

Otaramakau-Matata Coastal Area

Management Strategy

Situation Report

Prepared for

Bay of Plenty Regional Council and

Whakatane District Council

by

Boffa Miskell Limited

Otaramakau-Matata Coastal Area Management Strategy

Situation Report

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Otaramakau-Matata Coastal Area Management Strategy
Situation Report

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1.0 PURPOSE

The Councils wish to undertake a project to develop a sustainable management strategy for the “Matata Straights”(Otaramakau-Matata Coastal Area). The project objective is:

“To successfully develop, implement and maintain a sustainable management strategy for the coastal area between Otaramakau and Matata.”¹

This Situation Report brings together current information on social, economic, environmental and cultural issues, identifies and initiates engagement with key stakeholders and the community, and recommends a planning process to achieve a long term vision and action plan.

The situation report provides the Council with a basis for agreeing a possible way forward with participating organisations and stakeholders with identified responsibilities, costs and timeframes. It defines the current situation and enables participants to understand the potential long term implications of current management in the area.

Issues have been identified through community engagement and a review of plans policies and other literature relevant to the area. A site visit was also conducted and a photographic record prepared of features.

Issues have been grouped into social, economic, environmental and cultural themes, the “quadruple bottom line” for community wellbeing defined in the Local Government Act² and more generally under other legislation³

2.0 BACKGROUND

2.1 Study Area

The Study Area is shown on the plan in Appendix 1.

The Study Area encompasses the 12 km stretch from Otaramakau to Matata Township. It extends inland from mean high water mark to include the coastal environment⁴ where coastal processes are dominant.

Areas beyond the Study Area may also be an important influence, or may be significantly influenced by what occurs within the study area. The study area is therefore an issue for debate in determining the scope of a sustainable management strategy.

¹ Project Charter Matata Straights

² Section 10 Purpose of local government

³ See for example Land Transport Management Act Part 1 Preliminary Provisions

⁴ NZ Coastal Policy Statement Policy 1

2.2 Planning Horizon

Sustainable management is focussed on the needs of both present and future generations. This requires a long term approach⁵ The common definition of a “generation” is 20-25 years. Therefore, the minimum period required to address the needs of multiple generations may be 40-50 years.

Effects of decision making may not be apparent in the short run. The degradation of the environment from its natural state has occurred over many decades. Strategies that seek to arrest decline or restore the environment may take a similar period to implement.

The recommended planning horizon for strategy development is 50 years. Actions plans should have a horizon of 10 years to tie in with the Councils Long Term Plan (LTCCP).

2.3 Land Ownership

Land ownership within the study area is shown on the map in Appendix 2.

The largest land parcel is within the Western Whakatane Coastal Recreation Reserve. The Western Whakatane Coastal Recreation Reserves Management Plan⁶ applies over a large part of the study area, covering 167ha of land between the rail corridor and mean high water mark. The land was gazetted as Recreation Reserve in 1983 under the control of the Department of Lands and survey. Whakatane District council was appointed to control and manage the reserve in 1983. Prior to this the land was controlled by the Department of Railways. Part of the recreation reserve is leased to Murphy’s Motor Camp.

The Railway and State Highway make up the other largest parcels of land.

Public (road and reserve) and private land parcels extend over the escarpment to the state highway boundary.

3.0 COMMUNITY ENGAGEMENT

3.1 Engagement Process

3.1.1 Key Informants

An introductory letter was sent to key agencies active in the study area.

35 informants were contacted and asked for feedback on the following questions:

- What is your general interest in the area?
- What are the most important attributes or values of the area?

⁵ For example See Part 2 RMA Section5(2)

⁶ Western Whakatane Coastal Recreation Reserves Management Plan adopted April 2004.

- What do you believe is the under greatest threat in the area?
- What do you think is the most important thing could be done to address this?
- Do you have any future plans that will affect the area?
- Is there any other person who you think I should make contact with?

The responses are set out in Appendix 3.

3.1.2 Open Day

A Public Open Day was held at the Rangitihi Marae at Matata on Tuesday 7th December 2010. A written invitation was sent to land owners and occupiers living in the immediate area. The invitation extended to people in an area approximately 200m inland from the escarpment.

The invitation included a set of questions and contacts were given the option of writing a response if attendance at the open day was not convenient.

Meeting invitations were also made to NZTA, Kiwi Rail, Whakatane District Council, Bay of Plenty Regional Council, and Department of Conservation.

The Open Day/Workshop commenced at 4.00pm. Approximately 15 residents attended over the duration of two hours. Also in attendance was Henry Pryor the Chairman of the Rangitihi Marae Committee.

The format of the workshop was a brief introduction of representatives at the meeting and welcome and a brief presentation on the objectives of the project and an outline on how the workshop would run.

A large format map of the area was presented along with recent photographs showing features in the area. Attendees had informal discussion with representatives at the workshop who noted issues raised and provided information and feedback as required.

A summary of feedback is set out in Appendix 4.

3.2 Engagement Outcomes

Although individuals and groups contacted had varying interests, there were several recurring themes:

- The importance of the area as a “gateway” to the eastern Bay of Plenty
- The significance of the area’s ecological and habitat values
- The area’s outstanding landscape values
- The need to address the present risks to major road and rail infrastructure
- The need to strike a balance between recreational access to the beach and conservation of natural values
- The cultural significance of the area, including the presence of koiwi from historic battles

These themes are expanded on in the following sections.

4.0 SOCIAL ISSUES

4.1 Demographics

The study area has a very limited permanent population. There are approximately 25 residential dwellings in the study area or immediate environs, and the resident population is likely to be in the range of 65-75 people.

The area falls within Census meshblock 1325500 which has 66 households and a population of 168. This meshblock falls within the Otakiri Census Area Unit which has 1,300 households and population of 3,600. Population growth in the area unit was 0.7% or 24 people between 2001 and 2006.

Indicators of income, housing and work are that the overall level of socio-economic wellbeing in the Area Unit may be marginally above the Bay of Plenty Region average.

Camping grounds provide capacity for a non resident population which peaks in the summer holiday period⁷. The camping ground capacity is approximately 170 sites, with peak camper population estimated at 900 people. Demands on the area's resources also come from day trippers from the wider region.

4.2 Recreation

The coastal margin within the study area has historically been subject to public recreational use.

Its attraction is in part due to its remote character having very limited development in the hinterland, but also being easily accessible to a significant population within a 1 hour drive. There are few places where a major highway lies adjacent to the coastline as it does at Matata.

Recreational uses include fishing, boating, swimming, walking, bird-watching, sight seeing and camping. Baseline surveys of recreational users were undertaken in 1986 and 2001⁸. The Pikowai Recreation Reserve was identified as the site of greatest use intensity within the study area.

There are three camping grounds within the study area:

- Campervan park at Otamarakau – Privately operated with fewer than 20 sites (estimated).
- Camping ground at Pikowai – Council operated with 32 sites.

⁷ Coastal Reserves Management Plan Section 5.1.2 p24

⁸ Coastal Reserves Management Plan Section 5.1.2.p24

- Camping ground at Herepuru – Privately operated Murphy’s Motor Camp with 120 sites on 14ha of leased reserve.

Public access to the beach is relatively limited. Formal access is available at

- Pikowai Domain
- Murphys Motor Camp
- The “White” carpark
- Matata Recreation Reserve.

A beach access at Otamarakau is recognised by many as a “formal” access point. It has formation and signage that reinforce this understanding. However, the crossing is informal and passes over railway land. There is potential to formalise this access and parking. Kiwi Rail is opposed to parking on beachside as avoidance of vehicles crossing tracks is important to them.

Existing parking areas are limited and are said to be generally full at weekends.

There are numerous informal access points where pedestrians and recreational vehicles have crossed the railway to access the beach. Kiwirail would like to see improved parking and access to the beach at defined locations to avoid the establishment of dangerous informal crossings.

Fishers are known to be reluctant to leave vehicles in designated access and parking areas due to security problems. Fisher access is considered legitimate by some, provided travel avoids the dunes.

There may be an option to allow access via a licence/permit arrangement subject to a Code of Conduct being signed (example of quad bike access at Papamoa Beach to Kaituna River mouth managed on this basis). It is understood that this approach has previously been considered by Council, but not supported. The contrary view is that fishers like to travel across dune ridges to view surf conditions and potential fishing spots.

There is general view that the access issue can best be resolved by stricter enforcement coupled with enhanced access and parking (needing to be both safe and secure). The location and design of car parking areas need to provide security. Some suggest that parking areas should be located adjacent to dwellings to promote passive surveillance and deter would-be thieves.

Suggestions for a cycle trail along the coast have received mixed views. Although tourist potential is high, some consider this will increase the threat to ecology and may affect cultural sites. One person suggested that it could be located between the rail and road corridors to avoid these effects.

5.0 ECONOMIC ISSUES

5.1 Business

Farming and tourism are the principal business activities in the study area and environs. The study area is too small to obtain meaningful business demographic information. However, there is a general perception that there is a trend toward more intensive land use with development of horticulture and lifestyle blocks, and that this will continue.

Rural and primary production and the district's rural land resource are important for sustaining economic wealth in the area. Issues for the rural economy are likely to be similar to those for the District as a whole⁹:

- Rural farming practices, particularly those associated with horticulture can have effects which may affect the wellbeing of people living in close proximity.
- There is a demand for rural lifestyle living in the rural environment while being close to urban centres.
- Rural lifestyle development can reduce the productive capacity of land.
- An increased population has the potential to constrain farming practices.
- Development in the rural environment, such as earthworks, accessways and house sites can detrimentally affect natural and cultural values (e.g. archaeological sites and natural areas).
- Subdivision and development should not occur in rural areas that have inadequate or unaffordable infrastructure provisions or needs.

The recent subdivision at Mimiha Ridge demonstrates the potential for lifestyle development, capitalising on the areas views, natural attributes and relative remoteness. This development has included significant road improvements.

The level of economic development in the area was not a major concern raised through community engagement. Any concern appears to be more about ensuring the impact of development is properly assessed and mitigation measures put in place, particularly on the road network and the coastal reserve... Having a "structure plan" for the area was considered a potential benefit, providing a potential framework for financial contributions to be quantified and taken from developers toward upgrading and improvements to infrastructure and amenities

5.2 Road Transport

State Highway 2 is a National Route maintained by the New Zealand Transport Agency (NZTA).

All other roads within the study area are "local roads".

