

Te Rautaki o Te Oneroa-a-Tōhe
Draft Te Oneroa-a-Tōhe
Beach Management Plan -
Supporting Evaluation Document
September 2020

Kia roa tō titiro pērā te hīkoi o Tōhe
Let your lens be long like the pathway of Tōhe



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EXECUTIVE SUMMARY

Te Oneroa-a-Tōhe / 90 Mile Beach is a special place with a unique history. Te Rautaki o Te Oneroa-a-Tōhe / Te Oneroa-a-Tōhe Beach Management Plan is a plan for how we can all protect and preserve our beach for future generations. The plan was put together by Te Oneroa-a-Tōhe Board (the Board) on behalf of the community. It sets out where we want to be in the future and provides direction on how we'll get there.

This supporting document is prepared to support the Beach Management Plan. It is designed to be read in conjunction with the BMP and not in isolation. In accordance with the settlement legislation, Te Oneroa-a-Tōhe Board:

"must consider and document the potential alternatives to, and potential benefits and costs of, the matters provided for in the draft plan"

This supporting document looks more closely at the background and policy framework associated with the development of the Beach Management Plan. It provides more details about the extensive consultation and engagement process undertaken and a summary of the content and approach of the proposed Beach Management Plan provisions. Finally, and in accordance with the settlement legislation, it assesses the proposed Beach Management Plan provisions against identified priority matters and undertakes a robust alternatives analysis.

Overall, this report concludes that extensive analysis based on wide ranging community consultation has been undertaken to inform the development of the BMP provisions. The provisions have been compared against reasonable alternatives and ultimately represent the most appropriate means to achieve the stated purpose of the Board, the Beach Management Plan and ultimately ensuring that the beach is preserved and enhanced for present and future generations.

¹ Settlement legislation identifies the beach as Te Oneroa-a-Tōhe in accordance with its proper Māori name. It is acknowledged that the beach is widely known as 90 Mile Beach. However henceforth, in this document the beach is referred to as "Te Oneroa-a-Tōhe" or "the beach".

Beach Management Plan prepared for Te Oneroa-a-Tōhe Beach Board

Te Oneroa-a-Tōhe



In collaboration with:



Produced by:



Designed by:



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1.0 TĪMATANGA KŌRERO | INTRODUCTION

1.1 PURPOSE OF THIS DOCUMENT

This document is prepared to support Te Oneroa-a-Tōhe Beach Management Plan (**BMP**). In accordance with the settlement legislation, Te Oneroa-a-Tōhe Board (**The Board**)²:

“must consider and document the potential alternatives to, and potential benefits and costs of, the matters provided for in the draft plan”

This document has been prepared to meet this requirement.

1.2 STRUCTURE OF THIS DOCUMENT

This document is divided into the following sections:

- 2.0 Background** – provides context on the significance of Te Oneroa-a-Tōhe, settlement legislation, purpose of the Board and the BMP and the notification and submission process.
- 3.0 Policy Framework in the Context of the BMP** – analyses relevant legislation and planning documents at the national, regional and local level and its relationship to and influence on the BMP.
- 4.0 Consultation and Engagement** – provides a brief summary of the consultation and engagement undertaken prior to the notification of the BMP.
- 5.0 Summary of Proposed BMP** – briefly summarises the content of the BMP.
- 6.0 Assessment of Priority Matters** – assesses the content of the BMP against the three priority matters in the settlement legislation.
- 7.0 Alternatives Analysis** – undertakes a robust analysis of potential alternative actions to those outlined in the BMP.
- 8.0 Conclusion** – provides a conclusion for the findings of the supporting document.

² See for instance section 13(2)(c) of Part 2 of the 2nd Schedule of the Ngāti Kuri Claims Settlement Act 2015.

1.3 TE ONEROA-A-TŌHE MANAGEMENT AREA

The area of land covered by the BMP is provided below in Figure 1. It includes the extent of the beach shown below plus the coastal marine area which extends 15 nautical miles out to sea. The Management Area also includes 4 scenic reserves (A, B, C and D) vested in iwi of Te Hiku o Te Ika. For these areas, the BMP must provide for the matters set out in section 41(3) of the Reserves Act 1977. Only the iwi representatives on the Board have authority to make decisions over these areas.



Figure 1 – Te Oneroa-a-Tōhe Management Area (source: adapted from BMP).

2.0 NGĀ WHAKARITENGA | BACKGROUND

2.1 SIGNIFICANCE OF TE ONEROA-A-TŌHE

Te Oneroa-a-Tōhe is a special taonga to Te Hiku o Te Ika Iwi; their relationship with the area is of huge significance historically, culturally and spiritually. For generations, this area has been a resource providing a vital source for mahinga kai and other foods as well as a transport route, and an area to undertake recreational activities. As a result, a number of wahi tapu, sites of significance and other historic values are located along its length. Te Oneroa-a-Tōhe is also a part of Te Ara Wairua, a spiritual pathway between the living and the dead, meaning that this area is of utmost cultural and spiritual significance not only to Te Hiku Iwi but Māori as a whole.

Te Oneroa-a-Tōhe is also of significance to the Te Hiku o Te Ika Iwi economically and in an ecological context. A number of commercial activities are currently supported within the area, with potential for compatible activities to develop and generate employment opportunities to further the economic wellbeing of the surrounding communities. In terms of ecology, a high degree of naturalness and a number of unique habitats exist along the extent of Te Oneroa-a-Tōhe including dune lakes and coastal dune fringes. These habitats are home to a rich diversity of species some of which are considered 'threatened' and many of which are found nowhere else in the world.

2.2 SETTLEMENT LEGISLATION

The Te Hiku Claims Settlement Bill seeks to provide for the settlement of historic Treaty of Waitangi Claims signed by four Far North iwi and the Crown; the four iwi being; Ngāti Kuri, Te Aupōuri, Ngāi Takoto, and Te Rarawa. The Bill was drafted as an omnibus bill to provide for the shared redress between the four settling iwi to be passed into law at the same time. Each of the four iwi have separate deed of settlement with the Crown that have been enshrined in law.

The four deeds of settlement that make up the Te Hiku Claims Settlement Bill contain acknowledgment and an apology for wrongs of the past, as well as cultural and commercial redress.

Included as part of the cultural redress for each of the four iwi is the Te Oneroa-a-Tōhe redress in acknowledgment of the relation of each iwi to Te Oneroa-a-Tōhe and the importance of this taonga as vital to their spiritual and cultural well-being. The legislation outlines the Te Oneroa-a-Tōhe Management Area which includes beach sites A, B, C, and D (see earlier map in **Figure 1**). It also requires the establishment of a Te Oneroa-a-Tōhe Board.

Each deed details how the members of the Board are to be appointed, specifying that it must consist of eight members comprising of the following:

- one member appointed by the trustees each of the iwi (four members total);
- two Northland Regional Councillors; and
- two Far North District appointed members (one the Mayor and another a councillor).

Ngāti Kahu, the fifth Te Hiku Iwi, has yet to sign their deed of settlement. When their settlement is agreed, the Bill acknowledges that Ngāti Kahu can join Te Oneroa-a-Tōhe Board through their own settlement legislation bringing the maximum total board members to 10.

The powers and functions of the Board are set out in each of the deeds. The primary function of the Board is to 'achieve the purpose of the Board'. Included in the Boards other functions is the preparation and approval of the BMP for Te Oneroa-a-Tōhe.

2.3 PURPOSE OF THE BOARD AND THE BMP

The deeds of settlement specify the purpose of the Board as being to provide governance and direction to:

'all those who have a role in, or responsibility for, the Te Oneroa-a-Tōhe Management area, in order to protect and enhance environmental, economic, social, cultural and spiritual wellbeing within that area for the benefit of present and future generations.'

In terms of the proposed BMP, the deeds of settlement require that it 'identify the vision, objectives and desired outcomes for the Te Oneroa-a-Tōhe Management Area' (see **Figure 1**). It must also specifically express the Board's aspirations for the following priority matters in addition to any priorities the Board considers relevant:

- Protecting and preserving the beach from inappropriate use and development and ensuring that resources are preserved and enhanced for present and future generations; and
- Recognising the importance of the resources of the beach for Te Hiku o Te Ika iwi and ensuring the continuing access to their mahinga kai; and
- Recognising and providing for the spiritual, cultural, and historical relationship of Te Hiku o Te Ika Iwi with the Beach.

Finally, the deeds require the Board to establish Management responses for the four reserve areas included within the Te Oneroa-a-Tōhe Board Management Area.

An assessment of the consistency of the draft BMP against these priority areas is undertaken in Section 6.0 of this document.

2.4 THE NOTIFICATION, SUBMISSION AND HEARINGS PROCESS

The legislation requires that the Board must give public notice that the BMP has been approved and allow submissions.

Submissions are required to be made in writing (including by electronic means) and submitters can request to be heard. The submission period must be at least 20 working days. If a submitter requests to be heard, they must be given at least 10 working days' notice before the hearing.

During the hearing, the Board must consider any written or oral submissions and may amend the plan based on these submissions. It must also make available for public inspection a report that identifies how submissions were addressed by the Board. Decisions on the location of the hearings and how they will be run, will be made by the Board.

³ See for instance section 64 of Part 2 the Ngāti Kuri Claims Settlement Act 2015.

3.0 POLICY FRAMEWORK IN THE CONTEXT OF THE BMP

This section assesses the policy framework at the national, regional and local level and its relationship to the BMP. See **Figure 2** for a graphic depiction.

3.1 NATIONAL LEVEL

3.1.1 Resource Management Act 1991

The Resource Management Act 1991 (**RMA**) is the main legislation that sets out how the environment should be managed.

Section 5 of Part 2 identifies the purpose of the RMA as being the sustainable management of natural and physical resources. This means managing the use, development and protection of natural and physical resources in a way that enables people and communities to provide for their social, cultural and economic well-being and health and safety while sustaining those resources for future generations, protecting the life supporting capacity of ecosystems, and avoiding, remedying or mitigating adverse effects on the environment.

Section 6 of the Act sets out a number of matters of national importance including (but not limited to) the preservation of the natural character of the coastal environment, protection of the relationship of Maori and their culture and traditions, the protection of customary rights.

Section 7 identifies a number of "other matters" to be given particular regard by Council and includes (but is not limited to) Kaitiakitanga, the efficient use of natural and physical resources, the maintenance and enhancement of amenity values, and maintenance and enhancement of the quality of the environment.

Section 8 requires Council to take into account the principles of the Treaty of Waitangi.

The BMP contains a number of desired outcomes and actions pertaining to the management of natural resources, all of which are considered to be consistent with the guiding principles set out in Part 2 of the Act. Some of the actions in the BMP will require changes to RMA planning documents, this process would still be subject to the plan making requirements specified in the RMA.

The deeds of settlement provide for an additional interrelationship between these documents by specifically providing for the BMP to have 'effect' on certain RMA planning documents. Each time Far North District Council, or Northland Regional Council prepares, reviews, varies or changes an RMA planning document relating to the whole or a part of the Te Oneroa-a-Tōhe Management Area, the Council must recognise and provide for the visions, objectives and desired outcomes identified in the document. Council must also have regard to the BMP when determining resource consent applications that relate to the Te Oneroa-a-Tōhe Management Area.

3.1.2 Conservation Act 1987

The Conservation Act promotes the conservation of New Zealand's natural and historic resources. To achieve this, the Act establishes the Department of Conservation (**DOC**) and specifies DOC's functions. The Conservation Act applies to 'conservation areas' which is defined as land or foreshore held for conservation purposes or land in respect of which an interest is held for conservation purposes (e.g. leases).

The Act requires the establishment of Conservation Boards and the development of Conservation Management Strategies (**CMS**) for land administered by DOC. While the Te Oneroa-a-Tōhe Management Area no longer includes land administered by DOC, the Deeds of Settlement require the establishment of the Te Hiku o Te Ika Conservation Board and the development of a 'Te Hiku Conservation Management Strategy' for the korowai area, which includes beach sites A, B, C and D. The Te Hiku CMS would become a section within the Northland CMS and must be prepared in conjunction with DOC and in accordance with section 17D which sets out the purpose and requirements of a CMS.

3.0 POLICY FRAMEWORK IN THE CONTEXT OF THE BMP

The deeds of settlement require that the development of such a strategy has particular regard to the vision, objectives and desired outcomes of the BMP as it relates to the four reserves. The development of the Te Hiku CMS is underway and The Board have been directly engaged in this process ensuring that the BMP is given particular regard.

3.1.3 Fisheries Act 1996

The Fisheries Act 1996 governs fisheries management throughout New Zealand's territorial sea and the Exclusive Economic Zone. It manages commercial, customary non-commercial, and recreational fisheries to enable people to provide for their social, economic and cultural well-being while ensuring sustainability of fisheries so that the resource is maintained to meet the reasonably foreseeable needs of future generations. Fisheries New Zealand is responsible for administering the Act and its supporting regulations.

The BMP includes outcomes that relate to decision making with respect to fisheries management and identifies some actions to be carried out by the Ministry of Fisheries in partnership with The Board. It is considered that the outcomes sought are in accordance with the principles of the Act.

3.1.4 Reserves Act 1977

The Reserves Act 1977 governs the preservation and management of areas of New Zealand for the management and enjoyment of the public. It aims to ensure New Zealand's recognisable character is retained by protecting a range of special features or values including recreational, ecological, historical and community aspects. This includes preservation of access for the public along the coastal marine area. The Act also deals with the powers and responsibilities of a local authority as the administering body of a reserve, which includes the requirement for Reserve Management Plans (RMP).

The Te Oneroa-a-Tōhe Management Area includes four reserves, identified as beach sites A, B, C and D (see Figure 1) which have been transferred to iwi ownership as part of redress. These areas are now classified as 'scenic reserves', and as such the Reserves Act is relevant. Individual RMPs have been developed for each of the four reserves as part of the BMP. It is considered that the RMPs have been appropriately prepared in accordance with the Reserves Act.

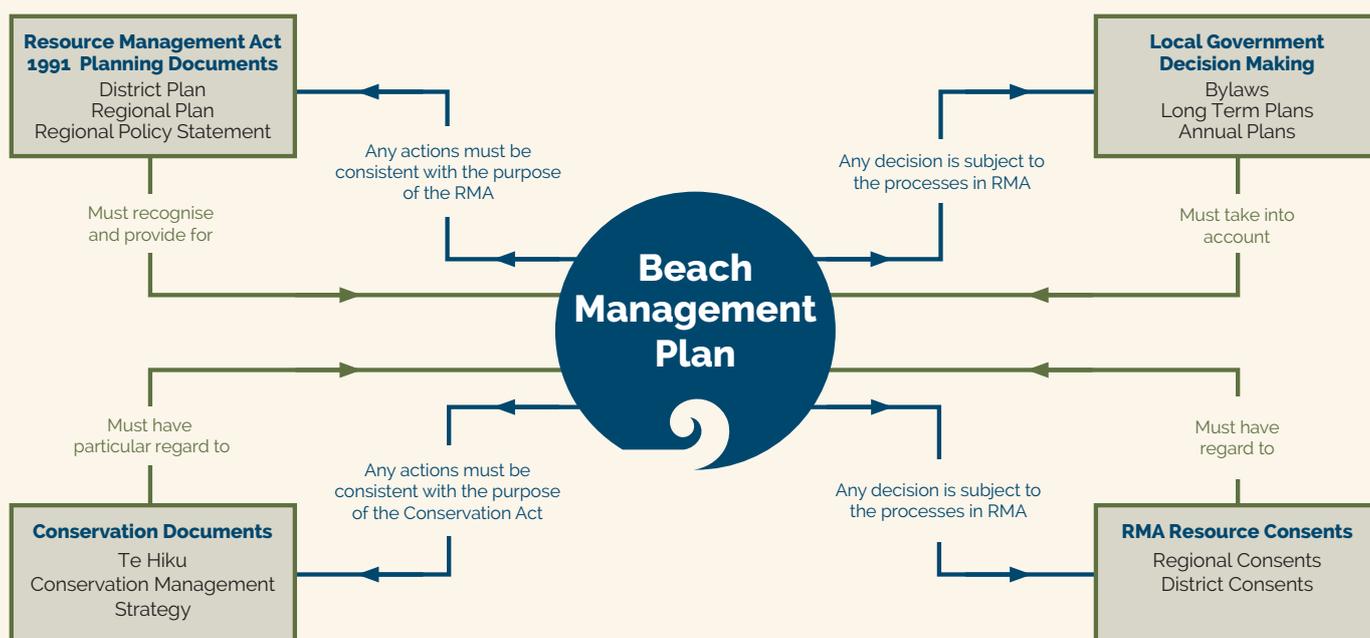


Figure 2 – Relationship between Beach Management Plan and other legislation / planning documents.

