landowners, the Horowhenua District Council and the local Waikawa Beach community, in conjunction with Waikawa Beach Ratepayers Association (WBRA). We are hopeful that this proposal demonstrates how committed the community is re having access reinstated as well as protecting the environment, the sand dunes, the wildlife and fellow beach goers. We can work together with the Council and landowners in partnership.

As outlined at the AGM, the Horowhenua Council would be responsible for negotiation and ongoing cost of the lease with private Landowners, which will contain the rights and obligations of the parties.

THANK YOU FOR CONSIDERING MY SUBMISSION

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	435
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	436
Option selected	Targeted Rate?		Attachment
Option 2	Yes		Yes
Comments			
Key is that community are kept involved with all developments and decisions particularly relating to initiatives that involve rate increases.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	437
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
We purchased our bach years ago specifically because of the easy bach access. Since then we have had two children and the older members of our families have developed mobility issues. Since the restricted beach access is has limited our families ability to all spend time on the beach and fishing.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	438
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	439
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Ōtaki	442
Option selected	Targeted Rate?		Attachment
Option 2	No		
Comments			
Ngāti Wehi Wehi need to be involved through the entire process of this kaupapa			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Palmerston North	443
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
My husband and I frequently visit my daughter on Sarah Street. We are both elderly and mobility impaired and unable to access the beach without a vehicle.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Nelson	444
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
My mother has a Bach in Waikawa Beach and I bring my two pre school aged girls to stay in the summer holidays. I have a physical disability and without beach vehicle access we don't go down to the beach as much because it's too difficult carrying everything down and too far for my girls to walk it just becomes stressful. Please reinstate vehicle access to Waikawa Beach.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa beach	445
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
I love going fishing from Waikawa Beach and want the beach access back so that we can launch our boat and go fishing			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Manakau, Horowhenua	446
Option selected	Targeted Rate?		Attachment
Option 1	Yes		

Comments
<p>Our family have had our beach house for 22 years. Over the years we have used our 1965 Massey Ferguson tractor to get our 3 young children and picnic gear to the beach. My husband is a very keen birder so every trip would include bird spotting, and interesting facts about the birds of the day. Our now adult children have fully embraced this passion. We have also enjoyed the access for fishing and white baiting. It has been interesting to note that in my 22 years of beach life we have not witnessed Otaki boy racers driving down to Waikawa. I was shocked to find 8 x boy racer cars on the beach around the bird nesting area on the 27th December 2023 when I was showing our guests our gorgeous peaceful beach at 7pm. It was a worry for our safety so we had to change our route.</p> <p>I strongly believe the Waikawa residents are passionate about the environment and always consider this when accessing the beach by vehicle. The 27th December was the first time I had seen unruly behaviour on our beach.</p>

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	447
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Levin	448
Option selected	Targeted Rate?		Attachment
Option 3			Yes
Comments			
<p>Please redact my name and contact details from my submission and only allow council members to have access to it. I also do not support my name and contact details being made public in anyway.</p>			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Tawa	449
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
<p>There is no need for an increase for Waikawa rate payers as there is a Trust that has offered to pay all costs and maitance for the next 15 years.</p>			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach, Levin 5573	450
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
<p>(Merged with submission 451 - duplication) Submission 450 - Living at Waikawa Beach without access really limits our use of the beach. We care about the beach and environs and also dislike the hoons but want to be able to use our vehicle to take fishing gear, family and ourselves down to enjoy the beach. Submission 451 - Keen to be able to enjoy the beach, fishing, swimming and</p>			



having our family back on the beach without having to walk 800+ meters to the sea. We care about the beach and environs, are sick of the hoons giving those with vehicles a bad name and want to be able to get back out enjoying the beach

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach 5573	451
Option selected	Targeted Rate?		Attachment
Comments			
(Merged with submission 450 - duplication) Keen to be able to enjoy the beach, fishing, swimming and having our family back on the beach without having to walk 800+ meters to the sea. We care about the beach and environs, are sick of the hoons giving those with vehicles a bad name and want to be able to get back out enjoying the beach			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	452
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
Our family have had a holiday home at Waikawa Beach for over 20 years. A big part of our lifestyle there is activities on the beach. 90% of our visits to the beach have always been on foot, to enjoy walking, swimming etc. However we also enjoy fishing, kayaking, whitebaiting etc which requires us to drive onto the beach with equipment and to launch boats. Vehicles are currently permitted on the beach, but this Summer access has only been via Otaki or Kuku. Without local Waikawa beach users, who are generally very respectful of others and the environment and act as a watchdog, groups of vehicles have arrived from Otaki and driven in a very antisocial, destructive manner. Without our vehicle access being reinstated I'm very worried that the safe beach with the respectful driving culture we have always had would be lost. We enjoy outdoor activities in other environments and appreciate the Council's provision of vehicle access to parks, the Tararua's etc. I trust this same Council responsibility will continue at Waikawa Beach.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	453
Option selected	Targeted Rate?		Attachment
Option 3			Yes
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	455
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
We have a holiday home at Waikawa Beach, while we generally enjoy the beach on foot, there are a number of activities important to us which require driving onto the beach. This includes fishing (boat launching), whitebaiting, kayaking, picnicking. I appreciate the difficulties in providing access			

re land ownership and the moving river, but consider it important to resolve to maintain the beach culture and enjoyment for the community, as that is why most of us are here

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Wellington	456
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Levin 5510	457
Option selected	Targeted Rate?		Attachment
Option 1	No		
Comments			
Elderly, disabled or infirm folk should have be able to enjoy Waikawa beach and that of course requires vehicular access.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Burwood, Christchurch	458
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
<p>My family often travel to Wellington, then onto Waikawa Beach in the holidays as friends have a holiday home there that we stay at.</p> <p>We enjoy going down to the beach with the kids for a swim, 2 or 3 times a day, but with the access closed it was difficult to get the kids excited to walk to the beach carrying all their gear, flutter boards, food and drinks, towels and sunscreen. So this year we went for only 1 swim daily and that was a little painful. It is about a kilometer to the sea from the access at the end of the street to where we swim and it's just too far each way. When we have the access open the dads would take the kids down in the 4 wheel drive in the afternoon and let the mums have a break. Hope the access is open soon, if not I can see how the locals well being would really suffer.</p> <p>regards from a regular visitor from Christchurch.</p>			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Taupo	460
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
My family holidays with our friends at their beach house in Waikawa Beach. We think it is ridiculous that they cannot access the beach by vehicle! Over summer we noticed a lot of angst between residents and it was quite unpleasant to see. I strongly support beach vehicle access.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Newtown	461
Option selected	Targeted Rate?		Attachment

Option 1	Yes		
Comments			
<p>Dear Councilors,</p> <p>Submission for supporting Option 1 -retaining / reinstating vehicle access at Waikawa Beach</p> <p>I am fortunate to have spent time at my friends place in Manga Pirau St, Waikawa Beach, in the last three years and really enjoy this amazing place and especially the peace and tranquility and the ability to wind down from a busy work life.</p> <p>I'm especially delighted to come u. See you soon.p to the beach and stay as I'm a very keen fisherman and fishing in this location is optimal. However, carrying all the gear to the beach without a vehicle, makes the experience less pleasureable, and travelling all the way to Otaki to launch a boat means its less likely I will fish at this location sadly.</p> <p>I am also a keen canoist and dragging the canoes down to the beach is a considerable way, without a vehicle to tow them or have them on the roof.</p> <p>I'm also an avid bird watcher and have been doing this all my life having grown up in the UK. So in my view respect of the natural environment is paramount, and this special place for enjoying nature, can still have all those beach activities as long as those using it walking or driving are aware of nesting sites and the birds nesting cycles. This will take education and signage can help with that, plus also educating all the community on this aspect.</p> <p>I would happily be part of any volunteer force to help with signage education about the birdlife and replanting the dunes as a community initiative. Thank you for considering my submission.</p> <p>[S.7(2)(A) LGOIMA 1987]</p>			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa	462
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
<p>(Merged with Submission 148) ) First Submission No 143 - I am keen to have vehicle access preferably option 2 as my previous experience is that the access gets eroded and unusable. I would like to see a more permanent and reliable solution. However , if this is beyond fiscal capacity for the council my second option would be option 1. Thank you. New (additional no 462) submission of same person selects option 1 which has been counted</p>			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Lower Hutt	463
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			
<p>I would like to submit my objection to the reinstatement of drive-on access to Waikawa beach. The impact on the environment, Wildlife and other beach users does not justify the need for drive-on beach access. The 'Waikawa Beach rate payers Association' has run a separate survey of people's opinions on this topic, but sadly this was not a very controlled survey (using 'Survey Monkey) and I suspect very open to multiple people providing multiple feedback (voting multiple times) which could skew the results in favor of their selected choice.</p> <p>Also people who are total out of the local community could be used to skew the results, Using the 'Waikawa Beach Rate Payers Association' name on the survey is being used to give it credibility as representing our community, which I do not feel it is. If a true gauge of the local community is really wanted, a controlled survey where local residents/property-owners are contacted independently for their feedback to give accurate results.</p>			

I am hoping that the council take the 'Waikawa Beach rate Payers Association results with a 'rather large grain of salt' due to their potential inaccuracies.  
As mentioned, I am personally against any use of our property rates to try to retain this access, or any proposed funding from outsiders to provide this access and the potential long-term pit falls this would impose going forward (ie. proposed 15-year access funding. Is this guaranteed?).  
No Vehicle Access to Beach please.

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	464
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	465
Option selected	Targeted Rate?		Attachment
Option 1	No		
Comments			
[S.7(2)(A) LGOIMA 1987]is our family beach house. My parents have owned close to 20 yrs. They now live full time at Waikawa but in another house and now Duncan St our used by our family and friends as our Holiday home. I grew up at this beach. My school friends, my cousins and lots of family friends have enjoyed endless days and evenings during our holidays swimming and fishing and playing beach cricket, riding our blow cart, and our quads on the beach. We have always been respectful of other beach users, and of the environment we have the privilege to be a part of. I want to continue to do that and to be able to do that. I am aware of the community proposed funding solution for Option 1 and the suggested program to enhance the environment and beach safety. I think this is an opportunity for the HDC to show leadership and how it can partner with the community, the Iwi and other agencies to provide robust community lead solutions to problems that seem to be an issue in other parts of the country, There is opportunity here for this Council to shine and lead by example. Something other Councils could look to emulate			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	466
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Alicetown, Lower Hutt 5010	467
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			

As a regular visitor to Waikawa Beach from Wellington over the school holidays, we have enjoyed years of being able to drive onto the beach to the sea and set up for a family day of swimming, boogie boarding and lunch at the beach. If the access remains closed, our family will be less likely to visit Waikawa Beach as it's just too difficult to carry all the things we want to take to the beach. It's a long way to the waves from the access we use at the end of the road in the village. Hope it gets sorted before next Summer.  
Cheers [S.7(2)(A) LGOIMA 1987]

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Newlands, wellington	468
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
<p>Dear Councilors,</p> <p>Thank you for inviting consultation on this important matter for the Waikawa Beach community. Submission for supporting Option 1 -retaining / reinstating vehicle access at Waikawa Beach</p> <p>We are fortunate to have spent time at our parents place in Manga Pirau St, Waikawa Beach, in the last three years and really enjoy this amazing place and especially with our toddler, who loves the beach and the forest.</p> <p>Initially, we didn't use a vehicle on the beach, but with our son growing too old for a front pack, we were keen to get him to the beach and in the water as much as possible, and so go down in our parents' old beach car. But with vehicle access restricted this summer it's been a harder thing to get onto and stay on the beach, so that we can be with the rest of the family.</p> <p>Our son's buggy even though an off road one, struggled to get down the walking track onto the beach and it was too difficult to get across the barriers at the bridge over the river and go to the beach that way.</p> <p>Respect of the environment is paramount, and this being an extra -special place for enjoying nature, having beach access for those family activities as well as for health and safety for getting on and off the beach efficiently, makes the experience so much easier and we will do it!.</p> <p>We are also very excited about going whitebaiting again, but with all the gear and a small child to get down there and stay with the rest of the family so some of the day, it is compromised by the lack of beach access for the gear and for shade for the child sleeping.</p> <p>We are very keen to teach our son respect for nature, especially birds nesting and also for dunes restoration, and would happily be part of any volunteer force to help with signage education and replanting as a community initiative. Thank you for considering our submission.</p> <p>Nga mihi nui [S.7(2)(A) LGOIMA 1987]</p>			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Levin	470
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			
<p>I have had a small input to conservation efforts at the Foxton Dune Garden where limited vehicular access is a real problem in a fragile environment. For such areas, including Waikawa Beach Option 3 is necessary to preserve the flora and fauna of the area.</p> <p>I support the submissions of[S.7(2)(A) LGOIMA 1987], Forest and Bird, and [S.7(2)(A) LGOIMA 1987], Waikawa Beach resident.</p>			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Taitoko, Levin	469
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			
<p>Thank you for the opportunity to submit on Waikawa Beach Vehicle Access. It's a shame that a previous option for vehicle access through Strathnaver has been removed as an option with no real or reasonable reason as to why. My understanding is this was an option discussed at a local resident's hui. Councils only option would be to facilitate pedestrian access only. Options 1 &amp; 2 very clearly state the costs for both scenarios will exceed what you have in front of you. Otaki is just down the road for recreational activity for those wanting to drive onto the beach. If one reason individuals purchased property at Waikawa was to access the beach, they would of soon realized it was through the extreme generosity of landowners allowing access to vehicles. Landowners should be fully acknowledged and thanked for what they have generously gifted their community over the years otherwise known as maanakitanga. In the last 10 years many things have changed, and landowners may be concerned around being liable for any accidents/ mishaps on their land, and the costs associated with this. It seems everyone has treated the landowners as a complete after thought the past few years, discussions have occurred. It's been more focused on "what we will miss out on". How many individuals would even consider public access through their own private land at Waikawa? Private land is just that, if the owners wish to change the way they have been doing things for many years, then that's their prerogative. Also, social media posts on the local community page suggesting the offer of monetary contribution to this current situation, I'd like to know if that still stands if Strathnaver is a possibility going forward? Nga mihi</p>			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	471
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			
<p>*It is not just the people who have properties at "Waikawa Beach" who use this stretch of coastline.          *The future of this area is MORE housing.          *Parking and vehicle access on the south side of the Waikawa stream should have been part of the Strathnaver development (on the section that was used as a depot during that development) and certainly should be part of FUTURE planning. This is for emergency use, not just for recreational use.          *I support the idea which has been put forward by [S.7(2)(A) LGOIMA 1987] .of a local trust to assist in funding access.</p>			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	472
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
<p>Beach access is a critical requirement for Waikawa Beach especially given how incredibly quiet the beach is compared to neighbouring beaches. Many people require it to get to the beach (elderly/disabled etc). It also is used to support fishing/whitebaiting which people are highly dependent on to feed family and friends. A lack of beach access will hugely impact this community.</p>			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	473
Option selected	Targeted Rate?		Attachment
Option 1	No		
Comments			
<p>[S.7(2)(A) LGOIMA 1987] is our family beach house. My parents have owned close to 20 yrs. They now live full time at Waikawa but in another house and now Duncan St our used by our family and friends as our Holiday home.</p> <p>I grew up at this beach. My school friends, my cousins and lots of family friends have enjoyed endless days and evenings during our holidays swimming and fishing and playing beach cricket, riding our blow cart, and our quads on the beach. We have always been respectful of other beach users, and of the environment we have the privilege to be a part of. I want to continue to do that and to be able to do that.</p> <p>I am aware of the community proposed funding solution for Option 1 and the suggested program to enhance the environment and beach safety. I think this is an opportunity for the HDC to show leadership and how it can partner with the community, the lwi and other agencies to provide robust community lead solutions to problems that seem to be an issue in other parts of the country, There is opportunity here for this Council to shine and lead by example. Something other Councils could look to emulate. (comment Stephan Titze - very similar submission as no 465 - received from same adress but different person)</p>			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	475
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
<p>I have not been able to touch the sand or water this whole summer, I haven't been able to take my grandchildren swimming. my health and body requires me to be in a car to get to the beach. please give us back our access</p>			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Levin, Levin	476
Option selected	Targeted Rate?		Attachment
Option 2	No		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	459
Option selected	Targeted Rate?		Attachment
Option 1	Yes		Yes
Comments			
Please read my additional supporting information			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Manakau	477
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	478
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			
<p>Kia ora koutou Elected Members</p> <p>Thank you for the opportunity to provide additional commentary to my submission in support of Option 3 – Council will not facilitate vehicle access to Waikawa Beach.</p> <p>First of all I would like to acknowledge the most important party in this process, the land owners of the Manga Pirau St beach access.</p> <p>Tēnei te ringa o te tangata e mihi kau atu nei ki a koutou te hunga kaitiaki, te hunga taute o te whenua.</p> <p>Nā koutou i whakaae ka whakawhiti te hunga hapori i tō koutou whenua. Ahakoa te hunga kūware, nā rātou te whenua i raru ai, i paruparu ai i whakahāwea ai, ka whakaae tonu koutou. Ka nui tō aroha, ka nui tō manaaki, ka nui tō mana. Mai i te pū whatumanawa o te ngākau ki a koutou.</p> <p>The landowners are kaitiaki (guardians) of the whenua and some of the residents and/or holiday home owners of Waikawa Beach have not shown tautoko to the land owners in this critical role. Rather, prioritising their own needs over the greater good of respecting the land owners' rights and responsibilities and the environment.</p> <p>Despite this consultation process, ultimately vehicle access at Manga Pirau St is reliant upon the gracious goodwill of the land owners and the vagaries of the climate. Disappointingly locals have abused the good will, by vandalising private property not only at the Manga Pirau St access, as well as the Reay McKay pedestrian access. This is not the first time serious vandalism has occurred when vehicle access has been denied by weather events.</p> <p>I would rather the Council spent money and resource on supporting the land owners in their role as kaitiaki of their whenua, which is a gateway to the wider ecologically important Waikawa Beach, than supporting access to the beach for the privileged few who own holiday homes and/or vehicles that can access the beach.</p> <p>I note from the reports provided from consultants and from consultant comments during Council meetings, that there is no support from DOC for vehicle access. It was also noted that Waikawa Beach is a high value ecosystem with rare habitats and important bird feeding areas. There were many parts of Waikawa Beach's ecology that were identified as being at risk from infrastructure that facilitates vehicle access as well as the actual vehicles driving on the beach. Importantly I also noted that everywhere on the beach suffers from the impact of vehicles on the beach – nowhere is safe to drive without damaging the important ecosystems of Waikawa Beach.</p> <p>I was also shocked to note how poorly Horowhenua District Council fared in the protection of our coastal area from the effects of vehicles on the beach. Let's be more like Dunedin City!</p> <p>image001.png</p> <p>It seems there are many advantages for the environment by not facilitating any vehicle access at Waikawa Beach, therefore minimising the impacts of vehicles driving on the beach. While I acknowledge vehicles could still access the beach from Ōtaki or Kuku the number of vehicles will be considerably reduced and therefore the impacts reduced. In fact when you think about it, what</p>			



the Council and ratepayers is really being asked to fund is not vehicle access to the beach but convenient vehicle access to the beach.

Just because there has been convenient vehicle access does not mean that there should continue to be convenient vehicle access. The environmental advantages of limiting the impact of vehicles on the beach far outweighs any disadvantage those that own holiday homes and/or vehicles that access the beach may feel.

Past behaviour is a predictor of future behaviour. Past and current behaviour of locals who enjoy and wish to retain convenient vehicle access does not give me faith they can respect private property, the rights and responsibilities of land owners, the environment, safety and consideration of others and the rules and regulations that are there to protect all off the former.

In my time living at Waikawa Beach I have witnessed many examples of inconsiderate and dangerous behaviour by drivers of vehicles on the beach that not only spoils everyone's enjoyment of the beach but also puts the environment and people at risk. Based on discussions I have had with other locals this is not rare but a regular occurrence.

The current issues range from the initial survey in 2021 that was of a dubious nature, to a total disregard for private property in the shameful vandalism of private and Council owned land, complete and utter lack of care for the environment by driving over spinifex via local resident provided alternative routes to the beach or pulling risky stunts such as pontooning their quad bikes across the river and bullying and intimidation on the beach and in the local Facebook group. Disappointingly the leaders of pro vehicle access group have not condemned the multiple examples of appalling behaviour of their group and whilst consistently trying to imply that it is not locals. I myself have witnessed, and have evidence of, locals using the illegal track on Reay McKay – brazenly driving their quad bikes past signs stating no vehicle access.

While nobly this group has offered to work with the landowners and others to look after the environment, this sudden interest in the environment is only in the context of ensuring the continuation of convenient vehicle access for themselves and would not have come about otherwise.

The Council in its recent communications has made it very clear that it is facing considerable financial pressure and this is the time for financial constraint. Difficult decisions will need to be made as to where to prioritise spending money. It does not seem like a financially prudent decision to be considering spending money on convenient vehicle access for a small group of locals.

I am pretty sure the ratepayers across the Horowhenua district would not support the Council cutting services in other areas while facilitating convenient vehicle access at Waikawa Beach and being burdened with paying for it through their rates.

This leaves targeted rates as your only viable option to fund convenient vehicle access. Let me make this very clear - I do not support the use of targeted rates to facilitate convenient vehicle access. I would be very disappointed to be forced to subsidise the leisure activities of those privileged few who own a holiday home and/or a vehicle that can access the beach. I also suspect that there would be a reasonable percentage of those that support convenient vehicle access but not if it cost them personally.

It was made very clear by the consultants that any consenting process will take a considerable amount of time and will be at great expense. I do not support Council funding the consenting costs of convenient vehicle access.

It is also important to note that even if convenient vehicle access is reinstated at Manga Pirau St is still at high risk of being washed out during weather events inevitably to the point where vehicle access will simply not be possible. Why spend money delaying the inevitable. Even the significantly more expensive river training option cannot guarantee continued convenient access for vehicles to the beach.

While vehicles have not been able to legally access the beach from Waikawa Beach the increase in bird life has been notable. I have also enjoyed, along with many others, the peace and quiet while walking on and swimming at the beach. The beach has had a great friendly and family orientated

vibe. I have even enjoyed a gathering of family and friends with a couple of shelters. We all carried the gear down, including a little portable BBQ, to the beach, it worked well. All done with no impact on the environment but still gave me mental health wellbeing and having fun with my family and friends. You do not need a vehicle on the beach to achieve those things. Even if you did want to use a vehicle to facilitate leisure activities on the beach, you can, via Ōtaki or Kuku.

I note some people are concerned about emergency vehicle access to the beach. It is my understanding that some of the local property owners with land that fronts the beach have arrangements with the Council to allow vehicle access in a case of emergency. Those with physical limitations can be brought onto the beach via Ōtaki or Kuku if required.

I also note there are many beaches that do not allow vehicles on the beach. It is not a right or entitlement to have convenient vehicle access to the beach, it is a privilege, graciously granted by land owners. Those that own vehicles that can access the beach have benefitted from it for a long time. Now is the time to give it up, use Ōtaki or Kuku if they really need and focus on what is the right thing to do for the environment – which benefits us all now and into the future.

I love the idea of Waikawa Beach known as a peaceful quiet destination with protected ecosystem. An example of where the Council, land owners and the community work together for the greater good of a thriving environment. Where everyone can enjoy the natural environment while minimising damage to the ecosystem.

In summary land owners should be supported by Council in their role as kaitiaki of the whenua not supported to provide convenient vehicle access to the privileged few who own holiday homes and/or vehicles that can access on the beach.

Consultant reports show vehicles on the beach damage the fragile ecosystem of the beach, no matter how careful they are. Vehicles on the beach is not supported by DOC and consultants have shown there is damage to the environment from vehicles. The consenting process time consuming and expensive.

The Council is having to make difficult decisions in prioritising its spending, convenient vehicle access will come at a cost the will benefit proportionally a small percentage of the wider Horowhenua community which would be required to fund the said access. Targeted rates would not be appropriate unless there is overwhelming support for them from the Waikawa Beach Community.

Those who really need to can access the beach via Ōtaki or Kuku and access for emergency vehicles is available if required.

I encourage the Council to make a decision that benefits the environment, which will in turn benefit us all.

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Levin	479
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
Want to see access restored back to what it was when we came here 33 years ago. We want everyone to have the pleasure that we have enjoyed.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Manakau	480
Option selected	Targeted Rate?		Attachment
Option 2	Yes		
Comments			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	481
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
<p>My name is [S.7(2)(A) LGOIMA 1987].</p> <p>My wife [S.7(2)(A) LGOIMA 1987] and I are the parents of [S.7(2)(A) LGOIMA 1987], who along with his wife [S.7(2)(A) LGOIMA 1987] own 2 properties at Waikawa Beach on [S.7(2)(A) LGOIMA 1987].</p> <p>We moved back from Australia when I retired to spend more time with our Son's and their families. We enjoy having an active roll in our grandchildren's lives.</p> <p>Our extended family spend a lot of time at Waikawa Beach, especially over Summer but also throughout the year. At Christmas and over Summer we can have around 20 people staying, [S.7(2)(A) LGOIMA 1987] and I are in our later 70s and find mobility a limiting factor these days on what we can and cannot do. This is more pronounced for Tanya as she has osteoporosis which means she can't stand for long and although she can walk, she can only do so for short distances and only on flat surfaces.</p> <p>Waikawa Beach is a beautiful place and we very much enjoy our time up there. One of the best parts about the beach is that we have been able to access it by vehicle. [S.7(2)(A) LGOIMA 1987] and I love being driven down onto the beach and the kilometre or so across the basin and round onto the beach where the sea meets the sand. Us "oldies" can then sit in the buggy, on the comfy seats under the cover from the sun and watch our grandchildren as they swim and play in the sea. This year we could not access the beach as the vehicle access is closed. We are unable to walk to the sea via any of the access points in Waikawa Beach, the sea is simply too far away for us. Due to us feeling like we were being a burden on our family and stopping them heading to the beach as they usually do, [S.7(2)(A) LGOIMA 1987] and I made the decision to not stay at Waikawa Beach and instead came for lunch on Christmas day only and went home. [S.7(2)(A) LGOIMA 1987] was upset, as was our family. We understand the councillors are considering to fix the access or not.</p> <p>I ask you all to consider us "oldies", we are not dead, we have life in us and we enjoy our families and spending time with them at Waikawa Beach. We just simply cannot access the beach without a vehicle. We will all at some stage be less abled, but we still wish to be included. Thank you and warm regards</p> <p>[S.7(2)(A) LGOIMA 1987] – Grandparent</p>			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Palmerston North 4471	474
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
<p>Introduction</p> <p>Waikawa Beach is pleasant and very popular small holiday beach settlement. It attracts many people both locals and outside, for its beach environment &amp; activities. It is well served by a strong local &amp; transient community and Ratepayers Association who have a hand in trying to maintain the relaxed, common sense &amp; pleasant atmosphere. Pressures such as commercialisation, subdivisions, over-regulation and the loss of common sense values are ongoing issues for the community.</p> <p>The interaction of the Waikawa Stream, estuary and sea with the human habitation is a relationship that continual effort. The stream emouth and estuary for instance does alter naturally</p>			

( once connecting to the Ohau River). This is the crux of the wider issue here ( not just the beach access) and is crucial to the long term inputs the council needs to make into maintain community. This is seen as an example where recent subdivisions have bee allowed so that now they are at risk of erosion by the stream.

Options

1/ The most logical. It addresses the short term needs of the community. This however must be seen as a plan within a plan for the overall stream, beach and sea relationship maintenance.

Option 2

A more costly approach. This needs to be worked through much more fully. It will help with access but will need some intelligent long term works and maintenance of the area especially taken into account what the council long term expectations of the village are.

3/ Not an option at all. A more logical 'option' would be for the council to close the community all together . Make it into a non- human reserve, close the subdivisions and rip up the roads and infrastructure. It could then be nicely forgotten about- problem solved.

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	482
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
I support Vehicle Access at Waikawa Beach, I support my son in-law Kurt Renner and his endeavors to retain access for everyone. Thank you. [S.7(2)(A) LGOIMA 1987]			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Petone, Lower Hutt 5012	483
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
I am in my senior years and found it very difficult to walk down the track at the end of Manga Pirau Street with the access closed. My family have a beach house that we visit regularly and although I'm a good walker for age, now in my mid 80s, the distance to the sea from the road is a step too far for me. I support having vehicle access so people like me with mobility challenges can still be part of the community and spend time with our families on the beach. regards [S.7(2)(A) LGOIMA 1987]			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	484
Option selected	Targeted Rate?		Attachment
Option 3			
Comments			
(transfer from hardcopy ) I want Waikawa Beach to be a destination of choice where people can enjoy a beach experience without vehicles or the need to be constantly vigilant of the danger traffic poses to children and animals.			

Vehicle access for the Community to local beaches is maintained, with nearby access possible at both taki to the south, and Hokio Beach to the north of Waikawa. At those beaches vehicle access seems to never be cut off - a regular occurrence at Waikawa Beach.

Pedestrian access at Waikawa Beach can be improved by making the foot bridge able to be accessed by buggies and people in wheelchairs by removing the barriers in place at one end of the bridge making it more accessible, with a ramp on the north side of the bridge. Councils across NZ are moving to change their approach to the protection of their coastal dunes and foreshore, with environmental protection increasingly outweighing individuals' entitlement to access the beach with vehicles which have destroyed the endangered birdlife and native plantings.

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	485
Option selected	Targeted Rate?		Attachment
Option 1	Yes		
Comments			
I feel all of these options are no good as the river is the problem. Access for vehicles should be off Strathnaver away from the river.			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Wellington	486
Option selected	Targeted Rate?		Attachment
Option 3			Yes
Comments			
(submission transferd from e-mail )			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	487
Option selected	Targeted Rate?		Attachment
Option 1			Yes
Comments			
(submission trasfered from hard copy ) - Why do you buy or rent a house in Waikawa Beach if you can't have easy access to the beach -			

Name	Address	Town	Submission No
s.7(2)(a) LGOIMA 1987	s.7(2)(a) LGOIMA 1987	Waikawa Beach	488
Option selected	Targeted Rate?		Attachment
Option 1	Yes		Yes
Comments			
(submission trasfered from hard copy )			





















Submission 154



## KAPITI COAST DISTRICT COUNCIL BEACH BYLAW 2021

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**1. Title, Commencement and Application**

- 1.1 This Bylaw may be cited as the Kapiti Coast District Council Beach Bylaw 2021 and comes into force on 1 June 2021.
- 1.2 This Bylaw is made pursuant to Sections 145 and 146 of the Local Government Act 2002 and section 22AB of the Land Transport Act 1998, or any subsequent amendments.
- 1.3 This Bylaw applies to any part of the beach (the term 'beach' is defined in section 4.1 of this Bylaw) in the Kapiti Coast District, including:
- (a) the beach area of Kapiti Marine Reserve, Kapiti Island Nature Reserve, and the Waikanae Estuary Scientific Reserve, which are owned and managed by the Department of Conservation.
  - (b) the beach area of Queen Elizabeth Park, which is owned and managed by the Greater Wellington Regional Council and subject to Greater Wellington Regional Council's Parks, Forests and Reserves Bylaw 2016, including any subsequent amendments.
- 1.4 This Bylaw does not apply to dogs on the District's beaches. For rules associated with dogs on beaches, please refer to the Kapiti Coast District Council Dog Control Bylaw 2019 and Dog Control Policy 2019, or any subsequent amendment.
- 1.5 This Bylaw replaces the Kapiti Coast District Council Beach Bylaw 2009.

**2. Kapiti Coast District Council Beach Bylaw 2021 Validation**

- 2.1 The Kapiti Coast District Council Beach Bylaw 2021 was approved at a meeting of the Kapiti Coast District Council held on 25 March 2021 after completion of the Special Consultative Procedure.
- 2.2 Technical amendments to this Bylaw were approved at a meeting of the Kapiti Coast District Council on 28 October 2021.

Bylaw Review

Bylaw adopted by Council	25 March 2021
Bylaw takes effect	1 June 2021
Reviewed (Technical)	June-Sept 2021
Technical amendments approved by Council	28 October 2021
Review due date	1 June 2031

- 2.3 The Common Seal of the Kapiti Coast District Council was affixed pursuant to a resolution of Council on 25 March 2021, and following technical amendment, pursuant to a resolution of Council on 28 October 2021 in the presence of:

  
\_\_\_\_\_  
K Gurusanthan  
Mayor

  
\_\_\_\_\_  
Councillor

  
\_\_\_\_\_  
Wayne Maxwell  
Chief Executive Officer



### 3. Objective

- 3.1 Subject to the limitations of Sections 145 and 146 of the Local Government Act 2002, the purpose of this Bylaw is to manage human activities on the beach in order to protect, promote, and maintain health and safety and the beach environment in accordance with *Toitū Kāpiti: Kāpiti Coast District Council Long term plan*, which aims to ensure:
- (a) a high quality natural environment enjoyed by all; and
  - (b) a resilient community that has support for basic needs and feels safe and connected.
- 3.2 Nothing in this Bylaw derogates from any provision of, or the necessity for compliance with:
- (a) any other Council bylaws, District Plan requirements;
  - (b) the Land Transport Act 1998 or any Act passed in amendment or substitution thereof;
  - (c) the Summary Offences Act 1981 or any Act passed in amendment or substitution thereof;
  - (d) any protected customary rights in the Marine and Coastal Area (Takutai Moana) Act 2011;
  - (e) the Litter Act 1979;
  - (f) the Greater Wellington Proposed Natural Resources Plan, the Navigation and Safety Bylaw for the Wellington Region, and any other requirements imposed by Greater Wellington Regional Council;
  - (g) the Waikanae Scientific Reserve Bylaw 1994 and any other requirements imposed by the Department of Conservation; and
  - (h) any other applicable Acts, regulations or rules.

### 4. Interpretation

- 4.1 In this Bylaw, unless the context requires otherwise:

<b>Animals</b>	Shall have the same meaning as defined in section 2 of the Animal Welfare Act 1999. This Bylaw does not apply to the control of dogs. For the rules associated with dog on beaches, please see the Dog Control Bylaw 2019 and the Dog Control Policy 2019.
<b>Approved</b>	Means approved in writing by Council or by any authorised Council Officer.
<b>Authorised Boat Launch and Retrieve Area</b>	Means a section of the foreshore, as identified by signage and/or signposts, designated for the purpose of launching boats and watercraft.
<b>Authorised Disability Parking Area</b>	Means a section of the foreshore designated for the purpose of people with disabilities to park and access the beach.

<b>Authorised Officer</b>	Refers to any officer of the Council or any other person authorised under the Local Government Act 2002 and authorised by Council to administer and enforce its bylaws.
<b>Authorised Parking Area</b>	Refers to an area on the foreshore designated for parking.
<b>Authorised Surf Lifesaving Area</b>	An area of beach patrolled by a Surf Lifesaving Club.
<b>Authorised Vehicle Accessway</b>	Means a Council sign posted road or track allowing vehicular access to the beach from public roads, parking bays, reserves or picnic areas.
<b>Beach</b>	Any area along the Kapiti Coast which can reasonably be considered part of the beach environment including the foreshore, dunes, river mouths, coastal vegetation, coastal protective works, and any other areas of sand, surf, pebbles, shells or shingles under Council regulatory control. This area is a road for the purposes of the Land Transport Act 1998.
<b>Chief Executive</b>	Means the Chief Executive of the Kapiti Coast District Council or a person acting under delegated authority on behalf of the Chief Executive.
<b>Coastal Marine Area</b>	Has the meaning given by section 2 of the Resource Management Act 1991.
<b>Coastal Protection Works</b>	Means any hard or soft structures (such as sea walls, rock revetments, dune fencing and coastal plants) used to prevent erosion and controlled by the Council.
<b>Council</b>	Means the Kapiti Coast District Council or any Committee acting under the delegated authority of the Kapiti Coast District Council.
<b>District</b>	Means the Kāpiti Coast District.
<b>Drones</b>	An aircraft without a human pilot onboard. Its flight is controlled either autonomously by onboard computers or by the remote control of a pilot on the ground or in another vehicle.
<b>Dunes</b>	Means the section of the beach lying generally above the high tide mark where mounds or ridges of sand or stones formed by wind or water action exist. These dune areas may be covered or uncovered by vegetation.