NZTA recognise the "aesthetics" of the area are important with the area being a regionally important landscape. NZTA are also recognises that there are areas of high cultural value with

⁹ Shaping Whakatane Sustainable Communities – Rural Environment Issues

human remains likely to be present in areas of historic battles. NZTA have found it difficult to access information and a cautious approach is taken to avoid disturbing human remains.

The primary threat to road access comes from tephra debris washing down from escarpments during intense rainfall. When the State Highway is blocked alternative access is provided by State Highway 33.

Drain blockages between the railway and ocean are caused by beach build up with debris retained up stream. High water levels also affect the stability of the road surface. NZTA would like to see the stream outfalls kept clear to reduce blockages. A combined drainage plan with Council and Kiwirail is seen as potentially beneficial.

Debris that accumulates in the road corridor during storm events is stockpiled in defined locations along the road corridor for dewatering and later removal by truck to clean fill sites away from the area.

NZTA has no major upgrading plans in its 10 year plan. However, a report was prepared in 2001 on a stream mouth cutting proposal¹⁰. All stream culverts were mapped for NZTA in 2006.¹¹

5.3 Rail Transport

The East Coast Main Trunk (ECMT) railway extends into the Whakatane District from Tauranga to Kawerau via the Matata Straight. The Murupara Branch Railway extends southwards from Kawerau with another branch line joining the ECMT south of Matata serving Edgecumbe and Taneatua.

The railway carries industrial freight including logs, wood pulp, paper and cardboard, fertiliser and steel, and provides an alternative mode of transport for products heading to the Port of Tauranga. There is no passenger link.

Key issues for the management of the rail corridor are debris and silt affecting the rail corridor and public access across the track.

Blockages from silt carried out of the stream catchments occur at least twice per year. Stream outlets are also constrained downstream of the rail corridor across the dunes which contributes to the silting problem. Train speeds are reduced due to the current condition of the rail embankment.

Kiwirail would like to see “silt traps” used upstream of the State Highway to reduce blockages. They also have plans to install and upgrade some culverts. Like NZTA, the blockage of the Pikowai and Mimiha Streams from beach sand movement is an ongoing issue and a combined approach to address this is supported.

¹⁰ Steve Everitt – copy not obtained.

¹¹ Opus Consultants for NZTA – a copy held by Kiwirail, not in NZTA archives.

Kiwirail have a long term plan to increase the length of crossing loop at Hauone to the north. An “Outline Plan” approval is required, and cultural issues are likely to arise.

6.0 ENVIRONMENTAL ISSUES

6.1 Landscape

The landscape within the study area is comprised of 3 parts:

- Kohioawa Beach Dunefield and Wetlands; a long stretch of coastal duneland representative of coastal and natural processes.
- Escarpment and Pohutukawa along Matata Straights; inland cliff line landform feature displaying wind and water erosion processes and areas of indigenous vegetation particularly Pohutukawa.
- Matata Wetlands; an indigenous coastal wetland system with high natural character and natural processes frequent and predominating.

The Kohioawa Beach/Matata Straights are scheduled in the District Plan as an outstanding natural feature and landscape¹² (ONFL). The Regional Coastal Environment Plan classifies the same feature and landscape as “significant”.

The ONFL includes the coast and extends from the top of the cliff to MHWS. It contains the state highway, railway line, dunelands and associated wetlands/lagoons, recreational campgrounds, parking and beach access areas. The “outstanding” status has been confirmed in a review completed in November 2010.¹³

The area is also rated in the District Plan as being *highly sensitive* having *high visual quality, low visual absorption capability and high visibility*.

Although high overall, visual quality is highly variable along the length of the straight where detracting features exist such as large scale exotic vegetation (pines, eucalypts, Norfolk Island Pines, etc), weeds (pampas, honeysuckle, wattle) , infrastructure, buildings, signs and scars from remediation of landslips and debris flows.

Near Matata, some wetland has been destroyed by the 2005 debris flood event. In this area there is resource consent for a long term (30year) site for disposal of debris from the Awatarariki Stream.

¹² Operative District Plan Schedule 5.2 p262

¹³ Whakatane Landscape Review Report 2010.

6.2 Ecology

6.2.1 Indigenous Vegetation

There are several reports describing the vegetation within the study area including:

- Natural Heritage of the Whakatane District (1996) Wildland Consultants Ltd, Contract Report 140, for Whakatane District Council
- Significant Indigenous Vegetation and Habitats of Indigenous Fauna in the Coastal Environment of the Bay of Plenty region (2006) Contract Report 1355, prepared for Environment Bay of Plenty.
- Ecological Survey of Regenerating Indigenous Dune Forest Matata Bay of Plenty, 2007, Wildland Consultants Ltd Report No 1678 prepared for Environment Bay of Plenty.

The 1996 and 2006 reports specifically identify Significant Natural Areas (SNAs).

Several areas are identified in the Coastal Environment Plan as having significant indigenous vegetation¹⁴.

- Coastal sand dune vegetation at Hauone (district significance)
- Coastal sand dune and wetland at Herepuru (regional significance)
- Coastal pohutukawa forest in the Ohinekoao Scenic Reserve (district significance)
- Coastal forest in the Matata Scenic Reserve (national significance)
- Coastal sand dune vegetation at Matata (district significance)

The operative District Plan contains no policies and rules protecting indigenous vegetation. A District Plan Review is underway which will include protection of significant indigenous vegetation. Issues identified include the maintenance of indigenous biodiversity which can be threatened by the effects of fragmentation, development, pests and some land management practices¹⁵ Council has contacted landowners in the area by letter, if they have a Significant Natural Area, offering to review SNA boundaries if they think they are incorrect. Council will be continuing to engage with landowners during the District Plan review.

The Western Whakatane Coastal Reserve Management Plan covers the most important ecological features and has a strong ecologically based framework. A primary objective for the management of the reserve is to protect natural values, natural character and historic values of the reserve in accordance with its classification. Indigenous vegetation on foredunes, dune swale, inter-dune wetlands and wetlands around stream margins are identified as having *high conservation values*.

¹⁴ Regional Coastal Environment Plan Significant Indigenous Vegetation Areas p223

¹⁵ Shaping Whakatane Sustainable Environment Natural and Cultural Features and Values Issues and Options Paper.

There is support in the community for a continuation of pohutukawa planting to strengthen the tree framework along the escarpment. Project Crimson efforts from several years ago are now clearly evident in some areas.

6.2.2 Indigenous Fauna

The study area contains a range of coastal habitats including beaches, estuaries, lakes, streams and wetlands, and dune lands. There are important habitats for indigenous invertebrates and invertebrates such as lizards and birds.

Disturbance of nesting sites is a significant issue with threatened shorebirds such as banded dotterel and New Zealand dotterels¹⁶. Many habitats are degraded and predators and human activities have a major impact.

A dotterel programme in the Eastern Bay is undertaken by the Department of Conservation, Forest and Bird and other volunteers and is funded by the Bay of Plenty Regional Council Environmental Enhancement Fund. Nesting sites at Herepuru are being managed by volunteers and others who trap pests and keep bait stations filled.

The numerous rail and road stream culverts create barriers to fish passage. A number of these are perched above stream bed level and are virtually impassable for fish. Recent Bay of Plenty Regional Council consents for replacement of road culverts at the Ohinekoao Stream provided specifically for fish passage.

6.2.3 Plant Pests

Plant pests are identified through community engagement as a significant threat in the area including:

- Pampas
- Wattle
- Honeysuckle
- Old mans Beard

Wattle and willows are present in the middle reaches of the area. Honeysuckle and boxthorn are specific problems plants at the Matata end of the area.

There is no up to date mapping of the full extent of pest plants, although a survey was undertaken approximately 10 years ago by the Regional Council. Plant pests have also been mapped in the vicinity of Murphy's Motor Camp in 2007¹⁷. There is general view that plant pests are being held.

¹⁶ Western Whakatane Coastal Recreation Reserves Management Plan p41
¹⁷ Ecological Survey of Regenerating Indigenous Dune Forest Matata Bay of Plenty, 2007, Wildland Consultants Ltd Report No 1678 prepared for Environment Bay of Plenty.

Beyond the area under Council reserve management, pests are controlled under the Regional Pest Management Strategy. Enforcement on private is not easy and depends on the plant category e.g. Boundary control vs. eradication (e.g. woolly nightshade).

Coastcare consider that rare plant re-establishment is not viable with present weed risks.

Under the Western Whakatane Coastal Recreation Reserves Management Plan the objective for plant pest control is:

“To maintain and protect natural areas, indigenous fauna and game bird habitats from the detrimental impacts of ecological pests.”

Pampas in the Otamarakau end of study area has been subject to a programme of eradication over several years, and this is generally viewed as a success story. Pampas is considered a particular problem because it smothers indigenous plant communities, spreads rapidly and its leaves cut people. The District Council is now focussed on replanting in the areas where Pampas has been removed, with current programme of 1ha/year.

6.2.4 Animal Pests

Animal pests are not generally considered a major threat in the area, although there is a specific risk to nesting sites.

CoastCare view rabbits as a significant threat to reestablishment of dune vegetation.

The area was used in the past as a stock droving route. At that time the dune areas were used as holding areas and grazed by livestock. The removal of livestock has allowed the vegetation to recover. All grazing with the coastal reserve ceased in 1990.¹⁸

6.2.5 Eucalyptus Forest

Eucalyptus trees spread along the area in the vicinity of Murphy’s Motor Camp are understood to have originated from the Railways Department experimenting with plantings of trees in the 1920’s as an alternative timber for sleepers (otherwise imported hardwood from Australia)¹⁹.

While the gum trees themselves detract from indigenous natural character, they have provided a canopy within which indigenous species are now regenerating naturally.

“Eucalyptus/kawakawa forest” is mapped and defined as a specific vegetation type in the Reserves Management Plan: “The canopy is almost entirely comprised of eucalyptus trees up to 25m tall, with a dense understorey of indigenous species”. The indigenous species are listed and reference is also made to brush wattle, small stands of wilding pine and blackberry.

¹⁸ Western Whakatane Coastal Recreation Reserves Management Plan p26

¹⁹ Pers comm Graham Pryor

Some would like to see the eucalypts removed and the natural indigenous character of the landscape restored.

A detailed management report by Wildland Consultants in 2007²⁰ identifies that the eucalyptus stand is a “unique opportunity to evaluate the establishment of a new indigenous dune forest”. The presence of a bare understorey from grazing, low weed presence, shelter, proximate seed sources and dieback of the eucalypt canopy die back have combined to allow rapid indigenous regeneration since the 1990’s.

The report recommends a management approach involving:

- Staged removal of eucalyptus
- Weed control
- Planting
- Ongoing protected status
- Monitoring

BOPRC are currently active in investigating a programme to implement these recommendations.