3.0 POLICY FRAMEWORK IN THE CONTEXT OF THE BMP

3.1.5 New Zealand Coastal Policy Statement

The New Zealand Coastal Policy Statement (**NZCPS**) establishes policies directed at achieving the purpose of the RMA in relation to the coastal environment of New Zealand. In general, the NZCPS seeks to protect the coastal environments characteristic and qualities from issues resulting from activities being undertaken within the coastal environment. Local authorities are required by the RMA to give effects to the NZCPS through their plans and policy statements.

With regard to the BMP, a number of policies are of relevance including the following:

- Policy 6: Activities in the Coastal Environment,
- Policy 8: Aquaculture,
- Policy 11: Indigenous Biological diversity,
- Policy 13: Preservation of natural Character,
- Policy 17: Historic heritage identification and protection,
- Policy 18: Public Space,
- Policy 19: Walking Access,
- Policy 21: Vehicle Access.

In general, the BMP is considered to be consistent with the purpose of the NZCPS and the relevant policies.

3.1.6 Local Government Act 2002

The Local Government Act 2002 (**LGA**) establishes the purpose of local government, provides a framework for local authorities to operate within, and sets out their regulatory functions, including the development of Long-Term Plans, Annual Plans and Bylaws. It also provides a framework for consultation, and sets out to ensure that local authorities are accountable to the community for their decision making.

It is considered that the BMP has been prepared in accordance with the requirements of the LGA 2002.

The Deeds of Settlement also require that Council take the proposed BMP into account when making decision under the LGA regarding issues in the Te Oneroa-a-Tōhe Management Area.

3.2 REGIONAL LEVEL

3.2.1 Regional Policy Statement for Northland

The Northland Regional Policy Statement (**RPS**) made operative 6 May 2016 covers the management of natural and physical resources across the Northland region and out to the 12 nautical miles (22.2km limit). The provisions within the RPS give guidance at a higher planning level with regard to significant regional issues. As such, it does not contain specific rules that trigger the requirement for consent of any type, but rather, it gives guidance to resource consent applications and the development of District Plans so as to ensure regional consistency on key resource management issues.

Te Oneroa-a-Tōhe Management Area is within the Coastal Environment as mapped by the RPS and includes areas identified to be of 'High' and 'Outstanding' natural character. Objectives 3.14 and 3.15, and policies 4.6, 4.7, 4.8 have been considered of particular relevance.

3.0 POLICY FRAMEWORK IN THE CONTEXT OF THE BMP

The proposed BMP seeks to ensure that mahinga kai are healthy and abundant, and to protect and restore biodiversity. Subsequently objectives 3.1, 3.2 3.3, 3.4 and 3.10 and the relevant policies have been given particular regard.

Overall, it is considered that the proposed BMP is consistent with the objectives and policies of the Northland Regional Policy Statement.

3.2.2 Proposed Regional Plan for Northland

At the time of writing the proposed BMP and supporting documents the Proposed Regional Plan for Northland (**PRPN**) was operative in part, subject to a number of appeals, but likely to be made fully operative before the proposed BMP is made operative. The PRPN assists NRC in carrying out its functions to achieve sustainable management purposes of the RMA. The plan contains objectives, policies and rules including in relation to the coastal marine area (**CMA**).

Given that a large proportion of the Te Oneroa-a-Tōhe Management Area is within the CMA, the PRPN is relevant. It is considered that over all the proposed BMP is consistent with the relevant provisions of this document.

3.2.3 Northland Conservation Management Strategy

The Northland Conservation Management Strategy (**NCMS**) describes the conservation values present in Northland, sets outcomes, policies and milestones that align with the Department of Conservation (**DOC**) strategic direction and guide DOC's work programmes. The NCMS was produced in 2014 and 'has effect' until 2024.

The Te Oneroa-a-Tōhe Management Area includes the beach sites A, B, C and D, parts of which are currently incorporated in the NCMS given their pre settlement classification as conservation reserve. As discussed in **Section 3.1.2** of this report, a separate Te Hiku CMS is currently being developed by the Te Hiku o Te Ika Conservation Board in conjunction with DOC for the korowhai area (as is required by the settlement legislation) to be included in the NCMS. The new Te Hiku section will include the four reserves (now held under the Reserves Act); however, this had not yet been completed.

The proposed BMP and associated RMP for each of the four reserves are however considered to be consistent with the outcomes, policies and milestones set in the NCMS.

3.3 LOCAL LEVEL

3.3.1 Far North District Plan

The Far North District Plan (**FNDP**) assists the Far North District Council (**FNDC**) in carrying out its functions to achieve the sustainable management purposes of the RMA. District Plans manage the effects of land use and subdivision and must give effect to National Policy Statements and Regional Policy Statements and cannot be inconsistent with Regional Plans. The FNDP applies to the portion of the Te Oneroa-a-Tōhe Management Area that is above Mean High Water Springs.

The relevant provisions of the operative FNDP are contained within the following Chapters:

- 9 Recreation/Conservation Zone;
- 10.6 General Coastal Zone; and
- 12.7 Lakes, Rivers, Wetlands and the Coastline.

Upon assessment of these relevant chapters, it is considered that the proposed BMP is in accordance with this document.

3.0 POLICY FRAMEWORK IN THE CONTEXT OF THE BMP

3.3.2 Far North 2100

Far North 2100 is a strategic spatial plan being prepared by the Far North District Council. The document is non-statutory, it intends to provide a long term (80+ years), high level and wide-ranging community spatial plan that not just deals with land use, but economic, social, environmental, physical and cultural issues and goals for the whole of the Far North. The document is intended to be a single point of reference for future planning decisions.

At the time of writing the proposed BMP and supporting document, FN2100 had not yet been completed, however, a consultation document was made available for review. It is considered that the proposed BMP is consistent with the identified direction of this document where relevant.

3.3.3 Bylaws

Bylaws are made under Section 145 of the LGA which provides for local authorities to make general bylaws for the purpose of protecting the public from nuisance, protecting, promoting, and maintaining public health and safety, minimising the potential for offensive behaviour in public places. Sections 146 and 147 provide for the creation of more specific bylaws.

Far North District Council's existing Bylaws of particular relevance to the management area include:

- **Control of the Use of Public Places:** Regulates the use of public places, including the road reserve but no other reserves.
- **Dog Management Bylaw:** Gives effect to the Dog Management Policy which details 'dog control' for public land, including land administered under the Conservation Act 1987.
- **Reserves Bylaw:** Applies to any open space including foreshore or beach associated with any coastal area vested in, or under the control of Far North District Council. The Bylaw controls the use of these areas in terms of use of motor vehicles, camping, commercial activities and closure of reserves.
- **Speed Limits Bylaw:** Set speed limits for all roads (as defined in the Land Transport Act 1998) under the management of Far North District Council which includes Te Oneroa-a-Tōhe where above Mean High Water Springs.
- **Vehicles on Beaches Bylaw:** Applies to all beaches within the District and includes dunes and coastal vegetation, but does not include private land or land administered by the Department of Conservation. In general, the bylaw promotes sensible and considerate driving on beaches.

It is acknowledged that amendments to existing Bylaws would be required (and are proposed) to achieve some of the Board's desired outcomes. Regardless the proposed BMP and the potential necessary amendments proposed are consistent with the overarching purpose of Bylaws.

3.0 POLICY FRAMEWORK IN THE CONTEXT OF THE BMP

3.3.4 Council Long Term Plans and Annual Plans

The LGA requires Councils' to develop Annual and Long-Term Plans. Long Term Plans are key strategic documents for Councils, they set out the Councils priorities for the following 10-year period including what projects are planned, how much they will cost and how it will be funded. Long Term Plans are reviewed every three years.

The Annual Plan focuses on year to year budgets and sets out what council plans to do in the 12-month period to achieve the goals as set out in the Annual Plan.

The current Long-Term Plan covers the period of 2018 – 28 and Te Oneroa-a-Tōhe Board is recognised as a strategic partnership in this document, but there are no specific strategies that are of particular relevance to Te Oneroa-a-Tōhe. Regardless, the proposed BMP aligns with FNDCs overall Strategic Direction for this period, particularly the community outcomes.

The 2019-20 Annual Plan is considered to have no additional relevance to the proposed BMP.

3.3.5 Iwi and Hapu Environmental Management Plans

Iwi/ Hāpu Environmental Management Plans (IMP/HEMP) are resource management plans prepared by an iwi authority, rūnanga, or hāpu. These plans are an expression of tribal authority (rangatiratanga) to assist with the exercise of stewardship (kaitiaki) roles and responsibilities. The plans provide an opportunity for whanau, marae, hāpu, iwi or rūnanga to clearly state how they intend to participate in the resource management process as presented within the RMA including the preparation or change to a regional policy statement, regional and district plan, as well as the preparation and assessment of resource consents.

Councils have a duty under section 74 of the RMA to take into account any relevant planning documents prepared by iwi or hāpu that are lodged with that council. Currently there is only one IMP/HEMP lodged with Far North District Council that includes Te Oneroa-a-Tōhe as part of the rohe; Te Runanga o Ngāi Takato Environmental Plan.

The plan develops a holistic framework to achieving Ngāi Takato's key strategic objectives. It does not give detailed direction to the proposed BMP but includes high level values and objectives specifically relating to Te Oneroa-a-Tōhe. These values and objectives have been taken into account in the development of the proposed BMP.

It is understood that other IMP / HEMP for other iwi with interests in Te Oneroa-a-Tōhe are currently being developed.

3.3.6 Strategic documents

3.3.6.1 *He Tangata, He Whenua, He Oranga – Tai Tokerau Māori Growth Strategy*

He Tangata, He Whenua, He Oranga focuses on five high level strategic interventions intended to transform the Region's Māori economy and stimulate the necessary shift required to create an environment that reinforces Maori prosperity and wellness in Te Taitokerau. The five interventions are Advocacy & Policy, Research & Innovation, Education & Promotion, Leadership Platform & Collaborative Growth.

3.0 POLICY FRAMEWORK IN THE CONTEXT OF THE BMP

3.3.6.2 Tai Tokerau Northland Economic Action Plan 2019 Refresh

The Tai Tokerau Northland Economic Action Plan brings into focus a group of projects that together will contribute to transforming Northland's Economy, and strongly reflects the importance of Iwi/Māori in this economy. The goals identified in He Tangata, He Whenua, He Oranga – Tai Tokerau Māori Growth Strategy are also considered in this document. The document outlines a number of 'priority outcomes' and related projects. The following priority outcomes have been considered to be of particular relevance:

- A thriving Tai Tokerau Māori economy;
- An equitable environment for whanau wellbeing;
- Top regional visitor destination; and
- A skilled local workforce.

3.3.6.3 The Te Hiku o Te Ika Iwi Strategic Documents

In general, the strategic documents of each of the Te Hiku o Te Ika Iwi identify key issues and challenges for the iwi and set direction and establish guiding principles to help future decision making.

3.4 SUMMARY

Overall, the proposed BMP is considered to be consistent with the direction of the strategic documents addressed above.

4.0 CONSULTATION & ENGAGEMENT

4.1 CONSULTATION PERIOD

Since its inception in 2015, the Board has carried out a wide range of consultation and engagement with the community.

The most recent consultation period started on the 1st July 2019, which ran for approximately 12 weeks, with a final hui being undertaken on the 27th August 2019. Seven specific engagement events were carried out over this time from Kaitaia to Te Hapua.

During this period, feedback was received across multiple channels and in addition the engagement hui included letters, emails, online feedback, and responses from local kura. Over 1,500 responses were received during the process.

4.2 SUMMER ENGAGEMENT PROGRAMME

Over the summer of 2019/2020, further engagement occurred across numerous channels. Online engagement via a Te Hiku Media facebook campaign, lwi led beach days and ambassadors, and a photo competition all occurred over this period. Nearly 2,500 engagements occurred online and lwi members reported success in their local beach days and ambassadors seeking further input into the plan over the summer period.

4.3 SUMMARY OF FEEDBACK

Key themes from the consultation period programme included:

- Traffic, Parking, & Access;
- Fisheries;
- Rubbish;
- Monitoring;
- Education;
- Biodiveristy;
- Kaitkiakitanga;
- Cultural Matters;
- Management;
- Signs;
- Dunes;
- Infrastructure;
- Tourism;
- Forestry;
- Health & Safety;
- Consultation;
- Water;
- Funding;
- Sustainability;
- Research;
- Hazardous Substances & Activities;
- Recreation;
- Whales;
- Climate Change & Global Warming;
- Animal & Pest Control;
- Zoning;
- Board; and
- Crime & Drugs and Alcohol.

A breakdown of these themes and more detailed points can be found in **Appendix A**.

4.0 CONSULTATION & ENGAGEMENT

During the summer engagement period, the Board received further information and insights relating to the key target areas as outlined in the Media Release sent out prior to the start of the Summer Engagement Programme. These target areas are as follows:

- People are safer; (improving vehicle management via speed limits, fewer access points, designated zones for 4WD/motorbikes and addressing drug and alcohol abuse)
- Acknowledging tangata whenua; (including educating visitors about local history/the beach's cultural significance; and supporting significant Māori cultural practices, including restoring place names, installing pou, protecting wāhi tapu, rāhui, taiapure and whale strandings)
- Protecting the natural environment; (managing vehicles/people/animals in and around sensitive areas like shellfish beds, sand dunes, native plantings and bird nesting areas; tightening controls on gathering of kaimoana – especially spat collection – undertaking new planting, fencing and predator management)
- Beach cleanliness; (better rubbish management, supporting landcare groups and educating visitors to take rubbish away)
- Visitor behaviour; (educating visitors about respectful and appropriate behaviours, through ambassadors, monitoring, signage and online) and
- Improving facilities for beachgoers; (including parking, toilets, cellphone coverage and drinking water).

A full outline of the feedback received is found in **Appendix A**.

5.0 SUMMARY OF PROPOSED BMP

5.1 STRUCTURE & DESIGN

The Proposed BMP has been developed with the intention of providing a relevant document that is readily accessible to a wide audience.