<b>Enforcement Officer</b>	Means any person appointed by the Council who holds a warrant under section 177 of the Local Government Act 2002, any person warranted under section 38 of the Resource Management Act 1993, any person warranted under section 33G of the Maritime Transport Act 1994, a Parking Warden appointed under section 128D of the Land Transport Act 1998 and includes a 'Constable' under the Policing Act 2008.
<b>Foreshore</b>	Means the land edging the sea, estuaries and rivers that are normally submerged and exposed by the sea's tidal ebb and flow, that is, the area between the line of mean high water springs level and the mean low water springs level.
<b>Foxton Ecological District</b>	The beach area from South Taranaki to Paekākāriki is a unique ecological area known as the Foxton Ecological District, which is characterised by extensive sand-dunes, estuaries, wetlands, dune lagoons and a few coastal swamp forests. ( <i>DOC, 1987, Ecological Regions and Districts of New Zealand, p56.</i> )
<b>Green Waste</b>	Means any waste organic material generated by human activities.
<b>Hang glider</b>	Means a glider, including a powered glider, that is capable of being launched and landed solely by the use of the pilot's legs, and includes para gliders.
<b>Horse</b>	Means any horse, mule, donkey or ass.
<b>Kite surf (sailboard)</b>	Means any type of board that is propelled by a detachable sail apparatus and operated by a person standing on the board. This includes wind surfers and kite surfers.
<b>Land Yacht</b>	Means any unmotorised wheeled vehicle used in land sailing which consists of little more than a carriage and a sail.
<b>Licence</b>	Refers to a permit or other authority from the Council.
<b>Litter</b>	Has the meaning given to it by section 2 of the Litter Act 1979.
<b>Longline fishing off the beach</b>	Refers to fishing from the beach using long lines fitted with multiple hooks regardless of device (for example kontiki, kite, drone) used to deploy the line.
<b>Moped</b>	Shall have the same meaning as defined in section 2 of the Land Transport Act 1998.
<b>Motorcycle (motorbike)</b>	Shall have the same meaning as defined in section 2 of the Land Transport Act 1998.

<b>Motorised water craft</b>	Means any boat, jet ski or vessel propelled by a motor and controlled by a person or any other means.
<b>Offence</b>	Includes any act or omission in relation to this bylaw or any part thereof for which any person is liable to prosecution.
<b>Official Beach Access Point</b>	Means a Council sign posted road or track allowing pedestrian access to the beach from public roads, parking bays, reserves or picnic areas.
<b>Para glider</b>	Means a hang glider with no rigid primary structure. See hang glider.
<b>Prohibited Driving Area</b>	Means a section of the beach set out in clause [15(b)] of this Bylaw where driving is prohibited.
<b>Protected Customary Right</b>	Shall have the same meaning as defined in section 51 of the Marine and Coastal Area Act 2011.
<b>Sign</b>	Means any display or device whether or not placed on land or affixed to a building, stationary vehicle or structure, intended to attract attention for the purposes of directing, identifying and informing.
<b>Stock</b>	Includes poultry, cattle, deer, goats, sheep, pigs or any other farmed animal (excluding horses).
<b>Surfcasting</b>	The activity of fishing from shore, especially by casting one's line into the surf.
<b>Vehicle</b>	Shall have the same meaning as defined in section 2 of the Land Transport Act 1998 or subsequent amendments.

**5. Appropriate Behaviour**

- 5.1 No person shall use any dressing shed or toilet except for its intended purpose, nor loiter in or around any dressing shed or toilet.
- 5.2 No person shall remain upon any part of the beach in deliberate view of others in such a state of undress as to cause offence.

**6. Beach Activities:**

**(a) Fishing**

- 6.1 It is the responsibility of all surfcasters and longline fishers to take reasonable steps to ensure their lines or equipment do not present a safety hazard to other beach users.
- 6.2 No person shall clean fish or bring, deposit or leave any filth or rubbish in any dressing shed or toilet.

6.3 Longline fishing off the beach (regardless of method of deployment) is not permitted between the hours of 10.00am and 5.00pm from 15 December to 15 February, in the following areas:

- (a) between 8 Marine Parade and 100 Marine Parade, Otaki;
- (b) between Te Horo Beach Road and south end of Rodney Ave, Te Horo;
- (c) between Peka Peka Road and 250m south of Marram Way, Peka Peka;
- (d) between Waikanae Boating Club and Olliver Grove, Waikanae;
- (e) between Kapiti Boating Club in Paraparaumu and Takatimu St in Raumati;
- (f) between Poplar Avenue and Jeep Road, in Raumati South; and
- (g) within 400m of the Surf Club in Paekākāriki.

6.4 All individuals undertaking longline fishing must ensure their line is visible by the placement of flags on the line.

6.5 All individuals undertaking longline fishing must ensure their line is monitored at all times.

**(b) Kite surfing**

6.6 It is the responsibility of all kite surfers to take reasonable steps to ensure their lines or equipment do not present a safety hazard to other beach users.

**7. Boat Launching and Retrieval Sites**

7.1 The following sites are designated as official boat launching and retrieval sites:

- (a) Jeep Road, Raumati South
- (b) 'Marine Gardens', Garden Road or Matatua Road, Raumati Beach;
- (c) Kapiti Boating Club, Marine Parade, Paraparaumu Beach;
- (d) Paraparaumu Beach North, Manly Street, Paraparaumu Beach;
- (e) Waikanae Boat Club, Tutere Street, Waikanae Bach;
- (f) Peka Peka Road, Peka Peka Beach;
- (g) south end Rodney Avenue, South End access;
- (h) opposite 100 Marine Parade, Otaki; and
- (i) opposite 8 Marine Parade, Otaki.

7.2 The geographical boundaries of the sites listed may be identified by signage and/or signposts.

**8. Boat and Watercraft Launching**

8.1 Motorised boats and watercraft shall, except in emergency situations, launch from a site set out in clause 7.1.

8.2 Non-motorised boats and watercraft are permitted to launch from:

- (a) Any site set out in clause 7.1; or
- (b) Any permitted driving area as set out in clause 15.4.

**9. Litter and Green Waste**

- 9.1 No person shall dump litter or green waste on any part of the beach.
- 9.2 Any person found discarding or dumping or directing the discarding or dumping of litter or green waste contrary to this Bylaw, is liable to prosecution and or a fine to recover the costs associated with its removal.<sup>1</sup>

**10. Life Saving**

- 10.1 No person shall obstruct, hinder or interfere with any life-saving operations or with any person engaged in life saving activities.
- 10.2 The Council may at its discretion authorise any life-saving club to erect and remove danger notices from any place.
- 10.3 No person shall swim in any place, or in the vicinity of any place, which is declared unsafe for such activity by a Council approved "danger" board or notice. No person shall swim or bathe in any place after being warned by an enforcement officer or qualified life-saving attendant that it is dangerous to swim in such a place.
- 10.4 No person shall use, displace, or otherwise interfere with any appliance, warning device or sign provided by the Council or by any life-saving club unless authorised by an official surf club member, an enforcement officer, or member of Police.
- 10.5 From time to time, a surf lifesaving club may set aside areas of beaches as flagged areas for the purposes of swimming and bodyboarding only. No person may carry out any activity other than the activities for which the area has been flagged. These flagged swimming areas are marked by two yellow flags forming the boundary.

**11. Harvesting**

- 11.1 Except with the written permission of the Chief Executive, no beach material listed in clause 11.2 may be removed:
  - (a) using any power equipment or tool (such as a chainsaw) to chop up or break down material for removal; and
  - (b) in quantities exceeding that which can be carried on foot (unless the permitted quantity is specified in some other bylaw or Act of Parliament).
- 11.2 Except with the written permission of an authorised officer, no person shall remove any of the following resources from the beach in quantities greater than that specified in clause 11.1 above:
  - (a) sand;
  - (b) driftwood;

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<sup>1</sup> Individuals caught dumping or discarding litter may also be liable to an infringement offence under the Litter Act 1979.

- (c) native estuary vegetation; and
- (d) stones - where they form the predominant beach material.

**12. Aircraft and Hovercraft**

- 12.1 No person shall (except in the case of an emergency) land or attempt to land on any part of the beach any aircraft, glider, balloon, parachute or other craft for air flying nor any hovercraft, except a hang glider or para glider, unless:
- (a) The Council has given written approval to carry out the activity; and
  - (b) All other statutory requirements are also complied with.
- 12.2 Any person flying a drone must comply with the Civil Aviation Act 1990 and any other relevant Council policy.

**13. Hang glider/Para glider**

- 13.1 No person shall (except in the case of an emergency) land or attempt to land on any part of the beach any hang glider or para glider unless:
- (a) The Council has given written approval to carry out the activity and all other statutory requirements are also complied with; or
  - (b) The person is landing a hang glider or para glider on the foreshore between the southernmost limit of Ames Street, Paekakariki, and the Fisherman's Table Restaurant<sup>2</sup> at the southern boundary of the District.
- 13.2 Any person landing or attempting to land a hang glider or para glider on the foreshore between the southernmost limit of Ames Street, Paekākāriki and the Fisherman's Table Restaurant, shall take all possible steps to avoid causing a nuisance or danger to other beach users.
- 13.3 No person shall (except in the case of an emergency) attempt to become airborne or waterborne in any aircraft, glider, para glider, hang glider balloon, parachute or other craft for air flying nor any hovercraft, from any part of the beach, unless the Council has given written permission to carry out the activity and the person has complied with all other statutory requirements.

**14. Land Yacht**

- 14.1 No person may operate a land yacht on any part of the beach unless they are on the foreshore between the north bank of the Waimeha Stream Mouth, North Waikanae, and the Official Beach Access Point at Olliver Grove, North Waikanae.
- 14.2 All land yachts being driven on the beach must give way to pedestrians, bathers, horses and dogs at all times.

**15. Vehicles:**

**(a) Authorised vehicle accessways**

- 15.1 The following sites are designated as authorised vehicle accessways:
- (a) Peka Peka Road, Peka Peka;

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<sup>2</sup> Fisherman's Table Restaurant situated at 29 State Highway 1, Paekakariki 5034.

- (b) south end of Rodney Avenue, Te Horo;
- (c) opposite The Avenue, Otaki;
- (d) opposite 100 Marine Parade, Otaki;
- (e) opposite 8 Marine Parade, Otaki.

**(b) Prohibited Driving Areas**

- 15.2 Two-wheeled (road or off-road) motorcycles or mopeds are not permitted to drive on any part of the beach.
- 15.3 No person may drive any vehicle in a prohibited driving area of the beach or on any dunes or coastal protection works, unless that person has the prior permission of the Council or when any of the following circumstances apply:
- (a) an emergency or law enforcement situation;
  - (b) an authorised officer/enforcement officer undertaking monitoring and compliance; or
  - (c) Council, groups recognised by Council, Greater Wellington Regional Council or Department of Conservation Staff (or their delegated contractors) carrying out restoration or beach maintenance work.

**(c) Permitted Driving Areas**

- 15.4 All beaches in the District are prohibited driving areas in relation to any vehicle (excluding two-wheeled motorcycles and mopeds) apart from the following:
- (a) the foreshore between the Official Beach Access Point at Olliver Grove, North Waikanae, to the Official Beach Access Point at the southern end of Rodney Avenue, Te Horo;
  - (b) the formed shingle track adjacent to the foreshore between the northern bank of the Otaki River mouth to the Official Beach Access Point opposite 100 Marine Parade, Otaki Beach;
  - (c) the foreshore between the Official Beach Access Point opposite 8 Marine Parade, Otaki Beach, to the northern limit of the District. (Note: The Waitohu Reserve area is outside the limits of the foreshore and is off limits to all vehicles).

*Note: Under the Greater Wellington Regional Council's Natural Resources Plan, driving is restricted in the following areas (Rule 196) unless launching or retrieving a boat (Rule 190) or for surf lifesaving operations, emergency situations and government activities (Rule 197):*

- (a) *the foreshore of the Kowhai Stream Mouth;*
- (b) *the foreshore of the Otaki River Mouth/Estuary; and*
- (c) *the foreshore of the Waitohu Stream Mouth/Estuary.*

- 15.5 No person shall, except for emergency purposes, bring or drive any vehicle, land yacht, or trailer onto any part of the beach except via an Authorised Vehicle Accessway.
- 15.6 No person shall, except for emergency purposes access an Authorised Boat Launch or Retrieve Area or Authorised Disability Parking Area from a vehicle

prohibited part of the beach.

**(d) Conditions for Driving**

15.7 No person shall, except for emergency purposes, on any part of the beach:

- (a) Drive a vehicle through an official vehicle beach access point at a speed greater than 10 km/h.
- (b) Drive any vehicle at a speed greater than 20 km/h or in a manner which:
  - (i) causes nuisance or annoyance to other beach users;
  - (ii) causes damage to any part of the beach; or
  - (iii) has adverse effects on plants and/or native animals or their habitats.

15.8 No person shall tow or drag any wave board or similar device behind any motor vehicle in such a way as to cause a danger or inconvenience to any person.

**16. Parking:**

**(a) Prohibited Parking Areas**

16.1 Parking on the beach is prohibited in all areas, except for in following areas:

- (a) Designated boat launching site for individuals parking a trailer;
- (b) Authorised disability parking areas;
- (c) Permitted driving areas set out in clause 15.4; and
- (d) any other authorised parking areas.

16.2 No person may park any vehicle in a prohibited Parking Area on the beach or on any dunes or coastal protection works, unless that person has the permission of the Council or when any of the following circumstances apply:

- (a) an emergency or law enforcement situation;
- (b) an authorised officer/enforcement officer undertaking monitoring and compliance; or
- (c) Council, groups recognised by Council, Greater Wellington Regional Council or Department of Conservation Staff (or their delegated contractors) carrying out restoration or beach maintenance work.

**(b) Authorised Disability Parking Areas**

16.3 Individuals holding a Mobility Parking Permit may park on the foreshore at any Authorised Disability Parking Area, provided a valid Mobility Parking Permit is displayed.

16.4 Authorised Disability Parking Areas are located in the following sites:

- (a) the Authorised Boat Launch and Retrieve Area at Kapiti Boating Club;
- (b) the Authorised Boat Launch and Retrieve Area at Waikanae Boating Club.



*Note: Inquiries about mobility parking permits can be made to Well-Able Information and Equipment Service (phone 04 298 2914 or email [info@well-able.org.nz](mailto:info@well-able.org.nz)) or CCS Disability Action (phone 0800 227 2255 or email [Wellington.Admin@ccsDisabilityAction.org.nz](mailto:Wellington.Admin@ccsDisabilityAction.org.nz)).*

**(c) Conditions for Parking**

- 16.5 Vehicles displaying Mobility Parking Permits must give way to vehicles launching boats at all times when driving through boat launching areas or accessways.
- 16.6 No person shall:
- (a) park any craft, trailer or vehicle on or near any Authorised Boat Launch and Retrieve Area and Authorised Disability Parking Areas so as to obstruct or impede the reasonable use of such areas; or
  - (b) park beyond the signposted boundaries of any Authorised Boat Launch and Retrieve Area or Authorised Disability Parking Area in a vehicle prohibited part of the beach.

**17. Horses and Stock**

- 17.1 Between 10am – 5pm from 15 December to the 15 February no person shall ride, drive or lead a horse on the foreshore in the following restricted areas:
- (a) from the southern boundary of the District to the Wainui Stream mouth at the north of the Paekākāriki Settlement;
  - (b) from the Official Beach Access at Jeep Road, Raumati South, to the Kapiti Boating Club, Paraparaumu Beach;
  - (c) from the Waikanae Boating Club, Waikanae Beach to the Waimeha Stream mouth, Waikanae Beach; and
  - (d) from the beach access point opposite 100 Marine Parade, Otaki Beach to the beach access point opposite 8 Marine Parade, Otaki Beach and in Waitohu Reserve.
- 17.2 At all other times and locations, a person may ride, drive or lead a horse on the foreshore.
- 17.3 No person shall, on any part of the foreshore, ride any horse in a manner which causes danger or unreasonable inconvenience to any person or causes damage to the beach environment.
- 17.4 The Council may from time to time issue a permit authorising horse racing or riding in a restricted area of the foreshore, in which case:
- (a) the provisions of this Bylaw apply except so far as varied by the permit and any conditions on the permit; and
  - (b) the rider must either clearly display the approved sticker or carry the permit so that it can be produced on demand.
- 17.5 Horses are prohibited from traversing all areas of the beach other than the foreshore and appropriately marked beach accessways.
- 17.6 A Council permit is required to lead stock on the beach.

- 17.7 No person who has obtained prior written permission from the Council to drive or lead any stock on any part of the beach shall do so in a manner which causes danger or inconvenience to any person or causes damage to the beach environment.

**18. Hiring of Craft/Trading on the Beach**

- 18.1 No person shall, on any part of the beach, sell, offer for sale, or trade, any article without obtaining a permit.
- 18.2 The Council may authorise the use of any part of the foreshore for the hiring, storing, launching and recovery of any types of waterborne craft made available for public hire, and may issue a permit to any person or persons for the carrying out of one or more of those activities.
- 18.3 Any such permit may include such conditions as may be desirable in the interests of the safety and convenience of the public.

*Note: For information about applying for a permit for trading in a public place, please see Council's Public Places Bylaw and Trading in Public Places Policy.*

**19. Special Events – Non commercial**

- 19.1 Any person or organisation wishing to hold a special event on the foreshore shall apply in writing to the Council for a permit to hold such an event. This application should be received at the Council a minimum of six weeks before the planned event.
- 19.2 The issuing of a permit for a special event may be subject to a bond to cover the costs of any clean-up or remediation undertaken by the Council following the event. The bond amount will be determined by Council Officers based on the size and potential risk of staging the said event.

**20. Beach Preservation**

- 20.1 No person is permitted to cultivate or tend any plant/s on the beach, other than those that naturally occur within the Foxton Ecological District, unless with prior permission of the Council.
- 20.2 Other than horses or dogs, no person is permitted to introduce or release any animal into the beach environment, without prior written permission of the Council.
- 20.3 The Council reserves the right to work with landowners to ensure that private accessways to the beach are consolidated when cause for consolidation is justified to prevent harm to the coastal dune system.

**21. Coastal Protection Works**

- 21.1 No person shall damage, break, destroy, remove or otherwise interfere with any coastal protection works legally placed, planted, erected or maintained on any part of the beach for the control of sand or shingle or for the prevention of erosion without a written permit from the Council.

## 22. Defined Areas

22.1 The Council may from time to time following public consultation, upon such terms and conditions and for such period or periods as it thinks fit, declare that a defined area of the beach shall be notified and identified as an area where specific activities may be expected to occur, either:

- (a) to limit damage to the natural environment; or
- (b) to restrict an activity that might not be acceptable in all areas; or
- (c) to provide for safety matters.

For example, and without limitation, a defined area could include:

- (d) dune restoration areas;
- (e) clothing optional areas;
- (f) iwi traditional practice areas;
- (g) vehicle driving or parking areas; and
- (h) designated disability parking area.

*Note: Unless specific prohibitions are established, a defined area does not exclude the general public from use of those areas.*

## 23. Permits Issued Pursuant to the Bylaw

23.1 Where the Council issues any permit pursuant to the terms of this Bylaw, it may impose any reasonable conditions on that permit that it thinks fit.

23.2 When undertaking a permit-required activity on the beach, permits or permit stickers must be either visibly displayed or readily available so that they can be produced on demand.

## 24. Offences and Penalties:

### (a) Offences

24.1 Every person who breaches the terms of this Bylaw commits an offence.

24.2 Further, every person commits a breach under this Bylaw who:

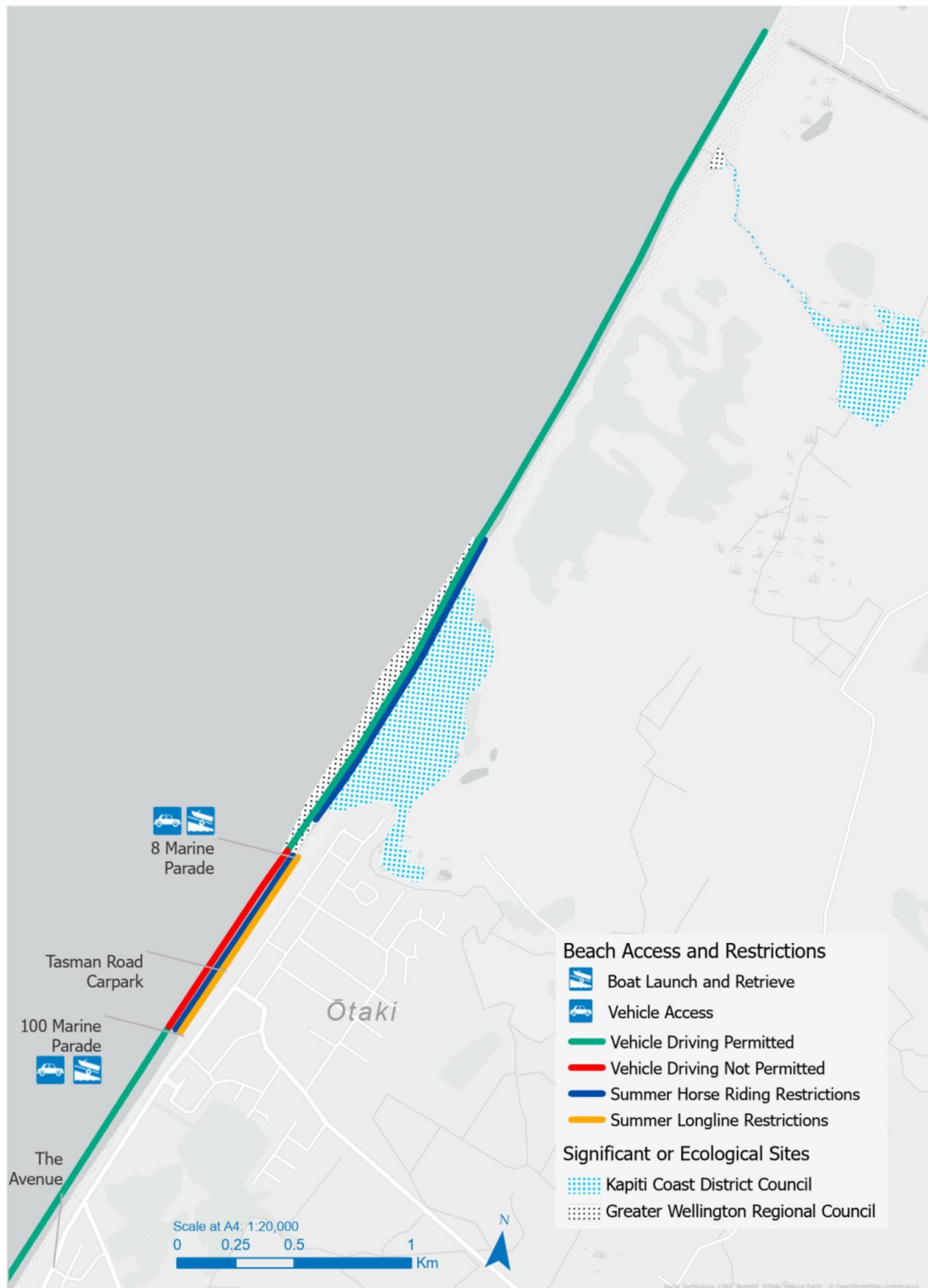
- (a) Fails or refuses to, if requested, supply Council Enforcement Officers with their full name and address as set out in section 178 of the Local Government Act 2002.
- (b) Obstructs or hinders any Enforcement Officer of the Council or other Council appointed person in performing any duty or in exercising any power under this Bylaw.

### (b) Penalties

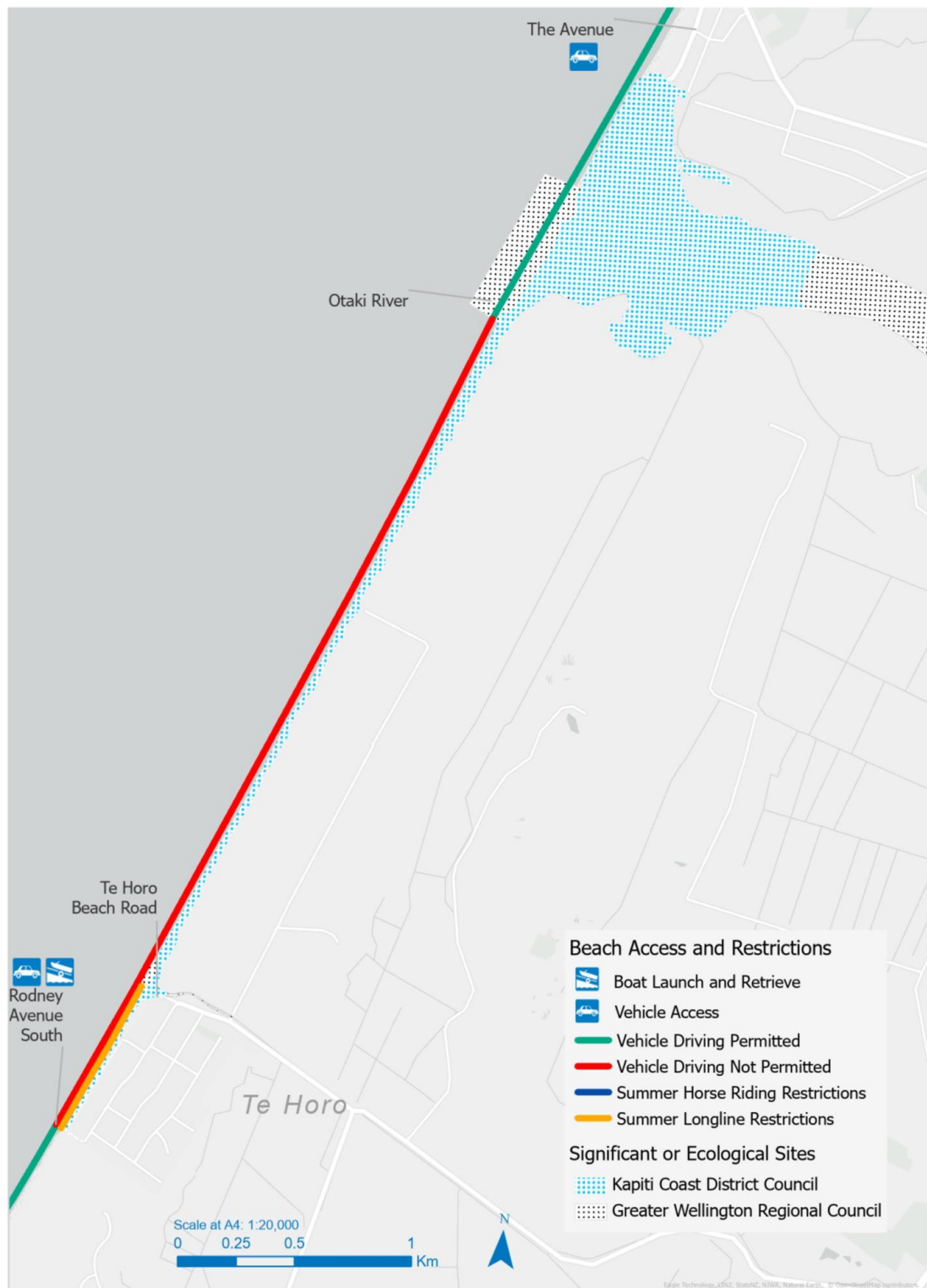
24.3 With the exception of breaches relating to exceeding the 10km/h and 20km/h speed limits, the infringement fee for breach of the driving provisions as set out in clauses 15.1 to 15.8 of this Bylaw is \$150 as set out in Schedule 1 of the Land Transport (Offences and Penalties) Regulations 1999.

- 24.4 With respect to breaches of clause 15.7 relating to exceeding the 10km/h or 20km/h speed limits, the infringement fee is the applicable infringement fee set out in Part 2 of Schedule 1B of the Land Transport (Offences and Penalties) Regulations 1999. .
- 24.5 With the exception of parking in a disabled parking area without authority, the infringement fees for breaches of the parking provisions in clauses 16.1 to 16.6 of this Bylaw are set out in Part 1 of Schedule 1B of the Land Transport (Offences and Penalties) Regulations 1999.
- 24.6 With respect to breaches relating to parking in a disabled parking area without authority, the infringement fee is \$150 as set out in Schedule 1 of the Land Transport (Offences and Penalties) Regulations 1999.
- 24.7 The infringement fees issuable by the Council, as set out in clauses 9.1 and 9.2 of this Bylaw, as agreed by Council Resolution on 25 March 2021 pursuant to section 13(3) of the Litter Act 1979, are: \$100 for minor littering; \$200 for medium littering, and; \$400 for major littering.
- 24.8 Subject to any provision to the contrary, any person guilty of a parking or driving offence against this Bylaw shall be subject to the penalties as provided for in the Land Transport Act 1998 and is liable on conviction to a fine not exceeding \$1,000.
- 24.9 Subject to any provision to the contrary, any person guilty of an offence, other than a parking or driving offence, against this Bylaw shall be subject to the penalties set out in section 242 of the Local Government Act 2002, and is liable on conviction to a fine not exceeding \$20,000.

## Ōtaki: Beach Access and Restrictions



## Te Horo to Ōtaki River: Beach Access and Restrictions



## Peka Peka: Beach Access and Restrictions





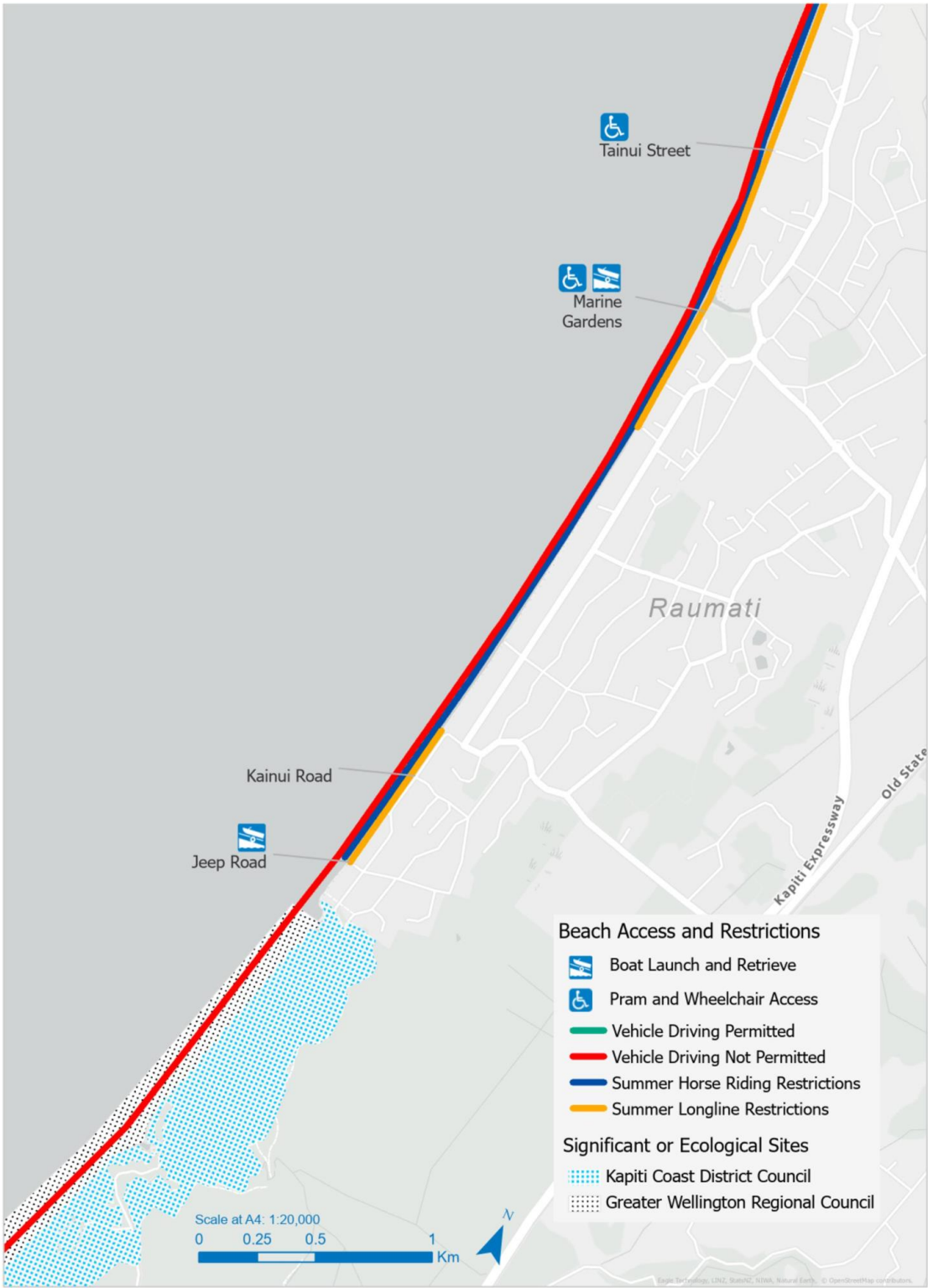
## Waikanae: Beach Access and Restrictions



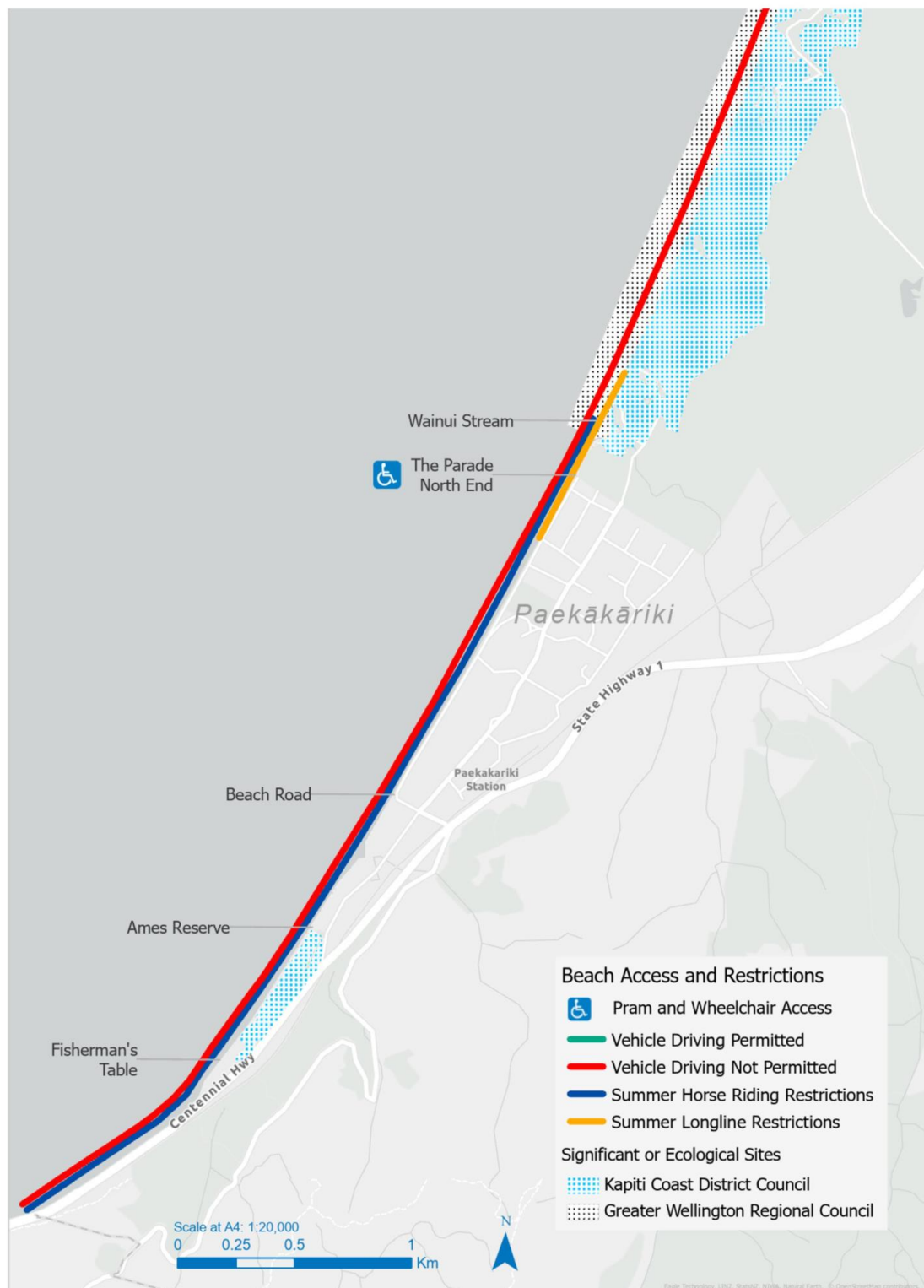
## Paraparaumu: Beach Access and Restrictions



Raumati: Beach Access and Restrictions



## Paekākāriki: Beach Access and Restrictions









Submission 214





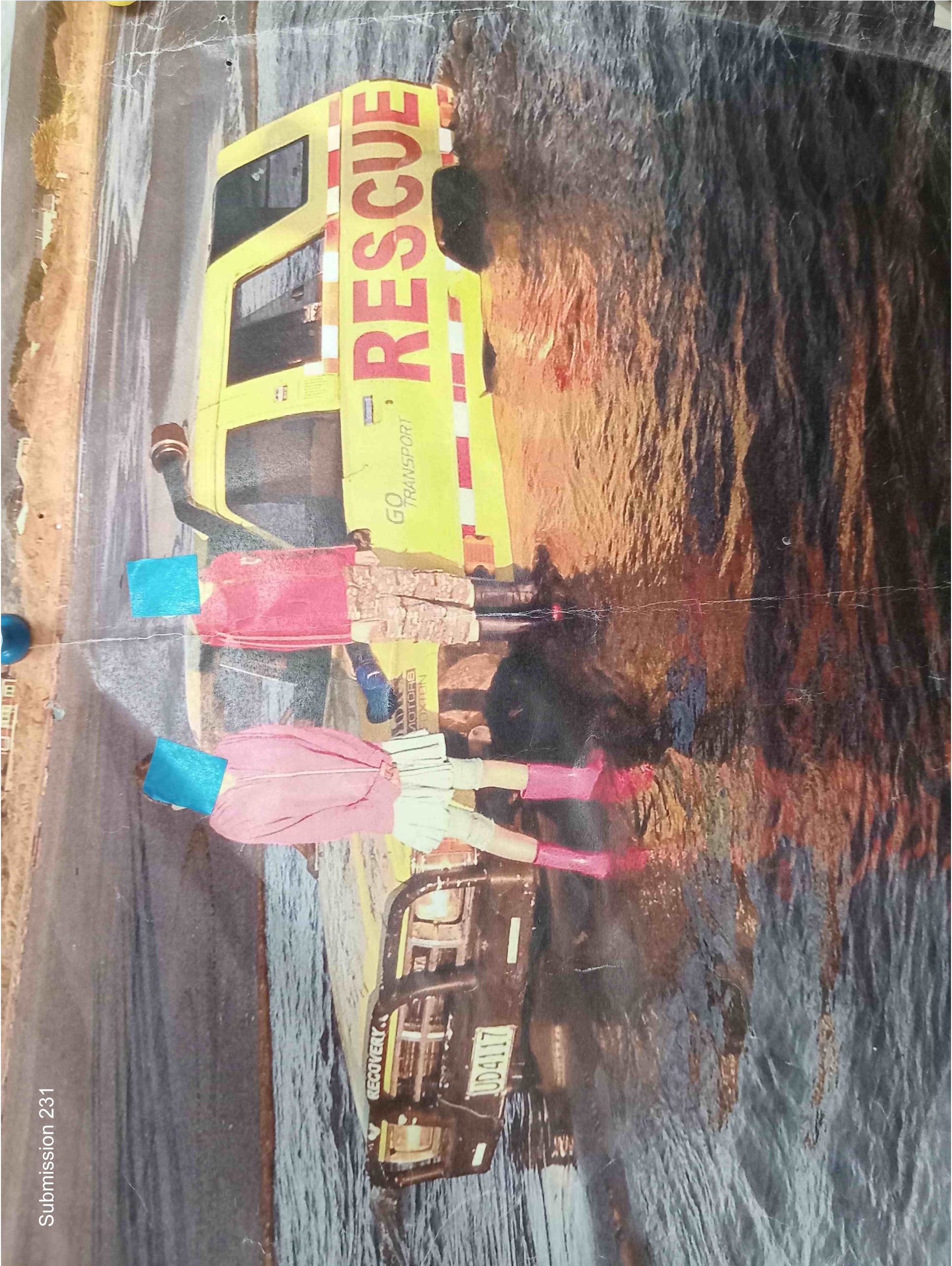
Submission 222











Submission 231



Submission 226





Submission 237









Submission 251



Additional information to the online submissions closing 20 Feb 2024 to Horowhenua District Council (<https://au.openforms.com/Form/c2a38183-0711-42ef-b764-611ccf2be449>)

## Permanent vehicular beach access

- We support vehicle access to Waikawa Beach and believe protecting the natural character of the environment and characteristics of special value to all can be achieved at the same time
- Ironically, the current restriction effectively only excludes locals bringing anyone onto the beach. Driving in from either north or south **anyone** else can bring their vehicles in.