The ecological significance of the Eucalyptus/kawakawa forest had a significant bearing on the extent of a debris disposal area sought by the Council as part of the Matata Regeneration Project. The debris disposal area was substantially reduced in size to avoid impact on the understorey plants.

6.2.6 Human Activities and Recreational Vehicles

Off road vehicles are viewed as significant threat to flora and fauna. Damage is clearly evident in the extent of tracking across dunes. The advent of cheap imported 4WD vehicles is seen as a major reason for increased damage to dunes in recent years.

Off road vehicles are used for:

- Access for boat launching
- Fishing (locating and accessing surfcasting spots)
- Recreational driving (skills testing/racing)

The Council Beach Bylaw was reviewed in 2008. “Beach” is defined as any land adjacent to any sea coast or lakeside capable of being used for recreational purposes which is vested in or under the control of the Council.

Under the bylaw, vehicles are not allowed on the beach except:

²⁰ Ecological Survey of Regenerating Indigenous Dune Forest Matata Bay of Plenty, 2007, Wildland Consultants Ltd Report No 1678 prepared for Environment Bay of Plenty.

- In authorised access/parking areas
- For launching/retrieving boats from an authorised access way.
- For people carrying out official public duties

Vehicles are not permitted on the beach for fishing or recreational driving.

The bylaw presents significant enforcement challenges due to the remoteness of the area (30 minutes from Whakatane), and lack of surveillance in a sparsely populated area. Some residents have taken personal actions to stop vehicle owners driving recklessly on the beach... No prosecutions have been made under the bylaw.

An Environmental Enhancement Fund (BOPRC) project is currently underway to promote better awareness of the bylaw. This programme is being run by volunteers from the Forest and Bird Protection Society.

6.2.7 Coast Care

Matata Coast Care was one of the first Coast Care Groups established in the Bay of Plenty.

Coast care has four goals:

- Education about sand dunes.
- Community involvement.
- Biodiversity enhancement.
- Resilience of dunes (hazards).

Weeds are seen as the main threat in the area.

Recreational vehicles are also a major issue. Coast Care has offered cash prizes for fishermen who keep of the dunes and a drop off in vehicles on dunes has been seen.

Major issues for Coast care are the sustaining of the programme and enhancing community involvement. Succession of new members will be needed. The Matata Coast Care group now has only two active members. Use of Community Volunteers NZ and Kuaka as source of manpower has enabled the programme to supplement its effectiveness in recent years.

6.3 Archaeology

The New Zealand Archaeological Association administers a national site recordings scheme for archaeological sites and features.

Numerous recorded archaeological sites exist along the escarpment tops and stream areas. 30 pa and 10 terrace sites are recorded within the study area. Other features include huts, pits, trenches, obsidian and other find spots.

The coastal strip of land from the Pikowai Stream to the mouth of the Awa O Te Atua is identified in the District Plan as a Kaokaoroa Battle Site Historic Area. In April 1884, an intense

battle took place along the beach between Otaramakau and Te Awa o te Atua at Matata. There were numerous casualties and it is highly likely that there are historic human remains in the area.

There are likely to be a large number of previously unrecorded archaeological sites within the survey area.

The Coastal Reserves Management Plan notes that there are no recorded sites within the reserve area. However a complete survey of this area has yet to be undertaken²¹

7.0 CULTURAL ISSUES

There are four iwi identified as having known interest in the study area:

- Ngati Awa
- Ngati Tuwharetoa (Bay of Plenty)
- Ngati Makino
- Ngati Rangitahi

Geographic areas of iwi interest completely overlap within the study area.

Cultural issues are very significant in the study area. The commentary below addresses the status of each iwi's Treaty of Waitangi claims, and key issues in relation to the study area identified through the initial engagement process.

7.1 Ngati Awa

Ngati Awa has settled claims with the Crown. Ngati Awa has statutory acknowledgements that relate to sites and areas in the wider area, but none relating to the immediate study area.

Ngati Awa representatives support the initiative to enhance outcomes in the study area through a strategic approach, particularly at an operational level. They emphasise the importance of using existing resources and arrangements as opposed to creating new plans and structures.

. Key issues identified by Ngati Awa include:

- Rail/road corridor security
- Catchment management
- Enhancing the area as a Gateway the eastern Bay of Plenty
- Protection of cultural values in a dynamic coastal environment
- Plant pest management

²¹ Western Whakatane Coastal Recreation Reserves Management Plan p17

Ngati Awa has prepared a comprehensive document²² that identifies their wahi tapu sites, including a significant number within the Study Area.

Ngati Awa is currently progressing development of a new Iwi Management Plan.

7.2 Ngati Tuwharetoa (Bay of Plenty)

Ngati Tuwharetoa has settled claims with the Crown. Ngati Tuwharetoa has statutory acknowledgements that relates to sites and areas in the wider area, but none relating to the immediate study area.

Ngati Tuwharetoa has an interest in all resources in the area. Key issues identified by Ngati Tuwharetoa include:

- Enhancing the area as a Gateway to the eastern Bay of Plenty
- Cultural values
- Kaokaoroa dune field (the long rib)
- Coastal Pa
- Stream management
- Cultural landscape and biodiversity
- Plant pest management

7.3 Ngati Makino

The Crown and Ngati Makino initialled a Deed of Settlement on 16 December 2010. Members of Ngati Makino have voted to accept the Crown's offer as set out in the Deed of Settlement. The Deed is soon to be signed, and the settlement will be implemented and the redress transferred following the passage of settlement legislation.

Ngati Makino intends developing an iwi Environmental Management Plan which will include the study area.

Ngati Makino land was taken in the 1920s for road and rail at Otamarakau which cut the Otamarakau Marae off from the sea. Ngati Makino has first right of refusal to purchase this land if Kiwirail choose to sell it.

7.4 Ngati Rangitahi

Ngati Rangitahi has a comprehensive treaty claim with progress being made towards settlement. Rangitahi primary interest is in getting land back that had been confiscated. The claims relate to the area between Otamarakau and Thornton (Rangitikei River). Rangitahi are the last Iwi to settle in an area of cross claims.

²² Waahi Tapu Sites of Ngati Awa June 2000

Ngati Rangitahi has recently formed a trust to oversee post settlement environmental, cultural, social and economic development. This includes the preparation of an Iwi Environmental Management Plan.

Ngati Rangitahi considers the current state of the environment at Matata to be poor. They wish to take an active role in future management as part of achieving active protection and an element of control and governance within the general area. They see the area as a potential “centrepiece”.

Ngati Rangitahi considers there is a need for vastly improved collaboration between the agencies operating in the area.

Key issues identified by Ngati Rangitahi include:

- Destruction of historic values
- Effects of stream erosion
- Economic development
- Plant pests
- Vehicles on beaches

7.4.1 Progressing Cultural Issues

The overlapping of iwi interests creates potential for complexity. However, all of the Iwi engaged in the process consider that a collective approach is feasible. Iwi established a successful collective approach in relation to Matata Regeneration projects, and this provides a potential model for implementation within the Study area. All the iwi interests have representative post settlement governance entities or established trusts.

8.0 ISSUES SUMMARY

In overview, the study area has been subjected to significant change over the last century. The construction of the railway through the area was the initial catalyst for a large number of changes that has caused significant long term degradation of the environment.

In more recent times, a concerted effort has been made to enhance the environment with the removal of stock grazing, control of pest plants, dune restoration and improved open space management. A trend of slow improvement is generally evident.

In the last five years, storm events have highlighted the fragility of the environment and created a heightened awareness of the areas values.

The importance of the areas values is clearly recognised and shared by the community and agencies operating in the area. There is a desire to improve the quality of the environment and to make more effective use of resources currently employed in doing this.

The following issues provide a possible agenda for future planning in the study area:

8.1 Social

- Additional recreation access and parking that is safe and secure
- Long term Camping capacity
- Sustaining and enhancing community involvement in volunteer programmes such as CoastCare

8.2 Economic

- Protecting infrastructure from effects of floods and debris.
- Addressing the impact of development on infrastructure and amenities.

8.3 Environmental

- Protecting and enhancing landscape quality
- Weed control,
- Management of emergent coastal forest;
- Revegetation of escarpments;
- Protection of nesting sites;
- Sustaining voluntary programmes;
- Control of vehicles on beach;
- Identification and protection of archaeological features

8.4 Cultural

- Protection of cultural values;
- Land ownership and management;
- Development of collective approach between Iwi

9.0 STRATEGIES AND PLANS

The purpose and relevance of Strategies and Plans applying in the area are summarised briefly below.

9.1 Bay Plenty Regional Council

Plan	Legislation	Purpose	Status	Study Area References
Regional Policy Statement	Resource Management Act	Principles for promotion of sustainable management in	Operative	Referred to As "Pikowai Coast Catchment". References to sand mining at

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Plan	Legislation	Purpose	Status	Study Area References
		the Region		Otaramakau and Iwi interests. p59
Proposed Regional Policy Statement	Resource Management Act	Principles for promotion of sustainable management in the Region	Proposed – submissions closed.	
Regional Water and Land Plan	Resource Management Act	Management of land, water, geothermal resources and physical resources associated with use of water.	Operative	Aquatic ecosystems at Matata p339.
Regional Coastal Environment Plan	Resource Management Act	Management of the coastal environment including Coastal Marine Area and landward edge.		Map Sheets 18 and 19 and associated schedules. <ul style="list-style-type: none"> • Sites of Significance on Land • Area Sensitive to Coastal Hazards • Regionally Significant Features and Landscapes
On-site Effluent Treatment Regional Plan	Resource Management Act	On site effluent treatment systems.	Operative	
Regional River Gravel Management	Resource Management Act	Controlling excavation of gravel from river	Operative	

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Situation Report

Plan	Legislation	Purpose	Status	Study Area References
Plan		beds		
Regional Air Plan	Resource Management Act	Management of discharges to the air	Operative	
Regional Land Transport Strategy	Land Transport Management Act	Develop regional land transport programmes eligible for funding and implementation through the National Land Transport Programme (NLTP).	June 2007	
Bay of Plenty Rail Strategy	Land Transport Management Act	advance a vision for rail in the Bay of Plenty Region.	August 2007	Recognises importance of rail link from Murupara and Kawerau to Port of Tauranga.
Regional Walking and Cycling Strategy	Land Transport Management Act	assistance for cycle transport to help reduce dependence on private motor vehicle travel and enhance quality of life	March 2009	Matata Straight route shown on Regional Cycle network plan as an "on road" route.
Long Term Plan and Annual Plan	Local Government Act	Activity and funding programmes.		

