

# CLIFTON TO TANGOIO COASTAL HAZARDS STRATEGY 2120

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## MINUTES OF THE SOUTHERN CELL ASSESSMENT PANEL WORKSHOP 3 – SITE VISIT ON THURSDAY 15 FEBRUARY 2017

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### PRESENT

#### Panel Members:

Martin Bates, Tom Evers-Swindell, Mike Harris, Paul Hursthouse, Peter Kay, Brent McNamara, Mark Mahoney, Keith Newman, Aki Paipper, Peter Paku, Jagwinder Pannu, Duncan Powell, Maurice Smith, Jamie Thompson, Dave Wells, Terry Wilson, Bruce Meredith.

#### Facilitation Team:

Peter Beaven (Chair), Stephen Daysh, Jan Seaman (Minutes).

#### Observers:

Mike Adye, Mark Clews, Larry Dallimore, Craig Goodier, Rod Heaps, Graeme Hansen, Bruce Lochhead, James Minehan, Rina Douglas

### APOLOGIES

Te Kaha Hawaikirangi, Richard Munneke, Sarah Owen, Des Ratima, Ann Redstone, Waylyn Tahuri-Whaipakanga, Dan Tosswill

### DEPARTURE

Members met at the aquarium car park at 10.45 am and the coach departed for Clifton at 11.00 a.m. Information relating to the visits was handed out.

### CLIFTON

The group assembled near the area of the wash-out and Paul Hursthouse spoke about the camping ground and marine club, which could only be accessed by smaller vehicles due to erosion damage. The rock revetment was observed. In the past there was a sea wall consisting of old power poles in the area where the group was standing, however, this was removed for safety reasons and because it was unsightly. Erosion increased rapidly after removal. No gravel has been brought into replenish the beach. The HDC commissioned a report to look at possible relocation of the boating ramp. This would be possible but very expensive.

There has been a significant impact on the camping ground due to the erosion, however, the current wall has worked extremely well, providing a unique opportunity for boating and camping. The consent technically expires in August 2018 and at present discussions on future options are being held with the HDC. The proposal is to extend the wall from its present position to where the group was standing, with technical drawings being prepared. It is believed the wall will provide good protection. Funds have been put aside by the HDC who have approved the proposal. Total estimated cost for the work is \$1.3 m, with a lifespan of 35 years. The report was put on the HDC website on 15 December 2016 and preparations for a Resource Consent Application are currently underway. The design of the wall will maximize the benefit and minimize disruption.

This area is well-used, with around 100 visitors per day walking to the Cape and 12,000 people visiting annually. Having the campground and boating facilities provides safety and security for visitors who sometime try to walk to the Cape when it is unsafe to do so. There are issues relating to water supply which would necessitate the Council putting in a new bore if the camping/boating facility had to be exited. The campground is under the HDC and DOC owns a small part of land which has reserve status.

## **TE AWANGA**

The bus stopped near Te Awanga Estate, where Martin Bates addressed the group. There is a proposal for 90-residence development in the area. Approval from the HDC has been received, however, additional resource consent is required in regard to wastewater, stormwater and proof that the area does not flood. From the drain forward to the road will be set aside as reserve/detention, with a bund along the road. No elevation is required and concern was expressed that the area is at serious risk of inundation.

The beach has not moved a lot apart from the area in front of the camping ground, as it is protected by the Te Awanga reef. A protective wall of rails and tyres was erected in the 1970's and has worked to a degree, with the tyres reducing the power of the waves. No maintenance is allowed on this structure and there are no plans to extend the wall. Surges come over the crest in a big storm event but this doesn't occur often.

The group then stopped at Te Awanga Reserve for lunch.

Keith Newman spoke about the history of the area, where European settlement began around 1880. The group of houses near the shoreline colloquially known as the Haumoana 21 (H21) contains properties that are at serious risk and an action group (WOW) was formed in 2009 to look at how the community can be protected. Serious damage occurred in 1974, but not much since that time. Construction of groynes was considered, however, the cost was more than the community could afford. The area is considered an asset for the whole of HB and not just the owners of the twenty-one houses at risk. A practical solution to protect the Cape coast was being sought.

## **HAUMOANA**

The drive through Haumoana provided a view of inundation-type works put in around 1970. The two lagoons are considered to be old river mouths from the Tukituki river. The HBRC built up the crest which has provided some protection. Mike Adye explained that the sea can come over the crests and there is a system to guide it into the main area of the groyne where there is a gravity gate. The floodgate will not work if the Tukituki River is up but water can be pumped out. The HDC have consent to fill up lower areas of the crest, however, erosion will continue.