## Key interests

- Reinstating vehicle beach access
- Retaining intergenerational values
- Retention of fishing & recreational values for all
- Continuing community self-management
- River control
- Broad village support for access
- Summary



## Beach access

Beach access from the village is tricky. The village is the natural “landing point” for the many visitors who come from elsewhere.



## Access for all

Waikawa beach is not beach front. If you can't get through you can't get to the beach, disadvantaging anyone with access issues

It discriminates against people like

■■■■ who has a prothesis but enjoys his recreational fishing on the beach.

A key reason for the move to Waikawa







## River control

- Vehicles are not causing erosion, it's the lack of river control
- River control enables eroded areas to heal and leads to increased habitats
- The uncontrolled river is taking away more than any assumed damage by vehicles
- Historically stream cuts by Horizons Regional Council have addressed issues of continued access. We are keen to understand how the council allowed the consents for these remedial efforts to expire in 2020 and the plans to restore the consents.



Erosion from a storm



Self-healing as river diverted

## Retaining intergenerational values



1997 [redacted] a keen recreational fisher with ecological values. Still enjoys the beach in 2024.



c2010, pure joy on the beach.



2021 Family groups experiencing the Waikawa Beach, kids packing up for an entertaining day at the beach



## Conservation and protection



- For those with environmental concerns, we don't believe the answer is to close access but educate.
- A 1997 report of crushing Spat at settling times, (April-June) when larvae can be found high up in the intertidal zone minimal by vehicles\*
- Instal better & more frequent signage to build awareness of nesting birds & the risks of vehicle on the dunes to balance recreational needs with care of the environment.
- The Waikawa Stream Mouth is not listed as having specific conservation value (Regional policies statement) but we still value protecting the dunes (community planting days of pingao and spinifex ) and species therein

<https://waikawabeach.org.nz/wp-content/uploads/2018/05/A-C-Consulting-Group-Ltd-Waikawa-Stream-Mouth-Management-Plan-30-October-1997.pdf>

In response to [REDACTED]

## Community support

There is considerable support from the village to restore vehicle access to the beach

- Example of, but not limited to people in the village keen on restoring vehicle beach access
- I walked around the Village on 20 Jan 2024 and directly spoke to people at their houses.
- The addresses highlighted are occupied by persons who support vehicle access being restored to Waikawa.
- There are 67 addresses
- Many addresses were unoccupied
- We did not speak to anyone who was opposed to vehicle access



## Accidents and mishaps | Access is necessary

- Whale strandings
- Rescues
- Medical emergencies requiring vehicle pickup.
- No Life Guards, our community relies on each other for their safety.





## Summary

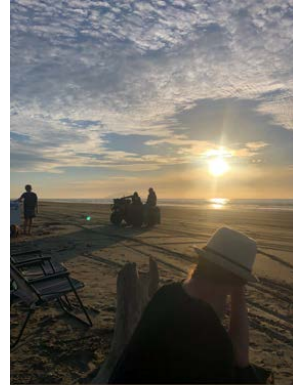
- We are environmentalists and conservators who also want to enjoy the recreational opportunities of our beach
- We are interested in protecting the species in the area, and related habitats (e.g nesting birds – a seasonal issue, such as Variable Oystercatcher)
- Who better to protect their environment than the locals, and bach owners?
- We love this community and beach and are as concerned as others that we protect our environment, whilst allowing people to enjoy area
- As part of Council responsibility to provide access to recreational areas we hope to see a permanent and sustainable solution
- Thank you

White-faced heron  
White-fronted tern  
Gannert  
Mallard  
Variable oystercatcher






## Traditional beach access

- For at least the last couple of decades, and almost certainly a lot longer, there has been a verbal agreement with the Waikawa Beach Ratepayers Association that the public may access the beach across the corner of that block, provided they respect the environment.





## Anecdotes

-  Came here as a kid, now my granddaughter loves to come here, she is looking forward to accessing beach with me, birthday party
-  I am disabled, the only way I get to enjoy the beach is via vehicle access
  -  photo of me accessing beach 1997, still doing it
  - Not all of us want beach access all the time, much of the time we access on foot, but for activities including white baiting, launching boats to fish then we value vehicle access
  -  came here to retire and enjoy fishing off the beach in his boat,
  -  purchased 2023 with boat knowing they had access to enjoy their habit of fishing

## Submission 276

### **Waikawa Beach Access**

Regardless of the wishes of the two factions wanting or not wanting, vehicular access to Waikawa Beach, access to be beach for emergency vehicles is essential. Bearing in mind the number of people who access the beach from within and outside the Waikawa community, there is a need for emergency vehicles to access the beach to help people in trouble. In addition, bearing in mind the need for speed, the quickest access needs to be considered. The access point has to be that which is nearest to made-up roads that can be driven on in all weather and tidal conditions.

Should the council feel that they need to take the feelings of the 400-plus ratepayers living in Waikawa Beach into consideration, a recent poll revealed that 63% of them want vehicular access to the beach.

One of the main reasons these people live in Waikawa Beach is the range of activities they can enjoy on the beach. These include: - Walking, Swimming, photographing wildlife, picnicking, fishing, boating, and white baiting. In addition, many other people who live in the Horowhenua and Kapiti Districts who also enjoy day trips to enjoy the range of beach activities that require vehicular access.

The distance from the beach access points to the sea is several hundred meters. Apart from walking and swimming all the other activities people enjoy on the beach involve items that must be transported several hundred meters.

Many of the ratepayers who live at Waikawa Beach are retired and live there so that they can enjoy the types of activities that require items to be carried near the sea. Without vehicular access to carry their gear, their quality of life would be severely impaired as they would no longer be able to enjoy the activities that attracted them to live at the beach in the first place.

The enjoyment gained in participating in the actual beach activities is only part of the total enjoyment to be gained from life at the beach. The other part is the social aspect of family and friends getting together and helping each other. Without vehicular access, most of this would be denied.

Another issue in prohibiting vehicular access to the beach would be a probable reduction in property values as without the ability to enjoy the full range of beach activities the area would no longer be such an attractive place to live in.

The main concerns of those not wanting vehicular access to the beach revolve around the need to share the beach with other forms of life that also live and breed in the beach environment. These creatures' habitat is mainly threatened by the unruly Hoons that speed along the beach over the thirty-kilometre-an-hour speed limit and sometimes drive off the beach into dunes. If this can be prevented, then the argument for non-vehicular beach access would be mostly appeased.

The use of "I" phones is one answer to this problem. Firstly, those who drive into the dunes can easily be photographed and this information can be provided to the police for prosecution purposes. Secondly, as far as excessive speed is concerned apps are now available that work with "I" phones videoing capability to measure the speed of anything moving. This information can also be supplied to the police for prosecution purposes.

Another option is to recruit volunteers into the community patrol system with a brief to watch out for and report on people exceeding the speed limit and those entering and damaging the dune's eco-system.

The cost of creating and maintaining vehicular access to Waikawa Beach is a major factor to be taken into consideration. Of the two current vehicular access points to the beach, one is via the current public footpath off Reay Mackay Grove. This access would not be required to be widened for vehicular access as it is five meters wide and is relatively flat. In addition, as far as maintenance is concerned, it would be easy and cheap to maintain, as it is not susceptible to damage from storms or King tides.

The other access is at the end of Manga Pirau Street. To access the beach from the end of Manga Pirau Street, it is necessary to cross a short strip of land owned by the Huritini Trust, who have reservations concerning granting the general public the right to cross their land. In addition, the last stretch of the current sandy track onto the beach is very steep and frequently gets washed away by King tides and storms. Consequently, establishing an access track to the beach in the first place that would be suitable for emergency vehicles would be costly. In addition, the ongoing maintenance would be frequent and very costly.

It is understood that to appease the current owners the Council is contemplating negotiating a lease agreement the cost of which would be a further on-going cost burden on ratepayers.

In summary, bearing in mind all the aspects involved, the obvious solution would be a minor upgrade to the public beach access from Reay Mackay Grove. Unlike the beach access from Manga Pirau Street, this access can be relied on in all weather and tidal conditions.



Submission 280

## Locals Supporting Vehicle Access at Waikawa Beach

Page 1 of 14



## A Community Fully Funded Solution

- Access for ALL Retained as per Status Quo
- Environment and Ecological Support Package
- Educational Support Package
- Fully Funded by the Community – No Cost to Council or Ratepayers \*

— Waikawa Beach Home Owner. Submission to Horowhenua District Council - supporting material for retaining / reinstating Vehicle Access at Waikawa Beach - Option 1.  
Use of current vehicle access with lease agreement and provision of maintenance budget without application for river training

\* Excludes cost of lease with landowners



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**– Waikawa Beach Home Owner:** Submission to Horowhenua District Council - supporting material for retaining / reinstating Vehicle Access at Waikawa Beach - Option 1.  
*Use of current vehicle access with lease agreement and provision of maintenance budget without application for river training*



## Who am I and why am I making a Submission supporting Option 1 to reinstate Vehicle Access at Waikawa Beach

Page 3 of 14

Hi, I'm [REDACTED]. My wife [REDACTED] and 2 children [REDACTED] (age 13) and [REDACTED] (age 11) have 2 properties at Waikawa Beach. [REDACTED] My mother-in-law [REDACTED] used to be the [REDACTED] during the later 90s. Our family has had a strong connection to Waikawa Beach for over 30 years. I even proposed to [REDACTED] on Waikawa Beach – lucky for me she said yes ☺

We spend a lot of time at Waikawa Beach as an extended family, especially over summer and are always involved with the Boat Day, WBRA AGM and the Sports Day that are run by the WBRA. At any given day over Christmas, we can have up to 20 people staying at our place, lots of smiles, laughing, swimming & BBQs.

Our family walk to the beach most times, but sometimes we take the beach buggy down onto the beach, mostly when my mother [REDACTED] and father [REDACTED] are with us as they are unable to walk any distance. My mother has Osteoporosis and cannot stand for long. Since the Vehicle Access has been closed, [REDACTED] has not been able to go to the beach, she simply cannot walk any of the access ways available and then 650+ metres to the sea. My mother is very upset at not being able to be part of our family time on the beach (she loves watching her grandchildren swimming in the sea).

Our family cares for the environment and on our walks (or in the buggy) we always stay away from Sand Dunes and far away from the birds nesting areas. We collect rubbish that maybe washed up or was left (there is usually not much) and remove it from the beach.

I strongly believe the permanent removal of vehicle beach access would change the Waikawa Beach community in a terrible way, removing the ability for many to even access the beach (it's 650+ metres to the sea) and disadvantaging the many who have chosen to live and be part of the community, knowing the vehicle access exists. I've missed seeing people on the beach – it has been empty and void of families and people over summer – entirely due to the current closed vehicle access.

I believe Waikawa Beach can have the vehicle access and protect the environment. The community has the will to look after our special place, it does not need to be one or the other. Restoring vehicle access and working together to protect the environment will bring together a divided community.

I am now semi-retired and due to the sale of a company I co-founded; I am able to financially offer support to the Waikawa Beach community plus give my time to endeavours that will enhance Waikawa Beach.

That is why we started a facebook page "Keep Vehicle Access at Waikawa Beach. Choice to walk, horse ride or drive" so the community can discuss ideas and solutions for keeping access and addressing any concerns that go with keeping access, that group has over 200 members (9Jan2024) The ideas and discussions within the community led to me thinking I and a few other like-minded community members could put together a comprehensive proposal for the Council to consider.

As a long-standing financial member of the Waikawa Beach Ratepayers Association (WBRA), I met with their committee and presented my idea of a Proposal for the community to offer to fully fund option 1 "Waikawa Beach Community Fully Funded Solution" to reinstate Vehicle Access, by covering the cost of building a robust and resilient access (think boat ramp) and to fund maintenance of the access for years ahead. Also to fund the things that will protect the environment, reduce erosion, protect the bird nesting areas, create more and appropriate signage not only for the access way but for on the beach and to create a suite of educational material to educate people on what is "good behaviour on the beach and what is not" and why, as I think much of the behaviour of people going where they shouldn't could be more a case of not knowing why you shouldn't. **That proposal is being supported by WBRA and details are in my submission on page 5 & 6.**



Kurt & Bronwyn



[REDACTED] taking Kayaks to the beach



[REDACTED] family enjoying Christmas at Waikawa Beach

[REDACTED] – Waikawa Beach Home Owner. Submission to Horowhenua District Council - supporting material for retaining / reinstating Vehicle Access at Waikawa Beach - Option 1.

*Use of current vehicle access with lease agreement and provision of maintenance budget without application for river training*

## Executive Summary of [REDACTED] Submission including Community Fully Funded Solution / proposal (part 1 of 2) Page 4 of 14

1. **Vehicle Access = Access for All** regardless of personal mobility & includes horses, walkers, disabled, elderly and less able to walk the distance to sea. Closing the Vehicle Access removes the ability for less able people to access.
2. **Vehicle Access is not new, it is the status Quo.** There has been Vehicle Access at Waikawa Beach for 50+ years. The Community is not asking for anything new, but rather a more robust, purpose-built Access (boat ramp style) with build in erosion control instead of a sand ramp (which has been successful for decades)
3. **The Beach is a long way from where people park (minimum 650metres).** Long way to carry disabled / elderly less able people plus Picnic, sand chairs, boogie boards, sun shelter OR Kontiki and fishing gear. Most people access from Manga Pirau Street by foot or vehicle.
4. **Waikawa Beach is not a busy beach.** Even at the high Summer season, the beach is never busy or crowded. Loads of room for all beach users and groups.
5. **No Vehicle Access this summer has meant considerably fewer people on and enjoying the beach.** Even on hot sunny days over Christmas and January the beach was deserted – families have stayed away, no access = the locals not enjoying family time on the beach.
6. **All other Beach Communities in Horowhenua have a Vehicle Beach Access – why should Waikawa Beach locals be disadvantaged**
7. **A strong majority of Waikawa Beach Community want to retain / reinstate the vehicle access** (as per WBRA survey 63% for Vehicle Access and 37% against)
8. **Closing the Vehicle Access only disadvantages Waikawa Beach locals.** Vehicles still come to Waikawa Beach driving up the beach from Otaki, Kuku, Hokio etc
9. **No Vehicle Access will reduce property prices in Waikawa Beach, which will affect rates.** People will choose other beaches to buy property that do offer Vehicle Access – access for all.
10. **No Vehicle Access does not equal no vehicles on the beach.** The beach is a legal road and vehicles come from north and south to Waikawa Beach. In fact, not having locals to discourage poor driver behaviour this summer has seen a rise in bad behaviour on Waikawa Beach (not locals).
11. **Vehicle Access is required for emergencies, medical events and police / council enforcement.** Minimum 650+ metres to the part of the beach where people go for swimming (often much further). A heart attack, a nasty cut foot, twisted / rolled ankle. Other visiting vehicles that get stuck (locals normally pull them out)
12. **ZERO Cost. Voting to pursue Option 1 to Reinstate a Robust Vehicle Access will cost the council Zero** see pages 5 & 6 – community funded solution for details
13. **The concerns raised from the community for having Vehicle Access can be mitigated** see pages 11 plus 5 & 6 – community funded proposal for details

Voting to reinstate Vehicle Access will not only keep the status quo and not disadvantage anyone at Waikawa Beach from the current position, but by also accepting the community proposal for the community funding to build and maintain the access plus a suite of Ecological, Environmental and Educational purposes, it will enhance and improve Waikawa Beach. Making it an even more special place. The community has the will and the funding to do this and can work together.

[REDACTED] **Waikawa Beach Home Owner.** Submission to Horowhenua District Council - supporting material for retaining / reinstating Vehicle Access at Waikawa Beach - Option 1.

*Use of current vehicle access with lease agreement and provision of maintenance budget without application for river training*

## Waikawa Beach Community Fully Funded Solution – Access & Environment

Page 5 of 14

Members of the Waikawa Beach Community have been thinking about the current situation of having the Vehicle Beach Access closed after 50+ years of it being there. It has divided the community and been a stressful, upsetting and restrictive time for many in the community.

The concerns of the community, regardless of which side of the Vehicle Access issue they sit, are largely the same. Pro Vehicle Access and No Vehicle Access supporters have more common ground than not. Both groups wish to protect the bird life, shellfish, sand dunes (staying off them and planting to stabilise them) as well as enjoy the beach in a safe way.

There is a way forward that can meet the wishes of the Community that will not disadvantage the Waikawa Beach community and will enhance it to be an even better place than it currently is, and this is what is being proposed and offered.

### Waikawa Beach Community Proposal - A community working together

- Community to fully fund Option 1 in the consultation document - to reinstate and build a robust and resilient vehicle access, that includes erosion prevention measures - giving access to all (Vehicles, Horses, Pedestrians - at the end of Manga Pirau Street)
- Community to fund 15 years\* of Vehicle Access maintenance (\*15 years minimum, but could be many more should the fund accumulate)
- Community to fund Environmental initiatives, such as more spinifex planting to protect sand dunes
- Community to fund Wild Life protection initiatives, such as more bird nesting fencing & signage where needed
- Community to fund new clear signage both at the Vehicle Access and the length of the beach to boundary of Horowhenua
- Community to fund Educational material that explains clearly what is expected of people visiting the beach, where to go and where not to go and why not. This can be printed and supplied to every home at Waikawa Beach plus digital versions available for people to use. Could be added to any holiday home compendiums to educate visitors

### Total Community Funding of up to \$300,000 over 15 years (break down on next page)

This Community offer would work in partnership with the local Iwi and private Landowners, the Horowhenua District Council and the local Waikawa Beach community, through the Waikawa Beach Ratepayers Association (WBRA) and the trust or entity set up to handle the community donated funds. The Council would be responsible for negotiation and ongoing cost of the lease with private Landowners.

Should the Horowhenua District Council decide to reinstate Vehicle Access and have budget allocated for this, then this offer of funds could be redirected towards Environmental Protections, Bird and wild life protections, more and new signage at the Access and on the beach - as listed in the proposal



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**Waikawa Beach Community Fully Funded Solution – Access & Environment  
(a partnership between the Local Iwi, Private Landowners, Horowhenua District Council & Waikawa Beach community)**

The community donated funds is available in a bank account, clear available funds and not just a promise. Council and Community would work out the best entity / vehicle for where the funds will sit and how claims against the fund are made – maybe a trust (to be decided together should the proposal be accepted). Council would negotiate a lease with the Private Landowners – the lease cost is the only Council cost.

**Up to \$300,000 community funding - How it could work over the initial 15 years... and beyond**

**Year 1: Total community funding up to \$160,000**

Up to \$140,000 to re-establish a robust, resilient Vehicle Access with erosion protection, which is the figure showing in the consultation document as option 1 to re-establish a vehicle & pedestrian access at Manga Pirau street. A suitable access that has a ramp, maybe a walk-way on one side and pedestrian stairs on the other, giving options for various mobilities, including horses.

- The Council may find it costs less – so open book and full transparency of costs associated with re-establishing an access is required and community pay up to the \$140k
- The Council may wish to go with option 2 of their submission, so they funds could be put towards that – up to the \$140k (this is not what my submission is asking for – option 1 is my preference)
- If option 1 is implemented it does not mean that option 2 or other erosion and river protection measures which enable even more resilient ongoing vehicle access could not be looked at in the future and again the community look to help fund such measures.

Up to \$10,000 spend on new clear signage and bird nesting wired areas (physical deterrents and educational signs)

- Signage at the access
- Signs by the bird nesting areas
- Dune protection signs along the beach every 100 metres all the way to the Horowhenua boundary
- More bird nesting wired areas.

Up to \$5,000 on planting of Spinifex for dune stability – would think this would initially be around the dunes of where the work was completed to re-instate the vehicle access.

Up to \$5,000 spend on Educational material produced and distributed to every house in Waikawa Beach (and available to share digitally) - to show people how to protect the beach, where to go and where not to go and why? Explaining why we stay off the dunes etc.

*These measures together should encourage good behaviours on the beach. If it does not we can look at more direct methods such as funded community patrols.*

**Year 2 - 15: Total community funding up to \$10,000 per year (over 14 years @ \$10,000 per year = \$140,000)**

Up to \$5,000 for maintenance on Vehicle Access

Up to \$5,000 for more planting, any new signage (repairs), wire bird nesting areas or any new educational material (reprint etc) or towards Waikawa Beach river improvements

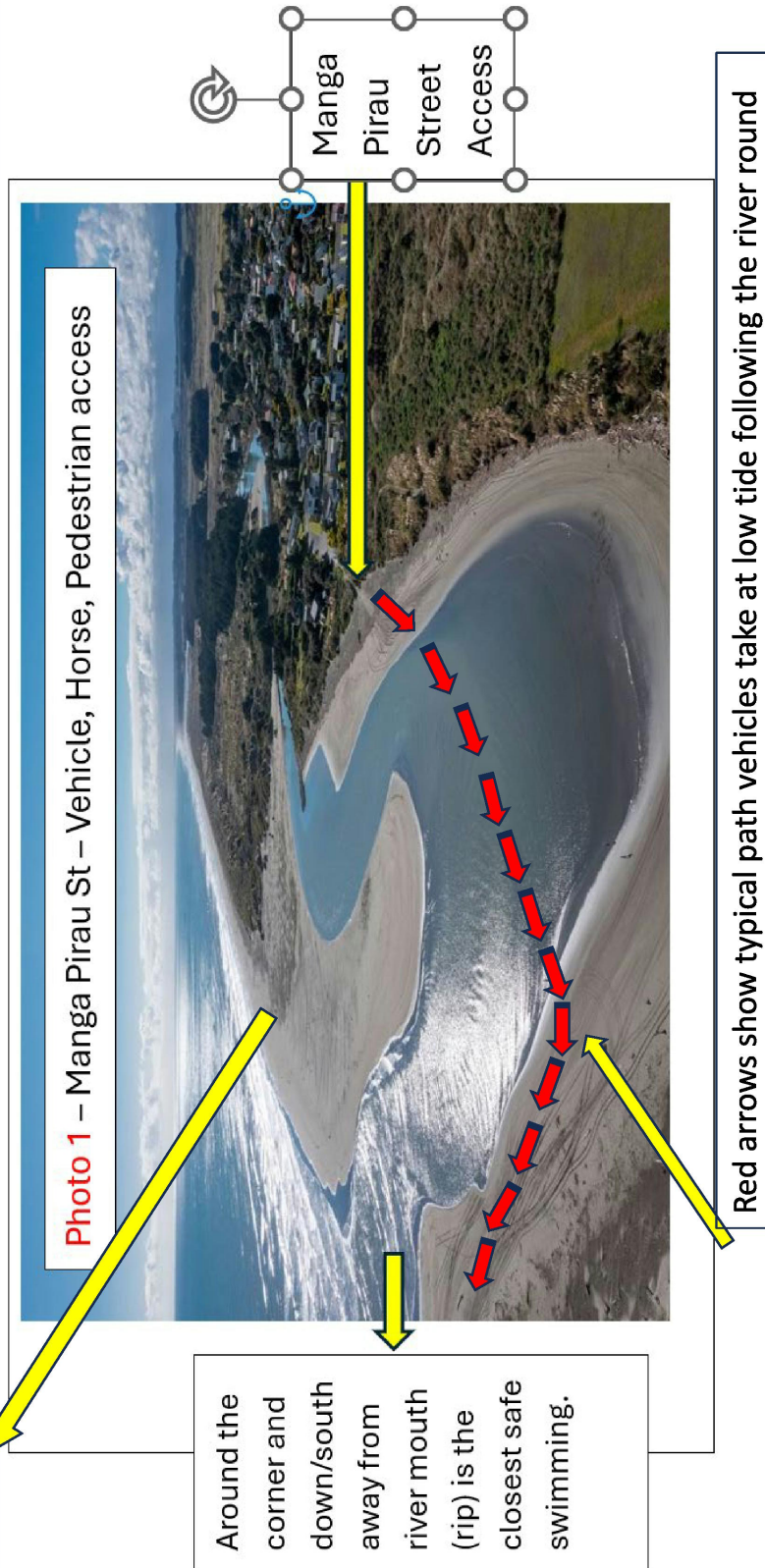
**Years 16 and onwards should be a continuation of funding by the full community**

**How will this Proposal be funded?**

- Initially members of the community have offered up to \$300,000 so as to cover the full proposal.
- Should the Horowhenua District Council accept the proposal, then the donors and Council would work out the best entity to hold and distribute the funds.
- Then it would be worked out and communicated how all members of the community are able to contribute to the fund should they wish to.

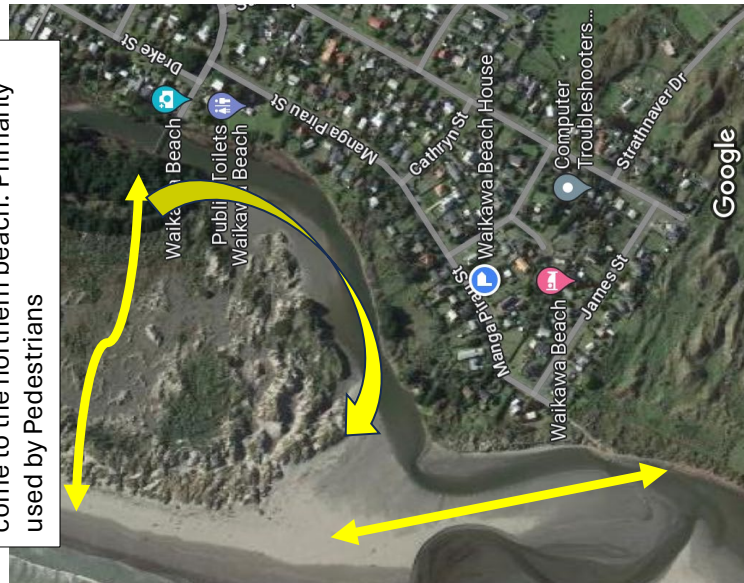
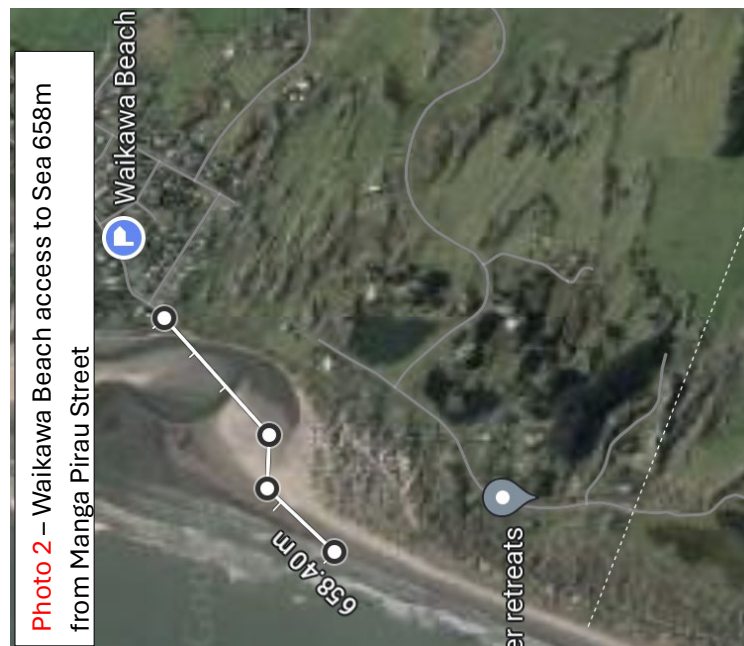


Northern Waikawa Beach – north of the river is largely clear of Vehicles – most vehicles go south as per red arrows. This northern beach has 2 x pedestrian access points and is great for those wanting to walk where there are no vehicles



- Waikawa Beach Home Owner. Submission to Horowhenua District Council - supporting material for retaining / reinstating Vehicle Access at Waikawa Beach - Option 1. *Use of current vehicle access with lease agreement and provision of maintenance budget without application for river training*

## Waikawa Beach – Google maps – measure tool



– Waikawa Beach Home Owner. Submission to Horowhenua District Council - supporting material for retaining / reinstating Vehicle Access at Waikawa Beach - Option 1.  
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## Waikawa Beach is NOT a busy beach – Even during peak Summer months

When we think of Vehicles on the beach we may get images in our heads that we've seen on TV of a beach covered in cars, such as overseas or a inner city beach, this simply is not Waikawa Beach – not even on the busiest day.

I've been coming to Waikawa Beach for 2 decades and on the busiest day if we drive from Manga Pirau access across the basin and to the sea, then down to our favourite swimming area (about 1km from Manga Pirau Street Access), we would see maybe 6-10 Vehicles maximum on a busy day. People who bring a vehicle down with the whole family on board, set up away from other families. There is plenty of space to be away from each other if you want to be. It is not crowded, it is secluded. The vehicles are not all driving, they get to where they want to be, and they park.

When Vehicles come to the beach – most park up just above the high tide line, but not near the dunes, then we go swimming, boogie boarding, beach cricket etc

**Note:** This Summer since the Vehicle Access was closed – the beach is empty of people, empty of families enjoying the beach. It is sad and empty as the families that want to enjoy it have stayed away as asked, hoping this consultation process will work through to a council decision to re-instate Vehicle Access and by December 2024 the new Vehicle Access will be open to all to return to the beach we love.



Through the submissions, you will see many photos – but none of them will show a busy beach full of cars & people, it is never like that

## Results from the Waikawa Beach Ratepayers Association (WBRA) Survey

The WBRA would like to thank all those who took part in this survey.

This was a survey to gather the opinion of the Waikawa Beach Ratepayers and members of the community to inform a submission by the WBRA for the council's consultation process.

A survey link was sent out to the 187 e-mails of past and present members of the Waikawa Beach Ratepayers with an e-mail stating that they were welcome to share the link provided it stayed within this community.

The survey was open for one week and closed on Sunday the 28<sup>th</sup> of January at 11pm.

### Survey Results

**Question One:** Do you support the council reestablishing the Manga Pirau St vehicle access to the beach?

Answer choices	%	Responses
Yes	63%	112
No	37%	65
Total		177

**Question Two:** - Have you made your submission to the council?

Answer choices	%	Responses
Yes	33%	57
No, I am leaving this until later	56%	97
No, I am not going to make a submission	10%	18
Total		172

## The Waikawa Beach Community want Vehicle Access (re-instated)

### A Clear Majority,

### 63% want Vehicle Access

### 37% do not want Vehicle Access

The comments section really got the positives and concerns of the community.

Certainly, access for everyone was a strong point, including elderly and less abled community members, fishing folk, horse riders, and disabled people. It really is a long way to be beach even from the closest pedestrian access (over 650metres for most of Waikawa that have manga Pirau as their closest access).

Interesting the environment was wanting to be supported by both the pro and against vehicle access, with many saying we can have both.

All other concerns have been addressed in the Proposal, including cost.

**- Waikawa Beach Home Owner:** Submission to Horowhenua District Council - supporting material for retaining / reinstating Vehicle Access at Waikawa Beach - Option 1.  
*Use of current vehicle access with lease agreement and provision of maintenance budget without application for river training*

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**Many of the actions proposed in the community funding proposal would mitigate or address the concerns members of the community have (as listed in the WBRA survey Jan2024).**

From the WBRA Survey: Environmental concerns were the most frequently mentioned reason with 21 comments , (46%).

Followed by safety on the beach (16, 35%) and the irresponsible behaviour from those with vehicles on the beach (14, 30%).

**Concern:** *Birds Nesting area. Vehicles and People walking too close to them*

**Solution:** As proposed in the community funding proposal: More wire fencing around nest areas will ensure vehicle driver know where not to go (a physical reference) this is the 1<sup>st</sup> year there has been fencing (thanks council and local volunteers) and it has worked really well with people staying clear of the area. Also specific “stay away”bird nesting signs and stay off the sand dune signs along with Educational material.

**Concern:** *Birds feeding being disturbed vibrations of vehicles going past or people walking around them.*

**Solution:** As proposed in the community funding proposal: More wire fencing around nesting area as above, plus new clear signage showing where to go and where not to. This will keep the vehicles and people way. The noise / vibrations of vehicles passing when kept at a distance would not affect birds feeding, as the waves crashing on the beach are much louder with much stronger vibrations through the sand. The waves crashing and vibrations can be felt in Village, unlike vehicles.

**Concern:** *Shellfish being crushed by vehicles*

**Solution:** As proposed in the community funding proposal: Signage showing clearly where to drive will minimise this along with Educational support material . As the beach is not busy, there are a limited number of vehicles running over any part of the sand on each high and low tide.

**Concern:** *Vehicles on the Sand Dunes / Sand Dune damage and erosion*

**Solution:** As proposed in the community funding proposal: Stay off the sand dunes signs all the way along the beach to the Horowhenua boundary. Clear and new signs at the Vehicle Access and at the boundary of Horowhenua on the beach explaining to stay off the dunes and why. This will help hugely. Funding for lots more Spinifex planting.