9.2 Whakatane District Council

Plan	Legislation	Purpose	Status	Study Area References
District Plan	Resource Management Act 1991	Management of Land use and Subdivision	Operative	<p>Planning Map 1 and associated schedules:</p> <ul style="list-style-type: none"> • Landscape Features(5.2) • Cultural Heritage Features (6.3) • Designations • Land Use Zoning <p>Appendix 6.15— Priority Coastal Areas and Rivers/Streams for Esplanade Protection</p>
Western Whakatane Coastal Recreation Reserves Management Plan	Reserves Act 1981	Development, management and administration of the Reserve	Operative	45% of Reserve within Study Area.
Whakatane District Council Consolidated Bylaw	<p>Local Government Act 2002</p> <p>Local Government Act 1974</p> <p>Bylaws Act 1910</p> <p>Transport Act</p>	Special laws created in response to the needs and concerns of the community.	2007	<p>Relevant parts include:</p> <p>Public places</p> <p>Dog Control</p> <p>Animal Control</p> <p>Traffic and speed limits</p>

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Plan	Legislation	Purpose	Status	Study Area References
	1962 Land Transport Act 1998 Health Act 1956 Food Act 1981 Burial and Cremation Act 1964 Dog Control Act 1996			Liquor control Beaches Parks and Reserves
Long Term Plan and Annual Plan	Local Government Act 2002	Activity and funding programmes.		

9.3 Department of Conservation

Plan	Legislation	Purpose	Status	Study Area References
Conservation Management Strategy 2008-2018	Conservation Act 1987	Ten year statement of the values, objectives and anticipated outcomes for conservation management in the conservancy. This includes management of public conservation lands and waters, conservation	Submissions on the 2008-2018 strategy have now been heard and a final version is in preparation.	Identifies dune lands at Otamarakau/Matata as significant.

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Situation Report

		advocacy on land not managed by DOC and working with communities and tangata whenua.		
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9.4 New Zealand Transport Agency

Plan	Legislation	Purpose	Status	Study Area References
National Land Transport Programme	Land Transport Management Act	Allocates funds to approved organisations for land transport infrastructure and services	2009-2012	

9.5 Iwi

Plan	Legislation	Purpose	Status	Study Area References
Wahi Tapu Sites of Ngati Awa	Resource Management Act 1991 Historic Places Act 1993	Location and cultural/social relationship of sites of significance to Ngati Awa	Prepared in 2002 for Whakatane District Council. An up to date Iwi Management Plan is currently being prepared.	Ngati Awa Historical Sites maps and listing of wahi tapu within the study area.
Ngati Umatahi Whenua Resource Management plan	Resource Management Act 1991	Promote sustainable management of natural, physical and metaphysical		Defines area of tribal interest. Planning maps apply a 3 tiered "zoning" approach with

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		resources		varying protection levels.
Tuwharetoa ki Kawerau Strategic Plan	Various	To initiate tribal development	Prepared on 1991. A review and update is currently being planned.	Defines area of tribal interest.
Ngati Makino Environmental Management Plan	Resource Management Act 1991 Historic Places Act 1993	Promote sustainable management of natural, physical and metaphysical resources	Pending	
Ngati Makino Environmental Management Plan	Resource Management Act 1991 Historic Places Act 1993	Promote sustainable management of natural, physical and metaphysical resources	Pending	

9.6 Conclusion

Issues raised in the development of the situation report are not new and most are referred to in the documentation.

The issues for Matata are more related to awareness between agencies and implementation than a lack of any plan or strategy.

10.0 MANAGEMENT STRATEGY

10.1 Approach

It is important to tailor the approach to strategy development to ensure that key issues are addressed and resources are focussed on achieving end results. The structure and function of the undertaking should be appropriate to the scale and complexity of the issues.

Whatever approach is adopted needs to ensure that the following criteria are met for achieving a sustainable development strategy:

- Recognises the primary interests of partners
- Can be sustained over time
- Enables a shared understanding of what needs to be achieved
- Avoids overlaps or gaps in approach
- Makes efficient use of resources
- Engages the community on a sustained basis
- Establishes a base line and monitors effectiveness of any actions

10.2 Alternatives for Strategy Development

Three alternatives considered for strategy development are:

- Status Quo
- Strategic Partnership
- Enhanced Status Quo

The intended management approach should be adopted at the outset that will then be developed through the strategy formulation phase and applied during the implementation phases.

The **Status Quo** is characterised by agencies that comply with their statutory responsibilities to plan through an evidence-based, consultative process with other agencies and community. Issues are sometimes addressed in response to crises or public pressure. Active cooperation between agencies is sporadic and issue driven. Initiatives often depend on individual priorities of staff and governance bodies and these can vary over time.

A **Strategic Partnership** would be a formal voluntary collaboration with a governance/management and operational structure to ensure aligned long term results for the affected area. A formal Strategic Plan is developed with a shared long term vision, objectives, policies, and actions. Partners commit to amend their plans and programme to align with the agreed strategy and actions over an agreed time frame. A lead agency is appointed to administer the process. Community engagement is structured with one or more reference groups established. Tangata Whenua are engaged at all levels.

This is the approach more or less as that outlined in the Project Charter. A prominent large scale example of this approach is the SmartGrowth Strategy and Implementation Plan for the western Bay of Plenty Subregion.

An **Enhanced Status Quo** would also be a voluntary collaboration but with a focus on operational matters and actions, relying on established statutory planning processes of each agency to address overall strategy. Policy issues may be identified, and these would be passed on to the relevant agency using established policy making structure. A shared vision is derived from existing plans and strategies.

A Memorandum of Understanding would be used as a framework for promoting operational collaboration. Partners recognise that their areas of interest overlap, and agree to exchange of information and issues to promote alignment and identify opportunities to work together. This would be aligned with their operational planning cycle. A lead agency would be appointed to promote the MOU and support the collaboration.

10.3 Evaluation of Alternatives

The **Status Quo** approach does not meet the criteria for achieving a sustainable development strategy. It is evident that the Study Area has issues that can be addressed most effectively through a collaborative interagency/community strategy. There is support for such collaboration from most participants.

The **Strategic Partnership** approach would meet all the criteria and is likely to be effective in achieving long term outcomes. However, the establishment costs would be relatively high. It may take considerable time to gain alignment between agencies to establish a structure and resourcing, let alone addressing the priority issues for the area. Partners will all have differing mandating approaches.

Risks include role confusion with the parent organisations governance responsibilities, particularly in a period when several agencies partners are engaged in their own significant plan development (E.g. Regional Policy Statement review, Whakatane District Plan, and Ngati Makino and Ngati Rangitahi Environmental Management Plans). Partners with limited resources may see such an approach as unnecessarily resource hungry. The community may also perceive such an approach as time wasting, top heavy and bureaucratic.

An **Enhanced Status Quo** approach centred on a Memorandum of Understanding between key agencies and interests meets most of the criteria.

There is already a plethora of plans and strategies that have an influence on the study area and there is no obvious need to create a further layer of policy. The Strategy development phase would be limited to developing a shared vision from existing strategies and plans that apply in the area and formulating an operational plan of action.

The MOU could be expanded to include others over time with little formality. This may be important for some groups currently focussing resources on committed programmes that may be unable to participate fully in the short term.

A lead agency is required to manage the collaboration. This role could be shared and change at intervals, although it is likely to be best fulfilled by an agency with a broad range of interests (I.e. Council; or Iwi)

Risks of this approach are its relative informality and the potential for commitment to lessen over time. However, if this proves to be the case, it may then be possible if necessary to move toward a more structured approach, such as the Strategic Partnership.

An Enhanced Status Quo approach is recommended as the preferred approach.

10.4 Methodology

Assuming the **Enhanced Status Quo** approach is adopted, the following steps could be followed toward implementation:

- Complete and adopt the Situation Report as an initial source document for issues;
- Distribution of Situation Report and Informal discussions with potential partner agencies;
- Formulate draft Memorandum of Understanding for consideration by partner agencies. This would include a draft vision plan derived from existing policy documents and draft project plan based on known issues;
- Partners meet to discuss issues and Memorandum of Understanding signed;
- Initial meeting to consider operational planning issues and opportunities for collaboration for 2012.

The MoU would be voluntary operational in focus, potentially avoiding or minimising the need for formal adoption at governance level.

Agencies within the MoU would include:

- Bay of Plenty Regional Council
- Whakatane District Council
- Kiwi Rail
- New Zealand Transport Agency
- Department of Conservation
- Iwi

Iwi have indicated a desire to take a collective approach. This opportunity will require separate facilitation.

10.5 Funding

Establishment costs for an enhanced status quo would fall on one of the partnering agencies, in this case assumed to be the Bay of Plenty Regional Council.

Agencies operating in the area already commit funding to planning, operations and maintenance. The current approach is ad hoc and short term. Improved collaboration and long term approaches to mitigation of risk and impact will be more cost effective over time than the status quo. Costs would potentially be offset by savings from improved effectiveness in the long run.

Funding for any new initiatives under the MoU framework would need to follow the normal process for funding approvals of each agency. A unified approach between agencies is more likely to win support.

10.6 Study Area

Several people engaged in the situation report suggested extending the spatial extent of the study area to include catchments that flow into the study area. It was also suggested that the study area extend to the Rangitaiki River as the many of the same issues apply.

Whilst both issues are relevant, extending the area may result in a loss of focus and progress. It is recommended that the area be kept unchanged, but that the consideration of issues takes into account significant influences beyond the study area.

11.0 CONCLUSION

The Councils wish to undertake a project to develop a sustainable management strategy for the Otaramakau-Matata area. The project objective is:

“To successfully develop, implement and maintain a sustainable management strategy for the coastal area between Otaramakau and Matata.”²³

This Situation Report brings together information on environmental values (opportunities and constraints), social and economic issues, identifies and initiates engagement with key stakeholders and the community, and recommends a planning process to achieve a long term vision and a 10 Year Action Plan.

The situation report provides the Council with a basis for agreeing the way forward with participating organisations and stakeholders with identified responsibilities, costs and timeframes. It defines the “base case” and enables participants to understand the potential long term implications of current management.

The Study Area encompasses the 12 km stretch from Otaramakau to Matata Township. It extends inland from mean high water mark to include the coastal environment where coastal processes are dominant.