The document is made up of the following sections:

- **A. KUPU WHAKATAKI | FOREWORD**
foreword to the BMP from the Board's chair.
- **B. NGĀ WHAKAMĀRAMA | TABLE OF CONTENTS**
- **C. TĪMATANGA KŌRERO | INTRODUCTION**
introduction to the BMP.
- **D. TE HUARAHI O TŌHE | THE PATHWAY OF TŌHE**
Māori and English translation of the journey of Tōhe and Ariki and the naming of places and features along the Beach.
- **E. NGĀ TŪMANAKO | VISION**
statement of the vision for Te Oneroa-a-Tōhe over the next 50 years.
- **F. NGĀ WHAKARITENGA | BACKGROUND**
provides background on the settlement legislation, statutory context and how the BMP will influence other legislative documents.
- **G. NGĀ WAWATA | OBJECTIVES & DESIRED OUTCOMES**
Objectives and desired outcomes that will assist with achieving the vision. There are 7 sub-topics:
 - WAIRUATANGA | SPIRITUAL VALUE
 - NGĀ KAIARAHĪ | LEADERSHIP
 - TAIAO | ECOLOGY & BIODIVERSITY
 - MAHI ORANGA | ECONOMIC WELLBEING
 - KAUPAPA WHAKAHIRAHIRA | RECREATION
 - WHANAUNGATANGA | COLLABORATION
 - MĀTAURANGA | EDUCATION
- **H. Ā MĀTOU MAHI | OUR ACTIONS**
Lists actions to be undertaken by the Board, the Councils, Iwi and other agencies to achieve the objectives and desired outcomes.
- **I. NGĀ WĀHI RAHUI | RESERVE MANAGEMENT PLANS**
Details Conservation Areas A, B, C and D and the reserve management plans which are provided in a separate appendix. Decisions on these areas are exclusively made by the iwi members of the Board.
- **J. AROTURUKI ME TE AROTAKE | MONITORING AND REVIEW**
Outlines how the BMP will be monitored and reviewed over its lifetime.

Landscape images of Te Oneroa-a-Tōhe have been utilised throughout the document, emphasising the focus of the proposed BMP and contributing to a strong design theme for the document. Graphics have also been applied to help relate information and provide context.

5.0 SUMMARY OF PROPOSED BMP

5.2 TAKAPOU O TE ONEROA-A-TŌHE

The following guiding principles have been used to lead the development of the BMP:

- **Ngā Kaiarahi** – Kaitiaki and community leading the protection, preservation and enhancement of Te Oneroa-a-Tōhe;
- **Tūrangawaewae** – Reflecting iwi, hapū, whānau and community identity;
- **Whanaungatanga** – Working together to enhance the mauri of the beach;
- **Taonga Tuku Iho** – Sharing knowledge, practice and information to protect taonga on Te Oneroa-a-Tōhe;
- **Kaitiakitanga** – Actively using kaitiaki-based practices;
- **Te Ao Tūroa** – Recognising the interactions within the natural world;
- **Ngā Kaupapa Matua** – Identifying and focusing on the key issues for Te Oneroa-a-Tōhe; and
- **Mauri** - Acknowledging the mauri of Te Oneroa-a-Tōhe as a vital and critical component that needs to be restored.

These pou are reflected throughout the plan, particularly the desired outcomes and corresponding action plan.

5.3 NGĀ TŪMANAKO | VISION

The proposed vision for the BMP is as follows:

Kia roa to titiro pērā i te hīkoi o Tōhe – Let your lens be long like the pathway of Tōhe

Pēnā e hoki muri ana tātou ki ngā tohu mātauranga o Tōhe me ngā ingoa o ngā ara wai me ngā takiwā nāna i whakahua, ko tika kia mōu mahara tonu tātou ki ngā tikanga kaitiaki o wā tātou tūpuna kia Kotahi ngā whakāro hei oranga mō te Oneroa a Tōhe.

When we reflect on the signs and the learnings as Tōhe named the waterways and places during his journey, then it is appropriate that we acknowledge the protocols and guardianship of our elders as we unify our approach for the health of Te Oneroa-a-Tōhe.

The vision was developed by the Board during a workshop process and was selected amongst a number of other potential vision statements. The vision gives due respect to Tōhe, a distinguished rangatira who named many of the places along the beach. The vision is supplemented by the Pathway of Tōhe, a story which describes the natural environment of a previous time.

The vision sets in place a future focussed management regime whilst acknowledging the efforts of previous generations to ensure the health and wellbeing of the beach and its people. It has a strong focus on having a unified approach, working together with the community and partners to ensure success. The vision is expressed throughout the Plan.

5.0 SUMMARY OF PROPOSED BMP

5.4 NGĀ WAWATA | OBJECTIVES & DESIRED OUTCOMES

The plan includes a number of objectives and desired outcomes under seven “sub-topics”. These objectives and desired outcomes were prepared through the consideration of the outcomes of consultation and Board direction on the key matters that relate to the Beach Management Area.

5.5 Ā MĀTOU MAHI | OUR ACTIONS

A comprehensive action plan has been developed, specifically linked to the objectives and desired outcomes. These were developed in conjunction with both the Far North District Council and Northland Regional Council. Given the relevance of the BMP to RMA documents, and to ensure statutory weight is given prominence, the action plan does have a particular RMA focus. However, a range of actions that promote advocacy and communication are also included.

A key focus was to ensure that the actions were workable, could be implemented and appropriately resourced and included in council work programmes. Therefore, the current actions within the notified BMP are actions that both FNDC and NRC have confirmed that they generally agree upon. Whilst specific timeframes are not included (e.g. dates) broad horizons are provided (short term, medium, long term, ongoing) the action plan is likely to form a standard part of the Board’s agenda documentation so that they can actively monitor progress and achievements.

5.6 NGĀ WĀHI KOROWAI | CONSERVATION AREAS

Four reserve management plans have been developed by the Iwi members of the Board. They follow a similar template and design to the overall BMP. As such, they too include a Vision, Objectives and Desired Outcomes and an Action Plan. These Plans have been developed in accordance with the Reserves Act 1977 (as they are all currently Scenic Reserves).

6.0 ASSESSMENT OF PRIORITY MATTERS

6.1 CONSISTENCY WITH THE PURPOSE OF THE BMP

The Claims Settlements Acts of each relevant iwi outline the purpose and contents of what the BMP should cover. This has been assessed in the table below to ensure compliance.

Claims Settlement Acts	Evidence
s88 Te Rarawa Claims Settlement Act 2015	The BMP identifies a vision, objectives and desired outcomes required by the legislation. The BMP provides direction to persons authorised to make decisions in relation to the Te Oneroa a Tohe Management Area via the Vision, Objectives, Desired Outcomes and Action Plan.
s74 Ngati Kuri Claims Settlement Act 2015	
s71 NgaiTakoto Claims Settlement Act 2015	
s75 Te Aupouri Claims Settlement Act 2015	

6.2 CONSISTENCY WITH THE PRIORITY AREAS

The settlement legislation⁴ identifies three priority areas that the Board must express aspirations for in the care and management of the Te Oneroa-a-Tōhe management area:

- (i) protecting and preserving the Te Oneroa-a-Tōhe management area from inappropriate use and development and ensuring that the resources of the Te Oneroa-a-Tōhe management area are preserved and enhanced for present and future generations;
- (ii) recognising the importance of the resources of the Te Oneroa-a-Tōhe management area for Te Hiku o Te Ika iwi and ensuring the continuing access of Te Hiku o Te Ika iwi to their mahinga kai; and
- (iii) recognising and providing for the spiritual, cultural, and historical relationship of Te Hiku o Te Ika iwi with the Te Oneroa-a-Tōhe management area.

6.2.1 Priority Area (i)

Priority area (i) is accounted for through the objectives and desired outcomes and the corresponding actions in the action plan. The action plan items that relate to changes to Regional and District Plans, as well as bylaws are most important as it allows for use and development to be appropriately assessed through a consenting or permitting process used via the RMA or LGA.

6.2.2 Priority Area (ii)

Priority area (ii) is accounted for through the objectives and desired outcomes and the corresponding actions in the action plan. Given the broad nature of the priority area, all of the objectives, desired outcomes and corresponding actions recognise the importance of the resources of the Beach. Specifically, in terms of Mahinga Kai, this is covered by the objectives for Taiao | Ecology & Biodiversity sub topic.

6.2.3 Priority Area (iii)

Priority Area (iii) is accounted for through the Objectives and Desired Outcomes and the corresponding actions in the Action Plan. Specifically, this is covered off by the Wairuatanga | Spiritual Value objectives and desired outcomes and associated actions.

⁴ See for instance section 74(1)(c) of the Ngāti Kuri Claims Settlement Act 2015.

6.0 ASSESSMENT OF PRIORITY MATTERS

6.3 RESERVE MANAGEMENT PLANS

This section will briefly summarise the development of the RMPs and how these are consistent with the matters outlined in section 41(3) of the Reserves Act 1977.

Four RMPs have been developed by the Iwi members of the Board. They follow a similar template and design to the BMP and include a vision, objectives and desired outcomes and an action plan. The RMPs have been developed in accordance with the Reserves Act 1977 (as they are all currently Scenic Reserves).

Section 41(3) of the Reserves Act 1977 states that:

41 Management plans

(3) The management plan shall provide for and ensure the use, enjoyment, maintenance, protection, and preservation, as the case may require, and, to the extent that the administering body's resources permit, the development, as appropriate, of the reserve for the purposes for which it is classified, and shall incorporate and ensure compliance with the principles set out in section 17, section 18, section 19, section 20, section 21, section 22, or section 23, as the case may be, for a reserve of that classification.

Sections 17-23 referred to in 41(3) above relate to the type of classified reserve. In the instance of all four reserves, these have already been gazetted as Scenic Reserves and therefore Section 19 is applicable. The table below confirms consistency with the relevant sections of the Reserve Act 1977.

Reserves Act 1977	Evidence
s41	<p>41(1) requires the administering body to prepare and submit to the Minister a management plan within five years after the date of its appointment. 41(2) provides scope for the Minister to extend timeframes.</p> <p>As required under s41(3) - The RMPs for the four beach sites provide for and ensure their use, enjoyment, maintenance, protection and preservation.</p> <p>In terms of monitoring and review, the RMPs are to be reviewed every 10 years as required under s41(4). This is consistent with the review process for the BMP.</p> <p>s41(5) requires that a public notice forms part of the formal notification process and provides an opportunity for feedback from the community.</p> <p>S41(6) relates to the administration associated with developing a Reserve Management Plan. These matters have been considered when developing the notification process for the BMP.</p> <p>S41(7), s41(8), and s41(9) relate to the review of the Plans and ensuring that they follow the processes outlined in s41(5) and s41(6). When a review is required, these steps will be followed.</p> <p>S41(10) establishes that the administering body can determine its own procedure at the hearings. The Board will determine this procedure in due course.</p> <p>S41(11) ensures that the administering body must also comply with the management plan for the reserve.</p> <p>S41(12) establishes that Ministerial consent for s41 does not cover any other parts of the Reserves Act 1977.</p> <p>S41(13) relates to recreation reserves and is not relevant.</p> <p>S41(14) establishes that the Minister may ask different administering bodies to consult with one another to ensure that management plans are integrated for the benefit of the locality. In this case no other management plans are known.</p> <p>S41(15) sets out the powers of the Minister.</p> <p>S41(16) is not relevant as it relates to any government purpose reserve or local purpose reserve.</p> <p>Overall, the RMP's are considered to be consistent with the Reserves Act 1977.</p>

6.0 ASSESSMENT OF PRIORITY MATTERS

6.4 OTHER MATTERS ADDRESSED IN THE BMP

The BMP “may include any other matters that the Board considers relevant to the purposes of the beach management plan.”

As outlined earlier, the development of the BMP has been targeted to ensure greatest statutory weight is given by relevant RMA documents. Therefore, there are no ‘other matters’ that have been considered and provided for at this stage.

Notwithstanding the approach, it is noted here that the community did have a specific view on the following matters:

- GMO's
- Crime
- Drugs & Alcohol
- Hazardous Substances
- Climate Change
- Digital Connectivity
- Fisheries

In many cases the specific matters above can be broadly linked to objectives and desired outcomes, however not all have specific actions owing to the priority given to matters that have a direct link to legislation that have a clear statutory pathway to the BMP. Additionally, many matters are well covered by the existing environmental framework and were not considered to require additional coverage in this plan.

7.1 WAIRUATANGA | SPIRITUAL VALUE

7.1.1 Applicable Desired Outcomes

- Te Oneroa-a-Tōhe is treated as a taonga tuku iho – a treasure handed down through the generations.
- The cultural significance of Te Ara Wairua is protected.
- Traditional place names and their stories are used and understood by all.
- Wahi Tapu, sites of significance and other heritage are protected.

7.1.2 Background

Recognising and providing for the spiritual, cultural and historical relationship of Te Hiku o Te Ika iwi/hapu with the beach was identified as a priority matter.

7.1.3 Options Identified

The following general options have been identified to address the above:

- **Status quo:** Traditional place, spiritual values, names and the cultural significance associated with Te Oneroa-a-Tōhe where not already identified remains local knowledge and understood only by those with an existing understanding of the history and relevance of connection.
- **Proactive approach (preferred approach):** Traditional place names, spiritual values and cultural significance associated with Te Oneroa-a-Tōhe are identified, recorded and understood by all by implementing the relevant actions in the Action Plan which are summarised below:
 - Update relevant FNDC bylaws to require approval from the Board for signage relating to Te Oneroa-a-Tōhe.
 - Require agencies establishing signage relating to Te Oneroa-a-Tōhe to consult with the Board.
 - Support use of ancestral place names for wayfinding purposes including artistic interpretation.
 - Requiring all signage to be bilingual.
 - Maintain a list/map with correct Maori place names and their history on the Te Oneroa-a-Tōhe website.
 - Provide GIS mapping assistance to support iwi hapu and whanau to identify sites of cultural significance.
 - Include sites identified in A6 for protection in the district and regional plan as relevant.
 - Prepare information regarding the values and significance of Te Oneroa a Tōhe and Te Ara Wairua as culturally significant landscapes, and the activities that may have adverse effects on them.
 - Include culturally significant landscapes in the regional and district plans including appropriate protection measures.
 - Support and promote cultural management practises where appropriately communicated.
 - Make information publicly available regarding the inappropriateness of scattering ashes.
 - Include rules in the regional plan prohibiting the scattering of human ashes in the sea, on the beach, on sand dunes and in waterways.
 - Work with iwi to develop a paper on mauri to inform relevant documents that relate to the Beach Management Area.

7.0 ALTERNATIVES ANALYSIS

7.1.4 Costs and Benefits Analysis

The costs and benefits of each option are outlined in the table below.