**Concern:** *Poor Driving Behaviour (note 99% of drivers do so with respect, so we are talking about the 1% - very much a minority, but an annoying minority)*

**Solution:** As proposed in the community funding proposal: Funding for more signs explaining where to go and how to drive on the beach (and why), Educational material. Also having locals on the beach in vehicles showing others how to respect the beach and fellow community members (on foot, horse or other vehicles) will help. We as a community can look to instigate a community patrol over the summer period. Not just for the beach but for the wider Waikawa Beach community which would play a part in acting as a deterrent for the small group who choose to not adhere to the beach road rules and conditions for riding/driving

Should these measures not gain the desired result, the HDC do have other measures at their disposal, such as creating Beach Driving By-Laws that ban certain types of vehicles from the beach.

**- Waikawa Beach Home Owner:** Submission to Horowhenua District Council - supporting material for retaining / reinstating Vehicle Access at Waikawa Beach - Option 1.  
*Use of current vehicle access with lease agreement and provision of maintenance budget without application for river training*

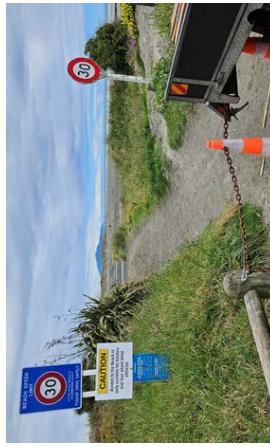
## The current Vehicle Access Sand ramp at the end of Manga Pirau Street.

- Has only ever been a track through sand.
- No construction or frame or concrete
- No protection from erosion with big westerly storm tidal surges
- Despite this – The Access has been very successful for decades, as in it lasts for some time, gets hit by a surge then is reformed.

Due to the above, the “sand” ramp gets washed away from time to time and locals would fix it up by reshaping it.

The Vehicle Access it’s self does not cause and erosion, the westerly has been eating away at this line of dunes from the vehicle access back towards the river every year.

In September/October 2023 the sand ramp was again washed away and at that point the private Landowners said the community could no longer fix it and instead asked that they only deal with with the HDC in regard to access to the land and reinstatement and maintenance of the beach access point.



Waikawa Beach Home Owner. Submission to Horowhenua District Council - supporting material for retaining / reinstating Vehicle Access at Waikawa Beach - Option 1.  
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## Opinion Only : What a new properly constructed Vehicle Access Could look like?

(opinion only: experts will design with a good brief - At the end of Manga Pirau St)

- Designed & built like many boat ramps in a tidal areas, but not ugly.
- Construction with a frame and concrete plus wood and perhaps stone for surge protection.
- Could have a pedestrian sand ramp on one side of the concrete vehicle ramp, which is suitable for horses and some walkers. Plus walk-way steps with a rail on the other side, giving options so people can use what best suits them
- Protection from erosion on each side of the ramp Access with sand that is dug out during construction, placed back behind the erosion protection and later planted with spinifex to re-establish the sand dunes.
- Concrete Blocks or a Concrete wall could be placed/built under the sand at the beach end of the ramp to ensure the river does not cut back towards the ramp and is diverted away.
- Using wood, like retaining wall style along the sides of the ramp and the erosion protection would have it fit into the landscape



## My Wish for Waikawa Beach and it's Amazing Community

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1. After this consultation process, that the Horowhenua District Council agrees to pursue Option 1 to re-instate a proper Robust & Resilient Vehicle Access at the end of Manga Pirau Street.
2. The Council and Private Landowners see that the community would like access for genuine reasons, will treat the land, environment and fellow beach visitors with respect and are prepared to be involved re conservational efforts and improving and educating to what is good beach behaviours. Seeing value in that, in good faith the parties reach a fair and reasonable lease agreement with provisions for maintenance etc.
3. The Council accept the proposal for Community Funding for the building of the Vehicle Access and Environmental, birds & wild life protections, Sand Dune stabilization and educational support package (either in it's entirety or part of it, should there already be councils' funds available for some of the proposed work).
4. A timeline is set that ensures The Waikawa Beach Community that Vehicle Access will be restored prior to December 2024 – so as the community does not miss another summer. A year is a long time for some who are enjoying their retirement years at Waikawa Beach or others who have had no ability to access the beach (since the vehicle access was closed).
5. A plan for how the Community can work with Council, local Iwi and other stake holders, on how we can get moving on all the Environmental, Ecological and Educational support can get started. I see WBRA being a big part of the organisation of such things with Council sign off on various elements, then the community putting their hands up to be involved in getting things done.
6. Then once the Vehicle Access is built, ALL of Waikawa Beach Community come together regardless of what side of the debate each were on, to celebrate what can be done by a community. Thinking big BBQ picnic, and let us all be one again

mahi tahi te hapori      Community Working Together

Waikawa Beach Home Owner: Submission to Horowhenua District Council - supporting material for retaining / reinstating Vehicle Access at Waikawa Beach - Option 1.  
Use of current vehicle access with lease agreement and provision of maintenance budget without application for river training

## Submission 282

### OPTION 1 - WAIKAWA BEACH ACCESS

- Te Takutai Moana Act guarantees that the New Zealand public can continue to have access to and use the common coastal and marine area, even if a Māori group's customary rights have been legally recognised under the Act for the particular area.

Therefore Waikawa Beach access needs to be reinstated, with the assistance of the council leasing the required land to enable ALL visitors to Waikawa Beach.

Access to waterways for recreation, health, transport, sustenance and wellbeing is an important cultural right and expectation for New Zealanders. Ngā ara o ngā wai — waterways as pathways — integrate with land-based paths and are essential for tangata whenua. These were often the primary routes for our ancestors to connect to each other. They are also the primary route for current Waikawa Beach residents and Whanau to connect with each other. (Many Waikawa rate payers purchased in this area due to the enabling access to the beach for all whanau members, including the elderly and disabled)

- Beach trips are a traditional part of our summers, but for some Kiwis and their family members living with a disability it can be a limiting experience.

Around 1 in 4 New Zealanders have a disability. Their disability arises not from their impairments but from having to live in world designed by people who think everyone is the same.

It is society, not the individual's impairment, that is disabling. Thus, it is society that should be enabling.

Examples of enabling measures are seen in efforts to provide beach access for those with disabilities, this has now been removed from Waikawa Beach.

It's not just the soft sand and water that are issues; inappropriate access points and inaccessible facilities, exclude many people with mobility limitations from taking advantage of the health and wellbeing benefits that beaches provide.

- Beach and Coastal Fatal Drownings are increasing. In the last five years, there has been a 37% rise compared to the previous five years (27 to 37 per year). Even allowing for population growth, the fatal drowning rate has still risen by 21% (0.70 to 0.85 per 100,000 pop).

New figures from ACC show that over the past 10 years, there have been an average of almost 1400 claims each year for sand-related injuries.

The data shows most injuries occur while people are walking and running or doing a sporting or recreation activity.

In event of a serious injury or accident, there would be no way for an emergency team to get quick access to Waikawa Beach.

**Please consider these points, as a community we need to have the council lease the land at the end of Manga Pirau Street, and have the ramp reinstated (moved back, to prevent more immediate erosion) so that vehicles can access the beach.**

- I believe as New Zealanders and rate payers we are entitled to it.
- do not wish the elderly or disabled to be victims of the current situation.
- I would also like to know should my family, friends or neighbour's have an accident on the beach, that they would be helped by our emergency services promptly to prevent avoidable death.

## Submission 299

### Supporting Points for my Submission

Main bullet points:

1. **Vehicle Access = Access for All** regardless of personal mobility & includes horses, walkers, disabled, elderly and less able to walk the distance to sea. Closing the Vehicle Access removes the ability for less abled people to access.
2. **Vehicle Access is not new, it is the status Quo.** There has been Vehicle Access at Waikawa Beach for 50+ years. The Community is not asking for anything new, but rather a more robust, purpose-built Access (boat ramp style) with build in erosion control instead of a sand ramp (which has been successful for decades).
3. **The Beach is a long way from where people park (minimum 650 metres).** Long way to carry disabled / elderly less abled people plus Picnic, sand chairs, boogie boards, sun shelter OR Kontiki and fishing gear. Most people access from Manga Pirau Street by foot or vehicle.
4. **Waikawa Beach is not a busy beach.** Even at the high Summer season, the beach is never busy or crowded. Loads of room for all beach users and groups.
5. **No Vehicle Access this summer has meant considerably fewer people on and enjoying the beach.** Even on hot sunny days over Christmas and January the beach was deserted – families have stayed away, no access = the locals not enjoying family time on the beach.
6. **No Vehicle Access will reduce property prices in Waikawa Beach,** which will affect rates. People will choose other beaches to buy property that do offer Vehicle Access – access for all.
7. **Vehicle Access is required for emergencies, medical events and police / council enforcement.** Minimum 650+ metres to the part of the beach where people go for swimming (often much further). A heart attack, a nasty cut foot, twisted / rolled ankle. Other visiting vehicles that get stuck (locals normally pull them out)

## Submission 295

### Supporting Points for my Submission

Main bullet points:

1. **Vehicle Access = Access for All** regardless of personal mobility & includes horses, walkers, disabled, elderly and less able to walk the distance to sea. Closing the Vehicle Access removes the ability for less abled people to access.
2. **Vehicle Access is not new, it is the status Quo.** There has been Vehicle Access at Waikawa Beach for 50+ years. The Community is not asking for anything new, but rather a more robust, purpose-built Access (boat ramp style) with build in erosion control instead of a sand ramp (which has been successful for decades).
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Submission 308































Submission 305

14/02/2024

To HDC.

Good morning, I am all in favour for option one.

My first concern is health and safety of the community. If some one was to have a medical event on the beach there life could be lost due to the timeframe of getting there by foot. Also thinking about this list of emergencies that could happen to people, could go on and on...

I moved from otaki beach to [REDACTED] waikawa solely for the beach access, I am an avid whitebaiter, ocean fisher and sea kayaker. Its my belief the hoons people talk about are the 0.1% and the majority come up from otaki beach and I witnessed these hoons this summer. Obviously they are not from waikawa because you haven't reinstated our access!!

People from all walks of life love our community and we all care very much about this beach access issue, some have differing views, but we all care about the waikawa way of life very much.

If the beach access is not reinstated I will definitely be selling my house and moving on to somewhere where there is beach access. Its my way of life living by the ocean!!

I am concerned at the amount of time this is taking. The old resource consent expired in 2020.

Why has it taken 4 years to get to this point??

The HDC seems to move at a glacial pace with no regard for us waikawa locals. (regarding the reinstatement of the ramp before xmas).

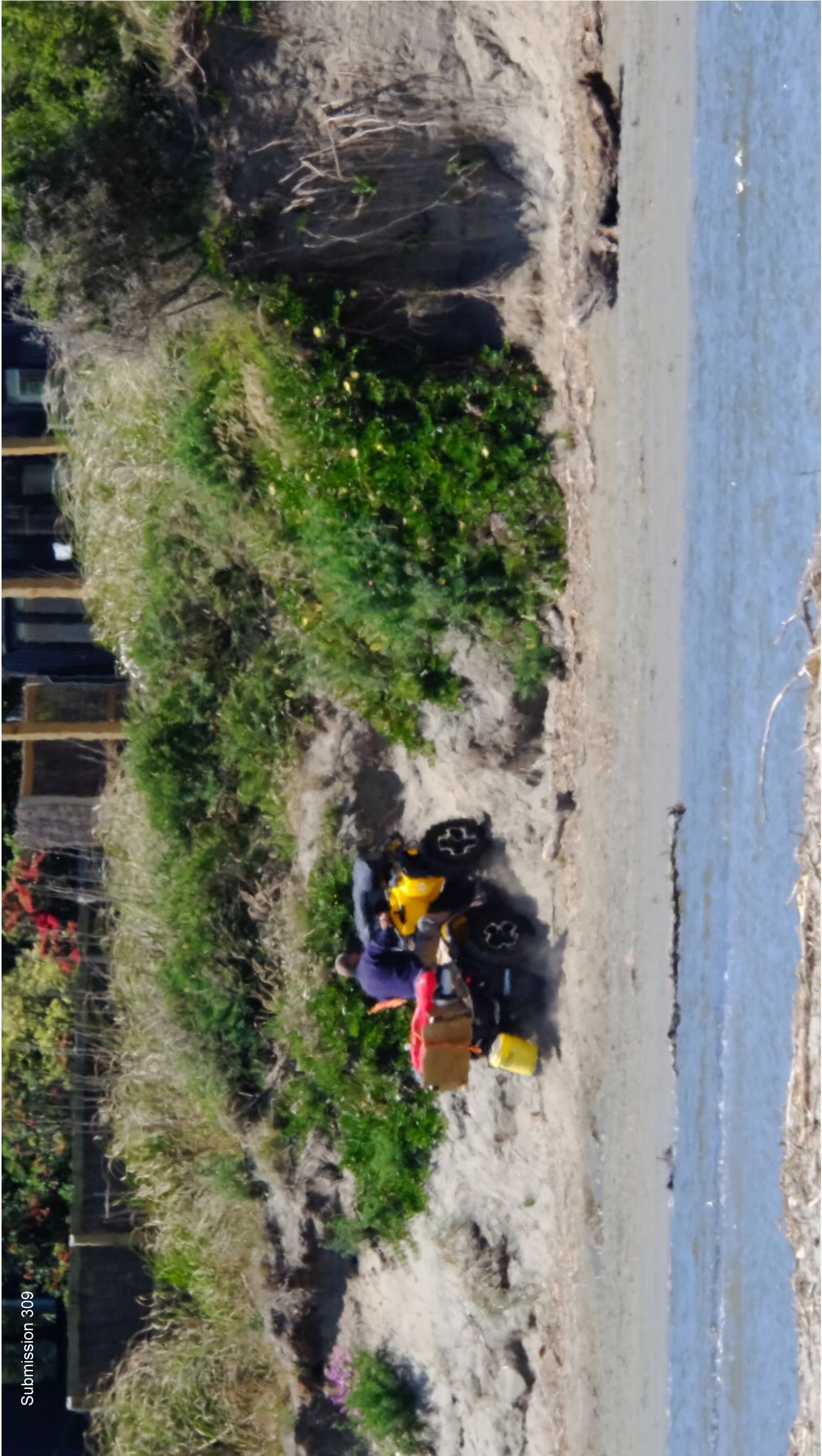
Please make the right decision and proceed with option 1 .

[REDACTED]

[REDACTED]



























## Submission 311

### **Submission to the Horowhenua District Council regarding beach vehicle access at Waikawa Beach**

Thank you for the opportunity to make this submission to Council. In relation to the three options under consultation, I now support the third option of no vehicle access.

Initially I was willing to consider suggesting an option allowing restricted vehicle access but the entitled and aggressive behaviour of some of those demanding their 'right' to drive on the beach has led to my thinking more fully about what is at stake here. Vandalism, intimidation and environmental damage, to both private and Council-owned land, are not, in my view, behaviours that should be rewarded.

I now view these individuals' actions as being on the extreme end of a continuum that has environmental protection at one end and environmental harm at the other. This signals that the issue we are faced with is deeper than human rights to have, or not have, vehicles on beaches. We must recognise the rights of the land that came before us and will, if we look after it as kaitiaki, exist long after us. Accordingly I would encourage Council to adopt a strongly protective stance towards valuable local environmental resources such as Waikawa Beach.

Below I detail why I oppose Options 1 and 2 and support Option 3.

#### **Option 1**

This option would reinstate the previous vehicle access off Manga Pirau Street, but depends on Council negotiating a lease agreement with the landowners. The latter's generosity for many years in allowing access through their land has not always been acknowledged, with many users assuming a right of access and causing property damage. There is no guarantee of an agreement being forthcoming, and questions of liability for accidents and injury also need clarification. Even if obtained, years of experience has shown the access to be highly precarious to sea, wind and storm damage and in frequent need of rebuilding.

#### **Option 2**

The above factors are relevant also to my assessment of Option 2. Additionally, while it includes, river training to try to protect the access route for longer, past experience with river cuts has shown these also are often short-lived. This option depends on a heavy financial outlay from a Council that is facing considerable funding pressure, and Councillors must determine if providing access for a small number of people to drive on to a beach is a key priority.

### **Option 3**

I consider there are important grounds and principles for Council to support Option 3. These include the following:

#### *(i) Preventing erosion*

The dunes at Waikawa Beach are a fragile environment, subject to wind, tides and climate change. Over the years they have been worn back in some areas, to the extent that large areas of what were once people's sections have been eroded. The Council and the Environment Group of the WBRA have been active in organising planting days to try to stabilise and extend the dunes, but it is a precarious business. Plantings have been removed and dunes reduced by motor bikes and quad bikes ignoring signs about the need to protect these spaces, and the risk of on-going dune damage remains while riders feel entitled to bring their vehicles on to beach areas. Some drivers have also been observed dumping carloads of garden rubbish on the beach and lighting fires to dispose of other items. When, as typically happens every year, cars driven by reckless owners become stuck in the sand and drowned by the sea, these pose oil and other risks to the ecosystem.

#### *(ii) Protecting wildlife*

Waikawa Beach is a valuable environmental resource within the Horowhenua, and in the past there were proposals to have the area made into a bird sanctuary. The diversity of species is large, at least 60 varieties, including endangered birds such as the bittern and dotterel. These birds fight to survive threats from rodents and stoats and should not have to fight to survive human interference as well. Since vehicle access was limited by nature we have seen the return of some species of birds, although it has been distressing to see eggs and nests damaged by rogue vehicles. The beach is also a place visited by injured and recuperating birds as well as seals, including exhausted adults and vulnerable pups, who require additional protection. Shellfish have also been negatively impacted by beach traffic. When we first came here, fifteen years ago, these were in abundance with people regularly seen collecting pipis and other molluscs from the foreshore. The beds have been significantly damaged by vehicle weight and vibrations but indications are that numbers would return should the beach no longer be used as a road.

#### *(iii) Ensuring peace and safety*

Instead of hearing the sounds of the sea and birds, vehicles disrupt the peace of the natural environment. The reduced number of vehicles this summer has enabled families and visitors to enjoy a quieter, safer beach. Not having to be constantly watching for vehicles enables users to be more

relaxed and able to appreciate this unique environment. Allowing cars, quad bikes and motor bikes to roam unrestricted poses a risk of harm to everyone, including those using such vehicles, as the recent fatality at Muriwai and quadbike injuries at Himatangi Beach have shown. While there are a few drivers wishing only to launch boats, many quad bike and motor bike riders treat the beach simply as ‘their’ joy-riding track. Permitting them results in some riders and drivers engaging in highly problematic behaviours, such as speeding, engine-revving, and showing off to peers. This small entitled group should not be given licence to impact so detrimentally the environment and the safety and enjoyment of others.

### **Moving forward**

It is well-known, the Waikawa Beach community is now bitterly divided over the issue of vehicle access. Some of those demanding on-going vehicle access assumed all but a few fringe outliers agreed with their view and were surprised when the recent WBRA survey found over a third of participants selected no vehicle access. Despite the usual limitations that can be voiced about any survey’s methods, this result indicates that a significant proportion of those at Waikawa Beach are opting to preserve the natural environment. This result is indicative of a growing nationwide trend as we acknowledge the potentially destructive effects of human behaviour on our seas and land, including coastal erosion risks and threats of wildlife extinction.

Councils have a responsibility to protect environmental spaces and ensure human safety within them. While the majority now officially ban or restrict vehicle access, ensuring respect and conformity from drivers remains erratic. A recently released investigation (December 2023) by Forest and Bird found that nearly three-quarters (73%) of councils across New Zealand had inadequate bylaws, monitoring and compliance for vehicles on beaches. They urged councils to recognise the need for improved protection of the wildlife, ecosystems and features that make our country’s coasts unique.

I would encourage Horowhenua District Council to adopt such an approach at Waikawa Beach, ban vehicle access and be seen as a leader in this area. A coherent, environmentally informed stance is required that takes into account climate change, ecological values, conservation issues, and public safety concerns. Ultimately the fragile ecosystems of our beaches require a consistent and sustained commitment from us all to protect them and our communities for future generations. The rights of the environment must prevail.



## Submission 310

### Submission to the Horowhenua District Council regarding beach vehicle access at Waikawa Beach

Thank you for this opportunity to make a submission to Council. I support the third option of no vehicle access. I am strongly in support of protecting the environment and, as we all know, vehicles on the beach intimidate wildlife, destroy shellfish beds and damage dunes.

I have walked on Waikawa Beach at least several times a week for the last 12 years. I have noticed that whenever the vehicle access has been washed out, birdlife has increased and the variety of nesting birds expanded. This beach has rare and endangered birds and I strongly encourage the Council to prioritise their protection.

In the current debate, some people advocate for respectful and legitimate users to drive their vehicles on the beach. Unfortunately if we allow any vehicles to access the beach, this enables opportunities for disrespectful use by others. This endangers our natural habitat when, as kaitiaki, we are mandated to care for the environment.

Since we all know climate change is having an impact, we must do what we can to preserve the dunes and ensure the safety and environmental well-being of our beach community. I therefore strongly urge HDC to keep vehicles off Waikawa Beach.



Submission 318



















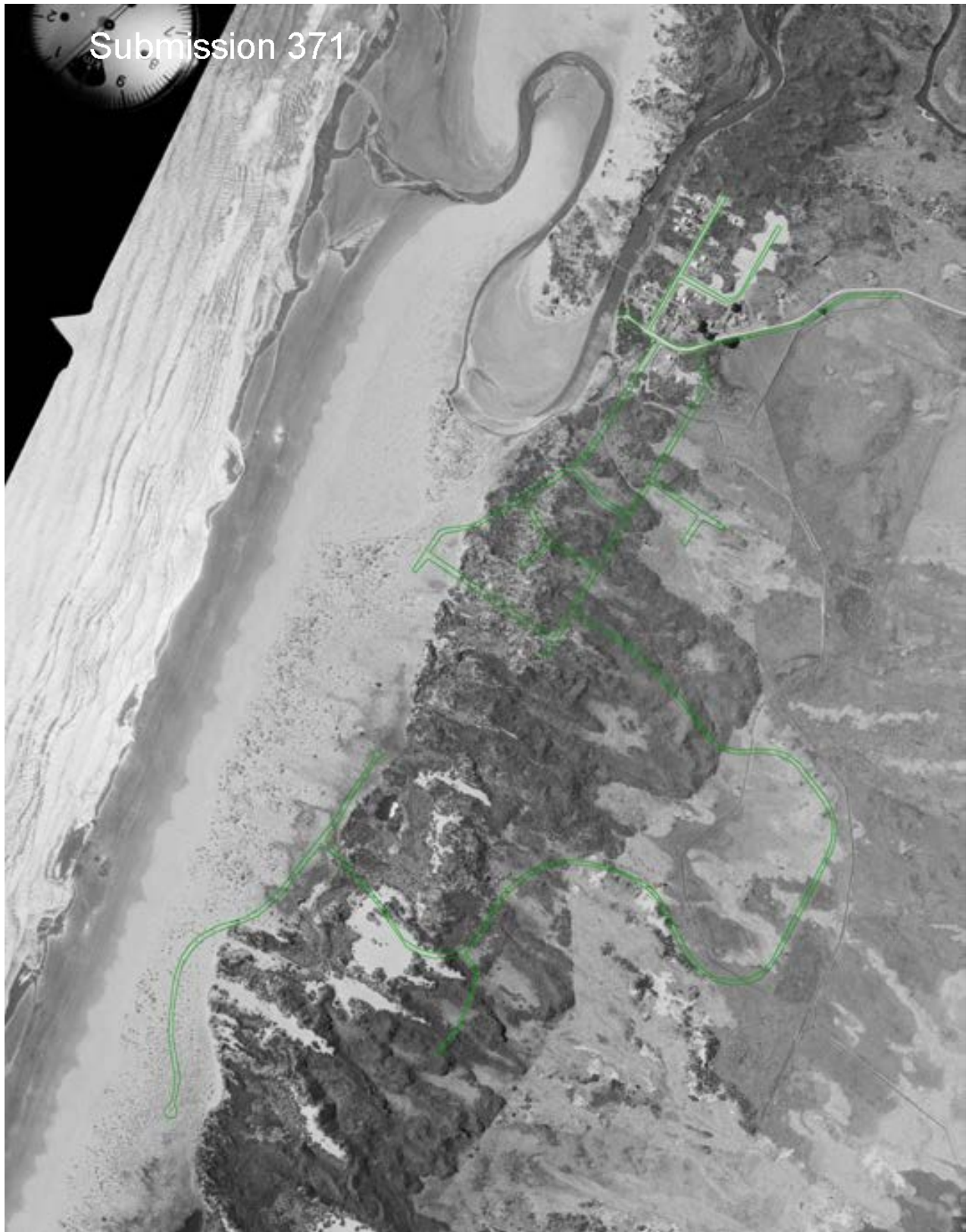
## Submission 327

### Supporting Points for my Submission

Main bullet points:

1. **Vehicle Access = Access for All** regardless of personal mobility & includes horses, walkers, disabled, elderly and less able to walk the distance to sea. Closing the Vehicle Access removes the ability for less abled people to access.
2. **Vehicle Access is not new, it is the status Quo.** There has been Vehicle Access at Waikawa Beach for 50+ years. The Community is not asking for anything new, but rather a more robust, purpose-built Access (boat ramp style) with build in erosion control instead of a sand ramp (which has been successful for decades).
3. **The Beach is a long way from where people park (minimum 650 metres).** Long way to carry disabled / elderly less abled people plus Picnic, sand chairs, boogie boards, sun shelter OR Kontiki and fishing gear. Most people access from Manga Pirau Street by foot or vehicle.
4. **Waikawa Beach is not a busy beach.** Even at the high Summer season, the beach is never busy or crowded. Loads of room for all beach users and groups.
5. **No Vehicle Access this summer has meant considerably fewer people on and enjoying the beach.** Even on hot sunny days over Christmas and January the beach was deserted – families have stayed away, no access = the locals not enjoying family time on the beach.
6. **No Vehicle Access will reduce property prices in Waikawa Beach,** which will affect rates. People will choose other beaches to buy property that do offer Vehicle Access – access for all.
7. **Vehicle Access is required for emergencies, medical events and police / council enforcement.** Minimum 650+ metres to the part of the beach where people go for swimming (often much further). A heart attack, a nasty cut foot, twisted / rolled ankle. Other visiting vehicles that get stuck (locals normally pull them out)













































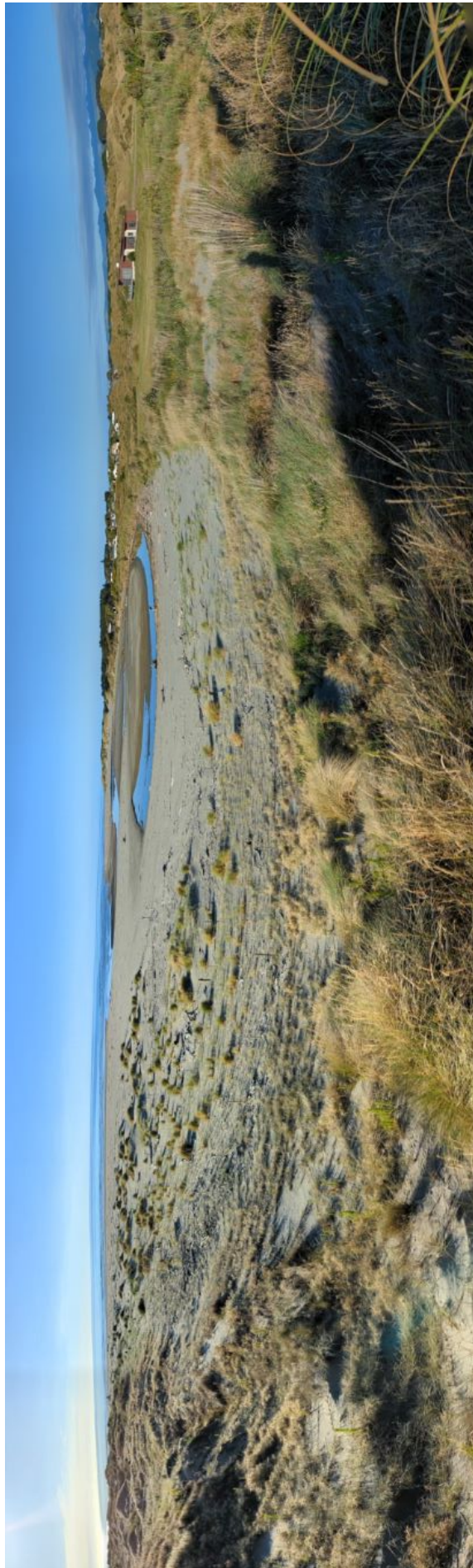






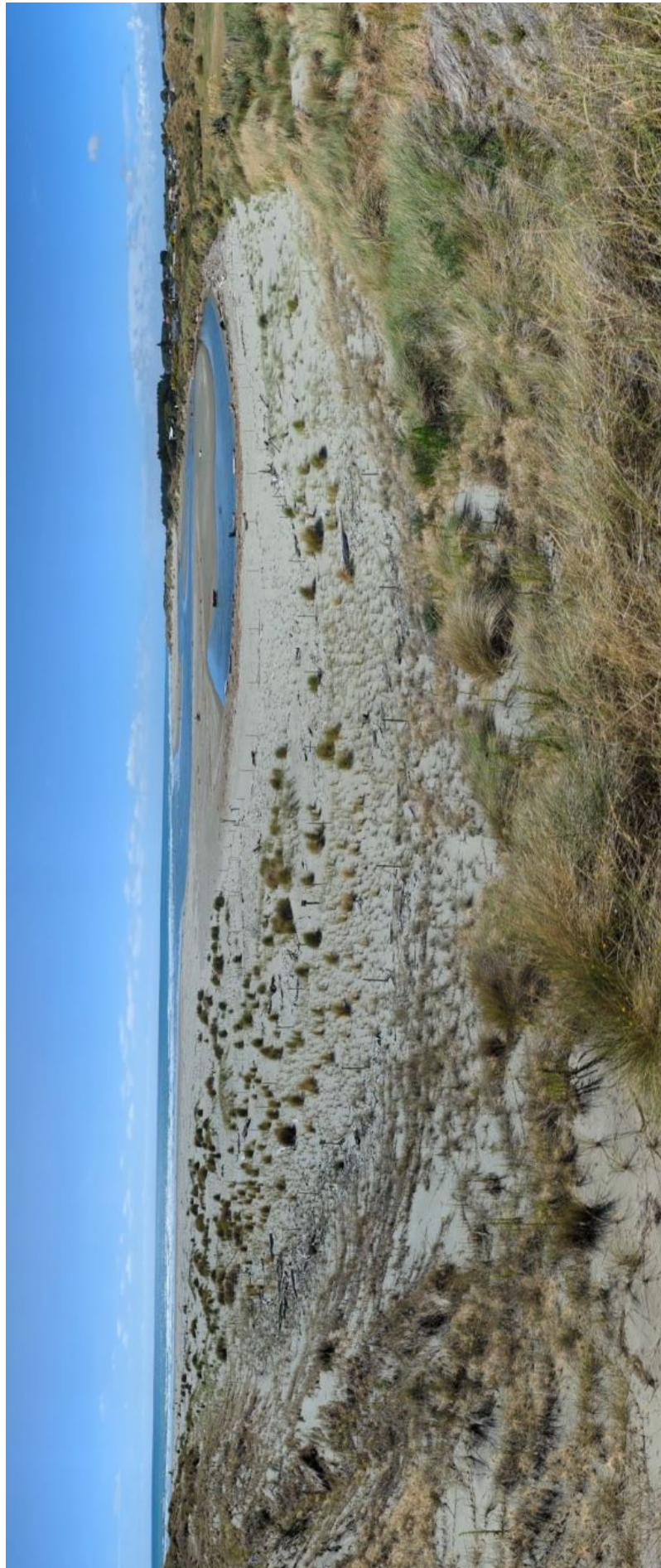










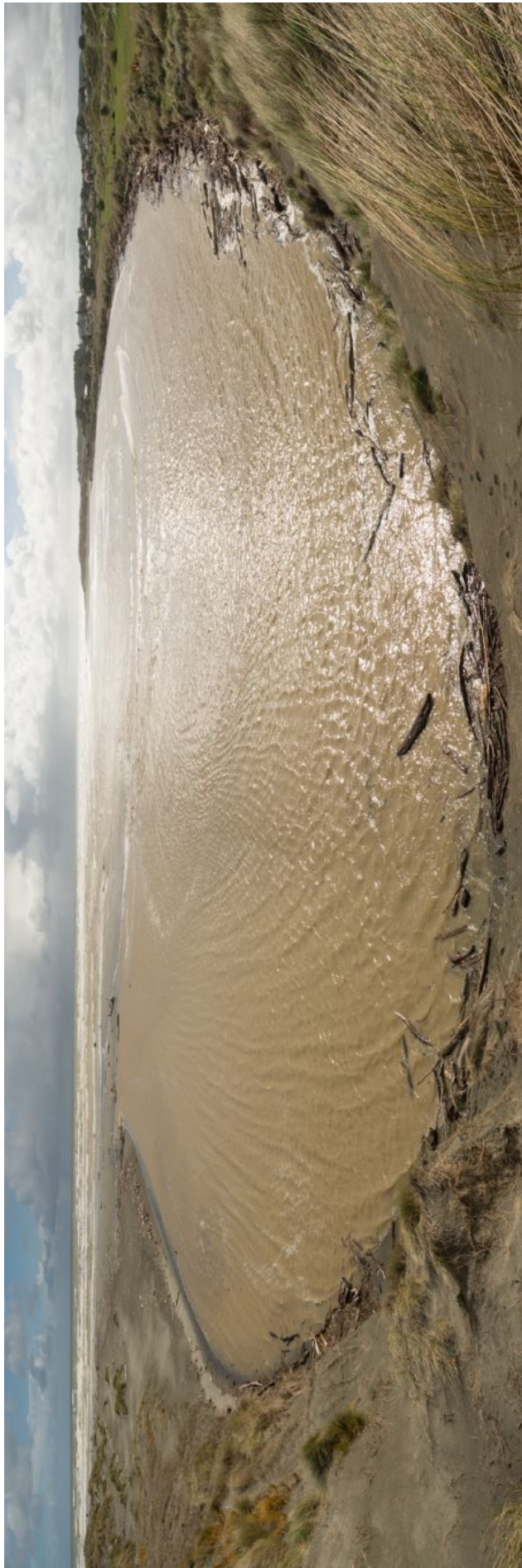












Submission 353

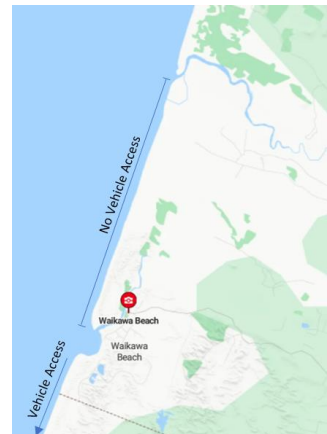
## Title: Preserving the Pristine - Advocating for Restricted Beach Access at Waikawa

### Introduction:

Beaches are not only beloved recreational destinations but also ecosystems of immense ecological importance. Unfortunately, the unrestricted access of vehicles to these delicate areas can bring about irreversible damage to dunes, native bush, birdlife, estuaries, and pose several risks to human safety. To protect our beaches' fragile ecosystems, prevent noise pollution, preserve wildlife, and ensure the well-being of pedestrians, it is crucial to advocate for restricted beach access.

By implementing responsible and controlled measures, we can strike a balance between preserving the natural beauty of our beaches and providing secure recreational experiences for all.

To strike this balance between vehicle access on the beach and preservation of the environment we would like to put forward that south of the Waikawa stream continues to be accessed and used by vehicles, with north of the Waikawa stream having no vehicle access up to the Kuku inlet/access point. This would also require Kuku vehicle access to be better controlled (we understand that while this is accessed via a key system the key has been copied and there are more people with access than authorised). Currently vehicles are also accessing Waikawa Beach via Otaki beach.



### 1. Protection of Sand Dunes:



Each vehicle that traverses the sands of our beaches contributes to the erosion of dunes, slowly degrading these natural barriers that protect against coastal flooding. By restricting beach access to vehicles, we can preserve these dunes and their ability to shield and safeguard our coastal areas, protecting both humans and wildlife from the impact of rising sea levels and storm surges.



We already have strong evidence that damage is being done to the dunes and fauna is being lost as a result. The pictures above show the damage being done to the wide grassy areas within the dunes (there is about 3 areas which this occurs) where motor and quad bikes have done endless donuts, damaging and destroying the majority of the fauna and taken it back to barren soil. Sand dunes are being damaged as well as motor bikes use them as jumps and ramps.