The use of all types of vehicles on the beach/crest was discussed, and whether vehicles could be banned so as to prevent damage to the crest and encourage the growth of vegetation. At this time beaches are considered roads and banning vehicles is a difficult subject.

## **CLIVE/EAST CLIVE**

The next stop was by the East Clive Sewage Treatment Plant and the group walked to the beach. In the last seven years about 50 m of the beach has been lost on the northern side and buildup on the southern side was clear to see. There are two further groynes to the north, which will slowly build up on the southern side but step in on the northern side. In the past the beach/crest was covered with boxthorn, however, this was made a noxious weed and removed. Erosion accelerated and no other shrub has been found that can successfully establish in the area. HBRC agree that it would be helpful if some form of planting could be established.

Winstone Aggregates have a resource consent to extract gravel at Awatoto, which expires at the end of May 2017. To date there has been no request for renewal of the consent. It is understood that if there is no application for renewal, the company will continue to process at the site and bring in material from other areas. Winstone's pay a fee to government because their operation relates to the coast. If it related to rivers then the Regional Council could collect the RMA levies.

Mike Adye explained that flood channels in the Hawke's Bay rivers need to be maintained and river extraction of gravels will be essential. Work is being carried out on how to manage this going forward. There is a considerable amount of material in the upper Tukituki which could be moved as it could pose a risk if the river could not drain properly. Its location would make it expensive to transport to where it

could be used. If extraction ceases at Awatoto it will be necessary to monitor the area to ensure the river mouths remain open.

## **NAPIER PORT**

This area is the most northern part of the southern cell. Shingle was be extracted and used to nourish Westshore beach. However, this has practice now stopped and material comes from other sources.

Mike Adye outlined the HBRC consenting process and the following points were noted.

- The HBRC is a regulatory organization and if anything has a potential impact on the environment that is not permitted in the Regional Resource Management Plan then a Resource Consent is required.
- All applications must be processed and if, for example Winstone Aggregates wanted to renew their consent they would be entitled to apply. They would need to put forward scientific arguments around potential impacts.
- As this is a legal process consent applicants can take their case to the Environment Court if they disagree with the outcome.
- HBRC discretion with regard to Consents was queried. Mike Adye advised there were some discretionary activities but what guided the consenting programme was the Regional Resource Management Plan, which sets out rules and regulations associated with activities. The Environment Court makes the final decision regarding what goes into the Plan. When the public consultation stage is reached it is into the formal process and HBRC loses control over it.
- In terms of planning as far as the coast is concerned, almost everything is a non-complying activity. Guidance comes from MfE and DoC. The National Coastal Policy Statement is fairly prescriptive and is administered by DoC. There is some discretion, e.g. approval of a hard engineering structure, but it is limited. Regional Councils have some room to move and this is through review and changes to the Plan.

## **WESTSHORE**

The final stop was at Westshore, where Councillor Larry Dallimore explained the process of re-nourishment, which commenced in 1986. It has been done annually since 1993. Various materials have been used including pea metal and river materials, which contain silt. Alternative sources are being trialed, however, cost is a consideration. Some nourishment has come in from channel dredging in the past and was very successful.

Bruce Lochhead – Port of Napier – updated the group in relation to the port's activities. Currently discussions are being held and a Resource Consent will be lodged around April of this year for development at the port. This will enable the port to handle growth at the port/container terminals as well as the number of cruise ships. The intention is to build another berth on the northern face of the port and as part of the process the channel into the port will be widened and deepened, along with the turning circle. Dredging is currently to 12.4 m in the channel and the proposal is to go to 14.5 m. This will be in line with other NZ major ports. The sea wall is already in place so the berth will be constructed on top of the sea wall.

Disposal of dredged material will be into the Westshore area but the port is also now looking at an alternative disposal site to the east, in 20 – 22 m of water. The key point is that there should not be any impact on Pania Reef. There will be different types of material dredged and where it can be dumped will depend on the draught of the dredge. A new dredge is being purchased and the maintenance programme will still be to dredge every three years.

## **PAYMENT**

Panel members were offered two methods of payment and were requested to contact Monique with their preferred option.

The bus arrived back at the aquarium at 3.00 p.m.