TABLE 1: ALTERNATIVES ASSESSMENT – NGĀ TURE WAIRUA SPIRITUAL		
	Costs	Benefits
Option 1: Status quo	<p>Environmental Environmental gains that could otherwise be achieved through the RMA and other legislation by identifying and protecting areas could be lost.</p> <p>Economic Economic costs are unchanged.</p> <p>Social Less preservation, protection and enhancement of the cultural and spiritual values associated with the beach and Te Ara Wairua for current and future generations. This approach could also result in the wider intergeneration loss of cultural heritage associated with the beach.</p> <p>Cultural An understanding of Cultural and spiritual values associated with the beach and Te Ara Wairua are not made available to the wider users. Cultural and spiritual values risk being lost/damaged if not identified.</p>	<p>Environmental Environmental benefits are unchanged.</p> <p>Economic The approach requires less time and resource input from Board, community, Iwi and government agencies.</p> <p>Social The community at large may play a greater leadership role in implementing grass roots measures to better acknowledge the values associated with the beach.</p> <p>Cultural Cultural benefits are unchanged.</p>
Option 2: Hand on approach	<p>Environmental Limited environmental costs with this option.</p> <p>Economic This approach may result in additional costs for those who are required to undertake the actions, and for the Board in terms of consultation requirements.</p> <p>Social Limited social costs with this option.</p> <p>Cultural Limited cultural costs associated with this option; however, it is acknowledged that there may be perceived cultural costs around publicly identifying areas that are culturally significant.</p>	<p>Environmental Identified values of cultural and historic significance are better protected by legislation, this pushes decision makers to consider the values associated with the beach and Te Ara Wairua when assessing future development within the area.</p> <p>Economic A wider understanding of the values and history associated with the beach may positively impact on tourism opportunities.</p> <p>Social This approach encourages active involvement of iwi, hapu and whanau identifying and protecting values associated with the beach, and encourages a wider understanding of the spiritual value of the beach and Te Ara Wairua.</p> <p>Cultural Preservation, protection and enhancement of the cultural and spiritual values associated with the beach and Te Ara Wairua for current and future generations.</p>
Comparison & Summary		
Option 2 promotes a more formalised and structured approach to the protection, enhancement and wider understanding of the spiritual values associated with Te Oneroa-a-Tōhe and Te Ara Wairua. As such, Option 2 is the preferred approach.		

7.2 NGĀ KAIARAHĪ | LEADERSHIP

7.2.1 Applicable Desired Outcomes

- Mō tatou, me ngā uri ā muri ake nei – for us and our children after us. The future of Te Oneroa-a-Tōhe is determined by the community for future generations.
- The Board will advocate for the protection and preservation of Te Oneroa-a-Tōhe to other groups.
- Customary practices and associated knowledge is restored.
- Te Oneroa-a-Tōhe is able to provide sustenance to all people.

7.2.2 Background

A strong leadership ethic was considered as a necessity in order to ensure that the proposed vision, objectives and desired outcomes for Te Oneroa-a-Tōhe would be achieved for current and future generations. Leadership and Collaboration are closely linked.

7.2.3 Options Identified

Two general options have been identified:

- **Option 1: Hands Off Approach** – The Board takes a hands-off approach to leadership and its management of the Beach and its resources.
- **Option 2: Hands On Approach** – The Board takes a more impactful approach to leadership and its management of the Beach and its resources. This includes a number of actions in the Action plan as summarised below:
 - Encouraging continual feedback opportunities from the community regarding the interpretation and implementation of the BMP.
 - Any consultation exercise must include a component where the Board engages with rangatahi and tamariki.
 - Formalising a process for which the Board is notified and receives applications for resource consents relating to the BMP area.
 - Investigating and implementing a process for delegating authority to the Board to appoint a commissioner (along with Council Consents Manager) to decide on non-notified consents that do not require a hearing for resource consents relating to Te Oneroa-a-Tōhe Management Area.
 - Formalising a list of approved commissioners to consider resource consents in the Te Oneroa-a-Tōhe Management Area.
 - Advocating for the protection and enhancement of Te Oneroa-a-Tōhe in various forums.
 - Changing the regional and district plans so that activities that require resource consent in the Te Oneroa-a-Tōhe Management Area (or adjacent) which may have an impact on Te Oneroa-a-Tōhe must include in their assessment of environmental effects an analysis of those to Te Oneroa-a-Tōhe.
 - Changing the regional and district plans to recognise the Board must be considered an affected person/body requiring notification of a resource consent application where the adverse effects on Te Oneroa-a-Tōhe are minor or more than minor.

7.0 ALTERNATIVES ANALYSIS

- Establish a process for the Board to receive and review resource consent applications relating to Te Oneroa-a-Tōhe.
- Engage and work collaboratively with the Iwi Management Body established to manage the four beach reserves.
- Support and encourage the development of Iwi and Hapū Management Plans within, and adjacent to the Te Oneroa-a-Tōhe Management Area.
- Support wananga and events that restore customary practices and mātauranga māori associated with the beach.
- Fisheries limits and customary practices are sign posted on each formal entrance to the beach.
- Advocate for greater visibility/presence and vigilance of fisheries officers and tangata kaitiaki on Beach.

7.2.4 Costs and Benefits Analysis

The costs and benefits of each option are outlined in the table below.

TABLE 2: ALTERNATIVES ASSESSMENT – NGĀ KAIARAH LEADERSHIP		
	Costs	Benefits
Option 1: Hands Off Approach	<p>Environmental Some environmental gains through RMA policy and rules may be lost due to a hands-off approach.</p> <p>Economic A hands-off approach may lead to appropriate economic activities not being created in the region.</p> <p>Social The hands-off approach may result in less preservation, protection and enhancement of the Beach and its resources for current and future generations.</p> <p>Cultural The restoration of customary practices and knowledge will not be achieved through a hands-off approach. There will be minimal incentive to support more iwi/hapū environmental plans.</p>	<p>Environmental The approach is likely to still achieve some environmental benefits from a regime that specifically considers the Beach and its resources.</p> <p>Economic The Board, community, Iwi and government agencies can devote potentially less time and resources to the process and outcomes.</p> <p>Social The community at large may play a greater leadership role.</p> <p>Cultural Cultural benefits are unchanged.</p>

TABLE 2: ALTERNATIVES ASSESSMENT – NGĀ KAIARAH | LEADERSHIP

	Costs	Benefits
Option 2: Hands On Approach (Preferred Option)	<p>Environmental There are limited environmental costs resulting from this option.</p> <p>Economic A more hands on approach will result in higher operating costs for the Board to advocate strongly for its vision, objectives, desired outcomes and proposed actions.</p> <p>Social There are limited social costs resulting from this option.</p> <p>Cultural There are limited cultural costs resulting from this option.</p>	<p>Environmental This approach requires decision makers and partners to collectively achieve more environmental benefits for the Beach. Resource consent processes are intended to become formalised to ensure specific oversight in relation to Te Oneroa-a-Tōhe in relation to resource management.</p> <p>Economic A hands-on leadership approach enables appropriate economic development opportunities.</p> <p>Social Through the actions, the community are encouraged to be a part of the BMP through a number of avenues such as continual feedback, iwi/hapū management plans, and greater monitoring and oversight in the management of the Beach and its resources.</p> <p>Cultural A more hands on approach may see more iwi/hapū environmental management plans being produced and customary practices and knowledge restored and enhanced.</p>
<p>Comparison & Summary</p> <p>Option 1 promotes a hands-off leadership approach which provides little benefit when compared to the preferred option. Option 2 allows for a suite of corresponding and appropriate actions to meet the objectives and desired outcomes the Board wishes to pursue.</p>		

7.3 TAIAO | ECOLOGY & BIODIVERSITY

7.3.1 Applicable Desired Outcome

- Hei oranga oneroa, hei orange tangata – Healthy beach, healthy people.
- Ki uta ki tai - Te Oneroa-a-Tōhe is managed holistically.
- The biodiversity and ecology are protected and restored for future generations.
- Mahinga kai are healthy and abundant.
- Information and research is gathered to better understand the health of Te Oneroa-a-Tōhe.

7.3.2 Background

The health and extent of biodiversity (including mahinga kai) and their habitat was identified during the consultation process as a key concern needing to be addressed. Te Oneroa-a-Tōhe accommodates a number of unique species.

7.0 ALTERNATIVES ANALYSIS

7.3.3 Options Identified

The following general options have been identified to address the above:

- **Option 1: Status Quo** – Leave things as they are and seek no additional control measures to understand, protect and restore biodiversity.
- **Option 2: Active Management (Preferred Option)** – this includes a number of actions in the Action plan as summarised below:
 - Understand and monitor the current state of wellbeing of Te Oneroa a Tōhe.
 - Endorse and support projects that assist in the protection and restoration of biodiversity.
 - Promote initiatives that will lead to a better understanding of the health of the beach.
 - Government agencies to work in partnership with the Board when making decisions regarding commercial, recreational and customary fishing rights.
 - Create an inventory on the Te Oneroa a Tōhe website of all current, and ongoing protects in and around the BMP relating to the Te Oneroa a Tōhe.

7.3.4 Costs and Benefits Analysis

The costs and benefits of each option are outlined in the table below.

TABLE 3: ALTERNATIVES ASSESSMENT – TAIAO ECOLOGY & BIODIVERSITY		
	Costs	Benefits
Option 1: Status quo	<p>Environmental This approach results in ad hoc efforts to address ecological and biodiversity degradation. Management of fisheries allocation harvesting practices also considered to have environmental cost. Limited understanding or availability of baseline data.</p> <p>Economic Existing management of fisheries allocation and spat collection may have longer term adverse economic effects.</p> <p>Social The current approach does not give the wider community a sense of accountability.</p> <p>Cultural Concerns have been raised with the current approach, particularly in terms of effects on mahinga kai gathering places and other cultural practices.</p>	<p>Environmental There are no perceived environmental benefits with the current approach.</p> <p>Economic The approach requires less time and resource input from Board, community, Iwi and government agencies.</p> <p>Social The community at large may play a greater leadership role in implementing grass roots measures to enhance and protect biodiversity.</p> <p>Cultural There are no perceived cultural benefits associated with the current approach.</p>

TABLE 3: ALTERNATIVES ASSESSMENT – TAIAO | ECOLOGY & BIODIVERSITY

	Costs	Benefits
Option 2: Active management	<p>Environmental There are no perceived environmental costs with this approach.</p> <p>Economic This approach would result in economic costs to relevant agencies, and the Board in terms of time of advocacy, consultation and administration.</p> <p>Social There are potentially perceived social costs associated with this approach relating to loss of jobs through improved fisheries management.</p> <p>Cultural There are no known cultural costs associated with this approach.</p>	<p>Environmental Option 2 would result in a more holistic approach to protection and enhancement, and the beach health as a whole. This approach will likely lead to improved environmental outcomes.</p> <p>Economic A more sustainable approach to the management of the beach's resources will result in a longer term of viability for businesses dependant on the resources, and subsequently, long term economic benefit.</p> <p>Social This approach encourages the wider community to engage in proposed projects relating to the improvement of beach health</p> <p>Cultural A more sustainable approach to the management of the beach's resources will ensure that cultural practises such as mahinga kai gathering, and other taonga species can be experienced by future generations.</p>
Comparison & Summary		
<p>Option 2 promotes a more holistic approach to the sustainable management of the beach's resources and encourages wider engagement in the beach's health. Option 2 is considered to be the preferred approach, particularly in terms of ensuring that the biodiversity and ecology of Te Oneroa-a-Tōhe is protected and restored for future generations.</p>		

7.4 MAHI ORANGA | ECONOMIC WELLBEING

7.4.1 Applicable Desired Outcome

- Promotion of sustainable employment opportunities on Te Oneroa-a-Tōhe.
- Exploration of alternative and self-sustaining funding opportunities to benefit Te Oneroa-a-Tōhe.
- People can make a living off the beach provided they do not adversely affect the mauri of Te Oneroa-a-Tōhe.
- Commercial activities are compatible with the outstanding natural landscapes and features of Te Oneroa-a-Tōhe.

7.4.2 Background

Economic wellbeing and commercial activities were identified as key issues and themes during the consultation period. A range of activities occur on and along the Beach Management Area such as tourism, fisheries, and various temporary events which provide economic wellbeing and commerce for the community.

7.0 ALTERNATIVES ANALYSIS

7.4.3 Options Identified

Three general options have been identified:

- **Option 1: Status Quo** – Leave things as they are and seek no additional controls for commercial activities and economic wellbeing on Te Oneroa a Tōhe.
- **Option 2: Prohibit Commercial and Economic Activities** – prohibit activities on the beach of a commercial and economic nature.
- **Option 3: More Control (Preferred Option)** – this includes a number of actions in the Action plan as summarised below:
 - Amend regional and district plans to require resource consent for new commercial activities within the Beach Management Area including requirements to assess the activities consistency with the vision, objectives, and desired outcomes and which specifies the Board as an affected person in terms of notification of an application where adverse effects on Te Oneroa-a-Tōhe are considered minor or more than minor.
 - Endorsing temporary activities on Te Oneroa-a-Tōhe that do not detract from other activities and which uphold the values expressed in the BMP and improve the mauri of the Beach.
 - Educating tourists and tourism operators to respect the culture, history, importance and sacredness of Te Oneroa-a-Tōhe.

7.4.4 Costs and Benefits Analysis

The costs and benefits of each option are outlined in the table below:

TABLE 4: ALTERNATIVES ASSESSMENT – MAHI ORANGA ECONOMIC WELLBEING		
	Costs	Benefits
Option 1: Status quo	<p>Environmental There are minimal environmental regulations that consider the impacts or assessment of effects from commercial activities on the Beach.</p> <p>Economic Economic costs are unchanged.</p> <p>Social Social costs are unchanged.</p> <p>Cultural Tangata whenua have expressed concern with the status quo, particularly how the activities affect the mauri of the beach. Taonga such as Tōheroa and Te Ara Wairua are impacted upon by the status quo.</p>	<p>Environmental There are no perceived environmental benefits resulting from the status quo.</p> <p>Economic Economic benefits will continue as present which provide for employment and economic growth in the area.</p> <p>Social Social benefits are unchanged.</p> <p>Cultural Cultural benefits are unchanged.</p>

TABLE 4: ALTERNATIVES ASSESSMENT – MAHI ORANGA | ECONOMIC WELLBEING

	Costs	Benefits
Option 2: Prohibit Commercial and Economic Activities	<p>Environmental Environmental costs are unchanged.</p> <p>Economic Employment and economic growth will be impacted by the option to prohibit such activities as well as a broad range of potential economic development initiatives. Iwi economic development in the Beach Management Area will also be prohibited.</p> <p>Social Broader social impacts as a result of potential job losses, tourism spend, and investment in the region are likely to occur.</p> <p>Cultural Cultural enterprise and tourism could be impacted by this option.</p>	<p>Environmental Environmental effects associated with commercial and economic activities will subside with the prohibition of such activities.</p> <p>Economic The economic benefits derived from commercial and economic activities will no longer be present in the Far North. Employment in industries such as tourism and aquaculture will decline.</p> <p>Social The beach will have more opportunities for recreation owing to the reduced commercial footprint.</p> <p>Cultural Adverse cultural effects associated with commercial and economic activities will subside with the prohibition. Mahinga kai and other taonga may also re-populate as a result of the prohibition.</p>
	<p>Environmental Existing activities and their known adverse effects to the environment will remain.</p> <p>Economic New activities will be required to go through a consenting process, incurring new business/ compliance costs. For activities with likely minimal impacts, this may hinder economic growth and development (i.e start-ups / whānau / Hapū / Iwi enterprises).</p> <p>Social Social costs resulting from the existing activities will remain.</p> <p>Cultural The existing activities which may have cultural effects will remain.</p>	<p>Environmental Any new commercial activities within the Beach Management Area will require a resource consent and as such will need to show how adverse environmental impacts will be avoided, remedied or mitigated.</p> <p>Economic Economic benefits of proposals will now be assessed against the other well-beings, and the policy framework put forward through the BMP.</p> <p>Social Social impacts of proposals will form part of the consenting process such as considering open space and areas for recreation for public use.</p> <p>Cultural Cultural items, sites and matters of importance must be considered as part of a consent application for new activities.</p>
Comparison & Summary		

As a Treaty Settlement mechanism, the status quo is not considered as an appropriate response in this version of the BMP.