## 2. Conservation of Native Bush and Birdlife:

Beaches often harbour unique ecosystems, including native bush and vital habitats for various bird species. The unrestrained presence of vehicles and human activity disrupts these fragile ecosystems, leading to habitat loss, disturbance of nesting sites, and destruction of vegetation. By limiting vehicle access, we can minimize these disturbances, providing birds and other wildlife the space they need to thrive, while preserving the natural beauty and biodiversity that attracts visitors to our beaches.

Waikawa wildlife that needs to be preserved to ensure we maintain this special habitat ...



## 3. Protection of Estuaries:

Estuaries are vital ecological zones where freshwater and saltwater ecosystems meet. Unfortunately, the mechanical stresses and oil leaks associated with excessive vehicle access can contaminate these estuarine environments, endangering the delicate balance of marine life and disrupting the rich biodiversity they sustain. By restricting beach access, we can prevent such pollution, thus preserving these essential habitats for fish, seals, birds, and other marine species. The pollution from upstream farms with e-coli in the water also needs to be investigated to maintain safe and swimmable water and an environment for wildlife to thrive.

## 4. Mitigation of Noise Pollution:

The incessant noise generated by vehicles on the beach can be incredibly disruptive to both wildlife and visitors looking for moments of tranquillity. By limiting vehicular access, we can contribute to the reduction of noise pollution, allowing the sounds of crashing waves and calls of native birdlife to prevail, enhancing the overall experience of our beaches for pedestrians.

## 5. Preserving Fire Safety and Health:

Uncontrolled vehicle access poses significant fire safety hazards, particularly during dry seasons when sparks from exhaust systems or hot parts can ignite vegetation and cause wildfires. Furthermore, pedestrians are put at risk due to the potential accidents associated with reckless driving or distracted driving near busy beach areas. By prescribing designated parking areas and limiting vehicle access, we can prioritize the safety of visitors and reduce the risk of fire outbreaks, thus ensuring a more secure and enjoyable beach experience for everyone.

Below was a recent event where accelerants were used and being summer the danger of fire to the dunes and surrounding pine forest was extremely high and we believe this could have been a close call had the fire brigade not intervened. Note also the damage from vehicles in the background to the dunes.



**Conclusion:**

By emphasizing the need for restricted beach access, we can protect the delicate ecosystems, sandy dunes, native bush, birdlife, estuaries, and ultimately the well-being of pedestrians. The implementation of responsible measures will mitigate noise pollution, preserve wildlife habitats, prevent ecological degradation, and safeguard visitors from health and safety hazards. It is our duty to preserve and conserve our beaches' natural beauty for future generations, and it starts with advocating for restricted beach access to protect and sustain these invaluable ecosystems.

We recognised the 3 positions put forward for voting as outlined by the council, however, we believe that a combination of Options 1 or 2 with Option 3 can provide an outcome that meets more of the residents and beachgoers requirement, without it be so black and white as access or no access.

We therefore put forward and support these recommendations:

1. Vehicle access is reinstated at the southern end of Manga Pirau Street for beach access south of the Waikawa inlet ONLY (subject to the landowner's permission)
2. Vehicle access be prohibited between Waikawa inlet and Kuku Inlet to protect the environment.
3. Kuku vehicle access be further controlled, and barriers implemented to prevent motorbikes accessing the dune area.
4. Signage is put up in several places to educate people of no vehicle access to the north of Waikawa inlet and south of Kuku inlet.
5. Signage is also put up at strategic points within the dune areas to advise people of the restriction.
6. Information is sent out with Rates bills to residents as far north as Hokio, Kuku, Waikawa, and Otaki to advise of the no vehicle access.

Should the council not consider these as a viable alternate option then our recommendation would be Option 3 – No Vehicle access.









12:05







Submission 343

I am **opposed** to vehicular beach access for the following reasons:

1. I have been able to enjoy the beach @ Waikawa for *well over* 50 years (and across four generations) *without* the need to take vehicles to the beach. We have drag-netted for fish; we have swum; we have had beachfires; we have watched the filming of "The Governor"; we have harvested tuatua and pipi; we have caught flounder and eels; we have walked to Otaki and to Kuku many times over.
  - 1.1. **Not once** did any of the above necessitate *vehicular* beach access.
2. I fully respect the right of private landowners / kaitiaki to enjoyment of their land without pressure from other people demanding to traverse their land – at *any* cost - to access the beach.
  - 2.1. We have recently seen people take matters into their own hands to gain access to the beach and I for one would applaud the landowners if they were to permanently prohibit all access across their land.
3. There have been high levels of *frustration* directed at both **HDC** and the **Waikawa Beach Ratepayers Association** (evidenced at the most recent AGM), as well as actions by people taking matters into their own hands – ignoring signs cutting chains and bollards, etc.
  - 3.1. Interestingly, *proponents* of beach access conveniently point to 'out of towners' for *damage* to entrance ways, *hooning* on the beach, and all the other 'negative' vehicular impacts and driver behaviours.
4. If Council (both District and Regional) are to *spend money* (that they don't have) on *anything* here at Waikawa, they should **prioritise long term environmental protection and investment** rather than provide *short-term quick-wins*.
  - 4.1. For example, **water quality** is **so poor** in our streams that I note **LAWA** testing at the time of writing (14<sup>th</sup> February) has returned **TEN ORANGE and RED water quality results** in Waikawa Stream/Estuary, over **fifteen weeks of testing**.
    - 4.1.1. That is, the water has tested as 'safe' for swimming **just one-third** of the 23-24 summer to date.
    - 4.1.2. Case in point: **Waikawa Beach Ratepayers Association cancelled their annual 'boat day' this year, due to the 'RED' water quality over Christmas/New Year.**
    - 4.1.3. I believe that to be the *first time* this event has *ever* been cancelled *for this reason*, spanning some 40 years or more.
  - 4.2. But providing vehicular access is a **castle built on sand** (literally!), because as the water quality continues to *deteriorate*, activities such as swimming (in the estuary or along the shoreline), fishing for 'fresh' fish in waters *high* in e-coli, harvesting shellfish etc are no longer **safe**.



I am **not** actually opposed to vehicular beach access.

I **am** opposed to Council spending exorbitant amounts of our money (rates) on proposals that *may not provide adequate long-term solutions*. But before I detail my concerns in that respect, let me make some observations:

### **Vehicles on Waikawa Beach – My Observations**

5. There has *long* been vehicular access to Waikawa Beach – much longer than just the '50+' years some proponents cite.

I could cite the early history of Stagecoaches running up and down the beach, traversing inland to the old river crossing before heading north.

I could cite 1950's Waikawa Beach as shown in this photo:



However I'll settle for the *multiple accesses* of the 1960's, when Manga Pirau Street was first subdivided and reached circa #24, when there was just one bach on the *beachward* side of the street (and a neighbouring dilapidating wooden caravan).

I'll settle as a young child watching tractors *and even cars* [not big modern 4WD's] crossing the stream at low tide off the end of Waikawa Beach Road; of the sandy vehicle track hugging the edge of the river alongside where Manga Pirau Street was later extended (before the first tranche of stones were laid); and of following the farm tracks that branched out off the end of the 1970's Manga Pirau Street and reached to south of the estuary.

6. Beach access proponents say they are *responsible* beach users who simply take their vehicles down to go fishing or to take elderly / less-abled relatives down to the waters' edge. Some – maybe even *many* – are; however, the incessant vehicle tracks made by 4WD's, quads and motorbikes into the dunes strongly suggest a number are simply treating the beach as a unrestricted adventure playground where 'rules' do not apply. I would call this 'hooning'.
- 6.1. Some proponents attribute this to *out-of-towners* and to be fair, some clearly are (especially the trail bikes), as I often see them come and go with trail bikes on the back of open utes. However, I also see locals (children/teenagers in particular) racing along Manga Pirau Street and within Hank Edwards Reserve on their smaller quads and motor bikes.
- 6.2. Some proponents will attest that their quadbikes are registered and entitled to be on the beach in its designation as a legal road. Some undoubtedly are, but I quietly inspected several quadbikes parked up at our recent Ratepayers' Association AGM and could see *no visible evidence* of registration on some of them.
- 6.2.1. Vehicles – even at 30kph – can endanger pedestrians who walk along the beach for recreational exercise. They can also upset horses, putting the safety of riders at risk.
- 6.3. Proponents will talk of using the beach for *pleasure*, e.g. swimming and kayaking, fishing, and other recreational activities. They may even submit photos of their recreational activities.



I'd be *very surprised* if bikes such as those shown above (which appear to lack registration plates – at least for the black bike) would *only* be ridden at a sedate pace to and from the beach; rather they are more likely to be ridden *at speed* up and down the beach, and in and out of the dunes.

- 6.4. Finally, beach access proponents cite that they are ('99%') *responsible* quadbike users. Yet *rarely* do I see any of these 'responsible' users wearing helmets!
- 6.4.1. Reference: <https://www.nzta.govt.nz/vehicles/vehicle-types/quad-bikes-and-atvs/>

### **Issues Caused by Vehicles on the Beach**

7. Opening up beach access is an *open invite* to people - both local and from outlying areas - who simply see the beach and dunes as an *unrestricted adventure playground* and *open racetrack*.

8. In addition, vehicles on the beach can:
  - 8.1. damage shellfish breeding grounds by driving over spawning shellfish beds at low tide.
    - 8.1.1. I refer you to [Vehicles on New Zealand beaches: an annotated bibliography of research on physical and ecological impacts \(doc.govt.nz\)](#)
  - 8.2. damage dune environments including plant growth which in turn affects dune stabilisation.
  - 8.3. damage wildlife breeding grounds in the dunes and along the foreshore above the hightide mark, by both unnecessarily frightening birdlife as well as driving through nests and destroying eggs.
    - 8.3.1. I refer you to <https://www.stuff.co.nz/nz-news/350171094/lobby-group-wants-vehicle-ban-beaches-protect-birds> [12 Feb '24], where similar vehicle issues are experienced impacting wildlife breeding colonies near Collingwood (Nelson).
  - 8.4. get entrapped in soft sand below the high tide mark and then become an environmental hazard if they are unable to be removed in time.
  - 8.5. Domestic (garden and household) rubbish has also been periodically dumped along the beach, which requires vehicular access.
9. The entire Kapiti Coast has restricted vehicular access to the beach. This is clearly for a *reason* - for example the safety of other beach goers and preservation of the coastal environment and wildlife. It is better that HDC move in-line with **Kapiti District Council** to ensure *consistency* of approach and to pre-empt the issues that ultimately led to KDC imposing their bylaw.
  - 9.1. Consider this article: <https://www.stuff.co.nz/manawatu-standard/news/300478795/entitled-arrogant-boofheads-trouble-on-the-foxton-beach-dunes> [21 Dec '21]
10. Indeed, **Horowhenua District Council** are one of just four stretches of coastline around the entire North Island – and stand out as the only west coastal district from **Wellington (Cape Palliser/ Remutaka Forest Park) all the way north through to Kaipara Harbour** – some 750km of coastline – that has **NO coastal biodiversity protection**.
  - 10.1. Refer **Appendix A** for illustrative map detailing coastal biodiversity protections around New Zealand.
  - 10.2. To this end, **Forest & Bird** recommends councils:
 

Use the Land Transport Act to restrict the use of motor vehicles on unformed legal roads (beaches) for the purpose of protecting the environment, instead of relying on provisions in the Local Government Act which does not allow bylaw creation for environmental reasons.

(refer **Appendix B** for full list of Forest & Bird Recommendations)

### Issues Around Cost

11. HDC have already flagged a **17% rates** rise across the district in 2024. This implies they do not have large caches of spare money lying waiting for further grandiose projects.
  - 11.1. Spending *additional* money **that they clearly do not have** to re-establish beach access is **irresponsible**. This will flow into future rates rises.
  - 11.2. My HDC rates this year are **\$2,392.14**. A 17% rise next year will push this up to **\$2,798.80**.
    - 11.2.1. And this *without* having water or sewage services!
    - 11.2.2. This will now be **612%** more than when I bought my property.
    - 11.2.3. I can assure you that I will not be receiving a **17%** wage rise this year.
12. Estimates for two options have been provided; however, everyone *knows* 'actual' costs for these types of infrastructure projects are *invariably higher*!
  - 12.1. **\$1.395M** could easily become **\$2M**. But I shall stick with HDC's estimates even though I have *little faith* that there will not be a significant cost escalation by the time any such project is complete.
13. In the same way many residents at Waikawa are often opposed to paying for facilities in Levin (e.g. library, pool, splash pad parks etc) and *beyond*, that we do not use, it is *unfair* to expect people outside Waikawa (and possibly also Manakau) to pay for facilities at Waikawa Beach that *they* do not use.
  - 13.1. For example, what benefit is the recent rebuild of the Waitarere Surf Lifesaving Clubroom to Waikawa Beach?
14. It is therefore *logical* that costs of re-establishing and maintaining beach access at Waikawa be levied across local ratepayers.
15. I note **Options 1 & 2** ask the question regarding *targeted levies*.
  - 15.1. This approach is no different than levying local residents for local water treatment schemes such as in Shannon.
  - 15.2. This levy is of course then levied against those Waikawa residents/property owners who do not *want, require or use* vehicle access to the beach.
  - 15.3. And this levy is *additional* to an already forecast **17%** rates rise for 2024.
16. Do residents submitting in favour of beach access (**Options 1 & 2**) who then tick support for "**would you still support the option if it meant a targeted rate increase for Waikawa Beach ratepayers**" understand the *financial implications*?
  - 16.1. **Option 1** is at best a **one-off** levy of circa **\$4,000 per property** (assuming 350 local properties). This would be outright **unaffordable** for many residents.
    - 16.1.1. Alternatively, **\$1.395M debt** at **7.5%** interest could equate to just over **\$123,707** in *annual repayments* over **25 years**.



- 16.1.2. **\$123,707** across 350 properties would be about **\$353** levy per property per year.
- 16.1.3. That totals **\$8,836** per property over 25 years (at current interest rates).
- 16.1.4. Of course, a shorter loan term could be used, e.g. **10 years** with *higher* monthly repayments.
- 16.2. **Option 2** would see a much more *palatable* calculation, at a factor of about 1/10<sup>th</sup> of the above the illustrative figures.
  - 16.2.1. However, **Option 2** is *more likely* to be subject to ongoing remedial work. If the past 20 years are anything to go by, potential a re-cut every 4 or 5 years!
  - 16.2.2. Some *beach access proponents* will suggest that **Option 2** is a preferred or more realistic *short-term* option with possibility of moving to **Option 1** in future years as the funds become available.
  - 16.2.3. Some *beach access proponents* will favour **Option 2** as an achievable 'win', given the much higher projected cost of **Option 1**; however longer-term, **Option 2** may well end up costing *more* than **Option 1**.
- 17. The real issue with a **targeted levy** is that it provides an *open cheque book*.
  - 17.1. Actual project costs may be *significantly higher*, therefore we will not know the *actual* targeted levy until the project is *complete*.
  - 17.2. The proposed design 'may not be the end of it' as future ongoing remedial work will only add to the targeted levy.
  - 17.3. Targeted levies set *precedents*, e.g. covering the cost of future coastal erosion / inundation mitigation and remediation.
- 18. Targeted levies effectively become *debts* against the property which could make selling properties harder, as prospective buyers must 'take on' the residual loan debt.
  - 18.1. Proponents will argue *lack of beach access* will impact negatively on property values (and therefore rates); however I suggest *targeted levies* are *more likely* to impact negatively in property values.
  - 18.2. Proponents who suggest the *consequential negative impact* on rating income miss the point that rates are distributed across the region; and a decrease in property values at Waikawa Beach *relative to other locales* will simply see those other locales pay *relatively more* in rates.
- 19. From memory, Shannon's new Water Treatment Plant circa 2014 was partially funded by a targeted levy. Property owners had the option of paying a lump-sum or being levied with each share effectively becoming a debt against individual properties.
- 20. HDC and/or HRC are better off directing necessary expenditure to controlling coastal erosion of properties close to the river mouth. (Kapiti District Council have a policy of 'managed retreat', which HDC might do well to consider adopting).

21. Beach access may be *highly desirable* for emergency vehicles; however, such access also comes *at a cost*.
- 21.1. Emergency vehicles must be suitably a-tyred for the soft sands of the beach. The 4WD rural fire truck attending a small fire recently was not, with tyres only suitable for compacted sand use.
- 21.1.1. My brother, a retired rural fire fighter who happened to be here on the day, was able to advise me as a rural fire fighter that they would not have been able to take that truck into the soft sands here at Waikawa,
- 21.2. Neither *regular* fire trucks nor *regular* ambulances are going to access the beach. Their vehicles are not designed for it. They will simply not risk it.
22. A *compromise* could be enabling vehicle access suitable for quad bikes and motorbikes (limiting the width of access with solid bollards to prevent larger vehicles) which the lesser **\$134,000** option might enable longer term; however, this does not address many of the above points.
23. A further compromise is developing a long-term secure **walking track** from the alley between 47 and 49 Manga-Pirau street down to the beach, exiting circa where the stone bund is outside the dunes.
- 23.1. Such a track could be 'just' wide enough for perambulators and wheelchairs.
24. I note *proponents* of vehicular beach access are proposing a *privately funded* model. I can readily support this, as it negates financial cost to the Council and therefore any impact on Rates.
- 24.1. I applaud the creative thinking behind this proposal. My only concern is what happens if the costs are *significantly higher* than suggested. Is there a point the private funding runs out? Then what?
- 24.2. However, I implore Council to tread *carefully*, to ensure such a proposal does not come back to bite Council in coming years, either *financially* or through *legal liability*, or through *damaged relationships* with the landowners / kaitiaki.
- 24.3. And I implore Council to look at introducing coastal biodiversity protection similarly to other districts (particularly Kapiti), to *at least* a standard of 'good' biodiversity protection (Refer **Forest & Bird Appendix A**).
25. Proponents of this privately funded model talk of erecting signs every 100metres (south, to the Kapiti district boundary) to help protect the dune environment.

- 25.1. **Signs do not work**. Signs asking people to respect landowner's rights did not *prevent* the chain being cut at the end of Manga Pirau Street, or previous actions to carve tracks across private land. Signs advising the 30kph speed limit are blithely ignored. And there are already signs at the beach entrances prohibiting vehicles from dune areas.



26. Finally, I note the Waikawa Beach Ratepayer's Association held a simple survey to gauge community views on Beach Access for vehicles.
- 26.1. I am not sure how they circulated this survey, as I for one did not receive a copy/link of the online survey.
- 26.2. I understand that survey did not pose the *dependent questions* regarding *funding through targeted levies*.
- 26.3. I also understand the *proponents* of beach access were active in circulating the survey amongst themselves, which leaves me wondering how many respondents were *actual* residents / property owners, and how many were *extended family, friends, children, and family pets!*

### **Summary**

As noted, I am **not** opposed to beach vehicle access.

I stand for **respecting private landowners' rights**;

I stand for **prioritising long term environmental protection and investment** over providing *short-term quick-wins*.

I stand **opposed** to **HDC continuing to spend money that they clearly do not have**.

I stand **opposed** to further ***rates rises***.

And I stand **opposed** to HDC implementing ***targeted levies*** as an alternative to ***rates rises***. A *tax* is a *tax* is a *tax*.

Thank you.

## Appendix A – Unprotected Coastal Biodiversity



Reference: [https://twitter.com/Forest\\_and\\_Bird/status/1737241360045142162](https://twitter.com/Forest_and_Bird/status/1737241360045142162)



## **Appendix B – Recommendations for Coastal Biodiversity Protection**

“Forest & Bird recommends councils:

- Use the Land Transport Act to restrict the use of motor vehicles on unformed legal roads (beaches) for the purpose of protecting the environment, instead of relying on provisions in the Local Government Act which does not allow bylaw creation for environmental reasons.
- Put more resource into compliance and enforcement of regulations as well as public education.
- Provide better information to the public about driving on beaches, such as dedicated webpages on each council's website and clear and adequate signage at beach entry points.
- Prioritise the implementation of the National Policy Statement on Indigenous Biodiversity which includes requirements for councils to identify and protect habitats of several coastal bird species.
- Improve cooperation across and between councils, DOC, and the NZ Police to enforce local regulation (bylaws) and national legislation. ”

Reference: <https://www.forestandbird.org.nz/resources/turning-tide-coastal-protection-inadequate-council-regulations-put-species-risk>



# Driving out our coastal wildlife

How well does your council protect biodiversity?

Forest & Bird has rated each coastal council on the regulations and resources they have in place to protect vulnerable species from vehicles driving on beaches in their area.

The plants and animals shown are just some of many needing protection on our coasts.



## Coastal Council areas rated

NO PROTECTION	LITTLE PROTECTION	SOME PROTECTION	GOOD PROTECTION	PROTECTED
Kaipara Wairoa Gisborne Horowhenua Carterton South Wairarapa Buller Grey Westland Kaikōura Selwyn Waitaki Waimate Southland (includes Rakiura Stewart Island)	Ōtorohanga Waitomo Napier City New Plymouth South Taranaki Whanganui Masterton Ashburton	Far North Whangarei Hauraki Thames-Coromandel Waikato Central Hawke's Bay Hastings Manawatū Rangitikei Taranua Porirua City Tasman Timaru Clutha Chatham Islands Christchurch City	Auckland Ōpōtiki Western Bay of Plenty Whakatāne Tauranga City Hutt City Kāpiti Coast Wellington City Nelson City Marlborough Hurunui Waimakariri Invercargill City	Dunedin City

Disclaimer: This map illustrates unitary, district and city council regulations only. It does not include any regulation of regional authorities, or the Department of Conservation (National Parks) and is based on information received in September/October 2023.



Vehicle access should be reinstated for the following reasons: Submission 354

1. Vehicle Access gives access for All regardless of personal mobility & includes horses, walkers, disabled, elderly and less able to walk the distance to sea. Closing the Vehicle Access removes the ability for less abled people to access and makes access more difficult. It is more inclusive.
  2. Vehicle Access is not new, it is the status Quo. There has been Vehicle Access at Waikawa Beach for 50+ years. The Community is not asking for anything new, but rather a more robust, purpose-built Access (boat ramp style) with build in erosion control instead of a sand ramp
  3. The Beach is a long way from where people park (minimum 650 metres). Long way to carry disabled / elderly less abled people plus Picnic, sand chairs, boogie boards, sun shelter OR Kontiki and fishing gear. Most people access from Manga Pirau Street by foot or vehicle.
  4. Waikawa Beach is not a busy beach. Even at the high Summer season, the beach is never busy or crowded. Lots of room for all beach users and groups.
  5. All other Beach Communities in Horowhenua have a Vehicle Beach Access – why should Waikawa Beach locals be disadvantaged.
  6. A strong majority of Waikawa Beach Community want to retain / reinstate the vehicle access (as per WBRA survey 63% for Vehicle Access and 37% against).
  7. Closing the Vehicle Access only disadvantages Waikawa Beach locals. Vehicles still come to Waikawa Beach driving up the beach from Otaki, Kuku, Hokio etc.
  8. No Vehicle Access will reduce property prices in Waikawa Beach, which will affect rates. People will choose other beaches to buy property that do offer Vehicle Access
  9. No Vehicle Access does not equal no vehicles on the beach. The beach is a legal road and vehicles come from north and south to Waikawa Beach.
  10. The concerns raised from the community for not having Vehicle Access can be mitigated. 99% of people accessing the beach by vehicle, do so with respect for the private land owners, environment and wild life. The WBR community financial proposal can provide financial assistance with these issues along with leadership to undertake the environmental solutions required.
  11. ZERO Cost to Council (other than lease with property owner) or rate payers. Voting to pursue Option 1 to Reinstate a Robust Vehicle Access could cost the council and ratepayers nothing (refer to Community Funding Proposal submitted by Kurt Renner)
- Thank you for your consideration

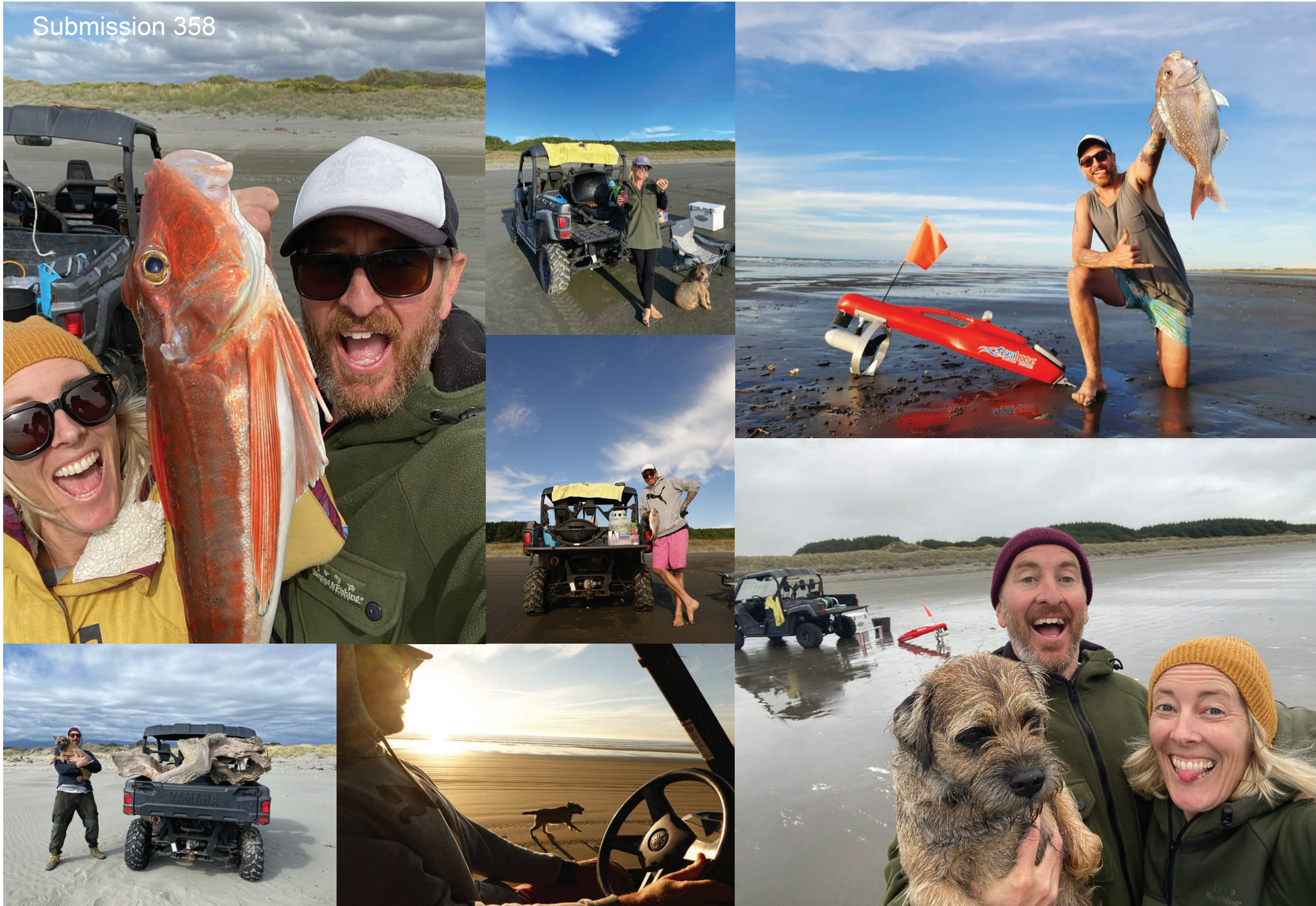














Submission 370











Submission 281

# CONSULTATION ON MV ACCESS TO WAIKAWA BEACH

## ABSTRACT

Submission in support of beach access  
from the village for MV

18 February 2024



I believe that vehicle access is necessary. It has historically been available and there is no valid reason why this should change.

1. We purchased our Waikawa Beach house in 2007, and prior to that we were regular visitors.
2. I support Option One of the three options as the most practical option now, however Option Two or alternative options should be considered in due course as planning processes and financial limitations are worked through.
3. For the most part there has been vehicle access to the beach, for us usually by quad bike. We have always assumed (reasonably) that access would continue. Notwithstanding long running frustration with the council's lack of action in ensuring that the community had a more reliable access point for recreational and other purposes.
4. The consultation is seeking views on access at Manga Pirau St (current) vs. no access. A cursory read through the alternative options investigated by Boffa Miskel appear to indicate that at points in time, and even more recently, the establishment of access through land adjacent to Reay Mackay Drive (around the southern walkway) or thereabouts could be better suited for reliable vehicle access.
5. I believe that access must be provided for the following reasons:
  - a) Recreation – swimming, fishing, white baiting, kayaking, horse riding etc are activities that many locals, their families, friends and visitors participate in. Many of these activities require the transport of significant quantities of equipment etc and this is often impractical using the pedestrian access points. Access from Manga Parau St is 700m or thereabouts to the beach proper, the north Reay Mackay Drive similar and the south Reay MacKay Drive is 150m, in addition residents of the original village having to drive 1.5km to the Reay MacKay Drive access points. Access is across rough ground, soft sand and unsuitable for people with disabilities, the elderly, or families with young children.
  - b) Visiting the beach proper is why residents and visitors come to or live in Waikawa Beach. It has been obvious that many regular visitors have chosen not to come this summer. I suspect that this is primarily due to the lack of vehicle access to the beach. In our case my brother with a prosthetic lower leg, elderly in-laws and our children have cancelled plans to visit or stay as they would not be able to reasonably access the beach, where we traditionally spend much of our time. This was an obvious issue when seeing the reduced number of people or activity on the beach and equally so with attendance at community events such as the children's sports day with participation well below that of previous years.
  - c) It is nonsensical that a community adjacent to a beach would need to travel a return trip of 50km to access the beach in a vehicle to participate in recreational activities.
  - d) Safety / emergency – there have been many examples over the years where timely vehicle access has been imperative for incidences on the beach including vehicle accidents, water-based emergencies, fires, lost children and other incidents. Another consideration is that if Waikawa Beach Road became impassable the beach access would allow vehicles to reach or leave the community.



- e) Local beach / local community – throughout our time at Waikawa Beach there have been very few instances or poor behaviour or disorder on the beach, when it does occur, it is often related to vehicles travelling from Otaki or from further north. Locals for the most part are very mindful of beach etiquette and will act to mitigate issues.
  - f) Environmental concerns – irrespective of the limited evidence of damage caused by vehicles whether local or otherwise, restricting local access serves little purpose if environment concerns are a significant part of the rationale for limiting local access. Locals are aware of nesting areas and generally support replanting efforts and other maintenance activities. The river and the sea are by far the primary causes of dune or habitat damage. The dune systems on the Horowhenua and Kapiti coast are extensive and always changing, the local beach and surrounds are just a tiny part of this ecosystem.
  - g) The community wants access – it is obvious that the vast majority of property owners support vehicle access to the beach. The recent Waikawa Beach Ratepayer Association survey clearly demonstrated this with 67% in support of access vs. 33% against access. Beach access for vehicles is an established activity, the community has always accepted this, why is that it appears that a small minority are unduly influencing council and threaten the lifestyles of many residents and their visitors.
  - h) House values – if access is denied it is reasonable to expect that property values will be negatively affected. On balance you would anticipate that most buyers would expect vehicle access to the beach for recreational purposes, much as we did when we purchased our property.
6. It is useful to consider why restricting access should even be considered.:
- a. Environmental concerns – limited, and inconsequential in the broader coastal environment
  - b. The objective of NO vehicles on the beach –only locals would be affected
  - c. Significant events that point to ongoing health and safety concerns or other negative issues – little evidence of this
  - d. Cost – option one's costs are insignificant vs the benefits
  - e. "Keep vehicles off the beach because I don't need or want to take a vehicle on the beach" – locals that use the beach with vehicles are responsible and contribute to the wellbeing of the community through their activities on the beach.

Thank you for the opportunity to contribute to the consultation process. I am confident that the council will see that supporting vehicle access addresses the wishes of the community, puts environmental considerations into perspective and maintains the lifestyle and recreational choices traditionally available at Waikawa Beach.

Regards



## Submission 436

Dear Horowhenua Council,

Thank you for inviting consultation on this important matter for the Waikawa Beach community.

Submission for supporting Option 2-retaining / reinstating vehicle access at Waikawa Beach.

It is without doubt a beach community, first and foremost, with the beach and the river winding its way to the West Coast as an integral vein of the place. The beach and the river are the focus of the activities, bird watching, walking, swimming, beach combing, fishing, whitebaiting, canoeing, walking, sand castle making, horesriding, kiteflying and driftwood gathering. The scene is mesmerising as it changes daily, and must be respected for its natural ebbs and flows as well as its bounty. Initially, we didn't use a vehicle, but now have a beach vehicle to collect wood, deliver the canoes and equipment for fishing, carry the whitebaitnets and paraphernalia and to take young grand-children to the water and back.

Our environment is unique, and all users should care for it, but in my submission, "the environment" is not only the beach and river but the environment created and crafted by the community that surrounds the beach and the river. The safe feel, the quiet during the day and dark streets at night with minimal streetlights, grassy berms and a relaxed vibe of people enjoying being in nature and without pretence - being natural. The "dingy" library, the community playground and the refurbished toilet/shower block.

This is an extra -special place and having had beach access for activities as well as for health and safety for getting on and off the beach efficiently, has made the beach and the village an extension of each other. We applaud that the landowners wish to continue to approve access for the community's use, subject to respecting the environment and terms of a lease for use. We wish to be kaitiaki and stand with them as guardians.

Following are me and my families key comments:-

1. Access for all regardless of personal mobility & includes horses, walkers, unwell, disabled, elderly, young and less able to walk the distance to sea. Closing the vehicle access removes wider access .
2. There has been vehicle access at Waikawa Beach for many decades and its use has become part of the wider environment and special nature of Waikawa. We would like a more fit for purpose, robustly built, access ramp with build in erosion control to counter the vagaries of the weather. The previous sand ramp, although successful for some considerable time, needs future-proofing and the design and construction of an intelligent engineering solution.
3. For many, including my grandchildren and elderly relatives, the water

on the beach is some distance from where people park in Manga Pirau Street, and over this last summer it has been challenging trying to spend time as a family on the beach together because of these access issues.

4. Waikawa Beach is not a busy beach by anyones standards, as there is ample room for all beach users and groups, including horses, bird watchers and nature lovers.

5. All other Horowhenua beach communities have a vehicle beach Access, and with approval of the landowners to provide access, the Council is tasked with facilitating it, especially given the majority of the Ratepayers Association poll, being in favour of retaining it.

6. Closing the vehicle access doesn't seem to stop others from other beaches visiting, **but only disadvantages Waikawa Beach locals.** Vehicles still come to Waikawa Beach driving up the beach from Otaki, Kuku, Hokio, Ohau etc.

7. No vehicle access will have a detrimental effect on those who choose to live and holiday there and probably reduce property prices in Waikawa Beach and those paying rates.

8. Sand dune protection and restoration is a valuable and needed service and without beach vehicle access becomes much more difficult and much less effective.

9. Continuation of vehicle access is a health and safety matter and is required for emergencies, medical events, police and council inspection. A medical emergency, stroke, heart attack, reaction to jellyfish, twisted / rolled ankle could all occur and delays could mean devastating results.

10. We can mitigate concerns raised by some in the community regarding anti- social behaviour and threatening behaviour to wildlife, by education, signage and community care .

11. Proposal: Waikawa Beach Community Fully Funded Solution – Access & Environment

I support the following community proposal made to Council as part of residents' submissions and am willing to donate and volunteer as part of the community initiative.

- Community to fund reinstating and building a robust and resilient vehicle access, that includes erosion prevention measures, giving access to all (Vehicles, Horses, Pedestrians).
- Community to fund a minimum of 15 years of access maintenance.
- Community to fund environmental initiatives, such as more spinifex planting to protect sand dunes.
- Community to fund wildlife protection initiatives, such as more bird



nesting fencing & signage where needed.

- Community to fund new clear signage both at the Vehicle Access and for example, regularly along the length of the beach to boundary of Horowhenua. Signs saying Please stay off the sand dunes and protect our unique environment(with graphics)
- Community to fund educational material that explains clearly what is expected of people visiting the beach, where to go and where not to go and why not. Digital & printed material for every home in Waikawa Beach.

Total Community Funding of up to \$300,000 over 15 years – This funding has already been secured from the community and should the Council agree to pursue Option 1, the Council can then decide if they wish to accept the community funding that is on offer. If so, a mechanism would be put in place to enable everyone the opportunity to donate should they wish. We would donate regularly to this initiative and encourage others also. We would also volunteer to be part of replanting dunes initiatives.

This Community offer would work in partnership with the local Iwi and private landowners, the Horowhenua District Council and the local Waikawa Beach community, in conjunction with Waikawa Beach Ratepayers Association (WBRA). We are hopeful that this proposal demonstrates how committed the community is re having access reinstated as well as protecting the environment, the sand dunes, the wildlife and fellow beach goers. We can work together with the Council and landowners in partnership.