Key issues identified include:

- Maintaining infrastructure affected by floods and debris
- Weed control
- Revegetation
- Protection of nesting sites
- Sustaining voluntary programmes
- Development of Iwi Environmental Management Plan
- Additional access and parking
- Camping capacity

- Removal of adventives species such as eucalypts

There is a plethora of existing plans and strategies that influence the study area. Issues raised in the development of the situation report are not new and most are referred to in the documents considered. The issues for the area are considered to be more related to inter-agency awareness and implementation than a lack of strategy.

It is important to tailor the approach to strategy development to ensure that key issues are addressed and resources are focussed on achieving end results, and that the structure and function of the undertaking is appropriate to the scale and complexity of the issues.

Three options considered for strategy development are:

- Status Quo
- Strategic Partnership
- Enhanced Status Quo

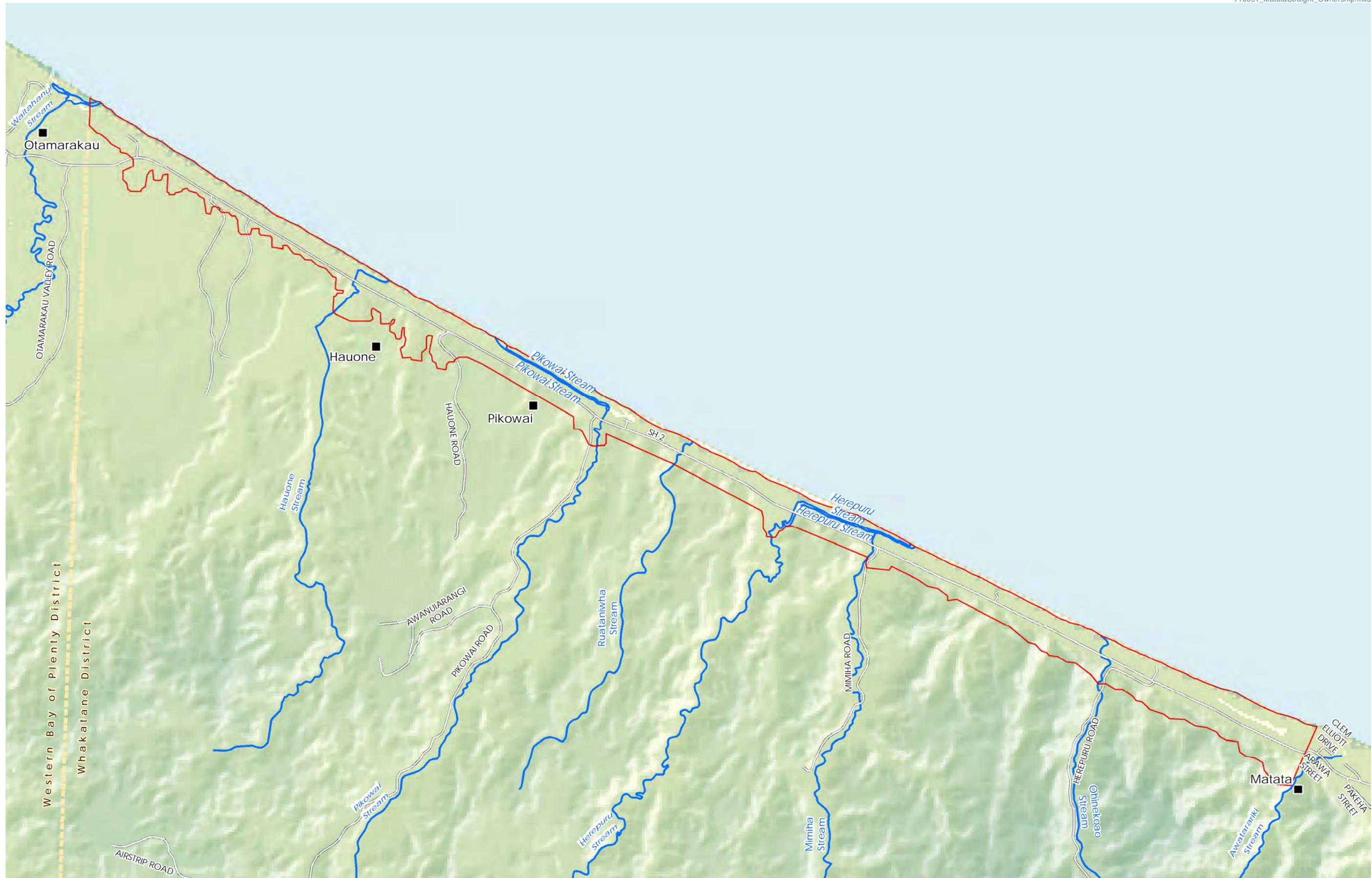
The Enhanced Status Quo approach is recommended as the preferred approach.

An **Enhanced Status Quo** approach centred on a Memorandum of Understanding between key agencies and interests meets most of the criteria. The Strategy development phase is limited to deriving a shared vision from the existing planning instruments that apply in the area. There is already a plethora of plans and strategies that have an influence on the area and there is no obvious need to create a further layer of over-arching policy. The MOU could be expanded to include others over time with little formality. This may be important for some groups currently focussing resources on committed programmes that may be unable to participate fully in the short term.

The weakness of the approach is its relative informality and the potential for commitment to lessen over time. However, if this proves to be the case, it may then be desirable to move toward a more structured approach, such as a more formal Strategic Partnership.

Appendices

Appendix 1 - Study Area



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Projection: New Zealand Transverse Mercator, NZGD 2000
Data Sources: Cadastral Data, LINZ 2010

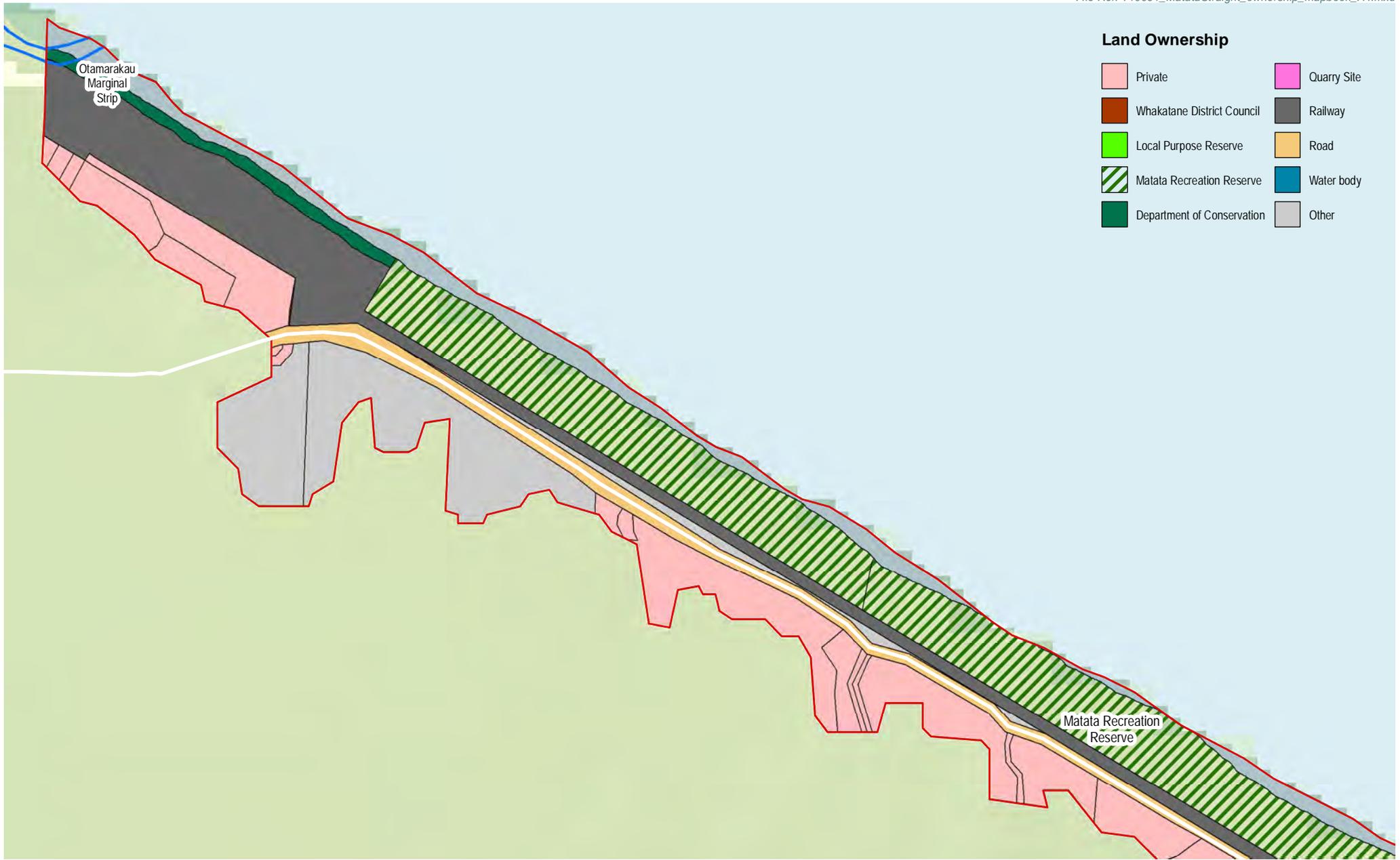
Matata Straight
Sustainable Management Strategy - Study Area