The prohibition of commercial and economic activities is seen as too drastic a policy shift and unlikely to garner the support of both local and regional councils via changes to their planning regimes. Aspirations of the community for appropriate economic development may also eventuate with changing technologies, practices and processes. Limiting these potentially appropriate commercial and economic activities is an opportunity cost to the community that does require employment and economic growth in order to flourish. There is a limited evidential basis to prohibit activities in any event, regardless of the benefits/costs. Accordingly, prohibition is not considered appropriate in this context.

The preferred option is considered to sit between the status quo and complete prohibition. Existing and legally established activities are allowed to continue, however new activities are proposed to be subjected to a consenting process.

The consenting framework and process allows for appropriate economic development and commercial opportunities, ensuring the special features, qualities and characteristics of Te Oneroa-a-Tōhe are, at the least, considered through a process whereby the activities will need to show how they will avoid, remedy, and mitigate adverse environmental effects. The preferred option proposes a 'catch all' type of policy which may be a hindrance to emerging businesses, however this is balanced against the need to ensure the Beach and its resources are sustainably managed for current and future generations.

7.0 ALTERNATIVES ANALYSIS

7.5 KAUPAPAPA WHAKAHIRAHIRA | RECREATION

7.5.1 Applicable Desired Outcome

- Te Oneroa-a-Tōhe can be accessed safely and all drivers respect the beach.
- People are able to safely access and enjoy Te Oneroa-a-Tōhe as a safe beach for recreational activities in a manner that respects and preserves the mauri of the beach.
- Recreational activities are compatible with the outstanding natural landscapes and features of Te Oneroa-a-Tōhe.
- Te Oneroa-a-Tōhe is a clean and pristine taonga.
- Recreational activities are consistent with Tikanga Maori and the Vision of the BMP.

7.5.2 Background

Providing for safe recreational use of Te Oneroa-a-Tōhe for all users was raised as a key issue to be addressed. Throughout the consultation process, it was highlighted that vehicle usage on the beach needs to be appropriately managed to avoid conflict with other recreational users and values, and in order to make the beach safe for all.

Actions identified below and within the BMP with regard to speed restrictions on Te Oneroa-a-Tōhe were a key matter of discussion with the Board. Extensive background research was undertaken during the preparation of the BMP to conclude the following:

- FNDC, not New Zealand Transport Agency (NZTA), is the road controlling authority for the beach.
- The Northland Transport Alliance, NZTA and the New Zealand Police consider that the speed limits outlined in the BMP are safe and appropriate.
- Shane Eyles of ETE Consultants was engaged to independently review the proposed speed limits (see **Appendix B**). He similarly concluded that the speed limits are safe and appropriate.

7.5.3 Options Identified

Three general options have been identified:

- **Option 1: Status Quo** – Leave things as they are, and impose no additional controls.
- **Option 2: Prohibit Access** – Prohibit vehicles from accessing Te Oneroa-a-Tōhe.
- **Option 3: More Control (Preferred Option)** – this includes a number of actions in the Action plan as summarised below:
 - Amend the FNDC vehicles on Beaches Bylaw to impose speed restrictions, restricting vehicles driving along the Beach in the sea, and prohibit vehicles on sand dunes.
 - Recommend only 4x4 vehicles on the beach.
 - Provide signage to identify speed restrictions.
 - Encouraging the Police and tangata kaitiaki to monitor speed restrictions.
 - Identify and monitor commonly used areas for dumping.
 - Support local community clean up initiatives.
 - Encourage activities and events to be zero-waste (para kore).
 - Provide suitable signage to encourage people to deal with their own rubbish.

7.5.4 Costs and Benefits Analysis

The costs and benefits of each option are:

TABLE 4: ALTERNATIVES ASSESSMENT – KAUPAPA WHAKAHIRAHIRA RECREATION		
	Costs	Benefits
Option 1: Status Quo	<p>Environmental The current approach is resulting in adverse environmental effects such as damage to unique environments including dune systems and damage to taonga species.</p> <p>Economic There are no known economic costs with this approach.</p> <p>Social This approach has resulted in conflict between users, and health and safety issues.</p> <p>Cultural This approach has resulted in damage, and degradation of an area that is considered to have high cultural and spiritual values.</p>	<p>Environmental This approach has no perceived environmental benefits.</p> <p>Economic The approach requires less time and resource input from Board, community, Iwi and government agencies.</p> <p>Social The community at large may play a greater leadership role in implementing measures to manage different user groups.</p> <p>Cultural This approach has no perceived cultural benefits.</p>

7.0 ALTERNATIVES ANALYSIS

TABLE 5: ALTERNATIVES ASSESSMENT – KAUPAPA WHAKAHIRAHIRA | RECREATION

	Costs	Benefits
Option 2: Prohibit Access	<p>Environmental No known environmental costs with this approach.</p> <p>Economic Commercial activities that utilise the beach would be significantly adversely affected with this approach.</p> <p>Social This approach would result in no recreational vehicle use of the beach which could be considered a social cost. It may also restrict the use of the beach for those that have limited accessibility.</p> <p>Cultural Cultural practices such as mahinga kai gathering could be restricted for people with accessibility issues.</p>	<p>Environmental This approach is likely to result in the highest environmental benefit.</p> <p>Economic No known economic benefits with this approach.</p> <p>Social There would no longer be a conflict between vehicle use and other recreational uses. This approach could also be considered the safest.</p> <p>Cultural Removing vehicles from beaches would reduce the potential for damage of taonga, and cultural and spiritual values associated with the beach.</p>
Option 3: More Control (Preferred Option)	<p>Environmental Some environmental costs may result from this approach, however particularly sensitive areas will be better protected than would be the case under Option 1.</p> <p>Economic The approach requires more time and resource input from Board, community, Iwi and government agencies.</p> <p>Social This approach depends on implementation and monitoring of the new rules imposed would could result in a social cost.</p> <p>Cultural No known cultural costs.</p>	<p>Environmental Better management of the use of the beach, particularly in terms of prohibiting vehicles from sand dunes, and limiting vehicle use in the sea will result in environmental benefits for the biodiversity of the beach.</p> <p>Economic Commercial activities are able to continue within the proposed new restrictions.</p> <p>Social This approach fosters positive social change instead of blanket prohibition.</p> <p>Cultural Sensitive environments of cultural and spiritual value will be better protected, and cultural practices such as mahinga kai gathering will continue to be readily accessible.</p>
Comparison & Summary		
<p>Providing a balance in terms of recreational use of the beach was identified through the consultation process as being important. Option 1 is not considered an appropriate option. Option 2 although providing environmental benefit is not a balanced approach, and results on some undesirable outcomes economically, socially and culturally. As such, Option 3 is considered to be the most appropriate and balanced approach to ensuring that the beach can continue to provide recreational opportunities for a diverse user group in a safe manner.</p>		

7.6 WHAKAKOTAHITANGA | COLLABORATION

7.6.1 Applicable Desired Outcomes

- Actions are developed and implemented in collaboration with the community.
- We work together with a common purpose for the betterment of Te Oneroa-a-Tōhe.
- The BMP is understood by all and championed by locals.

7.6.2 Background

Consultation set a foundation of needing to work together across the community to ensure that Te Oneroa-a-Tōhe would be protected and preserved and its resources preserved and enhanced for present and future generations. The nature and design of the relevant legislation also requires a strong collaboration ethic, particularly with decision makers such as local authorities and government agencies. As such "Whakakotahitanga | Collaboration" is a key theme for the BMP.

7.6.3 Options Identified

Two general options have been identified:

- Option 1: Minimal Collaboration – The Board will undertake minimal collaboration with the community and decision makers.
- Option 2: Enhanced Collaboration (Preferred Option) – this includes a number of actions in the Action plan as summarised below:
 - Endorsing and delivering presentations regarding the interpretation and implementation of the BMP to key council personnel, Iwi and hapū, and other agencies.
 - Continued endorsement of the work that Iwi and hapū tangata kaitiaki do on Te Oneroa-a-Tōhe.
 - Active communication regarding the presence and purpose of the work Iwi and hapū tangata kaitiaki do.
 - Seeking Councils to consider and implement financial support for specific actions through their Long Term Plans and Annual Plans.
 - Seeking partnership with the Board and Iwi with any review or changes to regional or district plans and other strategic documents where they are relevant to Te Oneroa-a-Tōhe.
 - Seeking commitments from Iwi, hapū local authorities and other relevant agencies as to when the BMP will be implemented in regional and district plans, local government planning, iwi and hapū management plans and the Conservation Management Strategy.
 - Actively engaging with Te Hiku O Te Ika Iwi and hapū, local authorities, DOC, and other relevant beach management agencies.

7.6.4 Costs and Benefits Analysis

The costs and benefits of each option are:

7.0 ALTERNATIVES ANALYSIS

TABLE 6: ALTERNATIVES ASSESSMENT – WHANAUNGATANGA | COLLABORATION

	Costs	Benefits
Option 1: Minimal Collaboration	<p>Environmental Without a base of effective collaboration with local authorities and the wider community, environmental effects are likely to increase as minimal changes can occur to rules and regulations without support.</p> <p>Economic Economic costs are unchanged.</p> <p>Social Relationships with key stakeholders, the community and agencies will not be realised.</p> <p>Cultural Working together, engagement and dialogue, hui and wānanga are all important cultural concepts. This option impacts these cultural practices and reduced tangata whenua input into the process.</p>	<p>Environmental Minimal collaboration with key stakeholders limits the degree of change the Board can facilitate to encourage greater environmental benefits.</p> <p>Economic The Board, community, Iwi and government agencies can devote less time and resources to the process.</p> <p>Social Social benefits are unchanged.</p> <p>Cultural Cultural benefits are unchanged.</p>
Option 2: Enhanced Collaboration (Preferred Approach)	<p>Environmental There are limited environmental costs resulting from this option.</p> <p>Economic There are costs to the community in terms of time and resources to engage in a collaborative manner.</p> <p>Social There are limited social costs resulting from this option.</p> <p>Cultural There are limited cultural costs resulting from this option.</p>	<p>Environmental Enhanced collaboration has resulted in the action plan being developed which contains agreed upon outcomes with regional and local councils regarding planning rules and regulations that will benefit the environment.</p> <p>Enhanced collaboration with the community creates a strong stewardship ethic towards the protection and preservation of the features that make Te Oneroa-a-Tōhe special.</p> <p>Economic Collaboration with the community, agencies and Iwi allows for more opportunities for the Board to seek funding and share costs for shared aspirations and actions.</p> <p>Social Working together with the community to achieve a shared and collective vision and outcomes for the Beach is a positive element of the BMP.</p> <p>Cultural Tangata whenua involvement has occurred throughout this option and has provided a number of insights into the creation and potential implementation of the BMP. Provisions which consider the cultural elements and resources of Te Oneroa-a-Tōhe will now form an integral component.</p>
Comparison & Summary		
<p>By its very construct as a Treaty Settlement arrangement, the BMP is designed to include collaboration with various parties in order to achieve its intended vision, objectives and desired outcomes. For example, a strong relationship with Council(s) are required in order to ensure that relevant objectives and outcomes have statutory weighting via RMA plans.</p> <p>Option 1, limits the range of benefits that arise through collaboration and it is clear that without collaboration with the community, the intended outcomes and objectives will not be fulfilled to their full potential.</p>		

Comparison & Summary

Option 2 is the preferred approach. Collaboration across the community during the development of the Plan, and following implementation, is also a necessity to ensure the Board has a consistent and honest sounding board to reflect whether intended outcomes are being created. Sound advice and information from environmental specialists, agencies, locals on the ground, and tangata kaitiaki also assist in this approach.

7.7 MĀTAURANGA | EDUCATION

7.7.1 Applicable Desired Outcomes

- Customary practices are understood and reflected in the management of Te Oneroa-a- Tōhe.
- Everyone understands and respects the special values of Te Oneroa-a- Tōhe.
- The culture and history of Te Oneroa-a- Tōhe is appropriately represented through art, technology and education.
- We work together with a common purpose for the betterment of Te Oneroa-a- Tōhe.
- The BMP is understood by all and championed by locals.

7.7.2 Background

Understanding the beach was identified as a key component to acknowledging and respecting what makes Te Oneroa-a- Tōhe special. This theme is woven through all the desired outcomes. Working together as a community to achieve this was identified during consultation as being important.

7.7.3 Options Identified

Two general options have been identified:

- **Option 1: Status Quo** – Leave things as they are, and rely on ad hoc education approach.
- **Option 2: More Structured Approach (Preferred Option)** – this includes a number of actions in the Action plan as summarised below:
 - Prepare and implement a communication and education strategy that addresses matters including; partnerships, reinforcing of cultural imperatives, how to communicate changes proposed, education around tikanga, methods to promote significant cultural events and guidelines for signage.
 - Work with agencies to provide up to date events programme.
 - Deliver presentations to explain BMP to key Council personnel, iwi and hapu, and other agencies (e.g. DOC).
 - Continue to endorse mahi of iwi, hapu tangata kaitiaki
 - Actively communicate the presence and purpose of the iwi and hapu tangata kaitiakai through various platforms.
 - Council will consider and implement financial support for specific actions outlined in the BMP in long term and annual plans.
 - Councils and other agencies shall act in partnership with The Board and iwi and hapu when developing any review or changes to regional and district plans, or any other relevant documents.
 - Seek commitment and timeframes from iwi and hapu, FNDC, NRC, DOC and other relevant agencies as to when the BMP will be given effect to in relevant documents.
 - Continue to engage with, seek the advice of, and provide advice to relevant agencies as required by settlement legislation.

7.0 ALTERNATIVES ANALYSIS

7.7.4 Costs and Benefits Analysis

The costs and benefits of each option are:

TABLE 7: ALTERNATIVES ASSESSMENT – MĀTAURANGA EDUCATION		
	Costs	Benefits
Option 1: Status Quo	<p>Environmental The current approach is resulting in adverse environmental effects such as damage to unique environments including dune systems and damage to taonga species.</p> <p>Economic Funding for engagement and education initiatives is on a case by case basis with limited certainty.</p> <p>Social Education, communication and engagement is ad hoc.</p> <p>Cultural Cultural practices are not widely understood, particularly by visitors.</p>	<p>Environmental No known benefits.</p> <p>Economic This current approach provides more flexibility for potential funders of any initiatives associated with education.</p> <p>Social The community at large may play a greater leadership role in education and awareness.</p> <p>Cultural No known benefits.</p>
Option 2: More structured approach	<p>Environmental There are no known environmental costs with this approach.</p> <p>Economic The approach requires more time and resource input from Board, community, Iwi and government agencies.</p> <p>Social There are no known social costs with this approach.</p> <p>Cultural There are no known cultural costs with this approach.</p>	<p>Environmental A more structured approach to education, awareness and partnerships could benefit the environment in multiple ways, including implementation of actions aimed at protecting and enhancing biodiversity.</p> <p>Economic Option 2 provides more certainty for funding of specific projects that are linked to the BMP.</p> <p>Social Improved communications, engagement and educational resources will result in social benefits. Interagency and stakeholder partnerships, particularly in terms of reviewing statutory documents will also result in social benefits.</p> <p>Cultural Requirements for iwi and hapu tangata kaitiaki involvement, and increased communications and education regarding tikanga and significant cultural values associated with the beach will result in cultural benefits.</p>
Comparison & Summary		
<p>Option 1, an ad-hoc approach to education is not the most appropriate option. Option 2 is the most appropriate option as it provides a more structured and coordinated approach to education that will lead to the culture, history and important values of the beach being understood and championed by all in accordance with the desired outcomes.</p>		

7.8 RESERVE MANAGEMENT PLANS

7.8.1 Background

The Reserve Management Plans (RMPs) have been developed alongside the overall BMP and as such have very similar objectives and desired outcomes for those specific areas.