As outlined at the AGM, the Horowhenua Council would be responsible for negotiation and ongoing cost of the lease with private Landowners, which will contain the rights and obligations of the parties.

Submission 405



## Driving out our coastal wildlife

How well does your council protect biodiversity?

Forest & Bird has rated each coastal council on the regulations and resources they have in place to protect vulnerable species from vehicles driving on beaches in their area.

The plants and animals shown are just some of many needing protection on our coasts.



### Coastal Council areas rated

NO PROTECTION	LITTLE PROTECTION	SOME PROTECTION	GOOD PROTECTION	PROTECTED
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## Submission 419

The Councillors  
Horowhenua District Council  
Private Bag 4002  
Levin 5540

19 February 2024

Dear Council,

Waikawa Beach is my home. It is where I choose to live. I love this environment: the beach, the river, the abundant and varied birdlife, the fish growing and thriving in the water. I love the quiet. And I love having a safe community around me, knowing there are people close by if I need them.

All of us at Waikawa value the beach. We value it so much that our lives revolve around it. But we need each other too. The beach is where we meet our neighbours, catch up with our friends, talk about our community and share this incredible environment. The beach is where we care for the land, for the sea, for our waterways, and for each other.

The loss of vehicle access has been a massive blow. No fishing. No sea kayaking. No boats. No ability to take our whānau and all the associated gear to the beach for the day. No access for family and friends with mobility issues. My mother in law, who used to live at Waikawa, will not be able to go to the beach again if there is no vehicle access. Neither will my ageing father, my disabled cousins, etc. Going down to the beach on our tractor was one of the highlights of our summer get-together's. There are no horses. There are no friendly interactions over the catch of the day or commiserations about the lack of snapper for dinner. There are just no interactions at all, because there are no people on the beach.

I walk the beach, and along the river, every day I can. There have been so few people on the sand this summer that I have felt isolated and unsafe, rather than being grateful for the quiet and the solitude. I have a knack for breaking ankles (four times) and now I take my phone on my walks. If I do hurt myself, or find myself in any form of distress, I can no longer rely on someone coming past on a bike or a horse to give me a hand. And if I do have to call someone we will be hobbling a long way to get home.

I am no bird-counter, but I am an avid admirer and observer. There has not been a sudden influx of more birds or fish to Waikawa this summer. The absence of vehicles has not improved numbers, in fact I think there have been less shore birds this season. (I'm sure others have actual data rather than anecdotes, but that does not mean I don't care or am not paying attention).

Blocking our community from vehicle access is not going to save wildlife. Our community is very good at checking that visitors are caring for the environment. We have never had control over vehicles travelling from up or down the beach, but without our own vehicle access we have no way of protecting our environment from other people's bad behaviour. There are just too few locals on the beach to even notice when others are behaving badly or recklessly. And without our own vehicle access we have no means to tow visitors out of the sand when, not if, they get stuck. Removing sand and waterlogged vehicles is very expensive and time critical, as you know.

Our community is incredibly grateful to the [REDACTED] family for allowing us access across their land. The vast majority of us were angered and outraged by the actions of a small number in our community over the last few years. Their sense of entitlement is groundless and inappropriate. We all want access to our lovely beach and we appreciate the [REDACTED] family's good grace and patience while this issue is resolved.

Dear Council, we ask very little of you. We pride ourselves on being a self-sufficient, self-sustaining, environmentally-focused and caring community. But we now ask you, please reinstate our ability to enjoy and care for our environment again. We know vehicle access will cost money but we have plenty of community resources, both financial and otherwise, to help. Our community needs to get back on the beach, whether on two legs, four legs, or on wheels, so that we can continue to be the Waikawa we know and love.

[REDACTED]

(Home owner and resident, 20 years | Visitor and whānau member, 28+ years | Environmentalist and greenie, 48+ years)



## Submission 372

**From:** [REDACTED]  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** Waikawa Beach vehicle access  
**Date:** Monday, 19 February 2024 8:40:46 pm  
**Attachments:** [Waikawa Beach Access - \[REDACTED\] February 2024.pdf](#)

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Please find attached my submission with respect to enabling continued vehicle access at Waikawa Beach.

This is a matter that I and my neighbours deeply care about and would encourage Councillors to give effect to the wishes of the Waikawa Beach community.  
Many thanks for your open and balanced consideration of this matter.

Ngā mihi

[REDACTED]

The Councillors  
Horowhenua District Council  
Private Bag 4002  
Levin 5440

19 February 2024

### **Maintaining vehicle access at Waikawa Beach**

1. I am making this submission in response to Horowhenua District Council's Statement of Proposal date December 2023 relating to vehicle access at Waikawa Beach, together with the preceding Council meeting of 11 October 2023 and the related reports to which this issue relates
2. It is important that the Council is clear on the problem it is looking to solve: i.e to reinstate access that has always been in place. It is inappropriate to use this issue to promote a broader social, environment or financial agenda.

### **The role of the Council**

3. The role of Horowhenua District Council is clear and includes (per your accountability document and website):
  - a. Facilitating solutions to local needs
  - b. Management of local infrastructure including network infrastructure (eg roads)
4. Per your Long Term Plan, you have an obligation "to provide and maintain roads, footpaths and shared pathways across the District that meet the community's needs".
5. An immediate local need for the locals of Waikawa Beach is to be able to access the beach. The Council has a role in ensuring this.

### **My connection with the beach**

6. I have a long connection with Waikawa Beach, spanning more than 41 years (I am 52).
7. Initially my parents had a holiday home and my Grandmother lived at Waikawa Beach until her death in the late 1990's.
8. As such I grew up on the beach, and spent much time swimming, surfing, fishing, whitebaiting, eeling, kayaking and all the sort of things that kids love to do at beach communities like this.
9. I learnt to ride a small motorbike on the beach when I was 13 and I learnt to drive my father's 1940's tractor on the beach when I was 15
10. In 2004 I bought a house at Waikawa Beach [REDACTED] and in 2010 the neighbouring section [REDACTED] I have been a property owner and ratepayer for the last 20 year.
11. Both my children grew up playing on the beach, similarly learning to ride small motorbikes and driving my 1950's tractor.
12. My wife and I spend the majority of our time at Waikawa Beach and we have semi-retired there.

### **Fishing**

13. I am a keen fisherman. During the year I fish for snapper and kahawai, and during the season I enjoy whitebaiting.
14. Currently I cannot get my tractor and boat to the beach. Nor can I take my kontiki, chilly bin and related fishing gear to the beach. This fishing gear is simply too heavy to carry.
15. It is more than a kilometre from the road end to a clear space on the beach to go fishing (avoiding the river mouth where people swim).
16. It is more than 2kms from our house to the next closest pedestrian access in Reay MacKay Drive.
17. This makes it not possible for me to go fishing at this time.

### **Those with mobility issues**

18. It is an ableist mindset that assumes that pedestrian access is sufficient to enable people to access the beach. This is discriminatory to those with mobility issues.
19. My mother (who is a previous Waikawa Beach resident and regular visitor) has mobility issues and uses a mobility scooter to get around. Currently she is unable to go onto the beach – a beach she loves and has a long history with.
20. Several friends, my neighbour and extended family members similarly have mobility issues. The current situation with no vehicle access has essentially excluded them from being able to use the beach at all.

### **The bridge**

21. Access to the northern part of the beach is via a pedestrian bridge at the river end of Waikawa Beach Road.
22. My understanding, based on comments the Mayor made at the Waikawa Beach Ratepayers Association AGM, is that the future of this bridge is uncertain due to eroding foundations and the fact that the limited funds put aside by the Council for replacement is insufficient for replacement and is likely to be redeployed elsewhere.
23. We face the real potential in the next few years where the only ability to access the beach is via Reay MacKay Drive, which is several kilometers from the main beach settlement, difficult to access for the majority of the community.

### **Emergency vehicle access**

24. Accidents and illness happen. At times police, ambulance and fire service access has been required on the beach in the past.
25. The current situation presents a real risk to the community should someone fall ill, get into difficulties in the sea or there be an accident or fire.
26. The logical way to address this is to reinstate vehicle access.

### **Antisocial behaviour**

27. Vehicle access does not cause antisocial behaviour. Antisocial immature people cause antisocial behaviour
28. Almost all antisocial behaviour – i.e hoons on the beach – comes from those outside of the Waikawa beach community, typically day trippers who drive up from Otaki Beach.
29. During the current 2023/2024 summer, some instances of hoons on the beach still occurred, even though they were unable to gain access to the beach from Waikawa itself.
30. Removing vehicle access at Waikawa will not resolve the risk of antisocial behaviour and in fact prevents the police from coming on to the beach to deal with these situations when they occur

### Accessing Waikawa Beach via Otaki Beach or Kuku Beach

31. At the 11 October 2023 Council meeting, some Councillors suggested that vehicle access is still available via Otaki Beach and that this would be sufficient.
32. This is an unrealistic option for the majority of the community who use tractors and quad bikes to take boats, kontikis, kayaks and other fishing gear to the beach.
33. These vehicles are not intended for the road, do not have a WOF and are unable to undertake a 40km round trip involving 100km/hour stretches of State Highway One.
34. Similarly, access via Kuku Beach to the north is not available, as vehicle access is via a locked gate and not open to the public.

### Environmental factors

35. Open access to the beach, including for vehicles, has been enjoyed for many decades.
36. Over recent years this has been impacted by erosion caused by the Waikawa river running further south than was historically the case.
37. This has been exacerbated by the programme of tussock grass and lupin planting undertaken by the Council in the late 1980s and early 1990's, intended to reduce wind blown sand.
38. This was mitigated by the rock groyne and regular river cutting that enabled the river to run freely and directly to the sea.
39. Oversight or negligence resulted in the resource consent lapsing and that tradition of regular river cutting no longer occurring.
40. This has been to the detriment of the environment and community, with river quality becoming increasingly poor. The cancellation of the annual community boat day in December 2023 due to river quality and health concerns illustrates this.
41. The encroaching river is creating significant erosion issues and is threatening several properties at the end of Manga-Pirau St.
42. Continuing to provide river training measures, as have previously been the case, will help mitigate the environment damage that the river is currently causing.

### Financial factors

43. I understand that the Council, like all local authorities, is subject to funding constraints and the need to manage future rate increases.
44. This does not remove the obligation for Council to support all parts of the community it serves, including the community at Waikawa Beach.
45. I can see the short term appeal to Councillors of option 3 (no access) as this is the cheapest option. For a community that receives very little tangible support or investment from the Council, I do not think this is an appropriate response.
46. As a ratepayer owning multiple properties at Waikawa Beach, I financially contribute a lot of money each year for minimal services. My rates do not pay for water, sewage, rubbish collection, or many other civic amenities at Waikawa, all of which we pay ourselves or are not provided by the Council.
47. I am aware of a proposal from part of the community, which I fully support, to create a fund to contribute to reinstating and maintaining vehicle access. I hope that this proposal is considered by Councillors as part your decision making.



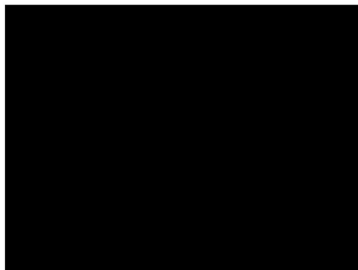
**So what – i.e why vehicle access should be maintained**

- It is important that the Council is clear on the problem it is trying to solve – i.e reinstating an amenity value the community has always had, that contributes to the heart of the community.
- There has always been vehicles access at Waikawa Beach. People (including ourselves) bought at Waikawa with the expectation of being able to access the beach.
- Changing this would significantly reduce the amenity value of the beach and property values (which would have a flow on impact on rates paid).
- Not reinstating vehicle access is discriminatory and significantly impacts those with mobility issues, effectively locking them out of being able to use the beach.
- Not enabling vehicle access for emergency vehicles presents significant danger to the public in the event of a medical emergency, fire or accident.
- The Council has an obligation to the community it serves, and this includes the ratepayers and residents of Waikawa Beach who have traditionally had and expect vehicle access.

I sincerely hope that the Council (and each Councillor) makes a considered, long term decision, based on the desire of the community. Waikawa Beach is a small close-knit community, centered on the beach. Continuing to be able to access the beach for recreation is fundamental to us.

As such, my preference is option 2 (vehicle access with river training and maintenance) and my second preference is option 1 (reinstating vehicle access with a lease agreement). I absolutely in no way support option 3 (no vehicle access).

Regards,



## Submission 448

Kia ora Council members,

I am writing to express my strong support for Council's decision not to facilitate vehicle access to Waikawa Beach.

**You are kaitiaki. We are kaitiaki.**

As kaitiaki of these spaces, you must make decisions to uphold Waikawa's mauri and integrity for future generations. I urge the Council to stand firm against facilitating vehicle access, and instead explore options to better safeguard the ecological, cultural, and social values that make Waikawa beach special. We should not let individual interests outweigh the greater good for preserving this taonga.

Waikawa has cultural significance to local iwi that must be prioritised, respected, and considered. Council appointed consultants suggested there's a possibility of cultural artefacts residing in the dunes. Respecting and honouring these cultural values is essential in maintaining a harmonious relationship with the land and its traditional kaitiaki. Waikawa also holds inherent value independent of human utility.

It is on record that local iwi do not support vehicle access. Allowing vehicles on the beach would disrupt the Council, local iwi, and community members ability to act as kaitiaki. We've seen this recently with an illegally cut track through the dunes and spinifex planted by the Council and locals now damaged.

A no vehicle access decision is in the best interest of the environment. While I understand the desire some community members have expressed for vehicle access, I believe the environmental and social costs far outweigh the benefits.

## Council's long-term plan 2021-2041

A no vehicle access decision aligns with the principles of ecological conservation and responsible land management as set out by the Councils long term plan 2021 – 2041. I draw your attention to the 'Outstanding Environment' outcome. This outcome contributes to *improving our natural environment for current and future generations to enjoy, to protect the important natural features in our district, to ensure our environment supports the wellbeing of our people and to manage competing pressures on resources sustainably*. There is no better time or opportunity than now for the Council to commit to this outcome and to establish environmental leadership with a no vehicle access decision.

## Coastal protection

As climate change erodes our coastlines, we must take every action to safeguard vulnerable ecosystems like Waikawa beach. Late last year, Forest and Bird, a prominent independent conservation organisation, revealed that 73% of Aotearoa New Zealand's councils have inadequate bylaws, monitoring, and compliance for vehicles on beaches, which means coastal species and the environment they live in are left vulnerable and unprotected. Horowhenua District Council is one of 14 councils which provide no protection.

Waikawa Beach, with its high ecological value and potential for further restoration, presents a unique opportunity for the Council to demonstrate environmental leadership, to establish a protected beach in the district, and to meet its 'Outstanding Environment' outcome. By restricting vehicle access, Council can prioritise the preservation of this valuable ecosystem and ensure the long-term well-being of its coastal wildlife.

## Environmental damage caused by vehicles on beaches

We must address the environmental and social effects associated with vehicles driving on beaches. The Forest and Bird report validates the detrimental impact of vehicle use on both the environment and the safety and enjoyment of beach users. The normalization of driving on beaches for recreational purposes has led to excessive speeds and disregard for the well-being of other beachgoers. Restricting vehicle access will not only protect the fragile ecological balance but also enhance the overall experience and safety for all beach users.

Vehicles on beaches:

- cause significant damage, compacting the sand, destroying the natural habitat for nesting sites of birds, leading to the decline of their populations.
- contribute to water pollution through the leakage of oil, fuel, and other fluids. These fluids can contaminate the sand and seep into the environment, posing a threat to both marine life and human health.
- disrupt the tranquillity and natural landscape. It not only disturbs people but also wildlife, including nesting birds. The resulting disturbance can alter their behaviour, leading to decreased reproductive success and overall population decline.
- pose safety risks to both beach users and wildlife. Speeding and unpredictable movement of vehicles can endanger pedestrians, especially children and those engaged in recreational activities. There has been an incident of a dog killed by a vehicle on Waikawa beach. The Council and Police are not able to provide compliance services to ensure safe vehicle use.
- parked or driving on beaches detract from the natural beauty and aesthetic appeal of these areas. Many people visit beaches to enjoy the pristine and unspoiled views, and the presence of vehicles disrupts this experience.
- degrade these environments through erosion, pollution, and disruption. Even with mitigation measures like river training, ecological impacts are inevitable.

The recent illegal establishment of unauthorised tracks across sand dunes cut across private and council land in South Reay McKay entrance. The pro-vehicle supporters were largely in support of this illegal behaviour, with no public condemnation being shown in online Facebook comments. They continue to use these tracks even now. These dunes serve as crucial habitats for insects, birds, frogs, and lizards, and they play a vital role in protecting the land and housing from flooding and erosion.

## The proposed options and costs

I would like to address the proposed options for vehicle access to Waikawa Beach. While options one and two may provide vehicle access, they come at a significant cost, both

financially and ecologically. These options would require resource consents, lease agreements, ongoing maintenance, and river training works. The associated costs would burden ratepayers, who are already facing financial pressures and potential rates increase of up to 17%. In a cost-of-living crisis it would be irresponsible of Council to burden ratepayers who oppose vehicle access with a targeted rate increase for vehicle access infrastructure costs. Our ratepayer money should not be spent on making it possible for a few vocal people to get their vehicles on to the beach from here when they can drive to a much more appropriate nearby location such as Otaki or Hokio that doesn't have ongoing erosion issues.

Moreover, these options pose risks of frequent washouts, erosion, and disruption to the delicate ecological balance of the beach. Council have the reports and evidence going back 50 years that supports this. We must accept that nature will determine our beach access.

In contrast, option three, which focuses on pedestrian access through established pathways on publicly owned land, offers a cost-effective and environmentally friendly solution that will benefit the community at large. Let's put our collective effort into improving pedestrian access so people with mobility issues, baby buggy's, transporting fishing gear in a handcart can easily do that. Access for horse riders, whose needs are much more akin to those of pedestrians than to vehicle requirements.

You will receive an alternative proposal for a Community Fully Funded Solution of up to \$300,000k over 15 years. While the community has been made aware of this fund, there has been no engagement outside the vocal few. In fact, the private landowners only heard about it via the Facebook page. I am also concerned about the legalities around liability to the private landowner, given they will be liable for any accidents that may occur on their land. This is another example of the pro-vehicle access supporters working in isolation of the wider community and the key stakeholders, the private landowners and local iwi.

## Anti-social behaviour

The continued anti-social behaviour exhibited by pro-vehicle supporters raises serious concerns about their regard for the Council, private landowner, iwi, the environment, and the wider community. The illegal establishment of vehicle access and the use of unauthorized tracks demonstrate a clear disregard for regulations, private property rights, and the ecological significance of the coastline and its inhabitants. Facebook posts showed support for the action as opposed to condemnation.

The attitude, behaviour, and inability to engage in constructive conversation by many pro-vehicle supporters on the community Facebook page has seen a hesitation of those with differing views to express any viewpoint at odds with their own. On nearly every occasion, no vehicle supporters get shut down and are aggressively challenged. This has divided the community and has impacted the number of submissions for no vehicle access.

It is important to recognize the private landowners and their generosity in providing access for over 50 years. However, it is equally important to acknowledge that their land is being taken back by nature, and their goodwill has been abused by pro-vehicle access locals.



These landowners, who prioritize environmental stewardship, deserve to have their property rights, wants, and needs considered.

## How did we get here?

It is important to acknowledge that the initial survey conducted in 2021, which prompted Council's response to explore vehicle access, was flawed. It failed to represent the wider community who were unaware of it being presented to council. It's commonly known that the signatures were gathered secretly. Furthermore, the inclusion of non-locals and children in the survey skewed the results and compromised its credibility. Council questioned the number of signatures received, 158 signatures, in a community of 180 people at the Council meeting last year.

Such behaviour undermines the legitimacy of pro-vehicle supporters, and that vehicle access could be managed responsibly. It also raises concerns about their respect for the Council and its rulings which was also recently tested by the illegal establishment of unauthorized tracks.

We cannot let the actions of a vocal minority undermine the greater good.

Council will receive an overwhelming amount of pro-vehicle submissions, likely more than there are inhabitants and residents in Waikawa. There has been a lot of encouragement for every member of a household to submit a submission. I ask you to consider how many of those are non-locals, non-homeowners, and children.

## In conclusion

Council's decision not to facilitate vehicle access to Waikawa Beach is a commendable and responsible choice. It considers the ecological significance of the area, the concerns of Department of Conservation and environmental organizations, the cultural significance for iwi, and the interests of private landowners. Furthermore, it prioritizes the financial well-being of ratepayers and addresses the social and environmental effects associated with vehicles on beaches. I urge you to stand firm in your commitment to preserving the natural beauty and ecological integrity of Waikawa Beach.

Council has an opportunity to demonstrate real environmental kaitiakitanga here. Your decision will ripple through generations. I urge you to be on the right side of history.

Nāku noa, nā

## Submission 453

### Submission Waikawa Beach Vehicle Access

Although a no, this submission is really a no unless ...

A submission for vehicle beach access not to be reinstated unless access is restricted allowing a pedestrian and environmentally friendly space for others.

Throughout New Zealand there is a growing acknowledgement that unrestricted vehicle access to our beaches brings public safety and environmental concerns. Some councils are addressing these concerns through restricted access, a 'drive to park' system, allowing vehicles to drive on to the beach, but only to park at a specific location.

"It's a hard ask for councillors actually to bring these sorts of bylaws in, because you're on a hiding to nothing. There will be groups in the community who will want it, and there'll be groups who don't".

"But the paramount thing has to be safety. People just need to bite the bullet, do the right thing.

"The young families come here and can have a damn good time without the parents having to be worried about where their children are standing and things."

"It is a whole lot safer."

Porirua councillor [REDACTED] on restricting vehicle access to Titahi Bay Beach in 2021. Radio NZ interview 23rd January 2024

If the council is able to negotiate a lease agreement with the private landowners at the end of Manga Pirau St, a 'drive to park' option offers a possible solution. Potentially uniting a divided community by allowing vehicles beach access for fishing and for those with mobility issues, while also respecting those seeking a pedestrian and environmentally friendly space on Waikawa beach.

The ideal location for this pedestrian and environmentally friendly area would be from the Kapiti boundary to the council fencing at the North pedestrian accesses off Reay Mackay Grove. This would allow the council to promote a vehicle free beach experience that is unique for the wider Horowhenua district. This is an area that has two recreational reserves and has been identified by Department of Conservation in the councils' own reports as "one of the highest value estuary ecosystems in lower North Island with high potential for further restoration".<sup>1</sup> This is also where the council has already supported successful dune restoration. There are benefits to creating a pedestrian safe and environmentally friendly beach area in Horowhenua. It will positively address environmental issues such as Dune restoration, protect bird life in the area and reduce the impact of vehicles on Toheroa, as crushing and vibrational disturbances caused by vehicles impact negatively on these shellfish, particularly the juveniles.<sup>2</sup> For people there are also valuable physical and mental health benefits. For many these outweigh the convenience of driving along a beach, an option already available on other local beaches – without the unstable access.

This 'Drive to Park' option does rely on community support to reinforce that vehicles remain in their designated areas. While there were numerous mentions of their 'right to drive' on the beach by those supporting vehicle beach access, acceptance of these claims are now being challenged in this community. When the Waikawa Beach Ratepayers Association (WBRA) surveyed the community over one third (65, 37%) stated they did not support the council reinstating vehicle beach access.

It is unknown what they result of this WBRA survey would have been if instead of a simple yes /no option about reinstating vehicle access , there was an option to support vehicle access provided there was also a pedestrian and environmentally friendly beach zone. Certainly, comments made in the survey from both the 'yes' and 'no' answers supported this being an acceptable solution. It

would be a positive way to bring the community together. With social pressure and council bylaws acting to ensure these pedestrian friendly spaces were respected. It was once considered a right to smoke anywhere, anytime. The creation of smoke free spaces was once controversial, but through legislation and social pressure is now seen as a positive approach to accommodate those that need to smoke, without impacting on the health and well being of others.

However, without council support the concept that vehicle restrictions would accommodate those requiring vehicle access, without impacting on the environment and enjoyment of the beach for others, may be wishful thinking. After the behavior of some in this community, intent on maintaining what they saw as their right to drive on the beach, it seems unlikely that there would initially be the respect or compliance for vehicle restrictions.

This summer locals repeatedly ignored the private landowners' requests for pedestrian only access while they worked with council, chain barriers were deliberately removed so that new tracks provided vehicle access and escalated to council staff being verbally abused. On behalf of the landowners the council arranged to place concrete bollards before 6 am to safeguard their workers. Locals repeatedly made illegal vehicle tracks through council land from a village property, and locals travelling on quad bikes verbally abused and acted in a threatening manner towards those wanting to maintain the pedestrian only council accesses on Reay Mackay Grove. Despite this behavior from identifiable locals, there appears to have been no leadership from within the pro vehicle access group. With continued refrains promoted on social media that it is likely to only be a small group of people, driving up from Otaki, that are responsible for this aggressive and socially unacceptable behavior.

With council bylaws to restrict vehicles from Kapiti and clearly defined areas that are pedestrian only access, there would be no ambiguity. The WBRA survey demonstrated over one third of the community supported a vehicle free Waikawa beach, as well as comments from those wanting access reinstated supporting a vehicle free zone. It is likely if consulted, many of those supporting the reinstatement of vehicle beach access for fishing and to allow access to those with mobility issues, would also support a vehicle free zone on Waikawa beach. This is the time for the councilors and those who care about the environment, to demonstrate their leadership, rather than reinstating the past, with all the issues that a drive anywhere, anytime beach policy brings.

The offers of financial support from those in the community wanting to retain vehicle access appear to assume that cost is the only issue the council need to address. However, first the council need to be able to establish a lease over this private land. Then there will be a consent process, along with council health and safety considerations, this may mean lengthy delays. Even once established, ongoing weather events may mean access is constantly interrupted and requires council management to reinstate vehicle access.

To move forward in a positive manner and prevent the continuing flare ups of the illegal activity that occurred this summer, clearly designated 'pedestrian only' beach zones need to be established concurrently with any vehicle access being restored. Clear messaging from council with signs and policies would provide the community with certainty that vehicles did not have unrestricted access on this beach. Even a trial period would allow the community to apply social /legal pressure when these areas are used by any vehicles. While it may not be instantaneous, any progress to creating the vehicle free beach experience that other communities now enjoy has to be positive.

If the council cannot negotiate a lease agreement with the private landowners at the end of Manga Pirau St, it becomes even more important for the council to provide leadership in creating vehicle

free beach spaces so the community can maintain the pedestrian access it has. The behavior of some in destroying council property deemed pedestrian only, suggests they will continue to illegally use these access pathways.

To come back [REDACTED] comments

It's a hard ask for councillors actually to bring these sorts of bylaws in, because you're on a hiding to nothing. There will be groups in the community who will want it, and there'll be groups who don't" "But the paramount thing has to be safety. People just need to bite the bullet, do the right thing.

With the growing acknowledgement throughout New Zealand that unrestricted vehicle access to our beaches brings public safety and environmental concerns, I urge the council to "do the right thing". If they are able to provide vehicle beach access, to ensure they also provide this community and the wider Horowhenua community, a pedestrian and environmentally friendly vehicle free zone. A valuable and progressive alternative beach experience to being subjected to those insistent on being able to drive anywhere, at any time on Waikawa beach.

#### References

1. Horowhenua District Council. Waikawa Beach Vehicle Access Study. Council Workshop. September 2023
2. Newcombe E, Poutama M, Allen C, Smith H, Clark D, Atalah J, Spinks A, Ellis J, Sinner J. Kaimoana on beaches from Hōkio to Ōtaki, Horowhenua. Manaaki Taha Moana Research Report 2014, No. 22. Cawthron Report No. 2564. P32



**Waikawa Beach Vehicle Access**  
**Additional Supporting Information Submission**  
by [REDACTED]

My preferred option for vehicle access on to Waikawa Beach is Option 1 (Use of current vehicle access with lease agreement and provision of maintenance budget without application for river training.)

**Background**

We have owned a property at Waikawa Beach for 33+ years (originally in Manga Pirau Street for the first 28 years) and now reside here permanently. I first experienced Waikawa Beach's unrivalled swimming and fishing qualities in 1977. For the past 33 years I have been a keen fisherman using the current access at the end of Manga Pirau St. I have therefore followed with interest the yearly cycles of the availability and quality of access given the whims of Mother Nature. Erosion has progressed of late, but Council will be aware from its own records especially in the last 33 years that depending on the weather and tides together with the various River cuts and Groyne construction/reconstruction the erosion has to some degree ebbed and flowed as a result of Council and Contractors work at various times over the years. To me it is a shame that H D Council did not have a continual Resource Consent of late to continue annual low-level maintenance of river cuts and groynes. I suspect we would not currently have some of the issues we currently have if the H D Council had been afforded a continuous Resource Consent. This is a matter of history, and we need to move on and look forward.

**Comments for going forward and in support of my submission: -**

1. To some degree the Council's decision to ask for submissions from Ratepayers on the proposed three options has been in my opinion hijacked by a small vocal group who are trying to prohibit all future vehicular access to Waikawa Beach by promoting Option 3.

I suggest that the H D Council "not facilitating vehicle access to Waikawa Beach" is problematic and short sighted for the following reasons: -

- a. Health and Safety/Access for emergencies and accidents: During my time I have been involved in two emergencies requiring vehicular (including urgent boat access) when a boat capsized in the surf and at another time when a boat at sea broke down and I was called upon to tow the boat into shore in worsening weather and seas. Both these incidents could not have been dealt with swiftly with the good outcome if there was no ready access to Waikawa beach where the incidents were developing.
- b. Alleged vandalism and speeding by motorcycles and car owners: - Yes, there are isolated incidents, but better access would allow the Police access to ensure any culprits can be dealt with in the act. These breaches are not limited to Waikawa beach and are prevalent throughout Horowhenua and law abiding Waikawa Beach users can't be singled out and punished for the isolated cases that occur. Would Council close other Roads or access to Parks in other areas? I hope not.

- c. Closing the Beach to vehicular traffic access from Manga Pirau St will not/cannot restrict all vehicles, (including bikes and 4wds) which can come up from Otaki and/or from northern beaches etc.
  - d. Traditional use:- I have had the privilege, especially in the earlier years of participating with local Iwi members, elderly residents, disabled visitors etc in fishing, white baiting, swimming and other events/occasions where vehicular access was/ is a prerequisite. Some of these traditions go back through many generations. To deny these groups to traditional access will be controversial and problematic with residents from throughout the region.
2. The Waikawa Beach Community
- Waikawa Beach consists of a varied and diverse community with one common characteristic which we all love and respect – the beach. To restrict our access will take the sole out of our community. That is why mosy of us settled here.
3. Access to and from the greater Waikawa Beach Village/Community. If for some reason, there was an emergency/ disaster blocking the Waikawa Beach Road access to our Village/Community assess via beach access from north or south might be crucial. There are frankly no other access options in an emergency. Closing beach access would therefore be short sighted and cut us off.



# Forest & Bird

TE REO O TE TAIAO | *Giving Nature a Voice*

20 February 2024

## Submission on Waikawa Beach Vehicle Access

To: Horowhenua District Council  
Submitted via email to [WaikawaAccess@horowhenua.govt.nz](mailto:WaikawaAccess@horowhenua.govt.nz)

From:



### Introduction

1. Forest & Bird is New Zealand's largest independent conservation organisation. Our mission is to protect New Zealand's unique flora and fauna and its habitat.
2. Horowhenua Branch of Forest & Bird has been active in advocacy to protect the environment for many decades. The Branch led the process to get the Manawatū Estuary recognised as a wetland of international importance and is an active member of the Manawatū Estuary Management Trust. We have seen first-hand the behaviour of vehicle users at Foxton and their total disregard for signage, which they have pulled out, and conservation efforts, which they drive through. The Branch's current efforts are directed at active restoration through our projects at Prouse Bush in Levin and wetland restoration at Waiwiri.

**Forest & Bird supports OPTION 3 – No vehicle access at Waikawa Beach**

### Submission

3. Off-road vehicle use is arguably one of the most environmentally damaging human activities undertaken on sandy beaches worldwide. Vehicles on beaches pose a significant threat to the ecological values of fragile coastal ecosystems. They can destroy dune systems, accelerate erosion, damage the habitat of nesting birds, kill wildlife, compact sand, thereby impacting on macroinvertebrate populations relied upon by foraging shorebirds and destroy natural areas which can take hundreds of years to recover in the harsh coastal environment.
4. Research published in 2016 determined that even low-level vehicle traffic negatively impacts the physical beach environment and consequently, the ability of many species to survive in this habitat in the face of such disturbance.<sup>1</sup> We only have to look to the antisocial and ecologically damaging behaviour of vehicle users at Foxton Beach<sup>2,3</sup> to understand what's at stake if vehicle access is permanently enabled at Waikawa Beach.
5. Waikawa is home to many shorebirds, currently safe due to the present absence of permanent vehicle access. The estuary is regionally significant and ranked four out of five for ecosystem value.<sup>5</sup> Wildlife vulnerable to disturbance at Waikawa Beach include absolutely protected species under the Wildlife Act 1953. These include banded, black-fronted and New Zealand dotterels, variable and South Island pied oystercatchers, wrybill, royal spoonbill and eastern bar-tailed godwit not to mention lizards such as the northern grass skink and the at risk-declining katipō spider<sup>6</sup> that lives at Waikawa.<sup>7</sup>
6. The intertidal sandflats at the Waikawa Stream mouth provide a rich food source for a variety of protected shorebirds, the dunes are home to endangered species and the planning assessment provided to HDC is clear that the national policy direction does not favour destructive activities in the coastal environment. Policy 11 of the NZCPS explicitly requires avoidance of adverse effects of activities on indigenous taxa that are listed as threatened or at risk in the New Zealand Threat Classification System lists. Banded dotterel, eastern bar-tailed godwit and katipō spider all, sadly, meet this threshold.
7. Policy 11 goes further, requiring the avoidance of significant adverse effects and to avoid, remedy or mitigate other adverse effects of activities on:

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<sup>1</sup> Davies, R., Speldewinde, P. & Stewart, B. Low level off-road vehicle (ORV) traffic negatively impacts macroinvertebrate assemblages at sandy beaches in south-western Australia. *Sci Rep* 6, 24899 (2016). <https://doi.org/10.1038/srep24899>

<sup>2</sup> [Foxton Beach hoons scaring swimmers and ripping up the dunes - NZ Herald](#)

<sup>3</sup> [Dunes torn up by vehicles | Stuff](#)

<sup>4</sup> [Photographer 'pissed off' to see godwits fleeing quad bikes | The Post](#)

<sup>5</sup> Todd, M.; Kettles, H.; Graeme, C.; Sawyer, J.; McEwan, A.; Adams, L. 2016: Estuarine systems in the lower North Island/Te Ika-a-Māui: ranking of significance, current status and future management options. Department of Conservation, Wellington, New Zealand. 400 p.

<sup>6</sup> [Conservation status of New Zealand Araneae \(spiders\), 2020 \(doc.govt.nz\)](#)

<sup>7</sup> Species identified using Estuarine systems in the lower North Island/Te Ika a Māui (Table 6B, page 64) and iNaturalist (data extracted 16 Feb 2023).



- a. areas of predominantly indigenous vegetation in the coastal environment – where the proposed vehicle access is likely to go;
  - b. habitats in the coastal environment that are important during the vulnerable life stages of indigenous species – the proposed vehicle access will certainly encroach on the habitat of katipō, and;
  - c. indigenous ecosystems and habitats that are only found in the coastal environment and are particularly vulnerable to modification, including estuaries, lagoons, coastal wetlands, dunelands, intertidal zones, rocky reef systems, eelgrass and saltmarsh.
8. It is Forest & Bird's position that creating a vehicle access through the dunes and knowingly enabling vehicle access into such a sensitive habitat as that at Waikawa, which would enable the disturbance or the death of wildlife, is unlawful under the NZCPS and Wildlife Act.
  9. Given a choice between enabling vehicle access or excluding traffic from Waikawa Beach, the scientific evidence demonstrates that the latter would be more appropriate to protect the ecological integrity of the sandflats and dune system at Waikawa. The situation at Foxton Beach is an indictment on HDC and its lack of willingness to protect the fragile coastal ecosystem or people's safety. Forest & Bird does not have confidence that HDC would not let the same situation occur at Waikawa.
  10. In the face of the twin biodiversity and climate change crises, the only viable option is to not allow vehicle access at Waikawa Beach. This is the only viable approach from an ecological, coastal erosion, legal and enforcement perspective.

Submission ends.