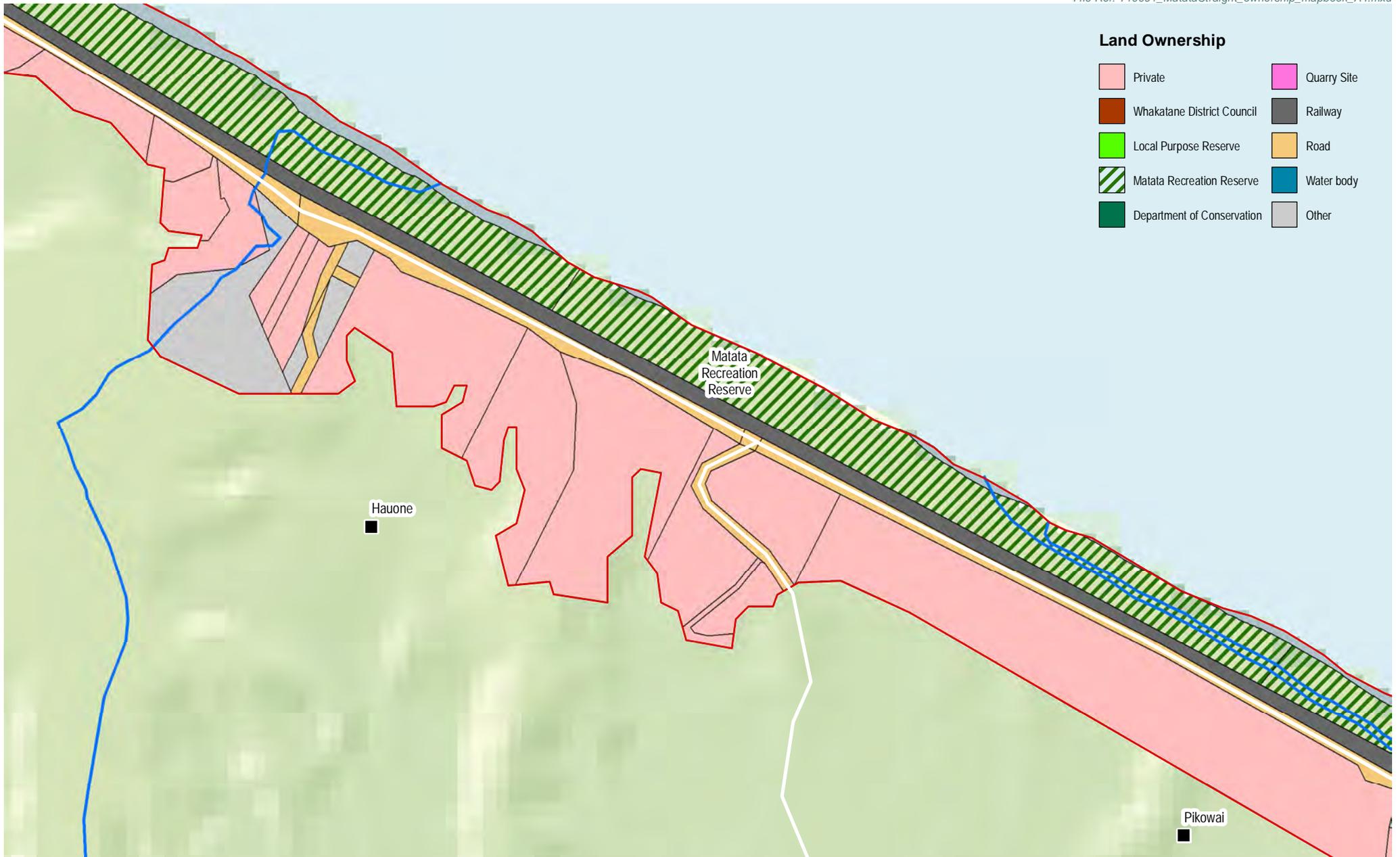
| Date: 28 February 2011 | Revision: 1 |

Plan Prepared by Boffa Miskell Limited

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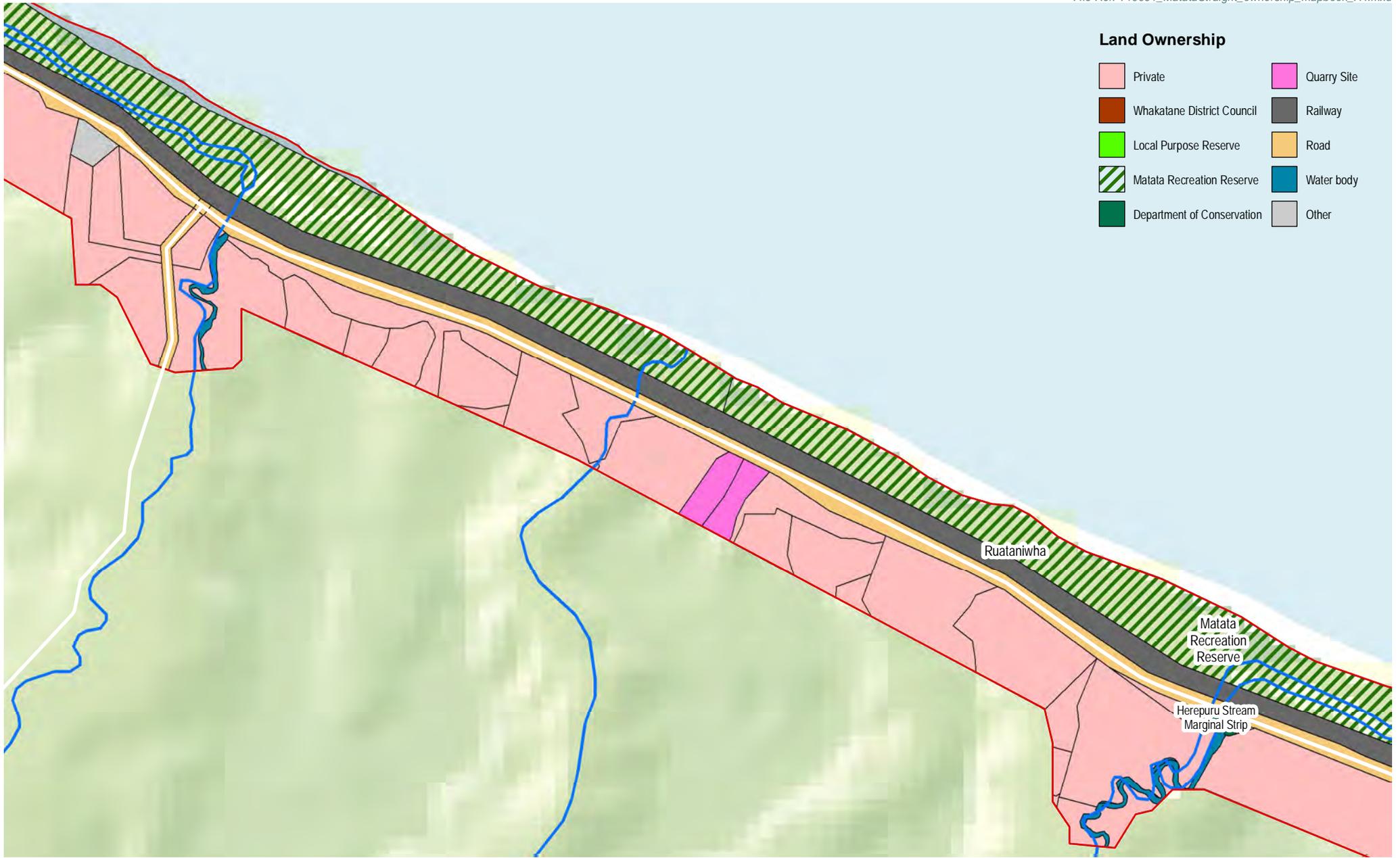
Appendix 2 Land Ownership





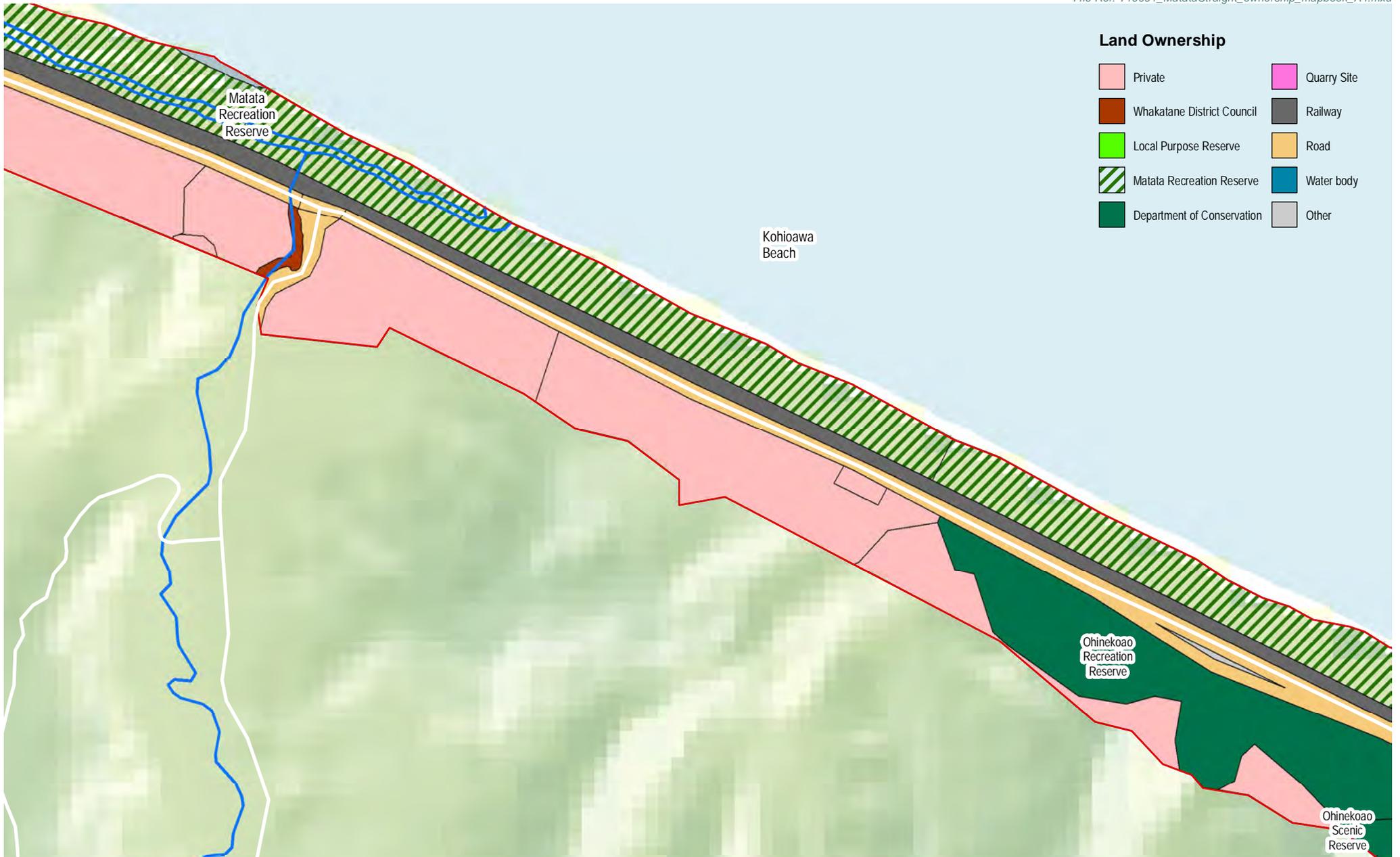
Land Ownership

- | | |
|----------------------------|-------------|
| Private | Quarry Site |
| Whakatane District Council | Railway |
| Local Purpose Reserve | Road |
| Matata Recreation Reserve | Water body |
| Department of Conservation | Other |