As is stated in the foreword of each RMP:

"Without the inclusion of the reserves the beach management would be deficient in its coverage and break the connection with areas further inland, much of which is iwi owned. For these reasons the board considers their inclusion essential both in geographical terms, but also in cultural and environmental terms".

It is also noted that:

"although owned jointly owned by all the iwi, each of the reserves is located primarily within the rohe of one particular iwi. This means that each of the iwi will have a more significant interest in each of the reserves. This relies on an acceptance by all the four iwi that will enable each of them to fulfil a secondary objective which is to establish their own cultural icons and their unique historical accounts that are attached to that location".

The development of the RMPs are linked to these statements. Rather than creating one overarching RMP for the four sites, they have been separated to acknowledge the significant interest that each Iwi may have in relation to those reserves. They have also been developed alongside the BMP to promote a consistent and holistic coverage across the entirety of the beach.

Each of the RMPs share a similar vision as below:

"(Reserve Management Area) is maintained as a culturally significant scenic reserve for all those who come after us".

7.0 ALTERNATIVES ANALYSIS

7.8.2 Applicable Desired Outcomes

Each Reserve Management Area has four shared objectives with the following desired outcomes:

KAUPAPA WHAKAHIRAHIRA | RECREATION

Desired Outcomes:

- Passive recreational opportunities are provided within the reserve where these are consistent with Tikanga Māori and do not adversely affect the mauri of Te Oneroa-a-Tōhe.
- One suitable access is provided through the Reserve to Te Oneroa-a-Tōhe.
- Avoid the establishment of permanent visitor accommodation within the reserve.
- Visitors to the reserve are encouraged to deal with their own rubbish to enable it to be retained as a clean and pristine taonga.

TAIAO | ECOLOGY & BIODIVERSITY

Desired Outcomes:

- Sand dune systems within the reserve are protected from inappropriate development and vehicle use.
- Native flora and fauna within the reserve is protected from inappropriate use.
- Water quality for water bodies in the reserve is improved.
- The protection and restoration of biodiversity and ecology of Te Oneroa-a-Tōhe for future generations.

MAHI ORANGA | ECONOMIC WELLBEING

Desired Outcomes:

- Commercial activities within the reserve are appropriate and compatible with the scenic status of the reserve.

NGĀ TURE WAIRUA | SPIRITUAL VALUE

Desired Outcomes:

- Wāhi Tapu and Sites of Significance to Māori are protected within the reserve.
- Similar to the approach in the BMP, each Objective and associated desired outcome has associated actions contained within an Action Plan.

7.8.3 Options Identified

Two options were identified in the development of the RMPs:

- Option 1: One RMP Covering All Four Sites with Associated Actions
- Option 2: Four Separate RMPs with associated actions (Preferred Approach)

7.8.4 Costs and Benefits Analysis

The costs and benefits of each option are:

TABLE 8: ALTERNATIVES ASSESSMENT – RESERVE MANAGEMENT PLAN APPROACH		
	Costs	Benefits
Option 1: One Reserve Management Plan	<p>Environmental There are minimal environmental costs with the option.</p> <p>Economic Economic costs are those associated with producing one plan covering four areas as opposed to four plans covering four areas.</p> <p>Social Social costs are unchanged.</p> <p>Cultural The one overarching plan does not acknowledge the significant interest that each Iwi may have in relation to each individual reserve.</p>	<p>Environmental The option promotes a planning regime for the four reserves and is linked to the BMP providing 100% coverage across the two areas.</p> <p>Economic There are minimal economic benefits.</p> <p>Social Social benefits are unchanged.</p> <p>Cultural Cultural benefits are unchanged.</p>
Option 2: Four Separate Reserve Management Plans (Preferred Approach)	<p>Environmental There are minimal environmental costs with the option.</p> <p>Economic Economic costs are those associated with producing four plans covering four areas as opposed to one plan covering four areas.</p> <p>Social Social costs are unchanged.</p> <p>Cultural Cultural costs are unchanged.</p>	<p>Environmental The option promotes a planning regime for the four reserves and is linked to the BMP providing 100% coverage across the two areas.</p> <p>Economic There are minimal economic benefits.</p> <p>Social Social benefits are unchanged.</p> <p>Cultural The four separate reserve management plans appreciate the cultural histories of each relevant iwi where the reserves are located and provides them with an opportunity to individually and collectively tell those histories and stories as they relate to each reserve. Each reserve has its own mana and are taonga and require specific and individual treatment accordingly.</p>
Comparison & Summary		
The reasoning as outlined in "7.8.1 Background" of this document provides the rationale and decision-making evidence for Option 2 being the preferred approach for the development of the RMPs.		

8.0 CONCLUSION

This supporting document has looked closely at the background and policy framework associated with the development of the BMP. It has provided more details about the extensive consultation and engagement process undertaken and a summary of the content and approach of the proposed BMP provisions. Finally, and in accordance with the settlement legislation, the proposed BMP provisions have been assessed against other alternative options in terms of the benefits and costs to determine that they are the most appropriate provisions to address the desired outcomes.

Overall, this report concludes that extensive analysis based on wide ranging community consultation has been undertaken to inform the development of the BMP provisions. The provisions have been compared against reasonable alternatives and ultimately represent the most appropriate means to achieve the stated purpose of the Board, the BMP and ultimately ensuring that the beach is preserved and enhanced for present and future generations.

APPENDIX A – CONSULTATION DETAILS



Te Oneroa A Tōhē Beach
Management Plan – Community
Engagement Record

Community Engagement Feedback

What do you think are the important issues facing the beach and how do you think these should be managed?

KAITĀIA MARKETS - 20 July

Vehicles breaks up the dune system when dry dune

Health safety regulations

Is the board liable HSR?

Two wheel access for fire/ambulance services?

REALLY BIG IMPRESSIVE POU - @ each kilometre

Sewage discharge???

Vehicle restrictions and speed.

Sewage on the beach – between Hukatere - > up North.

-> How can we manage the beach without destroying it.

-> Boardwalks/bike trail – Would have to have signs on the beach

Planty – compliments Te Awaroa

-Establish local nurseries to grow native forest

Ripowia Planty

-Guided tours through area

- Establish a 'friends of the beach' specific area

-Move signage redsfghsg names + wistures of the area

Manage fishing stocks – no overfishing

Less vehicles – less footprint

No bikes or horses on or behind dunes

- speed limit 5km north & south Waipap Ramp 20 kms

-learn from other coastal initiatives – planty

-Keep people safe on the beach

Protect our ramp

Uncontrolled dogs are an issue

We need clean toilets!!

With potable water for walkers, etc

Water stations along beach for travellers

Stop, take stock, act.

Lack of clean toilets

" of rubbish collection points

Rubbish needs education take it away

Not enough mana whenua fisheries

wardens/officers

There Ramp goes down at beach – retain wall (where steps are, they are used a lot – have rotted replaced..

-at the top of the steps build a platform that comes out from the front.

-> Excellent for selfies with Taniora in the back + sweep of the beach

Interpretive sign-off adjacent

+ message about dune restoration

-> if money is not to be spent putting metal on annually the erosion will reduce damage

Education – reasons why we need to look after

Seasonal/Summer influx of visitors

Safe, clean, accessible beach

Need toilets for walkers/fishers

Area for motorbikes

Area for families

Traffic speed is an issue, signage on beach for speed and safety around children be more aware.

Access points should have speed limits 20 kmh

Ahipara Board Riders – beach clean up, beach planters

->All very well hairy Rukei! Regulations on the beach, what mechanism is going to be used to monitor, enforce, attitudes about the use of the beach

Donuts by vehicles - bikes riding the dunes.

How to manage? Don't know.

Keep all traffic off the beach except tourist buses

Traffic is the main concern

-safety

-effects on kaimoana

This has been a long time coming, time to talk, time to listen

Wardens/kaitiaki rangers regulating kaimoana gathering

Rubbish is a big issue

-provide places for recycling

encourage taking rubbish with

Discourage people eating kaimoana on the beach and leaving carcasses etc.

Impose a 12 mile commercial fishing limit!

Have a designated place for motorbikes, horses

(Korora St Park Ahipara)

Trees lying in creek

Trees dumped in woodlands

Trees dumped or bulldozed into existing foliage (below Beaton Place)

Toilets reinstalled in same area needed

Keep on re-seeding the tohera; its working

Certainly big need 4 toilets;
-make sure whanau hapu iwi are pushing to
oversee sand dunes beach

Infrastructure
TOAT website app/aps
rescure button solar chargers phone
Cold water camps
Long drops

Supportive of more controls.
Afraid of losing fish and shellfish.

Income
'Friends of the Beach'
Voluntary ticket – for 1year e.g. 2019
no pressure/sticker on windscreen
books @ dairy's/ Bp etc.

TE AHU CENTRE, KAITĀIA - 18 July

MPI – shouldn't be on beach. No clowns from
Wellington, fisheries ok

Don't worry about putea, focus on whenua a
moana.

We live here as Kaitiakitanga, have to think about
the future.

Need to know who is going to do this

First I heard was the brochure in letterbox

This is our food basket, kai

Heard Toheroa was at a recent tangi? Was there a
permit, are they allowed.

Kaimoana/Pou cut down at Rahui area. Here we
are trying to preserve. Who are the guardians. Iwi
have to work together.

Set up a group of people – how do they operate on
the beach? Who will let them. What about our
histories? How can we share that knowledge.

Kaitiaki to police

Police have a presence on the beach! That's the
only way to manage dangerous drives

Encourage 4x4's on the beach

Lets be creative – drones

Driver education: driving on the beach around
other uses... fishing – torpedos, long lines -, kids
playing etc.

Motorbikes + buggies make a huge mess

Quad side by side

^ Manage them by allocating space.

-> Land yacht. APARK/
Manage health + safety
Forestry land

Commercial fishing.
Snap lights – left to pollute beach.
+ long lines left as rubbish

Erosion at Kaka St
+ council infrastructure which is now compromised

Rubbish dump @ Sand Hills Rd

80 speed limit

Ecology = need to protect very rare birds and
plants.
It should be a reserve (refuge) for those animals +
plants. They need protecting

Pest management for cats, stoats, rats etc etc

COMMUNITY NEEDS TO BE INVOLVED AND STEP
UP!

Commercial uses make commercial gain.
Perhaps some sort of levy to help pay for these
initiatives and upkeep.

Don't zone the beach.
Not too many restrictions + if you do, make sure
they are adherent too... how to enforce.

Creation of recreational areas on adjacent land.

NO GATES PLEASE.

Free flow along the beach – like it is now

Better presence by Fisheries over Summer

Its a national treasure – central Government
should help fund some of the science – need a
health check – but need \$'s from the government.

^Need to have some water testing + kaimoana
testing – local govt doing health checks

The Bluff access should be opened

More motorbikes and vehicles been driven up the
beach since Tauroa limited

Keep access to the beach for 4 wheel drives

Emergency access through Bluff

Infrastructure around Waipap Ramp

Toilets/Signage

MPI – toneroa x

pipi/tuatua tick

Signage re toheroa = x

pipi/tuatua = tick

Te Araroa Trail walkers
 - no water
 - no toilets
 - 2500 walked beach last season
 Safety

Low cost tourism using the beach?

GPS access sorted.
 - Shows access to beach where not 4 wheel drive

Informational education
 signage at the key points along beach

Dont speed on the ramp/dig out and lower naturally like Hukatere

MPI limits on fish/shellfish posted at each entrance

Don't develop entrances at Waipapakauri Ahipara the bluff – 4 wheel drives only on beach

Rahui – more official posting of rahui area
 Particularly at Waipap ramp

Upgrade toilets at Waipapakauri Ramp

Commercial Fishing – stopped

Study done on mechanical harvesting showed there was no effect on shellfish

Miss conception of mussel spat collectors operation

Protection of the dunes – motorbikes in dunes

90 Mile Beach surfcasting club considers themselves to be a key stakeholder in beach.

Stop set netting and bottom trawling

Make BMP area.
 Recreational fishing only

Te Aupouri applying for their area/

Commercial spat collecting
 Commercial tourist operators (buses)

Its not the vehicle smashing up the toheroa

Rubbish/dead vehicle removed from beach

Educational information about dangers of beach

Notice Board for speed
 limit shellfish

Wardens/rule enforcement
 Education funded by Board – especially at key entrances

Long-liners
 - keep them off the high tide mark

Non- Te Hiku bus operators want the beach entrance higher standard eg. Fuller, running 2 wheel drive vehicles on beach

Fires being lit on beach

Erosion of foreshore at Ahipara an issue

Muriwai beach user charges/ permit
 - income generation

Bad idea to charge people to drive on beach because its a public road

Funding Shane Jones
 PGF
 To cover initial costs toilets signs etc

Toheroa – illegal collection an issue
 -MPI

Worms decimate toheroa

Fisheries need to be more vigilant and visible

Reducing speed limit around stationary vehicles

Eyesore
 Rust nuisance pollution
 - South of Ngataki has been there for a year

TOAT Beach Ambassadors
 Very effective
 at access points

Speed on beach an issue

Lets all vow together in the waka the same way.

Access to beach through the forest

Progress towards collective management of beach is a good thing

Preserve recreational fishing on the beach!

Train locals what to do in the event of a whale/s stranding

Any beach boat races need to be offshore away from the recreational fishers – torpedos

We dont know the impact of the Big Bonaza fishing competition + torpedo competition
 What have they taken so far... we dont know because its not policed. Need data, need to manage it better so we understand what the impact is. Preserve rec fishing for kai for families

^What are the rules around commercial fisheries?
 Can they be put/pushed out beyond 12 nautical miles
 So the competitions can be sustained due to there ability to attract dollars to region. Recreational Fisheries Reserve

What is in the water coming through the forestry onto the beach
are toxins in the water? There another gap!

What are/is the affect of the streams? Depletion on the beach? What is the science? What is missing – the gap in the science?

Are we protecting the Toheroa.
General state of Kaimoana
How can we ALL replenish, how can we protect
We need more science! We need help!
Continue the research.
Where is the research that has been done?
How do locals get to know about this

Better infrastructure
Toilets, camp grounds (designated)
Jetty and boatramp
charge trafficers!!!

Jetty and boatramp

Planting pingoa

Vehicles – thats the killer of our kaimoana

Put an internal road in behind the dunes

In the 60s – just of the ramp – alot handfuls

Stop all vehicles going up the beach. The baby tuatuas are growing keeping up shore.