Submission 487

## Waikawa Beach Vehicle Access | Feedback Form



### Notes

- You must provide your contact details for your feedback to be considered.
- Pursuant to the Local Government Act 2002 and subject to the Local Government Official Information and Meetings Act 1987, all feedback shall be made available to the public and will be part of a public agenda.
- We need to receive your feedback by 4pm on Tuesday 20 February 2024.

We're keen to hear your feedback on the options for Waikawa Beach Vehicle Access. Complete the form below and let us know what your preferred option is.

### Contact Details

Your Name: Required

Enter your name

Name of Organisation:

why do you buy or rent a house in Waikawa Beach if you can't have easy access to the beach

Email: Required A copy of your submitted details will be sent to the email address provided below.

Enter your email address

Contact number:

Enter your contact phone number

Street address: Required

Enter your street address



Town: Required

Enter your town, including the postcode.

(Select 1 or more options)

Yes, I'd like to keep my contact details private

## Waikawa Beach Vehicle Access

Which option do you prefer for vehicle access on to Waikawa Beach? (Select 1 option)

Option 1 - Use of current vehicle access with lease agreement and provision of maintenance budget without application for river training.

Option 2 - Use of current vehicle access with lease agreement and provision of maintenance budget including an application for river training.

Option 3 - No vehicle access.

Answer this question if you:

- selected 'Option 1 - Use of current vehicle access with lease agreement and provision of maintenance budget without application for river training.' in *Waikawa Beach Vehicle Access > Which option do you prefer for vehicle access on to Waikawa Beach?*

Or if you:

- selected 'Option 2 - Use of current vehicle access with lease agreement and provision of maintenance budget including an application for river training.' in *Waikawa Beach Vehicle Access > Which option do you prefer for vehicle access on to Waikawa Beach?*

If you chose Option 1 or Option 2, would you still support the option if it meant a targeted rate increase for Waikawa Beach ratepayers? (Select 1 option) Required

Yes

No

**Privacy (Select 1 or more options)** Your privacy is important to us, view our [Privacy Statement](#) for more information.

I have read and agree to the Privacy Statement Required

**Additional comments and suggestions:**

---

**Additional supporting information:** If you have any additional supporting information for your feedback, please upload it below.



Please attach all files to the end of this form before submitting it.

**Privacy Act 2020**

Please note that any feedback provided is public information. Information on this form including your name and comments may be accessible to the media and public as part of the decision making process. Your contact details will only be used for the purpose of the Waikawa Beach Vehicle Access consultation process. The information will be held by the Horowhenua District Council, 126 Oxford Street, Levin. You have the right to access the information and request its correction.

*End of form*

*Don't forget to attach all files before submitting this form*



[REDACTED]  
Waikawa Beach  
RD31  
Levin 5573  
5th February 2024

Submission re proposed Options for vehicle access  
Waikawa Beach

To Whom it may concern  
Dear Sir or Madam.

I have lived at Waikawa Beach for many years and all time we have been here we have had vehicle access on to the beach through the kindness of the local land owners...

There has never been any trouble to my knowledge with having vehicles on Waikawa Beach as it is used generally for getting people down for fishing and recreation.  
Used for families to take necessary items and shelter when going swimming.  
Used to transport the elderly and the very young to the waters edge which is a considerable distance here at Waikawa.

My late husband could not have gone down in the whitebait season without getting there by his quad bike.  
Whitebaiting was something he was passionate about but would have been unable to do without a vehicle to get him there.

I strongly submit that option 1 of your 3 proposed options be accepted and implemented as soon as possible.

Many thanks for accepting my submission.  
Yours sincerely,

[REDACTED]

12/2/2023

Submission 488

## Waikawa Beach Vehicle Access | Feedback Form



### Notes

- You must provide your contact details for your feedback to be considered.
- Pursuant to the Local Government Act 2002 and subject to the Local Government Official Information and Meetings Act 1987, all feedback shall be made available to the public and will be part of a public agenda.
- We need to receive your feedback by 4pm on Tuesday 20 February 2024.

We're keen to hear your feedback on the options for Waikawa Beach Vehicle Access. Complete the form below and let us know what your preferred option is.



### Contact Details

Your Name: **Required**

[Redacted Name]



Name of Organisation:

Enter the name of your organisation (if applicable)

Email: **Required** A copy of your submitted details will be sent to the email address provided below.

[Redacted Email]

Contact number:

Enter your contact phone number

Street address: **Required**

[Redacted Address] Waikawa Beach.  
R.D. 31. Levin. 5573.

Town: Required

Enter your town, including the postcode  
Levin 5573 · R.D.31

(Select 1 or more options)

☒ Yes, I'd like to keep my contact details private

## Waikawa Beach Vehicle Access

Which option do you prefer for vehicle access on to Waikawa Beach? (Select 1 option)

- ☒ Option 1 - Use of current vehicle access with lease agreement and provision of maintenance budget without application for river training.
- ☐ Option 2 - Use of current vehicle access with lease agreement and provision of maintenance budget including an application for river training.
- ☐ Option 3 - No vehicle access.

Answer this question if you:

- selected 'Option 1 - Use of current vehicle access with lease agreement and provision of maintenance budget without application for river training.' in *Waikawa Beach Vehicle Access > Which option do you prefer for vehicle access on to Waikawa Beach?*

Or if you:

- selected 'Option 2 - Use of current vehicle access with lease agreement and provision of maintenance budget including an application for river training.' in *Waikawa Beach Vehicle Access > Which option do you prefer for vehicle access on to Waikawa Beach?*

If you chose Option 1 or Option 2, would you still support the option if it meant a targeted rate increase for Waikawa Beach ratepayers? (Select 1 option) Required

- ☒ Yes — But only if Waikawa Residents only use it.
- ☐ No — A gate & Keypad could be used.  
Especially if Residents / Owners are the only ones paying for it, through Rates increase?

Privacy (Select 1 or more options) Your privacy is important to us, view our [Privacy Statement](#) for more information.

☒ I have read and agree to the Privacy Statement Required



**Additional comments and suggestions:**

I sincerely hope the Original Access will be reopened to vehicles again asap, as sometimes I am unable to walk down to the beach, due to my Health. But if I could drive again to the beach it would be great. I believe it will help restore everyone's Health & Wellbeing.

**Additional supporting information:** If you have any additional supporting information for your feedback, please upload it below.



Please attach all files to the end of this form before submitting it.

**Privacy Act 2020**

Please note that any feedback provided is public information. Information on this form including your name and comments may be accessible to the media and public as part of the decision making process. Your contact details will only be used for the purpose of the Waikawa Beach Vehicle Access consultation process. The information will be held by the Horowhenua District Council, 126 Oxford Street, Levin. You have the right to access the information and request its correction.

End of form

Don't forget to attach all files before submitting this form

We have a long 45 years connection with Waikawa Beach. My Family + Parents have owned properties + paid our share of Rates over that time out here.

We are looking, at the moment to purchase another property out here.

The Access to get to the Beach is becoming a major factor in our decision.

This has always been one of the reasons for living out at our Beautiful Waikawa Beach; for so long. Freedom + Respect for our Beach.

Many Thanks for reading my Feedback.

Which I hope will be acceptable in this form.

[REDACTED]  
As part of my healing of grief, I often used to drive down when I couldn't walk so far, + park up + get out sit on a log + reflect on many memories of his life, he died doing what he loved, fishing for + with his family + friends at his beloved Waikawa Beach. He owned his property + paid Rates too.

Yours Sincerely [REDACTED]

12<sup>th</sup> Feb 24



## Results from the Waikawa Beach Ratepayers Association (WBRA) Survey

The WBRA would like to thank all those who took part in this survey.

This was a survey to gather the opinion of the Waikawa Beach Ratepayers and members of the community to inform a submission by the WBRA for the council's consultation process.

A survey link was sent out to the 187 e-mails of past and present members of the Waikawa Beach Ratepayers with an e-mail stating that they were welcome to share the link provided it stayed within this community.

The survey was open for one week and closed on Sunday the 28<sup>th</sup> of January at 11pm.

### Survey Results

**Question One:** Do you support the council reestablishing the Manga Pirau St vehicle access to the beach?

Answer choices	%	Responses
Yes	63%	112
No	37%	65
Total		177

**Question Two:** - Have you made your submission to the council?

Answer choices	%	Responses
Yes	33%	57
No, I am leaving this until later	56%	97
No, I am not going to make a submission	10%	18
Total		172

Of those who said they were not going to make a submission, ten voted NO and eight YES. Ten of the responses left a comment. The WBRA would encourage everyone to make a submission to council as it is a similar process to filling in this survey and comments are not compulsory.

There was also a Comments box – we received 114 comments, of these 68 (58%) were from those answering YES to Question one and 46 (40%) from those answering NO. This number of comments reflects the interest from the community on this issue.

### Content analysis with illustrative quotes

The following is a summary that counts the number of times specific points were mentioned and includes illustrative quotes to give an understanding on the range of feedback received.

Small grammar changes have been made to comments for readability.

### Those answering YES to question one.

Comments about maintaining a lifestyle that involved transporting family, fishing and equipment to the beach were the most frequent, with 38 comments (55%). This was followed by comments on ensuring access to the beach for everyone (18, 26%) and needing emergency medical access (12,17%)

*We brought our property at Waikawa beach in 2004 for the reason of it being a seaside community and what beach life has to offer. Having vehicle beach access allowed fishing activities, kayaking, long days at the. Beach, BBQS and enjoying time with our young family.*

*We have lived in Manakau for 10 years and family time on the beach has been a big part of our lives. We Kontiki fish, camp and have family meals on the beach so without access, our family activities will be greatly affected.*

*As a community we need to have the council lease the land at the end of Manga Pirau Street, and have the ramp reinstated (moved back, to prevent more immediate erosion) so that vehicles can access the beach. I believe as New Zealanders and rate payers we are entitled to it. I do not wish the elderly or disabled to be victims of the current situation, due to not being able to access the beach. I would also like to know should my family, friends or neighbours have an accident on the beach, that they would be helped by our emergency services promptly to prevent avoidable death.*

*Access to the beach has been there from day one. It's why we are there. A close-knit community that is been split apart by councils' failings. Why should we have to travel up or down the highway just to use our own beach.*

*Sixteen comments, (23%), specifically mentioned themselves, family members or friends that were disabled or elderly and would not be able to access the beach without vehicle access.*

*We have a beach house at Waikawa Beach which is regularly attended by both very young people and also people with physical disabilities. It is impossible currently for those with physical disabilities to access the beach and participate in fishing, swimming and all the things that make Waikawa such a special place. Please restore access.*

*I have not always been able to walk and appreciate vehicle access.*

*Eleven comments (16%) mentioned their support for the environment.*

*I also believe we can work together to overcome concerns about dune, bird and wildlife protection. Many, many people who believe in vehicle access to the beach - are also the ones out there planting in the dunes and making sure the wildlife is undisturbed.*

*Locals look after their own area. Get us involved in planting. Protecting nesting areas and educating others that come from other beach access.*

*It is possible to be both a motorbike user and an environmentalist. We can work to live in harmony with the bird watchers and dune restorers. Please give us a chance to.*

*There were also five comments (7%) that supported vehicle beach access but had reservations or wanted limited vehicle access.*

*I'm ashamed to support vehicle access to the beach after the terrible behaviour on the private land, Reay Mackay grove and the posts made on Waikawa Facebook group over Christmas when asked not to use the tracks. The sign at the entrance says "Access to this land is a privilege and not a right" for those that bother to read it. Regardless of where the access is, we are at the mercy of mother nature, the tides and the river. We are adults and need to expect that access may be limited seasonally and be prepared, not throw a tantrum like a child every time it happens.*

*Yes, I would like access reestablished - but not at the cost to wildlife and without a major increase in rates. The current access works as it tidal ensuring access is limited to small time periods. wholesale access 24 x 7 will damage the beach and people's enjoyment.*

Prepared by Debra Betts for the WBRA

31/1/2024

2

*I am in favour of limited vehicle access, so long as it is provided with strong, policeable restrictions which will be enforced. No motorbikes, no 4WDs, quads for fishing only, no speeding, and respect for other beach users, dunes, plants, nests and bird life at all times.*

Other comments left by those voting yes included how important vehicle access was for their personal health and wellbeing (4, 6%), concerns about their house prices falling if there was no vehicle access (4, 6%), to maintain access for horses (3, 5%) and that no vehicle access had changed the community (2, 3%).

*As an elderly resident, this is daily exercise for me and my dog and contributes massively to my health and well being. I feel the drive on beach access is a must for this community, for families to enjoy making memories, and enables their senior members to be transported along with them.*

*To be honest I think access to the beach will keep my Batch price high.*

*2023 Xmas/New Year the heart of Waikawa was missing, there was a severely depleted population and vibe.*

#### **Those responding NO to question one.**

Environmental concerns were the most frequently mentioned reason with 21 comments , (46%). Followed by safety on the beach (16, 35%) and the irresponsible behavior from those with vehicles on the beach (14, 30%).

*We have had several instances of dangerous driving near us where we feared for our safety and that of our three children when we have been using the beach - although this does not mean all vehicle users on the beach are like this, we have had enough negative experiences to be in favor of not providing and encouraging vehicle access to the beach and dune areas.*

*Strongly oppose vehicle access, seeing how much worse vehicle traffic has become over the years. Too much damage to dunes and even newly planted grasslands; motorbikes have become a real nuisance in both damage and noise and drivers often aggressive toward pedestrians.*

*Initially I was not opposed to establishing a vehicle access for people to take their fishing gear to the beach or launch a boat. However, the behavior of a number of people recently showing complete disregard for others plus being "terrorsized" by trail bikers has led me to believe that all vehicles should be banned from the beach. Just a matter of time until a child gets run over by them.*

*Many times we have seen irresponsible people driving through the dune areas and destroying the habitat. Also, people speeding up and down the beaches with no respect for people and their animals. We have never seen any beach access being policed and believe that a terrible accident could happen at any time. There are other ways for people to access the beach without motorised vehicles.*

*I stopped supporting vehicles on the beach after the January 7th. The Show of strength? I think they called it in a now deleted Facebook post. The community was forced to spend a Sunday afternoon listening to a bunch of locals drive around in circles for 3 or 4 hours to showing how clever they were. Later I saw people picking up the rubbish left after they had gone as well. This is not the type of behavior I expect from the community.*

*Those people over in Ray Mackay grove, Strathnaver have area have worked with the council to build up new dunes and protect the environment for beach goers and bird life. What have the Beach*

*Access fraternity done? Destroyed private property, made illegal tracks through private land and destroyed the council spinifex planting by the groyne by building a personal track to the beach.*

Ten comments (22%) included cost as a reason for not restoring vehicle beach access and seven (15%) mentioned that vehicle access is available in other beaches.

*Sadly over the forty years I have owned a property at Waikawa Beach, I have watched so many vehicles used inappropriately on the beach (which is supposed to be a public road with all the same legal requirements. WOF, Reg and licensed drivers). There is a beach access available at Otaki which any one can use (with road legal vehicles able to get there), and I would encourage anyone requiring vehicle access to use it. The \$150,000-\$200,000 cost for access is not something I want to contribute to with my taxes.*

*The access washes out because of natural causes. Permanent solutions are prohibitively expensive. Other beaches in the region have permanent car access - not every beach needs to have it. Fewer cars on the beach at Waikawa makes the beach safer for kids and wildlife.*

*I feel due to the ongoing costs to the community as whole, and the growing trend of disregard by motorized users of coastal areas in general, in this country, that providing access is becoming a liability. I do also note that some of our citizens will be negatively affected, as in those with disabilities. Overall, the continued costs and injuries to the community and the public outweigh the continued access.*

Three comments (6%) mentioned observing more families on the beach.

*There seem to have been a lot more families spending longer time on the beach this Christmas when the quads were not able get down onto the beach.*

Two comments (3%) were made about the concerns over other issues that were more important in the community for the council to focus on

*Waikawa faces a number of serious issues that need attention prior to vehicle access being reinstated. As a fourth-generation landowner in Waikawa, I am incredibly disappointed to read the relentless moaning from ratepayers who only care about the short-term disruption of vehicle access. We have significant environmental and infrastructure issues that are far more important yet ignored. The river - residential septic waste is responsible for a significant portion of its degradation. If we care about this land we must work with the farmers and build the infrastructure to clean up the river. Once this is done, I will be happy for safe vehicle access to be built, but the river must be cleaned up and protected first.*

There were seven comments (15%) that if vehicle beach access was made available, it should be restricted. Suggestions included –restricting areas for vehicles, the use of a locked gate, and permits for any vehicles on the beach.

*Something like a locked gate with keys given to responsible Waikawa landowners would be much better.*

*It's been very nice with fewer vehicles on the beach driving up and down. If access could be made purely so only boats can be launched, we would be more encouraged to support this.*

*Any access to the beach can be 'Drive to park' - as happening with other NZ councils - allows access to those that need it and a free from vehicle space for those who want to enjoy this.*

Prepared by Debra Betts for the WBRA

31/1/2024

4



**Limitations of this Survey**

It is unknown how many people received this survey link as we encouraged those receiving it to send on to others in the community. This was to encourage representative feedback from as many people in the community as possible – not only those belonging to the WBRA.

The survey was only open for one week – while the disadvantage of this is that not all people may have been able to participate it was seen as necessary due to the time constraints in preparing a submission for the council by the 20<sup>th</sup> of February.

File No.: 23/720

## 7.5 Waikawa Beach Vehicle Access

### 1. Purpose

- 1.1 The purpose of this report is to Inform Council of the potential options to facilitate beach access at Waikawa Beach, and seek further direction from Council on how it wishes to proceed.

**This report directly aligns with one of Council's top 10 priorities "Get the basics right and support the customer focussed delivery of core services".**

### 2. Executive Summary

- 2.1 Council Officers with the support of the external planning and environmental consultants Boffa Miskell have identified and evaluated a series of options to provide potential beach access at Waikawa Beach for vehicles, this project was identified in the 2021-41 Long term plan and budget was established for the consideration of options.
- 2.2 The preliminary investigations and the feedback from stakeholders paints a multifaceted picture in relation to establishing vehicle access at Waikawa Beach as all options present financial, geomorphological, environmental and consenting issues. This report attempts to provide a comprehensive overview of the five options that have been considered, the process undertaken to date and the feedback received throughout the process.
- 2.3 While Initial feedback has been sought from select stakeholders and partners in relation to the five options identified, broader consultation with the wider community has not yet being undertaken. Officers are seeking guidance from Council on the options it wishes to consult on with the community. The challenge lies in finding a solution that respects environmental integrity, cultural heritage, and community well-being while remaining financially viable in the long run.

### 3. Recommendation

- 3.1 That Report 23/720 Waikawa Beach Vehicle Access be received.
- 3.2 That this matter or decision is recognised as not significant in terms of S76 of the Local Government Act.
- 3.3 That Council consults with the community on **Option 1: Install new vehicle bridge and track at Waikawa Beach Road**  
*And/or*
- 3.4 That Council consults with the community on **Option 2: Establish a new access between 47-49 Manga Pirau Street**  
*And/or*
- 3.5 That Council consults with the community on **Option 3: Utilisation of current vehicular access with lease agreement and provision of maintenance budget without application for river training**  
*And/or*

- 3.6 That Council consults with the community on **Option 3a: Utilisation of current vehicular access with lease agreement and provision of maintenance budget including an application for river training.**

*And/or*

- 3.7 That Council consults with the community on **Option 4: Establish new vehicle access adjacent to 10 Reay Mackay Road**

*And/or*

- 3.8 That Council consults with the community on **Option 5: Utilization of existing pedestrian access at 60 Reay Mackay Grove**

*Or*

- 3.9 That the Council note this report but takes no further action.

#### 4. Background / Previous Council Decisions

- 4.1 For many decades, the sole vehicular entry point to Waikawa Beach has been, situated on privately owned land extending southward from the mouth of the Waikawa River, at the end of Manga Pirau Street. This access has been generously granted to the community by the landowner as a goodwill gesture.
- 4.2 Over the past few years maintaining the existing Waikawa Beach vehicle access off Manga Pirau Street has been an ongoing challenge due to bank erosion from the adjacent Waikawa Stream and storm events
- 4.3 The private landowner has confirmed its interest in agreeing a formal lease with Council for ongoing use of the existing vehicle access subject to satisfactory terms and conditions. Ngāti Wehi Wehi has confirmed its support for the owner of the land in this context.
- 4.4 The mouth of the Waikawa Stream frequently shifts in a southward direction due to the combined effects of wind and high tides. This shifting course has caused erosion underneath the vehicular access point, resulting in several instances where local residents have been unable to access the beach with their vehicles
- 4.5 The management of this problem was contained by the Horizons Regional Council pre-2020, in general terms by conducting stream "cuts," thereby redirecting the channel directly towards the sea. The most recent of these cuts was carried out in June 2018 to address the track wash-out that occurred that year. However, it's worth noting that the consent for these remedial actions expired in 2020.
- 4.6 In November 2021 a petition of 158 signatures was submitted to the Council requesting it establish a new sustainable vehicular and equestrian access to Waikawa Beach by utilising council owned land at Reay MacKay Drive. The petition was presented to the Council on 1st December 2021.
- 4.7 Council has directed Staff to identify and evaluate the potential options to provide a long term beach access (suitable for 4wd vehicles, ATV's and tractors) and undertake a community engagement process to gather feedback on the options. A summary of the technical constraints and community feedback will be presented for Council to consider and make a decision on how to proceed.

#### 5. Discussion

- 5.1 The project team identified five potential options to be investigated further to allow vehicle access to the beach, of these, four were on council owned properties and the fifth was the existing vehicle access way over private land. Each of the potential options that were

Council  
11 October 2023

identified have undergone comprehensive assessments to determine their suitability for vehicle access

- All five sites were evaluated for planning constraints, considering rare animal species, natural features, erosion prevention, river preservation, and cultural sites.
- Ecological constraints at each site were rated from 1-5, considering vehicle impact, endangered communities, native habitats, wetlands, and land needed for access.
- Geomorphological assessments examined erosion and track length. This assessment revealed that Waikawa Stream, once highly mobile along the coast, is now partially confined by pine plantations and built developments, affecting its historical migration patterns.



**Location 1 –Waikawa Stream Pedestrian Bridge.**

High cost, consenting risk, potential land ownership issues, high maintenance

**Location 2 – Manga Pirau North.**

High erosion risk, costly engineering needed, potential opposition from residents.

**Location 3 – Existing access Manga Pirau Access.**

Lowest environmental impact, ongoing maintenance costs, community education needed

**Location 4 – Via 10 Reay Mackay Grove.**

High maintenance due to complex access over dunes, ecological risks, strong opposition from Reay Mackay Grove residents

**Location 5 – Via 60 Reay Mackay Grove**

High construction costs, narrow access, safety challenges, strong opposition from Reay MacKay Grove residents



5.2 The table below summarizes assessments for potential access options, evaluating viability in ecological, geomorphological, planning, cost, and practicality aspects using a traffic light system for constraints. A detailed assessment of the options is attached to this report.

	1 – Waikawa Stream Pedestrian Bridge	2- Manga Pirau North	3 – Existing Manga Pirau Street Access	4 – 10 Reay MacKay Grove	5 – 60 Reay Grove MacKay
Ecological	Very High ecological constraints. Access would disturb high value wetland and dune habitats	Low terrestrial constraints if land based improvements only – limited areas of moderate value habitat.  Med-High constraints including channel cutting and/or rockwork due to effects on aquatic and estuary habitat	Lowest terrestrial constraints if land based improvements only – no additional disturbance.  Med-High constraints on including channel cutting and/or rockwork due to effects on aquatic and estuary habitat	Moderate to high ecological constraints though there is room to place alignment to avoid highest value habitat	Moderate to high ecological constraints though there is room to place alignment to avoid highest value habitat
Geomorphology	Med-high constraint - difficult to manage wind erosion risk due to parcel alignment. Difficult to avoid poor ground conditions due to narrow parcel	High constraint due to ongoing erosion risk from steam and storm surges.	High constraint due to ongoing erosion risk from steam and storm surges.	Med constraint due to highly mobile dunes making establishment of a fixed access difficult	Med-low constraint as more stable due system and shorter distance to cross. Narrow width would make it difficult to avoid poor ground.
Planning	Very high risk – wetland disturbance would likely trigger prohibited activity status.	Medium risk if land based improvements only  High risk if includes channel cutting and/or rockwork	Low risk if land based improvements only  High risk if includes channel cutting and/or rockwork	Medium consent risk due to alignment crossing high ecological constraints area.	High consent risk due to narrow corridor width making it difficult to avoid disturbance to high value habitat
Indicative Initial Costs	Most expensive option due to requirement for new vehicle bridge crossing over Waikawa.	Low cost if land based improvements only  Medium cost due to river training	Lowest cost if land-based improvements only  Medium cost due to river training	Moderate – high costs to form access through active dunes and including new toilet facility	Moderate – high costs due to narrow width and need for new toilet facility
Practicality	High risk – likely not practical given construction and consenting challenges	Moderate risk given erosion issues and potential residents opposition	Lowest risk if land-based improvements only	Moderate – high risk given challenges crossing dunes and confirmed resident opposition	Moderate – high risk given narrow width related issues and confirmed resident opposition

5.3 In developing these options officers sought input from key partners and stakeholders including, Local Iwi, specifically Ngāti Wehi Wehi, the landowner of private property where the existing access is located, representatives of various Waikawa Beach community groups, residents of Reay MacKay Grove, Horizons Regional Council and The Department of Conservation, a summary of the feedback provided is detailed below:

Ngāti Wehi Wehi	<ul style="list-style-type: none"> <li>Vehicle access in general is not supported due to effects of kaimoana (eg pipi and tuatua beds), increased erosion, and safety of other users. However, they support the private landowner in its use of its land;</li> <li>River training to influence the channel of Waikawa Stream is not supported;</li> <li>There are potentially some locations of high cultural value in area particularly along sheltered sides of dunes;</li> <li>Concern over landowner liability of allowing public access via the existing Manga Pirau entry &amp; unacceptable behaviours by some access users towards landowners when access is closed due to erosion or channel location;</li> <li>Unauthorised cutting of new track over private land from Manga Pirau Street as happened previously when the ramp was washed out, is not acceptable</li> </ul>
Private Landowner (Existing Access)	The private landowner has confirmed their interest in establishing a formal lease with Council for ongoing use of the existing vehicle access subject to satisfactory terms and conditions

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Waikawa Beach Community Groups	<ul style="list-style-type: none"> <li>The beach access matter is highly controversial within the community. Any decision will be closely scrutinised;</li> <li>Several parties requested Council progress with a general beach bylaw to regulate beach access (as done in KCDC); the development of a beach bylaw is currently on officers work plans and the intention is to bring this to council for consideration in the coming months.</li> <li>General concern about further enabling vehicle access to beach area due to environmental and safety concerns including damage and disturbance of bird life and dune vegetation;</li> <li>Suggestion to keep using existing access but establishing backup access for temporary use at location 4 or 5 when the existing access is closed;</li> <li>Antisocial behaviour noted with groups occasionally congregating in the beach area racing and off-roading on the beach and into the dunes.</li> </ul>
Residents of Rey Mackay Grove	<p>Very strong opposition has been received from residents of Reay MacKay Grove Issues cited include:</p> <ul style="list-style-type: none"> <li>Increased risk of erosion and sea intrusion;</li> <li>Disruption of the special landscape character of the area;</li> <li>Ecological disturbance of dunes and wildlife;</li> <li>Loss of privacy &amp; increased traffic through what is a quiet neighbourhood currently;</li> <li>Noise, rubbish and antisocial behaviours;</li> <li>Lack of suitable additional rubbish and toilet facilities;</li> <li>Inequity of Council establishing a new beach access when all private landowners are legally prohibited from forming vehicle access.</li> </ul>
Horizons Regional Council	<ul style="list-style-type: none"> <li>Waikawa Beach Road (Option 1) - presents highest consenting risk due to crossing of wetland and dune habitats likely to trigger a 'prohibited activity status';</li> <li>47-49 Manga Pirau and existing access over private land at Manga Pirau (Options 2 &amp; 3) - seen as lower risk due to lower terrestrial habitat values however further assessment of aquatic and avifauna values needed if river training or rock protection is proposed as part of an application;</li> <li>10 &amp; 60 Reay Mackay Drive (Options 4 &amp; 5) - were seen as high risk due to disturbance of rare indigenous habitat in the dunes. The narrow width of land at 60 Reay Mackay Drive (5m) would be problematic as it limits ability to avoid high habitat value areas;</li> <li>All locations pose some consenting risk. This may mean that there is a trade-off to be made between the terrestrial habitat (rare fore dune vegetation) and the aquatic habitat (river values), which may/may not lead to a successful consent application;</li> <li>Based on the information currently available, Horizons preference (from a consenting perspective) would be for locations 2 and 3, subject to further understanding on the potential river cut and aquatic values.</li> </ul>

Department of Conservation	<ul style="list-style-type: none"> <li>• Waikawa Beach is one of the highest value estuary ecosystems in lower north island with high potential for further restoration;</li> <li>• Waikawa Beach Road (Option 1) - is not considered appropriate due to crossing a significant wetland recommended for protection area;</li> <li>• 47-49 Manga Pirau (Option 2) - still has some rare habitat types;</li> <li>• Existing access (Option 3) - is preferred option but note vehicle traffic from here does conflict with the important bird feeding area. Further assessment of effects on sandflats, mudflats and migratory birds is required;</li> <li>• 10 &amp; 60 Reay Mackay Drive (Options 4 &amp; 5) - are not supported due to indigenous dominated habitats on the active and stable dune areas;</li> <li>• Controlled gated access supported if antisocial or destructive vehicle use becomes an issue;</li> <li>• Future managed retreat options for the area should be considered.</li> </ul>
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The feedback from various stakeholders presents a complex picture regarding beach access at Waikawa Beach. Environmental concerns, including potential damage to habitats and disturbance to wildlife, are crucial points raised by both community members and environmental organisations. Cultural significance and private landowner rights are also significant factors, adding depth to the discussion. Additionally, there are concerns about antisocial behaviour and the impact on the local community's peace and privacy. The preferences and assessments provided by regional authorities and conservation bodies further complicate the decision-making process, emphasising the need for a balanced approach that addresses these diverse perspectives.

- 5.4 Additionally, it's important to consider the possibility of having no vehicle access as officers recognise that a portion of the community advocates for this alternative.
- 5.5 All potential vehicular access will require ongoing operational budget, which is not part of the cost estimate for installing the tracks. These costs could vary quite considerably in relation to the length of the access way, and its location.

## 6. Options

- 6.1 All options to establish vehicle access are discussed below.

- **Option 1: Install new vehicle bridge and track at Waikawa Beach Road**

- This option is approximately 480m (including the bridge) and will cost in the region of \$3,300,000.
- This option has a very high consenting risk;
- The option causes the greatest ecological disturbance (4 out of 5);
- In geomorphological terms the alignment will be very vulnerable to wind erosion;
- The option would be strongly resisted by



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DoC.

- **Option 2: Establish a new access between 47-49 Manga Pirau Street**

- The estimated length of this potential access way is 250m and cost of installing an unsealed access has been estimated at \$210,000 for the basic track.
- There is a medium consenting risk which goes to high, should river training be included;
- Ecological constraints have been identified at the lower end (at 1.25 from 5);
- In geomorphological terms the solution is unlikely to be effective without river training given its high vulnerability to erosion from both waves and floods. Consequently, maintaining a safe and resilient access will likely require river training which will significantly increase the cost, and likelihood of failing to gain consent;
- This access would be one of the two preferred by DoC but there would still be the need to undertake further ecological assessments to confirm likely impacts.



- **Option 3: Utilisation of current vehicular access with lease agreement and provision of maintenance budget without application for river training.**

- Estimated length of access way is 50m and the cost has been estimated to be approximately \$90,000 which includes the introduction of access controls.
- Existing consenting risk is low;
- Ecological constraints is low at 0.2 from 5.
- In geological terms, without implementing river training measures, there is a moderate risk of wash-out. It's crucial for potential users to acknowledge this aspect.
- This is the option most favored by DoC.



- **Option 3a: Utilisation of current vehicular access with lease agreement and**



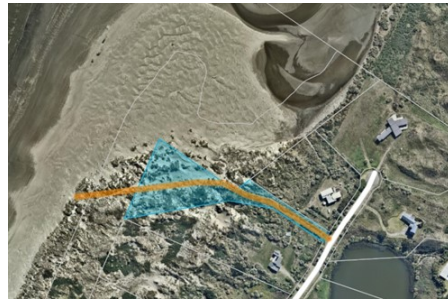
**provision of maintenance budget including an application for river training.**

- Estimated length of access way is 50m and the cost has been estimated to be approximately \$350,000 - \$400,000 which includes the introduction of access controls and river training.
- High consenting risk due to effects on aquatic and estuary habitat.
- Additional assessment of effects on birds, sand and mudflats habitats will be required to determine the ecological constraints rating.
- Ngāti Wehi Wehi unlikely to support given that this option includes river training.



- **Option 4: Establish new vehicle access adjacent to 10 Reay Mackay Road**

- The estimated length of this potential access way is 150m for an unsealed track the cost is estimated to be approximately \$330,000;
- It is anticipated that achieving consent from Horizons Regional Council (if possible) would be of moderate/medium difficulty;
- Ecological assessments indicate that this option is 2.5 on a scale of 5, so does represent the disturbance of some bio-spheres/ecological communities;
- In terms of geomorphology this is within a highly mobile dune system and wind and traffic caused erosion will be the major constraint. As such it will require significant stabilisation works and adaptability to changing dune forms;
- Doc would not support an application, and similarly it is likely the residents of Reay Mackay Drive would contest any potential consent application.



- **Option 5: Utilization of existing pedestrian access at 60 Reay Mackay Grove**

- This potential vehicular access will be approximately 210 m long. The cost to establish an unsurfaced track is estimated at \$240,000;
- Horizons Regional Council have indicated there would be high risk in getting a consent;
- the ecological assessment indicates it is the second most affected ecological area at 2.75 out of 5;
- In geomorphological terms the land parcel is only 5 m wide so there will be access issues. However, it has the lowest geomorphology constraints with a stable back dune area and shorter drive length;
- Doc do not support this area as a vehicle access and as with 10, Reay Mackay Drive there is strong opposition from residents who would likely submit against any resource application process.



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## 7. Cost

7.1 Each option will have costs related to achieving consent

Option	Cost
Option 1: Waikawa Beach Road	\$3,300,000 physical works plus consenting costs
Option 2: 47-49 Manga Pirau Street	\$210,000 physical works for basic track plus potential consenting costs, and river training costs
Option 3: Current access with lease agreement and provision of maintenance budget without application for river training	\$90,000 physical works including access management, plus potential consenting costs
Option 3a Current access with lease agreement and provision of maintenance budget including an application for river training	Estimated \$350,000 - \$400,000 physical works plus consenting costs.
Option 4; 10 Reay Mackay Road	\$330,000 physical works plus consenting costs.
Option 5 60 Reay Mackay Grove	\$240,000 physical works plus consenting costs.

## 8. Rate Impact

8.1 If Council elects to pursue any of the above options there will be a rate impact. Of around 1% per annum for Option 1; 0.05% for option 2; 0.024% for option 3; 0.1% for option 4; and 0.07% for option 5.

## 9. Community Wellbeing

- 9.1 A safe and accessible access way could foster a sense of community cohesion, enabling residents to engage in outdoor activities, social interactions, and recreational pursuits, thereby enhancing their overall well-being.
- 9.2 Conversely, the establishment of a vehicle access way will significantly influence the quality of life for some residents, impacting their daily routines, peace, and privacy. Disruptions, such as noise, increased traffic, and antisocial behavior, can lead to stress and decreased well-being among community members.

## 10. Consenting Issues

10.1 All options will require consent from Horizon's Regional Council, and an indicative assessment of achieving the relevant consents have been provided in the Options information in above.

## 11. LTP Integration

11.1 The project has arisen from the 2021 Long Term Plan.

## 12. Consultation

12.1 Initial consultation has been undertaken with.

- Ngāti Wehi Wehi
- Landowner of the private property where the access is currently established.

- Representatives of various community groups of Waikawa Beach ;
- Residents of Reay MacKay Grove;
- Horizon Regional Council Planning department;
- Department of Conservation.

- 12.2 The results of the consultation has been included above in the Discussion. If Council elects to continue with one or more options, further consultation will be required with the wider community.
- 12.3 Given the high level of community interest and the differing views on the establishment of a vehicle access at Waikawa Beach within the community, Officers are of the view that this will meet the threshold of the Significance and Engagement Policy and that further consultation with is required on the way forward.

### **13. Legal Considerations**

- 13.1 There are no legal requirements or statutory obligations affecting options or proposals except in Option 3 where a lease will be required with the land owner if that option were to be pursued.