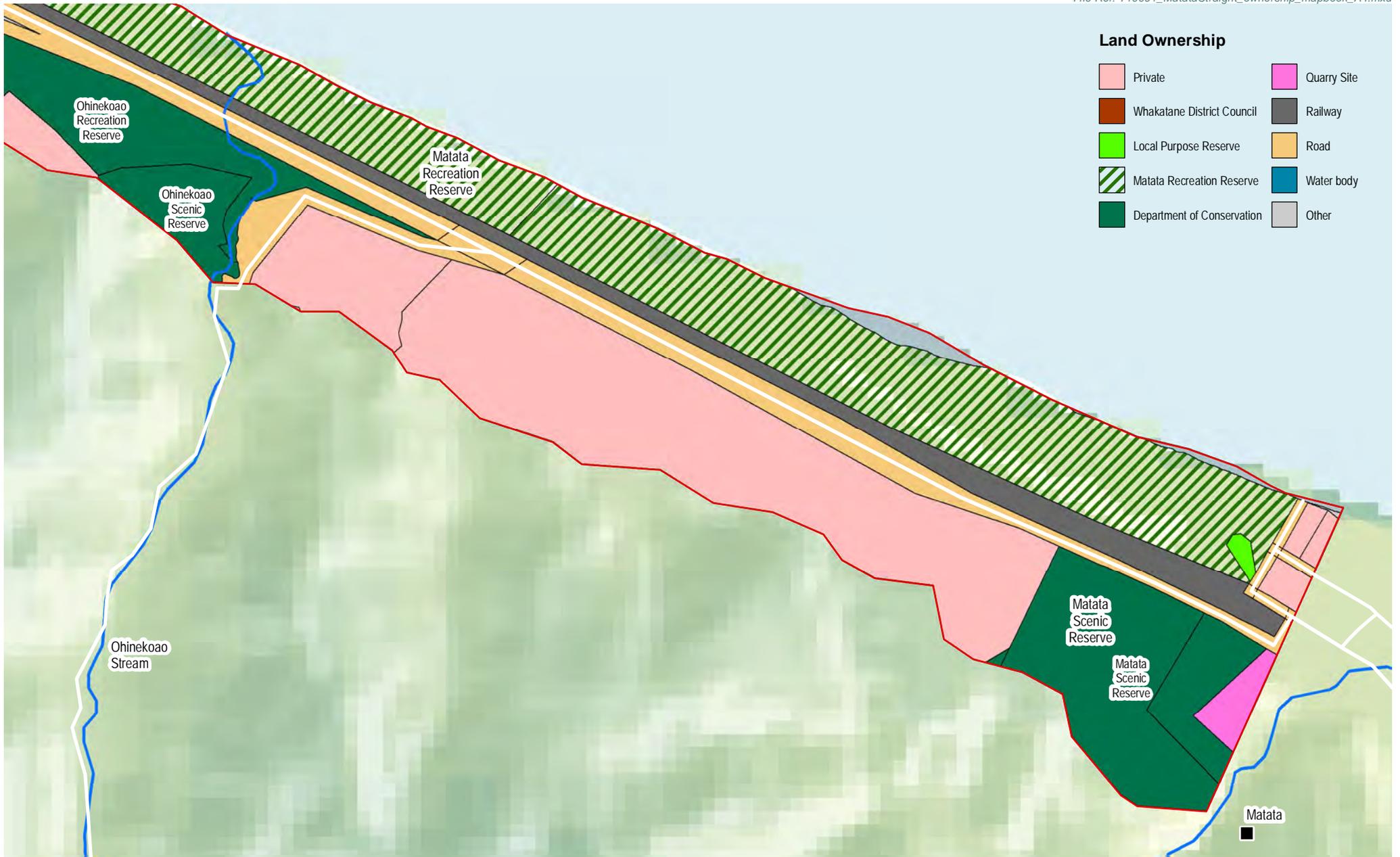
Land Ownership

 Private	 Quarry Site
 Whakatane District Council	 Railway
 Local Purpose Reserve	 Road
 Matata Recreation Reserve	 Water body
 Department of Conservation	 Other



Land Ownership

- | | |
|----------------------------|-------------|
| Private | Quarry Site |
| Whakatane District Council | Railway |
| Local Purpose Reserve | Road |
| Matata Recreation Reserve | Water body |
| Department of Conservation | Other |



Land Ownership

- | | |
|----------------------------|-------------|
| Private | Quarry Site |
| Whakatane District Council | Railway |
| Local Purpose Reserve | Road |
| Matata Recreation Reserve | Water body |
| Department of Conservation | Other |



Appendix 3 - Key Informant Feedback

Key Informant Feedback

Type 1	Type 2	Name	Organisation	Interest	Values	Threats	Actions	Future Plans	Other Contacts	Issue
Council	Regional	Pim De Monche	EBOP Coast Care	Coast care has four goals: Education about sand dunes. Community involvement. Biodiversity enhancement. Resilience of dunes (hazards).	Biodiversity. Remnant ecology. Wide long dune without much development. Reasonably accessible. Recreational fishing. Different groups have different priorities.	Weeds is #1. Then rabbits and vehicles.	Enforcement of WDC vehicle bylaw. EBOP offer cash prize at fising comp for those who keep of dune vege: 2008 - 80 vehicles 2009 - 12 vehicles 2010 - 6 vehicles Suggest area for vehicle prohibition. Also, needs greater scurity if this is to work. Fishers fear burgling from cars. Budgets for weed control are not sufficient. Pampas is well controlled. Rare plant re-establishment is not viable with present weed risks.	Continue programme and enhance community involvement. Succession of new members will be needed. Use of Community Volunteers NZ and Kuaka as source of manpower.	Wayne Okeefe - Coastcare Contractor. Mark Frost - Rotorua Fishing and Casting Club. Robin Rosie - Otamarakau School. Peter Madison - Entymologist Katikati. Lisa Conning - Eastern BOP F and B. Antoinette Mountford - Matata Coastcare. Trish and Terry Murphy. Otakere School (Pikowai Stream-Mimiha Stream. Otamarakau School - Sandpit to Pikowai) Ngati Makino - Mihi Atawhaimahe? 533 4218. John Groome.	
Council	Regional	Des Pooley	EBOP Landcare Plant Pests	Prevention of unwanted plants along sand dunes.	Ecological and landscape	Weed invasion. There are different problem areas with variable conditons: Otamarakau: Pampas removed, being held. \$60K from EHF. Middle: Wattle and willows. Matata: Honeysuckle and boxthorne. Enforcement on private is not easy. Depends on plant category. Boundary control vs eradication (e.g. wooley nightshade)	Survey of weeds done 10 years ago. No current data.	No current management plan	Animal pests: Mark Lumsden - EBOP Rotorua Peter McLaren WDC	
Council	Regional	Mark Lumsden	EBOP Animal Pests	Land resources	Ecological and landscape	Animal pests not a high priority.				
Council	Regional	John Douglas	Soil conservator	Soil conservation	Habitats, transport corridor. Eucalypts are iconic, introduced by Railways Dept as an alterntive timber source for sleepers.	Erosion within catchments with a narrow bad of opportunity to manage effects. Wetland areas are infilling and becoming dryland. Vehicles on dunes. Weeds: Pampas, wattle (Albizia).	EEF grants for weed management have improved situation. Mitigation of erosion in tributaries in collaboration with land owners offers greatest opportunity for reduced erosion risk. "Culvert 13" report on a specific gully (Hauone Block). \$25K cost. Burt Farm - large amonts of natural erosion - active gully head on land.		Rueben Hotere - EBOP Rivers and Drainage Sandy Hohepa - EBOP EEF funding.	
Council	District	Penny Doorman	WDC - Policy Planner	Significant natural areas.		Private land containing sna's creates challenges.	DP Review introducing protection of sna's. Concerned that the engagement on this project needs to be mindful of that issue.			Will provide copies of reports that are relevant to the area and summary info on what the DP Review process involves. Also see possibility of attending open day.

Council	District	Peter McLaren	WDC - parks and reserves	Reserves Management	Recreation: fishing, camping (Pikowhai(32 sites/150 people - 1/2 on rail land), Murphys, Sandpit). Aesthetic. Entry to District - first impression so should look good.	Ecological - pampas on top of this now (chokes out natives, cuts people). Fisher access - drive along top of duens to find holes.. Recreational driving - testing skills, racing. Vehicles on beach - dune plants, dotterils. Trail bikes, esp after Awakaponga Motocross comps. Illegal camping. Litter issues during 6 weeks of summer period.	Reserve Management Plan - generic/principles. Revegetation - focus of efforts since pampas removal. Last 3 years: 1ha/yr. Areas of moisture between rail corridor and rear dune from Otamarakau end. Front of dunes for access. Coastcare/Doterils wor by other. Mapping of crossing points. Vehicle bylaw. Unenforceable. No action taken yet. Lack of surveillance/on ground resources/distance from monitoring staff 30 minutes away). Heavy support from surfcasting people to continue with access. Upgrade of camp at Pikowai - water supply. Daily pickup of litter during summer.	Promote bylaws/permit system possibly. Limit boat launching to non-trailer boats. Trailers not common. Low impact cycle way. Would need to avoid effects on arch sites and human remains from battle ground. Whaitesands Carpark - upgrade with security.	David Payne EBOP	
Environmental	Coast Care	Antoinette Mountford - Matata Coastcare.	Matata Coast Care	Matata Coastcare - Tarawera R. to Otamarakau	Not overcrowded. Earlier times area used as stock droving route with dunes grazed. Area has recovered from this time.	Vehicle access - cheap 4WD available. Reliance on volunteers for management.	Supplementing resources with Conservation Corps. Vehicles on beach Vehicle bylaw - access for boat launching. Keep exsiting access points.		Penny Munro 07 322 2978 (other Matata Coastcare member)	
Environmental	Forest and Bird	Mark Fort/Linda Conning		Ecology	Habitat values: Dotterl nesting sites, indigenous vegetation	Vehicles, especially those used by fishing clubs to access beach. Damage to nesting areas and vegetation, removal of signs. One of few beaches where vehicle access is available. Animal pests are a threat to nesting birds - hedgehogs, rats, dogs and cats.	Have been working on issus for 10 years. Control vehicle access is crucial. In past bylaws weak (allowed for firewood and boat launching) and not enforced. Have mapped lcoations of crossings in conjunction with DOC and WDC. EEF project to cut off access points. Have provided leaflets to all residents. Fishers have entrenched attitudes - risks of vehicle damage. Special case for fisher access not supported. Suggests security cameras. WDC have will, but no resources, EBOP have resources but no will. Current efforts are "firefighting".	Keep working to improve outcomes. Support any initaives to increase commitment.	Peter McLaren (WDC) Paul Cashmore (DOC)	Ken to take part in any meetings. Informal group WDC/DOC/RFB nucleus for collaboration.
Government		Fiona Hennessy	Department of Conservation	Areas in conservation estate: Matata Scenic Reserve Ohinekoao Scenic Reserve Ohinekoao Recreation Reserve (Project Crimson Area). Marginal strips: Pikowhai, Herepuru and Waitahanui Streams. Headwaters sites. CMA seabed Advocacy role for coastal environment (speices/habitats)	Habitats protection and enhancement. Highly used coastline - balancing human use with habitat protection.	Infrastruture - coastal streams being channelised to protect infrastruture. Loss of natural character. Weeds are manageable - Wildlands survey 10 years ago, out of date on DOC lands.	Cooperation between agencies to plan together.	Largely business as usual. Natioanl initiative for a "Natural Heritage Management System" for ecosystems across NZ may give prioity to dune lands. Currently fiocus is on the Matata Regeneration work as a showcase for restroation.	Paul Cashmore - DOC Botanist (weeds/plants) Matt Bloxham - EBOP Federated Farmers meeting	Questioned overload of open days in the local area.
Infrastructure	Road	Terry Boyle	NZTA	Highway operations: road traffic, including heavy transport.	Aesthetics of the area are recognised as important. Describes the area as a "Regional Park"	Risk to road access due to tephra debris during intense rainfall. Noted the Ohinekoao culverts being undersized (Ref contact with Barbara Dempsey). Cross road/rail drainage blockages between rail and sea. High water levels affect road surface.	A combined drainage plan would be beneficial. The disposal sites for debris material are not problematic - emergency works. Revegetation is potentially an option. Funding constriants always an issue.	Nothing noted.	Dilip Datta - Assess Manager 07 928 7900 has been delegated role. Rex Humpherson OPUS 07 308 0139 Mike Seabourne	Keen to participate. Suggests Dilip and Resource Planner to attend open day.