Tourist buses have travelled up the beach. Who' getting the putea.
Certainly not the iwi. Council plus we all pay rates.
Why after all Māori dont have a say in anything.

Learning process for operators so they are more careful

Needs to be policed.

Some vehicles are leaking oil

Our own (private) people are our own worst enemies

Doc – should sates aird. Our people can be employed by them.

Fishing competition -> Vehicle movements, who is benefiting?
-The people who run it. – works both ways though local business

Hautawea marathon -> 1 day but is community venture
-more than just a rund. Events must be part of the beach – and managed

Put controls in place- risk assessment -boats & vehicles.

Instill in ourselves + our young ones a sense of pride.

Trawlers are now back in early in the morning

In the old days options limited boat/horses

Pine trees ownd by outsiders. (Aupouri forest)

Iwi need to look at other alternatives outside that of iwi

Permits -> management.

SAFETY

No toilets on the beach, people going anyway

Can a trailor/plank ons be placed there for the amount of people going to the beach

Make people walk,
“30ning” use of the beach

LORE + LAW -> infrindgnments

Reduce access points

Torpedo's are more used thgan hand held..
Quantity not they take is not KSW licenses.

Disposal of fish bodies

Council can't look after the Whenua, let alone the beach.

When will all iwi be at the table.

3 major sand dunes – at TeKao -> we are losing them
Kaka Street/Waipapakure.

Tangaroa taking them away? How do we stop that

We need to start planting native trees – O2, manu, life to the land.
+ food, bring back the natives

Work together of 'shane' & plant the places worth planty.

Need to know the stories of the places along the beach
Middens, incredible history. Kauri used to be there

Wetland's restoration. -> Manu, bees, miro, karaka

Planted at the beach already – karaka, miro etc.
Start from lakes + none back to the beach.

Don't plant pines, destroyed – nurserys, tuna, pines destroy life.

Eco-system a healthy one vital.

Communities along the beach. -
Noticeboards/emergency no's/bandwiam. Cell coverage.

At least access to the beach is restricted by tide.

How can

Carbon credits via planting trees – income from that can go back into

It's love lovely to watch children planting natives, shals stones and they get to watch trees grow... with them. *Instilling matauranga into the mahi with the children.

"We are the ghosts of 90 mile"

Connections from top – Ngo Taranaki – acknowledgement

People have to have regard to Wairoa on the beach. If they don't Bondmenters they don't know what they are talking about.

Shany Matauranga along Rongoa with children on the beach.

After native plants has matured enough to harvest using cultural practices

No cars, only 4 wheel drives – most people with 4wd are the ones who look after the beach.

No eating shellfishes on while on the beach.
Cultural practice
- don't eat leat in it's own. Treat our kaimoana with respect.

No mechanical harvesting of kutai spat on the beach

Improve parking

Survey @ offramps -> feedback in

Charge everyone to access beach

Kaitiaki on the beach.

Erosion along the beach (Ahipara) foreshore + dunes

Sea walls @ Ahipara
Maintain

Different uses and respect by each user for the other.. eg. Kids buried in sand versus speeding cars.
Both ways.

The beach – shippies – who's responsible for 'road', rates and managing beach. Also rubbish

Should be a speed limit.

Should be 100 k's

It's about user's

ZONES ALONG BEACH

Rubbish!

all along the beach

Safe driving

BETTER SIGNAGE

all responsible for ensuring they stay put!

^Reduce clutter of signs @ the on/off ramps

Speed policing

BYLAWS BYLAWS

We are caring. Great to be able to contribute.

On ramps upkeep, longterm and safer access.
Kaka St specifically, Waipapakauri

People opening up tracks. Maintain one access eg. Shipwreck Bay.

Irresponsible behaviour of visiting drivers. How to manage.

ROMA MARAE, AHIPARA - 19 July

Fishing! Commercial fishers coming inshore
-> rubbish

RUBBISH. People dumping on beach – too expensive to drop at council site

Manage by Haukainga + tangata whenua

Alcohol – rubbish.

How will the Takiwa Camp be implemented into beach plan

How will the Board safeguard our rights + ensure access to customary foodsources? And that Kaimoana is resotred to levels to where they can be harvested again?

Will the Board become the roading authority for the beach pepe, roads, on the beach

Amount of traffic on the beach + the impact on beach – need data

Impact of forestry on the beach...
the streams coming onto the beach being depleted. – need data.

Longterm fdsngfdjkgd that streams are disappearing.

Climate change.

What is the impact on the dunes.

Dunes are disappearing

Benefits from tourist activities
how will these funds be allocated back into restoratjkgfnsdkfg TOAT

We believe the Brd should be the sole governing body to do RC's on the beach around the area of sandunes (where iwi manage... from Waimimiha -> north. How will the Takiwa be involved in deciding making

How will beach board be financed?

Co-managing of the dunes- what does that look like – Board + Haukainga?

How do we educate people. Educate our tamariki
Need an iwi fd plan

Environment, history, marine biodiversity.
Train children...marine biologist

Indigenous biodiversity protect. Pingao.
Cars, erosion, re-seeding toheroa

Cars shouldn't be on the beach!

Want more toilets

Acknowledge.

Protect the good work communities are doing.

Education.

Education on how to use the beach.

I-Site could handout info

Air bnb, hotels, more bus companies
all could hand out info on how to be better beach users

Get to the tourist

Pest management
Cats, rats and stoats

Is the beach a public road?

Good to see signs... and fences around Tauroa...

Concerns over safety + speed.

More signs, better management.

Jetski's an issue – how can they be managed
What are the rules, who manages these

Manage through zones

Restore traditional name

Where does the money go that is made through tourism

Tourist operations on the beach is a concern. Levy so that money comes back to the beach

Motorbikes in dunes...

Control traffic, permit. A park.

Take it off the beach.

Maintenance + sustainability to manage.

Bikes wrecking the dunes.

+ leaving rubbish

If you get stuck in the sand it cause environmental damage

Should be charged.

Volume of traffic... too much.

Toileting and freedom campers.

FINDS FOR POLLUTERS. Dollars back to Board.

How to implement... where are the toilets.

Theft is an issue.

NZ Tourism Board talk to Beach Board

Respect cultural practices eg Rahui

Is their resourcing with the plan when its in plan or are they expecting hapū/iwi to resource it?

Resourcing the implmentatives of the plan???

Who??

how do whanau be included in the process, right through the process!!

who would use permits for activities on the beach???

MPI does not communicate with us
Research of our rohe moana to asadfsdmfsd for protection, profiles of moana space.

Steve is a legend

Fresh water to be managed by hapū & marae

Animal tiko on the beach???

& human tiko - horses are a problem

This forum is to support our hapū management plan & development.

Claim of Waata Te Pania 1963 to be supported by this board = inclusive of all iwi/whanau/hapū

Acknowledge customary title to beach and work as consultation & resourcing in advisory role to marae.

Traffic should stay top near dunes to protect people fishing with torpedos – fishers stay low

Drug + alcohol free on beach

No consultation/intimidation of local camp ewnler UTEA from FNDC forced to close!!! = this is a safety issue for tourists/ toilets/ places to camp.

Overflow of rubbish during summer periods

Lack of infrastructure & Tauroa and right along TOAT

Overlapping agencies jurastiction issues around services/conflicks of interests

4WD issues – heading north to do

NO 100 drops

Erosion is an issue

Road adjacent to foreshore not on foreshore = less vehicles on beach.

Get rid on the pine forest. Replant coastal planting in natives.

Mechanical harvesting for mussel spat – stop permits for this. Refer to hand gathering

Any commercial venture any negative impact on our taonga inclusive of tourism ventures, commercial fishing, trawlers push out to past Rd/miles

Is this going to be another plan? Those things are not new

Gathering of kaimoana, traffic, rubbish, amount of people that come here.

Voice of hapū – how do hapū have their voice in this plan and the community, hapū exercise kaitiakitanga in a tikanga fashion

Sites of significance, protection of sand dunes and identified sites; erosion, climate change is an issue, sea level rise

Self management of an area that we whakapapa to for the benefits of hapū and marae.

Does this cover kaimoana within Rrd/miles MFI should be here lack of collaboration!

Who is responsible for what on the beach?

Stop oil drilling exploration/ any mineral extraction/any extraction

Sites of cultural significance within the moana space

Pollution, run off, sewage, waste water, developments, their access to beach.

Retaining natural sites, beauty

Speed on the beach needs to be lower, protection of toheroa, imaginary road on beach to protect Te Oneroa

BEACH PATROLS = ability to fine – education – trespass for repeat offenders

INFO KIOSKS ALONG BEACH/MOBILE – employment/education – protection of species (fairy tern, tuatua, toheroa, etc. Pingao/flax for Maori crafts)

Are buses respectful of Tua Tua Beds... some are, others may not be.

Education Plan -> all platforms eg. Digital/too much ignorance/arrogance about this.

No excuse if they know.

-> Dune health (connection to a nursery) pingao

Can there be a “weight restriction” of vehicles implemented. Eg. Quads/bikes – weight displacement?

Can the beach be closed to vehicle.

Make it easy to do the right thing.

Improved signage/noticeboard eg. Showing where TuaTua beds are.

Dune/sad system let it go back to natural.

If all vehicles are charges a fee risks are

- sound

- vehicles will fuel other ways on getting on

- Frustrated/upset people

- how will it be managed?

Recreational fishers – pay a annual permit fee to fish, if we could get rid of commercial fisheries.

Risks of charging ‘life long practices’

Way back there were seasons of gathering (Broas time) kina... it gave time for kaimoana to replenish.

There is no longer ‘a season’ / fires must be large to dissuade people from ‘harvesting out of season’

Mollmoss a pest.

Flora/fauna

Forests (Pine) do effect the beach.

Te Araroa Trail – 3 day walk etc. People are using the beach as a toilet. Illegal dumping/ move toilets/ safe camping routes/ need improved advertising. Signage. GPS... Freedom camping....

Pig hunting of the beach around forestry area.

Alot of illegal dumping that happens at beach... household rubbish/vehicles

All of this affects perception of the beach. Res. Had to stop, (veter back to educate)

Dumping of fish – fillet a dump

At South end (Shipwreck) of beach has there been discussion around access at 30. Re “safe zones” eg. Rock pools.

Create a safe zone [Kaka Street & pou reserve]

In 20 years there have been changes –
mothernature.

No rocks Tasman Heights to ngahere.... now there
are. Huge shifts of sands annually out to.... then
comes back in.

When con forest was established years ago...
Toreua disappeared... Trees now gone to rua
back. How have 'great anthem. Never used to be
like that. – Where the pines are. In the areas where
there is no forests. This doesn't happen.

TuaTua used to grow to large sizes. That doesn't
happen anymore. TuaTua do shift, these days not
as much.

Forestry road -> potential use./ it would get
thrashed/ Dunes would cover it/..

If restrictions are put in place, need to ensure there
are alternative options.

Hautawa -> short duration/not enough people to
damage/
Bonanza Snapper Classic – beach doesn't have
ability to heal itself. Don't see any long term dangl.

Rahui – at different points going up the beach...
would be up to each iwi

What the outcome will be from, the Beach
Management Plan then what is the Action Plan

Hot line – people retice it to confront

Greater community presence to add weight to
enforcement – this shows onto the people not on
beach + next generation

HFO – need more appointed by marae + funded
supported by MPI

How do iwi want to manage the beach?

Tikanga bring it back. – Sustainable approach

Aupouri Forest – fund to create employment , now
no longer

Too many horses in the forest -> need a selective
cull/ increasing in mafnksdnfs.

Climate change.... horses had to travel further to
get water

Little need for signage along beach itself. Access
points, signage enough.

Have a digital presentation owaul abli. / APS (scan
aps) ap kupu eg. History/ flora/fauna, species, ID
plants, kaimoana, size of kaimoana

Wastewater

Ahipara landfill -> closed but still risk of
seepage/leachate
Do reg rubbish has to go somewhere.

Big Fishing boats -> Crown should be doing
something to stop that. They are dodgy.

Exclusion zones. Bluff area. Taipure cony in – Te
Area 0 all beach or zones
Downside it affects other users

Traffic on the beach -> speed/disrespect/
wheelies/ no issue with cars travelling its thom
others

As a horse-rider have had safety risks with vehicles

All for fencing, the issue is that its now a big issue
further up the beach

Can a motorbike park be established to make it
easier for them to ride/get to

More presence of mfish/MPI of illegal
taking/harvesting. Noted that they are hardly
ever there.

Torepdo use – no monitoring of their use – cars
travel over lines
- some have fien up to 50 hooks

They must be commercial eg. 6am – 10pm @ 50
hooks each time

All it would take is someone (tupi) to count the
hooks on longlines message will soon get
around

Need to know what we can do: a campaign –
education public on tuatua beds... some have no
idea what they are

PŌTAHI MARAE, TE KAO - 26 July

Adjust the 2km mark from highpoint on the rock

Acknowledge kaitiaki role of whanau

Forest stops the sand from lowering peninsula

More patrolling of beach by fisheries

Weekend only

Impact of forest on beach
Environmental impact

Rubbish at the Bluff

No cellphone coverage
Ban vehicles
Traffic – control. How are we going to control it?
Fisheries should have bigger presence
Access is already controlled up here
Korero between iwi, DoC, Project Jorah re whale stranding
Can't contact fisheries, ambulance, police
Commercial set netting at the Bluff
Heli fishing operators
Helicopters landing on Matapia
Kaitiaki rangers employed + resource haukainga
Ban bikes + quads on dunes
Resources
eg. Get ride of refuse costs
Impose speed limits
Traffic on beach is unsafe
Develop a whale stranding protocol
Tell tourists about tides
Swimming safety signage
Police fisheries act in 12 mile
All vehicles are an issue
Summer restrictions
Limit access to beach
Control access
Improve access
Snapper Bonanza – increased traffic, rubbish
Bee keepers
Heli
Fishing
Make 2 wheel drive vehicles through fines
Ban 2-wheel drive vehicles
Aviation – helicopters landing on the Bluff
Handing of whale strandings on beach
No traffic on beach
Environmental impacts of oil spills on the beach
What opportunities are created for haukainga from commercial use of beach

Stop commercial use of the beach
Fishing boat bilge cleaning creating pollution
Board to korero with Bluff campground trustees
Access to campground
Strategic plan for oil spills Te Hiku wide
90 mile beach bonanza toilet paper
Ban commercial fishing
Strategic plan for tohora
Te Araroa walkers low impact
Mussel spat
rescue facilities
geographic destabilisation
global warming
Global warming!
Commercial fishing
Restriction to areas of customary fishing sites i.e. Maunganui Bluff
Pollution
Education as a resource for schools
Erosion
Tourism- negative
Fishing competitions
monitoring kills
heads+frames left on the beach
Cross jurisdictional issues at whgale stranding
Interference with property private rates because of global warming
Sheer volume of traffic
Reduce speed
Should be certain areas to access beach + stay on those boundaries
The profits (revenue) of every commercial activity eg. Snapper classic/ houtaewa should be used for improving infrastructure along the beach eg. Colourful grounds/toilets!
Where does mussel spat collectors get authority out?
Can tues input,
Play have more control over their collecting/quota?
Stop all vehicles
^ Clarify highway/ + who controls now?