### **14. Financial Considerations**

- 14.1 The project works will likely need to be provided via debt funding.

### **15. Iwi Considerations**

- 15.1 Consultations with the Ngāti Wehi Wehi, have taken place and their insights have been considered. The information provided by Ngāti Wehi Wehi has been integrated into the discussions outlined earlier.

### **16. Climate Change Considerations**

- 16.1 Rising sea levels and changing weather patterns due to climate change can directly impact the stability of access points and exacerbate erosion, which is already a concern in the area. Climate change might necessitate a re-evaluation of the chosen access way's long-term viability.

### **17. Environmental Considerations**

- 17.1 There are a range of environmental considerations that have been assessed in establishing the options. These have been ranked from 1-5 with each option being assigned a value arising from the spectrum. From an environmental perspective Option 1 has the greatest negative environmental impact followed by Option 5, Option 4, and Option 2. Option 3 has the least environmental impact.
- 17.2 Further environmental assessments will likely be required to achieve resource consent if Council elects to continue with one or more of the options.

### **18. Health & Safety Considerations**

- 18.1 The safety of the community members, including pedestrians and vehicle users, is paramount. Proper design, including well-maintained pathways and roadways, and clear signage, is essential to prevent accidents and ensure safe access.

### **19. Other Considerations**

- 19.1 There are no other considerations.

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## 20. Next Steps

20.1 The next step is to consult with the wider community on the options that Council wish to consider. Should Council choose to progress with any of the options indicated Officers will carry out the consultation as required.

## 21. Supporting Information

<b>Strategic Fit/Strategic Outcome</b> The project is in line with the 2021-2041 Long Term Plan.					
<b>Decision Making</b> The decision can be made at an ordinary meeting of Council					
<b>Consistency with Existing Policy</b> No specific policies are supported by the project.					
<b>Funding</b> The decision on whether to fund one of the options would need to be made in the 2024-2044 Long Term plan given likely cost of the work.					
Risk Area	Risk Identified	Consequence	Likelihood	Risk Assessment (Low to Extreme)	Managed how
Strategic	n/a				
Financial	Options may require further funding in addition to the current budget to achieve resource consents.	High	High	High	Council will decide on which options to pursue if any.
Service Delivery	For some considerable period of time residents and visitors to Waikawa Beach have been able to access the sea via vehicles. Not funding the works would result in a loss	High	High	High	A number of options have been researched and developed for Council's attention that provide for a range of responses



	of service for the community.				to continue to facilitate access.
Legal	There are no legal risks.				
Reputational	Lack of providing vehicular beach access to the Waikawa beach will likely result in a loss of service and may lead to reputational damage locally and potentially nationally.	Medium	Medium	Medium	A number of options have been researched and developed for Council's attention that provide for a range of responses to continue to facilitate access.

**Confirmation of statutory compliance**


In accordance with section 76 of the Local Government Act 2002, this report is approved as:




- a. containing sufficient information about the options and their advantages and disadvantages, bearing in mind the significance of the decisions; and,
- b. is based on adequate knowledge about, and adequate consideration of, the views and preferences of affected and interested parties bearing in mind the significance of the decision.

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## 22. Attachments

No.	Title	Page
A	Waikawa Beach Vehicle Access Presentation to Council 6 September 2023	

Author(s)	Stephan Titze <b>Property &amp; Parks Project Lead</b>	
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Approved by	Arthur Nelson <b>Parks and Property Manager</b>	
	Brent Harvey <b>Group Manager - Community Experience &amp; Services</b>	
	Monique Davidson <b>Chief Executive Officer</b>	



File No.: 24/155

## 7.4 Regional Collaboration on a Water Services Delivery Plan

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### 1. Purpose

- 1.1 The purpose of this report is to:
- 1.2 Provide an overview of the Government's intended legislative changes to give effect to Local Water Done Well policy, including the requirement on councils to develop a water service delivery plan.
- 1.3 Provide an update on the work Horowhenua is progressing with its Manawatu-Whanganui regional colleagues.
- 1.4 Ask the council to sign a Memorandum of Understanding (MoU) to collaboratively develop a water service delivery plan working including consideration of future delivery models with the other councils in the Wellington region.
- 1.5 Ask the council to nominate an elected member to be council's representative on the Advisory Oversight Group for the joint water service delivery plan process.

### 2. Recommendation

- 2.1 That Report 24/155 Regional Collaboration on a Water Services Delivery Plan be received.
- 2.2 That this matter or decision is recognised as not significant in terms of S76 of the Local Government Act.
- 2.3 That Council notes the work progressing on Manawatu-Whanganui CCO Project Feasibility.
- 2.4 That Council approves signing of a Memorandum of Understanding to jointly develop a water service delivery plan with the other councils in the Wellington region.
- 2.5 That Council agrees to delegate authority to the Chief Executive to finalise the Memorandum of Understanding, consistent with discussions and any amendments made by the Committee.
- 2.6 That Council agrees to nominate [CR Name] to be Council's representative on the Advisory Oversight Group for the joint water service delivery plan process in the Wellington Region.

### 3. Background / Previous Council Decisions

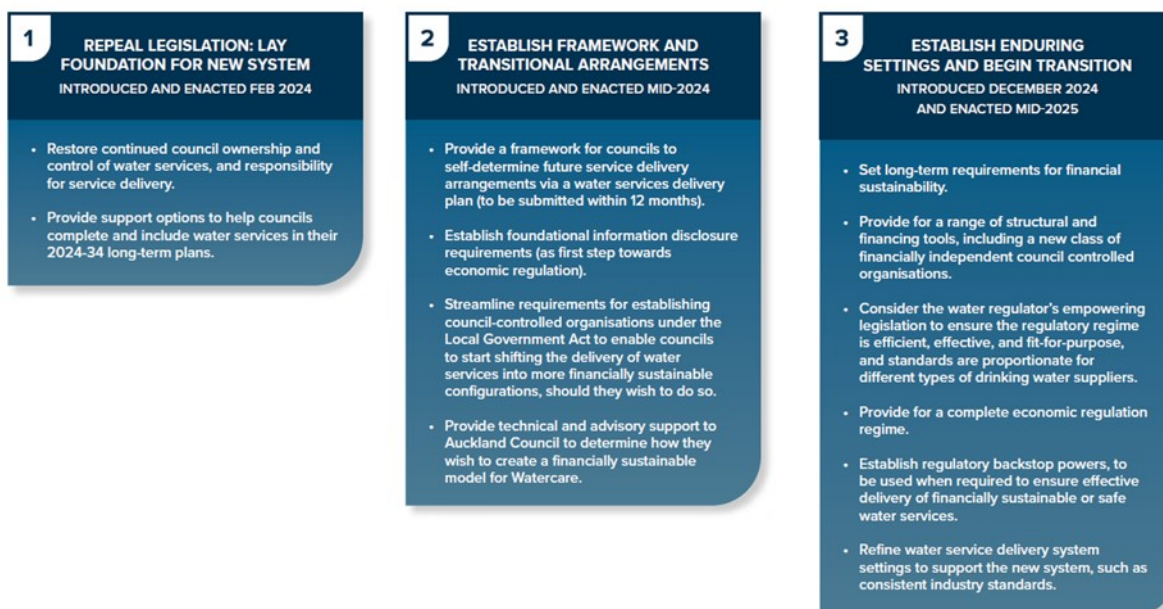
#### *Local Water Done Well policy and legislative change*

- 3.1 Change is coming to how water is regulated and managed by local authorities. The Government has repealed the Water Service Entities Act 2022 and set out the process and legislative changes required to give effect to their Local Water Done Well policy.



3.2 Local Water Done Well policy is based on a clear premise that change is required and will happen. The policy is still under development, but indicatively will be based on the following requirements:

- **Councils to develop a water services plan:** Within a year, councils must develop a plan to transition to a new water service delivery model that can meet regulatory and investment requirements.
- **Increased regulation in relation**
  - Water quality regulation
  - Infrastructure investment regulation
- **Financial sustainability** – water services models must be financially sustainable, based on:
  - Revenue sufficiency
  - Ring fencing to fund investment
  - Funding for growth



- 3.3 The first new bill (stage 2 in figure 1), is expected to be introduced and enacted mid-2024. This bill is being informed by an expert Technical Advisory Group. This legislation is expected to set out a clear framework for councils to develop a future water service delivery plan within 12 months of enactment. It is also expected to set out the foundations for economic regulation and streamline requirements for establishing council-controlled organisations under the Local Government Act. This will enable councils to move to different models, should they choose to do so.
- 3.4 The second bill (Stage 3 in figure 1), is expected to be introduced in late 2024 and enacted by mid-2025. This is expected to set out provisions relating to long-term requirements for financial sustainability, provide for a complete economic regulation regime, and a new range of structural and financing tools, including a new type of financially independent council-controlled organisation.

- 3.5 The second bill will also establish regulatory backstop powers, to be used when required to ensure effective delivery of financially sustainable or safe water services. In addition, it will make amendments to the water regulator's legislation to be used to ensure delivery of financially sustainable or safe water services.
- 3.6 All legislation to support the implementation of Local Water Done Well is expected to be passed by mid-2025 – ahead of the local government elections in October 2025.

***The need for change***

- 3.7 Councils across New Zealand are facing stark challenges to meet the investment needed for drinking water, wastewater, and storm water infrastructure.
- 3.8 The need for change to how water services are funded and delivered has been the subject of several major reviews, policy processes and legislative reform since at least 2016.
- 3.9 Significant and sustained investment is required over the coming decades to ensure councils can continue to enable growth, provide safe drinking water, improve environmental water quality, and are resilient to future seismic and climate change events. This level of investment is not possible for local government under current borrowing settings and any attempts to increase expenditure through rates will be unaffordable for communities.
- 3.10 Some examples of the challenges facing Horowhenua District Council are as follows:
- The level of investment required is not possible under current council financial settings. Council is close to borrowing limits and is not able to continue to load debt onto balance sheets. A new approach is needed that will address the balance sheet limitations for council or the establishment of a new delivery model that can raise capital based on asset ownership.
  - Ongoing increases to rates will be unacceptable and unaffordable. Investment cannot be based on borrowing only and must also be based on a balance of funding between current and future users to ensure a fair share of the true cost of the service. To ensure long term financial sustainability, water investment for asset renewals must be structured on an equitable intergenerational basis.
  - Enabling growth and housing supply will be increasingly challenging. The ability to meet increased regulatory requirements (both costs and processes), for environmental, drinking water and economic regulation will be challenging and costly.
- 3.11 It will be critical that any future water service model has the ability to deliver the level of investment required. This will need a model that is able to borrow, and over time can increase revenue from water users to a level where this sustainably covers the true costs of services. This could be through some form of charges or rates with a crucial consideration being to ensure that this is fair, affordable and delivers value for money for the community. It would therefore be prudent to begin the process to develop a water service plan.

## **4. Options and Discussion**

***Developing a water service delivery plan***

- 4.1 Based on direction from Government to date and expected legislative change, council will be required to develop a water service delivery plan by around mid-2025. Council has options to develop this independently, or to work with other councils in the region.
- 4.2 Developing the plan independently would reduce some complexities of process and decision-making requirements.
- 4.3 Working with other councils across the regions we work within offers the opportunity to collectively engage in legislative process, to ensure a sustainable, workable future model is

identified and can then be implemented. This may include a specific model for council or some form of joint model with other councils.

- 4.4 While there is no mandated future model, it is expected that the legislation will create a new type of CCO / COC (Council Owned Company). This indicates that the Government has a preferred model in mind.
- 4.5 In the context of other demands and pressures on council, there is value in a collective approach to ensure an effective and efficient approach to resources and the ability to learn from and support other councils.

***Working with the Manawatu-Whanganui Region***

- 4.6 Officers reported to the Mayoral Forum in December that the seven councils had jointly commissioned GHD to revisit the work undertaken in 2019/20 to assess the options for establishing a regional approach to water services delivery to understand our preferred approach and inform future discussions with government and evidence based decision making by Elected Members.
- 4.7 It was intended that the bulk of the work would, where possible, use existing data sources, in particular the analysis of Entity E carried out by the DIA/NTU, and not recreate data or analysis. Despite being amongst the first councils to request the Entity related information, this has still not been forthcoming from the NTU. The NTU has advised they intend to release information and data to Councils and will advise how this will happen at the end of February. Separately, there are indications from the NTU that there is no draft Entity E AMP or other analysis to inform the regional work.
- 4.8 Given the delay in receiving information from the NTU and the additional information regarding the government's policy direction CE's agreed to reset the approach to the work to appraise regional options; the GHD commission has been paused, and Transition Managers have formally established a 'Regional CCO Feasibility Project'.
- 4.9 A Revised Project Brief has been developed by Officers and reviewed by CE's which recognizes that the priority is to give effect to the Government's new requirements, and strike a balance between high level overview and sufficient detail to enable evidence-based decision-making.
- 4.10 The Mayoral Forum's role is to facilitate the consideration of the regional options via this project. Regardless of the outcome of the Regional CCO Project, individual Councils are, and will remain, the decision makers when it comes to them joining a regional CCO.
- 4.11 The purpose of the Manawatu-Whanganui Three Waters – Regional CCO Feasibility Project ("Regional CCO Project") is to "equip Chief Executives and Elected Members with sufficient information to make an informed decision as to whether they would recommend to their individual Councils to proceed with some form of regional asset-owning Council Controlled Organisation for the future delivery of Three Waters services, or not."
- 4.12 The Project will have four short phases which will establish the feasibility of setting up a sub-regional asset owning CCO, consider how similar are the charges, asset condition, and debt levels of each of the seven councils, and establish what it could look like and what would need to happen for it to come into being. The phases are:
- Establishing and agreeing the decision-making criteria to assess the suitability of a regional CCO.
  - Baseline assessment of the seven Councils and the regional position in relation to water service delivery
  - High Level Modelling of what a regional CCO model might look like; this would identify the efficiency savings and impact of normalisation of charges, high-level costs to establish, and sensitivity test sub-regional options; it will also develop options for Governance arrangements and outline the high-level establishment

programme. It will only consider the existing CCO model expected to be streamlined by the first Bill; it won't consider the option of setting up a new 'Financially Separate CCO' as details of this are not expected to be available before June.

- Decision-Gate on proceeding in-principle with recommending to individual councils some form of regional CCO, and the form of that.

4.13 Work Package 3 will consider sub-regional variations to sensitivity test the viability of a regional approach if one or more of the councils was to choose not to pursue a regional approach within the Manawatu-Whanganui region. The previously agreed scenarios are:

- (a) M-W minus Horowhenua
- (b) M-W minus Whanganui
- (c) M-W minus Tararua
- (d) M-W minus Ruapehu
- (e) M-W minus Horowhenua, Whanganui, Ruapehu and Tararua
- (f) Two halves: a) Ruapehu, Rangitikei, Whanganui; and b) Horowhenua, Manawatu, Tararua and PNCC.

4.14 In committing to this work, it is expected that each Council would want to consider the impact on their own operations of choosing to pursue a Regional CCO model and other options for working with neighbours outside the Manawatu-Whanganui boundary. That work is out of the scope of this project, and each individual Council is expected to consider for themselves the options that sit outside a M-W Regional or Sub-regional approach to ensure they can make a recommendation to their own Councils at the decision gate that concludes this project.

4.15 The project is expected to take until July. Progress with this work will be reported back to the next meeting of the Mayoral Forum in June and the final report will be presented at either a Mayoral Workshop or an extraordinary meeting of the Mayoral Forum in mid-July. CE's will retain oversight of progress through the previously established Three Waters CE meeting.

#### ***Working with the Wellington Region***

4.16 An approach to enable regional collaboration on a water services plan has been developed for council's consideration. This is based on a collaborative and non-binding partnership between councils in the Wellington region to work through this process robustly and efficiently.

4.17 Importantly, the process would not transfer any formal decision-making responsibilities or delegations from council. Any future decisions on a water service plan, preferred models or commitments to future change would remain with council.

4.18 A commitment to regional collaboration would be confirmed by signing a joint MoU. The draft MoU is attached see Appendix A.

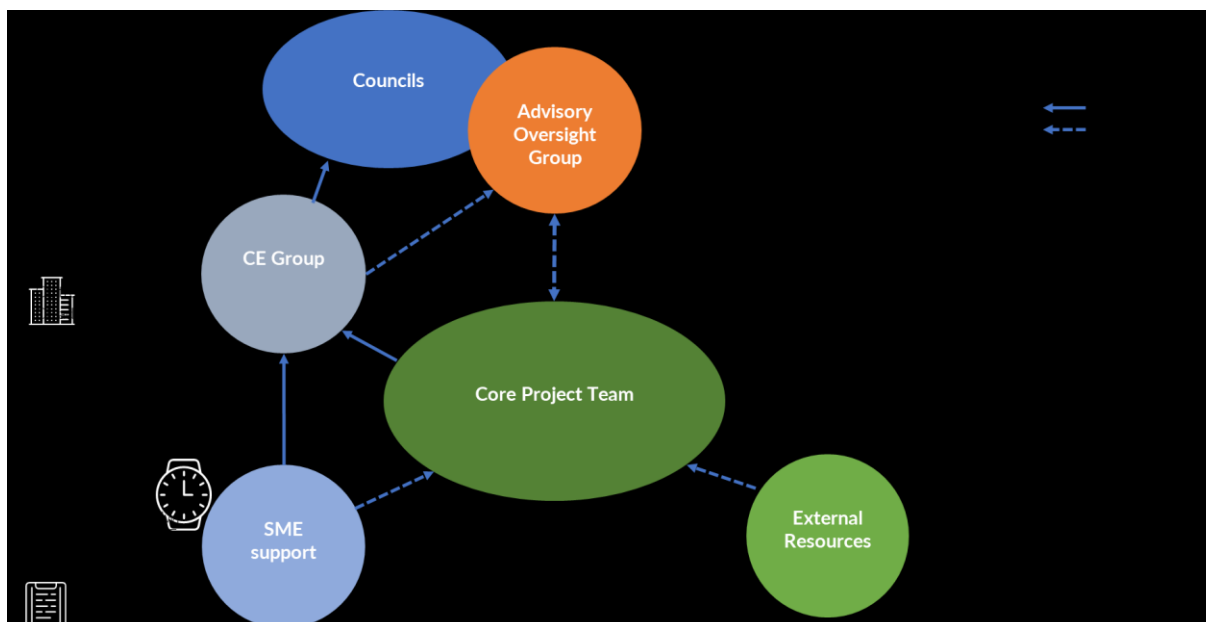
4.19 As part of this approach, councils would establish a joint governance oversight group called the 'Advisory Oversight Group' (AOG) made up of elected members. To date Councils have appointed the Mayor as the representative on the Advisory Oversight Group. Iwi / Māori partner representatives will also form part of this group, with the approach to this process yet to be confirmed.

4.20 The AOG would be chaired by an independent chair with suitable expertise in local government, financial models and large scale utility operations.



- 4.21 The draft terms of reference for the AOG is appended to the MoU, see Appendix A. The AOG is not a formal joint committee and has no formal decision making rights. Support would be provided by Chief Executives and a joint project team.
- 4.22 Formation of the AOG and signing of the MoU would signal a commitment by councils and Iwi / Māori partners to work together through a collaborative and non-binding process.
- 4.23 The proposed structure for a Wellington regional collaborative approach is shown below in Figure 2.

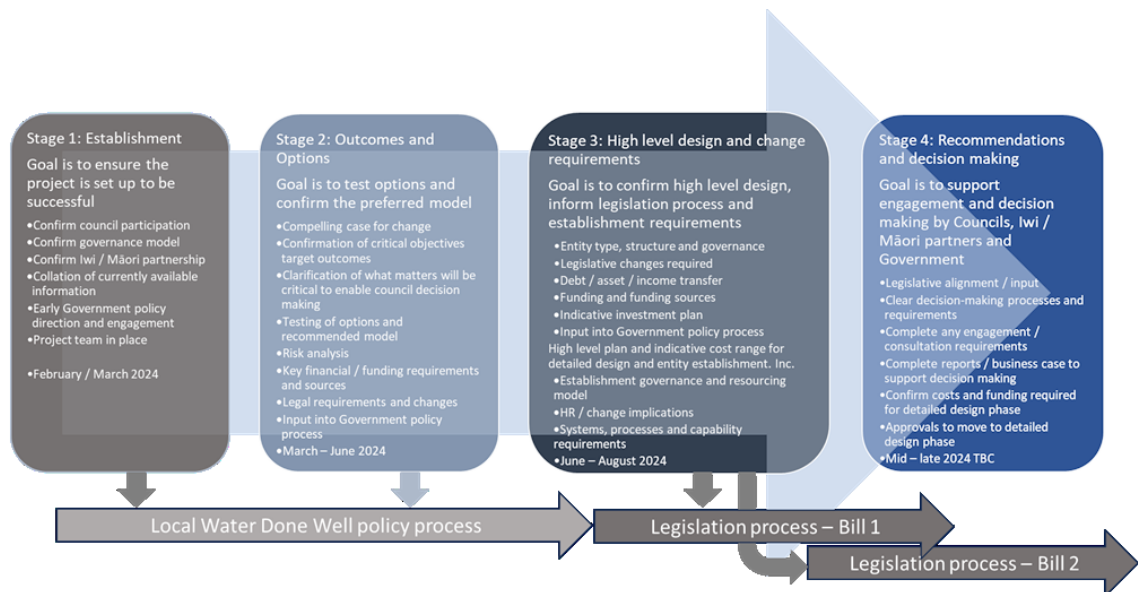
Figure 2. Proposed structure for regional approach to developing a joint water services plan



### Objectives and Output

- 4.24 The water services plan and future models and options to be considered will need to respond to agreed objectives and consider future approaches that are workable, affordable, sustainable and meet the needs of communities and the environment.
- 4.25 The key deliverable from this joint process would be a joint water services plan for the region, including options for future delivery models based on strategic option selection and high-level design. This process and outputs do not preclude any council from choosing to develop its own water services plan.
- 4.26 Critical success factors are that the water services delivery plan and any future model:
- Is supported by all councils and Iwi / Māori partners which are part of this process
  - Is supported by the Government *and* enabled through legislative change
  - Is based on a sustainable funding model
  - Enables commitment from councils and Government to move to subsequent phases to deliver the plan – detailed design and implementation
- 4.27 The high-level process and timing for this approach is shown in Figure 3. This is still being developed and would be tested and refined working with the AOG.

Figure 3: Indicative process and timing for Wellington regional water services plan



4.28 This process anticipates a staged approach to development of a water services plan aligned with the development of legislation. This would be focused on clear testing of options based on agreed outcomes by around mid-2024. This would inform the development of a high-level design for a future model to support any required engagement and decision-making happening around late 2024. This would enable the completion of the water services plan by early to mid-2025, aligned with the expected requirements of legislation.

## 5. Consultation

- 5.1 It is expected that the proposed legislative changes and water services plans will be of considerable interest to communities, partners and other stakeholders.
- 5.2 The process will need to consider how this is effectively undertaken, including any statutory requirements for engagement in relation water services plans or future delivery models.

## 6. Legal Considerations

- 6.1 The proposed legislative changes and water services plans will raise a range of legal issues and considerations for councils to work through. These are expected to be confirmed as part of the two proposed bills to be introduced during 2024 and enacted by mid-2025.

## 7. Financial Considerations

- 7.1 There are no immediate financial implications of this paper.
- 7.2 The financial implications of committing to this process will be confirmed as part of the establishment phase of the project. Currently Horowhenua District Council has no remaining three waters reform transition funding, however it is understood that reallocating three waters better off funding is an option. Once the required funding are commitments are understood, a further report will be provided to Council to seek direction on how this project will be funded.
- 7.3 The medium to longer term implications of legislative change and any future water services plan are expected to be significant. These will be a key consideration for the process and any future decisions required of council.

## 8. Iwi Considerations

- 8.1 Changes to water management will raise a range of significant issues for Iwi / Māori including water quality, priorities for investment and how to give effect to te mana o te wai.
- 8.2 As part of this process, council will need to confirm an approach of how to effectively work with Iwi / Māori partners. This approach would be confirmed during the establishment phase.


### **Confirmation of statutory compliance**

In accordance with section 76 of the Local Government Act 2002, this report is approved as:

- a. containing sufficient information about the options and their advantages and disadvantages, bearing in mind the significance of the decisions; and,
- b. is based on adequate knowledge about, and adequate consideration of, the views and preferences of affected and interested parties bearing in mind the significance of the decision.

## 9. Attachments

No.	Title	Page
<a href="#">A</a>	MoU Wellington Water Service Plan - DRAFT - Feb 2024	355

Author(s)	Monique Davidson <b>Chief Executive Officer</b>	
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Approved by	Monique Davidson <b>Chief Executive Officer</b>	
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# Attachment 1: Memorandum of Understanding

## Water Services Delivery Plan for the Wellington region

### DRAFT

#### Regional approach to a water services plan

##### Regional approach to a water services plan

Based on direction from Government and expected legislative changes, councils will be required to develop a water service delivery plan by around mid-2025.

The signatories to this Memorandum of Understanding (MoU) have committed to a process of working together to develop a water services plan including consideration of future delivery models.

This process is based on a collaborative and non-binding partnership approach between councils in the Wellington region to work through this process robustly and efficiently.

The future model and options to be considered will need to respond to agreed objectives and consider future approaches which are workable, affordable, sustainable and meets the needs of communities and the environment.

##### Outputs from this process

The key deliverable from this joint process is a joint water services plan, including for a future delivery models based on strategic option selection and high-level design. This process and outputs do not preclude any council from choosing to develop its own water services plan.

Critical success factors are that the water services delivery plan and any future model:

- Is supported by all councils and Iwi / Māori partners which are part of this process
- Is supported by the Government *and* enabled through legislative change
- Is based on a sustainable funding model
- Enables commitment from councils and Government to move to subsequent phases to deliver the plan – detailed design and implementation

This MoU outlines the expectations on signatories and the Terms of Reference (ToR) for the Advisory Oversight Group (AOG) for this process.

##### Changes to three waters



Change is coming to how water is regulated and managed by local authorities. The Government has repealed the Water Service Entities Act 2022 and has set out the process for legislative change to give effect to the Local Water Done Well policy through two further stages of legislative change which are expected to be passed by mid-2025.

Local Water Done Well policy is based on a clear premise that change is required and will happen. The policy is still under development, but indicatively will be based on the following requirements:

- **Councils to develop a water services plan:** Within a year, councils must develop a plan to transition to a new water service delivery model that can meet regulatory and investment requirements.
- **Increased regulation in relation**
  - Water quality regulation
  - Infrastructure investment regulation
- **Financial sustainability** – water services models must be financially sustainable, based on:
  - Revenue sufficiency
  - Ringfencing to fund investment
  - Funding for growth

#### **Regional approach to a water services plan**

In the context of this change, the signatories to this MoU have agreed to work with other councils in the region as this offers the opportunity to collectively engage in this legislative process to ensure a sustainable, workable future model is identified and can then be implemented. This may include a specific model for council or some form of joint model with other councils.

This approach will enable regional collaboration on a water services plan based on a collaborative and non-binding partnership between councils in the Wellington region to work through this process robustly and efficiently.

The process does not transfer any formal decision-making responsibilities or delegations from any council. Any future decisions on a water service plan, preferred models or commitments to future change would remain with each council.

#### **Advisory Oversight Group**

As part of this approach, councils have agreed to establish a joint governance oversight group called the 'Advisory Oversight Group' (AOG) made up of elected members. Iwi / Māori partner representatives will also form part of this group, with the approach and membership to be confirmed working with Iwi / Māori partners during the establishment phase.

The AOG would be chaired by an independent chair with suitable expertise in local government, financial models and large scale utility operations.

The draft terms of reference for the AOG is appended to this MoU, see **Appendix X**. The AOG is not a formal joint committee and has no formal decision-making rights. Support would be provided by Chief Executives and a joint project team.

Formation of the AOG and signing of the MoU signals a commitment by councils and Iwi / Māori partners to work together through a collaborative and non-binding process.

**Dated:** Endorsed on behalf of signatory councils by members of the AOG on **DATE**.

SIGNATURES OF MEMBERS ON BEHALF OF ORGANISATIONS – **TO BE INSERTED**

COUNCIL

COUNCIL

## APPENDIX 1: Terms of Reference for the Advisory Oversight Group

### Water services plan process for Wellington regional councils

Councils in the Wellington region have committed to a process of working together to develop a water services plan including consideration of future delivery models. This process represents a collaborative partnership approach between councils in the Wellington region and Iwi / Māori partners. The value proposition of the process is to ensure that the region can collaboratively work through this process robustly and efficiently.

### Outcomes and options

The water services plan and future models and options to be considered will need to respond to agreed objectives and consider future approaches that are workable, affordable, sustainable and meet the needs of communities and the environment.

The key deliverable from this joint process would be a joint water services plan for the region, including options for future delivery models based on strategic option selection and high-level design. This process and outputs do not preclude any council from choosing to develop its own water services plan.

Critical success factors are that the water services delivery plan and any future model:

- Is supported by all councils and Iwi / Māori partners which are part of this process
- Is supported by the Government *and* enabled through legislative change
- Is based on a sustainable funding model
- Enables commitment from councils and Government to move to subsequent phases to deliver the plan – detailed design and implementation

### Advisory Oversight Group

As part of this approach, councils have agreed to establish a joint governance oversight group called the 'Advisory Oversight Group' (AOG) made up of elected members. Iwi / Māori partner representatives will also form part of this group, with the approach to be confirmed working with Iwi / Māori partners during the establishment phase.

### Decision making and delegations

The AOG does not have any formal decision-making responsibilities or delegations. These remain with each council, including any future decisions on preferred models or commitments to future change.

The AOG is not a formal joint committee. Formation of the AOG forms part of the commitment by councils and Iwi / Māori partners to work together through a collaborative and non-binding process.

Where direction on the process or options being considered is required from the AOG, this will as far as possible be undertaken by consensus.

#### **Key tasks and partnerships outcomes**

The AOG will work in partnership to:

- Provide political oversight and alignment of this process to demonstrate visible and collaborative leadership
- Build trust and stronger organisational relationships
- Build better understanding of partners' perspectives and identify shared objectives and areas of alignment
- Operate at a strategic level owning key relationships for the future water model process and supporting the mitigation of any escalated risks
- Test and confirm the direction for the process including investment objectives, options analysis and required analysis in order to provide confidence and certainty to stakeholders and the community
- Provide advice and direction and to assist the responsible staff to manage and resolve issues and risks including alignment with wider strategic regional issues, the expectations of key partners, stakeholders and the community.
- Assist information sharing, efficient and effective working including opportunities to collaborate, and provide a stronger voice when advocating to others including a shared story for the people of the Wellington region and for investment

### **Advisory Oversight Group membership and structure**

#### **Membership**

The Advisory Oversight Group shall consist of:

- An independent Chair (with an agreed Deputy Chair in the event that the Chair is unavailable)
- An elected representative from each of the partner councils
- Representative from Iwi / Māori partners – to be confirmed working with Iwi / Māori partners
- Any other person considered necessary by the AOG to ensure the effective functions of the group

Attendance at meetings would include council CEs.

#### **Structure for AOG**

- A quorum is the majority of members, or half the members where there is an even number of members. No business may be transacted at a meeting if a quorum is not present.
- Members are expected to attend all meetings, except in exceptional circumstances, as notified to and agreed by the Chair.
- In the event that the Chair is unavailable, the Deputy Chair shall chair the meeting.
- In the event that any member is unavailable for a meeting, any of the partners may nominate an alternate. **Or** There will be no alternate appointments.
- The AOG will be supported by a Secretariat and Project Team. The role and focus of this Secretariat is set out below.
- The AOG shall meet at least XXX, or as otherwise required. Meetings shall be hosted by one of the partners as agreed. Invites and coordination of meetings shall be managed by XXX.
- Wider invites to relevant partner organisations [such as DIA], shall be determined by the meeting Agenda.

- The meetings are not public but shall be transparent in terms of agenda and outcomes. Effort will be made to distribute any meeting papers at least 3 working days ahead of the meeting date. Recognising that the AOG does not hold any formal decision-making powers or delegations, papers shall be brief and avoid duplication with matters best dealt with through existing council decision making processes and delegations.
- Membership shall be reviewed and reconfirmed on an annual basis or if the project moves beyond confirmation of a plan for future water to the implementation of this model.

### Senior managers group

The AOG will be supported by a Senior Managers group of the partners. This will consist of CEs or nominees from each partner organisation (CE or GM level).

This group will be chaired by a nominated Chair (with an agreed Deputy Chair in the event that the Chair is unavailable).

The role and focus of the Senior Managers Group is to ensure advice and support to the AOG is effective and efficient, including:

- Provide senior management oversight and alignment of this process to demonstrate visible and collaborative leadership
- Testing and confirm the direction for the process including objectives, options analysis and required analysis in order to provide confidence and certainty to stakeholders and the community
- Provide advice and direction and to assist the responsible staff to manage and resolve issues and risks including alignment with wider strategic regional issues, the expectations of key partners, stakeholders and the community.
- Support the identification, mitigation or management of key risks and issues
- Assist information sharing, efficient and effective working, and provide a stronger voice when advocating to others including a shared story for the people of the Wellington region and for investment
- Ensure that the project team is resourced and supported.

### Project team and Secretariat – role, responsibilities and membership

Support for the AOG will be provided by the project team based on a small core team supported by resources from partners. Detail to be confirmed through the project scope, based on expectation of:

- Project Director reporting to the senior managers group. This role will lead the project and be responsible for coordination of the Agenda for AOG meetings (including actions) and programme design and delivery across the partners (nb. role description and tasks to be defined)
- 3-4 technical resources (size, resourcing model, procurement, where hosted TBC) providing expertise and workstream leadership for:
  - Secretariat support for AOG and Senior Managers group
  - Project management
  - Financial and options analysis
  - High level design of financial, funding, legal, governance etc elements for the preferred option
  - Evidence/options/reporting; change management



- Comms planning and deliver for partner and iwi engagement
- DIA relationship
- Operational requirements
- Nb. Other resources and functions to be confirmed by agreement of the scope and timeline e.g. financial analysis, options analysis, change management / HR requirements etc as detailed in the project plan.

## Funding

Funding required for this process will include the independent Chair, Project lead, workstream leads, secretariat and programme resources.

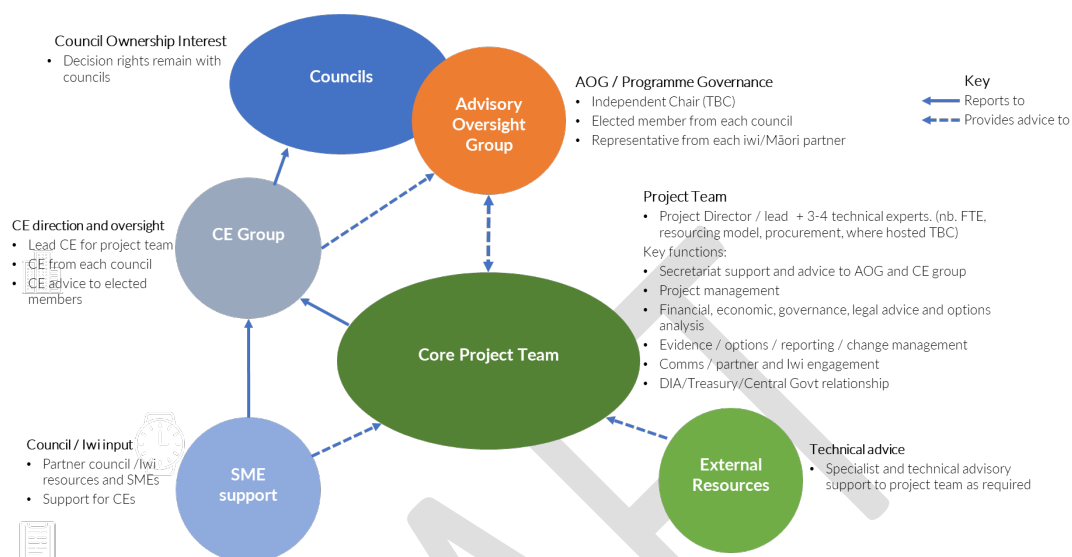
The partners will confirm a budget. A funding plan shall be developed with the costs split on an agreed basis. This budget and funding plan shall be reviewed and updated at least on an annual basis.

## Communications and media protocols

The partners commit to working together to ensure a coordinated communications and engagement approach to ensure a no surprises basis. This includes utilisation of agreed key messages and communications plan along with any developed communications brand and website as required.

The partners will develop and agree a communications plan that sets out key messages, protocols and channels in more detail as required for each phase of the project. This shall be reviewed and updated at least on an annual basis.

## Attachment 1: Structure of Advisory Oversight Group and supporting functions



## Attachment 2: Charter / Project scope

Under development