Infrastructure	Road	Dilip Ditta	NZTA	Highway operations: road traffic, including heavy transport. Tourist Route. Limited commuter traffic. Road not part of evacuation plans for tsunamis. SH33 the preferred route to bypass Matata. LAR possibly.	Area of high cultural value - area of battles where dead lie where they fall. Difficult to access information and a cautious approach is taken to avoid disturbing human remains.	Stream outfalls are an issue due to beach buildup (Pikowai and Mimiha Streams). These should be kept clear.	Culverts need to be bigger. The streams are outside the NZTA designation, on Council land.	Not aware of any major proposals in 10 year plan. Previous report (2001) by Steve Everitt on stream moth cutting. Report on Ohinekoao in 2006. He will supply.	Mike Seabourne re 10 year plan.	Sees value in getting information on locations of urupa to ensure that risk of koiwi in debris material can be managed.
Infrastructure	Rail	Terry Hodder	KiwiRail - Tauranga	Rail corridor	Coastal environment, cultural sites.	Debris and silt affecting rail corridor. Blockages (2/year) and slowed travel on line. Public access across track. Some informal crossings used.	Reduce extent of silt affecting rail - use of silt traps upstream of SH. Additional and bigger culverts needed. Blockage of the streams across beach also needs to be addressed, and this may conflict with Coast Care objectives. Provide better parking and access to beach to avoid the use of informal crossings.	Increase length of crossing loop to north. Outline Plan required, and cultural issues arise. Increase culvert sizes - Hauone and other unnamed streams.	All contacts via Terry.	Some issues with debris disposal, volumes not as great as for NZTA. Concerned about legal restrictions under Railways Act about discharge of water onto rail corridor.
Tangata Whenua	Iwi	Awhi Awhimate	Ngati Makino	Area within rohe of Ngati Makino. Defined under settlement and this is mapped in OTS documents.	Cultural sites and areas.		Preparation of Ngati Makno Iwi Environmental Management Plan	Preparation of Ngati Makno Iwi Environmental Management Plan		
Tangata Whenua	Iwi	Anthony Olsen	Ngati Tuwharetoa	Area within rohe of Ngati Tuwharetoa. Defined under settlement and this is mapped in OTS documents. All resources are of interest.	Cultural values: coastal pa, streams (Waitepuru, Mimiha and Hauone) Kaokaoroa dune field (The Long Rib).	Cultural landscape and biodiversity are under threat from coastal development and introduced species. Railway line spreads invasive weeds from horticultural areas (Old Mans Beard, Honeysuckle)	Iwi Management Plan (Ngati Umatahi) is held by EBOP.		Ngati Awa Hauane Maori Land Trust Burt family	
Tangata Whenua	Iwi	Graham Pryor	Te Mana o Ngati Rangitahi	Area within rohe of Ngati Awa. Defined under settlement and this is mapped in OTS documents.	All resources. Straights can be a centrepiece. Currently a mess.	Issues wider than Matata Straights. Destruction of values. Corridor security for economic benefit. Roading works have destroyed values - eg gardens at base of escarpment, increased runoff from increased sealed areas - not addressed. Vehicles on beach. Low resourcing levels - volunteers not sufficient.	Extend study area to Rangitaiki River.	Collaborative management, Iwi elad consevration/commerical intiaitve.		
Tangata Whenua	Iwi	Bev Hughes	Te Runanga o Ngati Awa	Area within rohe of Ngati Awa. Defined under settlement and this is mapped in OTS documents.	Gateway to the Eastern Bay. Cultural, environmental and economic values. Camping. Access	Road security/slippage. Removal of material out of lcoal area. Weeds. Pressure on infrastructure.	Tarawera River Forum potential conduit for discussion. Supports collaboration - Keep focus at operational action level.	New Ngati Awa Iwi Management Plan underway.		

Appendix 4 - Open Day Feedback

PUBLIC MEETING

MATATA SUSTAINABLE MANAGEMENT STRATEGY (T10091)

A Public Open Day was held at the Rangitihi Marae Dining Room at Matata on Tuesday 7th December 2010.

A written invitation was sent to land owners and occupiers living along Matata Straight. The invitation extended to people in an area approximately 200m inland from the escarpment.

Meeting invitations were also made to NZTA (Dilip Datta), Kiwi Rail (Terry Hodder), Whakatane District Council (Matthew Prior, Barbara Dempsey), Bay of Plenty Regional Council (Des Pooley), Department of Conservation (Fiona Hennessey – but put in apologies).

The Open Day/Workshop commenced at 4.00pm. Approximately 15 residents attended over the duration of two hours. Also in attendance was Henry Pryor the Chairman of the Rangitihi Marae Committee. Attendees were asked to provide their contact details and some did so (see attached).

The format of the workshop was a brief presentation by Barbara Dempsey (Introduction of representatives at meeting and Welcome) and a brief presentation by Craig Batchelar on the Objectives of the Project and an Outline on how the workshop would run.

A large format map of the area was presented along with recent photographs showing features along the straight. Attendees had informal discussion with representatives at the workshop who noted issues raised and provided information and feedback as required.

The workshop attendees had largely left the meeting by 5.30pm. The decision was made to conclude the workshop at 5.45pm when there was no indication of any others attending. Andre Patterson arrived at the workshop at 5.55pm and advised that he had been told that the workshop started at 6.00pm. Andre was provided with a copy of the Handout which was made available to meeting attendees.

WORKSHOP ISSUES

1. Vehicles and Access

- Vehicle on dunes is identified by many as a key issue.
- There are limited locations for access to the beach that are safe and secure.
- Existing parking areas are full at weekends.
- Access at the Otamarakau end of the beach is informal. The “road” crosses railway corridor land. There is potential to formalise this access and parking. Kiwi Rail opposed to parking on beachside as avoidance of vehicles crossing tracks is important.
- Vehicle access across railway could use controlled crossing points forcing the pedestrians to look left and right as they cross.
- Closure of informal access points to limit access may have created greater pressure to travel along dunes to access preferred destinations.

- Vehicle track patterns demonstrate desire lines for travel from formal access points to preferred destinations. Eg Mimiha Stream Lagoon access from White Car Park.
- Awareness of requirements of beach bylaw restrictions on vehicles not high. Examples where local residents have approached people driving within dunes. Usual response that they were unaware of restrictions. People not aware of RFB project to increase awareness.
- Fishermen access considered legitimate provided travel avoids dunes. Option to allow access via a licence/permit arrangement subject to a Code of Conduct being signed (example of quad bike access at Papamoa Beach to Kaituna River mouth managed on this basis).
- Potential to limit vehicle access to small vehicles such as quad bikes.
- Environment BOP vehicles involved in weed spraying considered by one person to be damaging dunes and creating tracks for others to follow.
- Potential for a cycle trail to be constructed between rail and road. Wiew that cycle trail should not be within natural areas and dune.
- Some fishers park at a club member's house and cross State Highway to gain beach access (near Mimiha Road?)

2. Vegetation

- Strong support for the revegetation being carried at Otumarakau.
- Continuation of Pohutukawa planting to strengthen tree framework supported. Previous Project Crimson efforts now visible in some areas.
- Recognition that weed control (Pampas) has been effective. Some concern that removal has been followed by land instability. Need to replant after weed eradication.
- Dwellings on sites above escarpment prone to wind and therefore desire to plant windbreaks (pines)

3. Recreation

- Murphy's Camping Ground capacity for 750 people. Potential for expansion of camp ground. Owner has lease over large area. Most likely extension would be to west into the area which has lower ecological values.

4. Erosion Control

- Debris stockpiles along Highway are essential for post flood remediation. Need to ensure sites are not constrained by Landscape Enhancement Projects. Information to be obtained from Opus on locations (Dilip Datta)
- Benefits seen in upstream control of sediment and debris from entering road/rail culverts. Evidence of earlier efforts to control debris at base of escarpment evident on photographs.
- Kiwi Rail plans showing all culverts along State Highway – copy to be provided by Terry Hodder.

5. Other Issues

- Greater care needs to be exercised in issuing fire permits for campers. Permitted fires create risk of fire in dry dune vegetation. Also, permitted fires create impression that beach fires are acceptable.
- Fibre optic cable laid along State Highway by Ngati Awa. Question over ability to gain access to cable including crossing via duct under State Highway.
- Question over age of photograph used in workshop- likely to be 2003 sourced by WDC.

Appendix 5 Features

See CD Rom