Tourist designated areas so they don't drive the whole length of the beach

Sustainability of our kaimoana

Seeing new patterns with tuatua with big tides

Make sure historical sites are closed off/carefully merged to protect

Planting of natives along the beach

Need to understand changes – weather, lack of kai

Commercial activity – does this come back to the iwi

Mussel spat leaving our area

Who receives \$ for buses/ transport on roads?... Whose displaying ticket?

Gathering of any shell food are in season

Who becomes in charge of co-ordinating response?

What happens with designated area for whale recovery/-where does DOC sit in this?

Effects of commercial extraction
Need better monitoring in partnership with Iwi/Board

Traffic buses

What or do TOAT

Rising sea levels

Global warming

Climate change

Pollution

Fisheries (Tarapure)

Relationships

Education for all beach users, especially tourists in Summer

Taiapure – Bylaws

Fishing activities

Parengarenga Inc. Exclusion

See Anaru Pepper

Te Waka Te Haua is OWNED

A PRIVATELY RESERVE

Maunganui Bluff Trustees

Board to make a time to korero with Parengarenga A

Mussel spat industry inputs revenue for the whole of the north. Wages

Wananga – Tikanga shellfish movement

Location of

Fishing competition
- Set Maori tikanga to be observed by organisers

Parengarenga
A incorporation interests adjoining beach

Keeping people outsiders from pillaging our ika from Te Waka a Haua

Traffic driving over tuatua beds, when moon tides are in

Te wa e momona ai te tyatya

Te wa e haere ai nga waka

Turuhi ki runga i te moana

Not all mussel spat-collectors are rouge or disrespectful of Te Oneroa a Tohe

Fish vs price is the real tainga

Breeders being taken (big fish being taken for a meazley prize)

DID NOT COME FROM ENGLAND

How to prevent sand dunes from eroding

Pests. Sea squirt. Pyura growing on our coast. Bluff.

Beach board can organise shoreline clean ups

Maori place names. Kaitiakakitanga tribal tikanga.

Signage on Te Oneroa a Tohe!

A solution:
Metal Road
retainer walls
Te Oneroa a Tohe

Vehicles constantly damaging our shellfish/environment

Mitigate Council – don't forget whanaunga

Cover the entire peninsular Board
Regardless we still possess ability to encompass all Councils. Then we have idea of what's going on everywhere

TE ONEROA-A-TŌHĒ IDEAS

Sunday 25 August - Houhora Big Game & Sports Fishing Club, Pukenui

- Trawlers – coming in to close. (Peer trawling)
Area 1 no increase in fishing quota. Discussion with the powers ‘Powers the Be!’
- More Fisheries Officers (maybe train some young local people)
Maybe the board looking at doing this)
- Asian over fishing/Maori taking more than their quota of all kai moana.
- Signage:
 - Bigger re swimming fishing
 - Less writing more images
 - Speed signs (reduce from 100???) every main entry onto 90mile.
- 90 mile – more fish in the last few years and is just increasing.
- SPAT – research from iwi/public/counsel/MAF/FB warriors... by scientists as to if there is supposed damage
More ‘educated’ information on Spat and Spat collection so that the ‘uneducated’ can’t use social media to ‘STIR’. – Could the board issue the spat permits rather than MPI.
Bus’s damaging the beach.
- Sea Pyura Squirt/Starfish – needs to be monitored (smothering rocks) which means the mussels can’t attach to the rocks. ERADICATED
- Vehicle Tow Truck Drivers – can the beach board get the permission from Police or whomever so that the vehicle retrieval process be sped up. Needs to be retrieved asap as if left – oil, petrol battery acid etc leaches out!!
- More advertising in Annual Beach Clean Ups. To encourage more people to participate.

Climate Change

- Resource Management Consents
Jamming off 90 mile beach. Where does the public whanau sit in this space.
- Pingeo toheroa
- Partnerships
- Sustainable resources into the future
- Lost lot of dunes
- Spat collection
 - Ahipara locals concerned about spat collecting.
 - Encouraging to go back to hand collecting
 - Hukatere to Ahipara
 - Kaitiaki
 - Environmental harvesting methods
- Observation
- A rahui!!!
- Customary permits an issue
- Taking advantage
- Positive
 - Left muck on beach
 - Rots
 - Sulphur dioxide liquid form into shellfish beds
 - Spat collection
- Oil rigs along 90 mile beach???. Offshore

Environment

- Whenua
Relationship between land & sea
- Fresh water streams
Fresh water run at night
- Forestry
 - Preplanting spraying/500 hectares annually
 - Operations
 - Harvesting
 - Encroachment/Dunes
 - Planting Native Trees
Variety of
 - Ripamiant Barrier Strips
Wind & sea tolerant
- Increase Quota?
 - Fishing
 - Overfishing
- Water
 - Quality
 - Ecosystem/sustainability
 - Locate fresh water source
- Transparency
 - Beach programmes
 - Bins
- Activities
- Horticulture
Sprays/regional avocado
- Resource Management Consent
Land development impact on Twin coast

- Middens
- Local
International
- Fishing contest
- Tourist
- Rubbish
- Pine Forests ->
-> their activities
- Buses, Toilets Sustainable
- Motor Bikes
4WD
- Toheroa
- Horses gathering
- Pipi's/Tuatus
- Quality water
- Boat
- Wahi tapu
- Ownership

- Dune restoration
- Access
- Speed
- Accountability
- Use
- Management
- Horticultural
- O'seas fishing boats
- Dunes
- Economic opportunity

Commercial Recreation

- Fishing
- People on ground monitoring
 - Spat collection
 - Own people
 - Digging of toheroa
- Within 3 mile limit (GPR)
 - 12 mile limit
 - Long line
 - Net fishing
 - Torpedo/Fishing Comp bonanza commercial use of
- Drone monitoring
- Spat
- 30 weeks
 - Buses all day every year
- 3 official mat officers
 - Raise numbers
 - Grow capacity
- Overtaking commercial customary fishing
- Honorary Fishing Officers
 - Camot Guest
 - Reporting Only
- MAF officers
 - 8 young mature people
 - Discussion judging options
 - Group Health/Safety
- Research
 - Positive environment
 - Fishing is good
 - Quota system seems to be working
 - Good quantity of kaimoana
 - M.P.I
- Impact Assessment for Commercial
 - Spat Buses Fishing
 - Water Testing for toxicity of water (sprays etc)
 - Monitor G.P.R

Human

- Twin Coast
 - Commercial boats/dumping rubbish
 - Ropes/bottles (new)
 - What to do with rubbish once picked up?
 - Sites for collecting/disposing rubbish
 - Council response
- Education
 - Schools
 - Communities
 - Feedback
- Rahui
- Spat

Research into spat collecting/damage processes
- Vehicle Access
 - Forestry roads/health & safety
 - Customary Access
 - Beach Road Public (area's iwi)
 - Hukatere Road Private road (area's iwi)
- Rubbish
- Reporting process

Appropriate council
- Legislation
4x Acts Legislation (2 FNDC 2 RNDC) – ability to develop beach management plan
- Signage
- 4 Wheel Drive
- Buses – set route

Tidal Access
- Motor Bikes
- Cars
- Tourist
- Walking trail Te Ara Roa Trail
- Tow trucks for 'pakuru waka'

Commercial development

- Mature Harvesting
 - Harvesting
 - Not big enough labor force to collect resource.
 - License
 - Iwi quota
highest quote
 - Clarity to public
 - Areas of operation
- Musell jams
- Theft of the beach by Labour Government + when will it be coming back from who it was stolen from? -Uninterrupted occupation of beach mairan
- Vehicles on Kai table (Tuatua, mussells, toheroa, crabs kai – ALL), ALL vehicles, commercial + recreational users
- Freedom camping on beach

- Waste of users
- All people
 - rubbish bags (piles)
 - own people
- Not their right
 - Behind dump
 - Mentality has to change
- Rubbish
- High tide marks @ Hukatere
- Signage
- Freedom Camping Ticket (\$\$)
 - Don't allow, unless whānau thing
- Events:
 - Good waste management of events re rubbish
 - Pressure of # e.g fishing competition
 - Commercial Boat Rubbish
 - Comes in on tides
 - Reports/impacts/environmental impacts
 - Access to research/reports/data
 - Are Councils prepared to give rubbish bags?
 - See NRC/FNDC for response
- Kaitiaki role; never extinguish rights to area
 - Change behaviour re rubbish
 - Rubbish
 - Go to DoC office
 - Iwi/Hapu/marae Monitoring
 - Where do you take concerns to??
 - Who to get in touch with
 - Hotline?
 - Don't want to rely on NRC/FNDC for monitoring
 - Kaitiaki to do it
 - No help from Councils
 - More assistance asked for – more mana to Council
 - Signage + education - priority
 - Rubbish – rubbish @ back of truck
- Te Hapua
Scotts Point to Bultens Beach
 - No co-ordination in terms of rubbish management
 - Re landcare management
- Education
 - Of overseas whānau re kaimoana
- Stop vehicles
 - Split commercial + recreational use
 - Toll them for use (\$\$)
 - Taiwi can't access; but Māori can until a road is off the beach
 - Hop on eco-friendly tour bus
 - Proper processes
 - Smaller
 - weight/tariff
 - Vehicle access
 - Just to do burnouts/wheelies

- Access at the bluff
 - Taiapure?
- Fines
 - Directs towards beach
 - Eyes on the ground
 - Kaitiaki
 - Can't be expected to do it from fine
- Own kaitiaki units
Female leadership over Board
- Vehicles
 - Opportunity to make sure vehicles have right types of wheels (low pressure)
 - Hovershift
 - Electric vehicles
 - Spat collectors on vehicles
 - Smaller buses?
 - Not too much weight
- Bird colony
 - Fairy tern (rare)
 - Drive through flocks
 - Plastic found in Albatross
- Traffic Light monitoring
 - Red/bad
 - Green/good
 - In terms of kai i.e. tuatua = good if green
- Education of Beach
 - at time of booking
 - rules of beach
 - tikanga/kawa
- signage
- tokoroa + education
- Beach Clean Ups/Forum/Issues
 - Monthly
 - Council pick it all up
 - Data/information 'what/when'
 - Hotspots on Beach
- Key Kaitiaki Play
 - Inform
 - Support
 - On the ground
 - Who do kaitiaki ring??
- Right Vehicle
 - low type pressure (tyres)
 - Spat
 - Get away from mechanical collecting
 - Not trying to shut down industry
 - Economy over kaitiaki
- Tikanga of whales
 - Leave them on the coast they land @
- Kai
 - Pick half a dozen then leave
 - Don't waste

- Education
- Abuse of Customary Permits
 - Daily Quota + Permit
 - Same people/same kai
 - Change habits
- Rubbish
 - Location of rubbish bins
 - App – where are rubbish bins?
 - What you bring; you take
 - Hard to process dumping?
 - Only Pakenui
- Campervans
 - Waste + toilet paper on beach
 - Board put pressure on Council – re tourism/eco-tourism
 - Need facilities to accomodate
 - Accomodate those tourist
- Ban campervans
 - Send photo to agencies
- Education
 - In + outside of school
 - Basic rules
 - Rubbish
 - Speeding
- No commercial action with sea bored side of BMP area
- Road to be built behind beach – iwi owned
(so nobody needs to use the beach)
- Pressure on Forestry Companies etc. re road
- True katiakitanga
 - No more vehicles on our Kai
 - Solutions
 - Don't want to cut access
 - Lifeline for families
 - Need to education
- Drivers
- Rubbish
- Speed
- Access ways
- Education
- Beach Party/Events
 - Information + advocacy
 - Speed
 - Vehicles/Maori/Tikanga
- Inclusive of whole community
- Theft of land; stolen land
TOAT
- Need more kaitiaki
- Complete rahui over beach
- Buses + vehicles driving over our Kai
 - We allow it, tourists can't do it in their own country
- Comes back to education

WHAT DO YOU THINK ARE THE

- Why did Council make the beach a highway?
 - If it is, why is it not policed or managed the same way that highways are..?
 - Should not be a highway
- Monitor Toheroa, protect, open a season,
- Stop freedom campers.
- Rubbish, an Issue. This needs monitoring. We can't Rubbish off the beach, where do we take it.
- (Kids feedback via teacher) Establish a Toll, funds schools to do this, monitoring at all access points (+ bus concessions)
- Signage outlining Taonga species on the beach (promotion)
- Rahui on species (There is) but not on area
@ 186^A Closure MPI does Compliance, crown...
Research has been completed, results show that this didn't help. Need funding 4 implementation not more research. This needs to be managed by us.
- Freshwater streams need to be opened up. Toheroa need this. Some streams have disappeared. Unsure if these have been diverted for forestry purposes.
- Replenishing of dunes. Needs to be Accelerated planting approach to offset climate change. Mahi belongs to mana whenua not agencies of L.A.
- Schools could be an incubator
 - Innovation has
 - Science
 - Matauranga
- Our own
- Kaitiaki honorams – allocation to Kaitiaki so that mana whenua are doing the work. This is a daily obligation, it needs to cover awards.
- Annual awards
Celebrating, sharing what has gone well.
- Recreational take
Changes to spawning life cycles, so that breeds are not taken.
Gazette when these rules were set popu of NZ was half of what it is now (numbers + sizes).
- Commercial
Pledge of behaviour, all bus need to sign up on certain behaviours at beach
- Customary
Meaningful plans that have teeth. Currently token, want customary to be educated.
- Visibility of mana whenua
Where are our Pou whenua? People need to see the visible differences between us.
- Mango piko
fin of the shark – history of the beach also – needs to be visible
- Information on the beach
- Plan should have 5 iwi contributing to the plan
- Te Oneroa-a-Tohi- Māori tite, kupu only to be used
- Before pines came in, worked in the toheroa factory in Awanui. Plenty back then. Today, when they old come in, the buses run them over.
- Stop the buses on the beach.
- Strategically place marker on the beach to direct them away from defining areas
- Are any iwi getting concessions for their buses.
- Taiapure @ the bluff, do we take that into consideration. Has it come in yet?
- 27^A permits granted need to stay within the area.

- Toheroa/baleen whales
They stay where they land
- DOC need to listen and not take
- Concerned that in the place legislation takes priority over customary practice
So, if we put something in place, all future activities need to comply.
- This plan could have a positive effect on climate change.
To do this we need to come together. Science/Matauranga, our histories. Kupu also is a Taonga.
- Protection of our Cultural/Intellectual/Property rights. Wajkghjfdkag into Plan/Policies
- WAI 262 and other claims need to be embedded into all documents.
- Te tiriti written into documents/acknowledge hapu/WAI 22
- Dunes, Te Hapua, ngataki are propagating taonga species. On the dunes people don't always understand what happens when they 'stfdjsfngdsg' or other fnsdkfn disturb them.
- Next planting is in Nov...
- With the closure of Ahipara dunes, there has been an increase north.
- Iwi should create a recreational space suitable for bikes/etc.
- This should be a collective responsibility.
- Sustainable harvesting, marine farming, pilots, potentially
- There are a lot of fishing clubs that 'clon gates'
- We need to have unrestricted, unlimited access to our traditional sites.
- Health & safety... special management eg. Need areas where dogs can be
- Look for 4 opportunities to make more use of digital technology.
- Eco-sourced
As in there are local sourced. No GMO's in our taonga species.
- Eco-toilets at appropriate locations
- Trawlers are coming into the 12 mile zone... dredging at least 5 species.

**WHAT DO YOU THINK ARE THE IMPORTANT ISSUES FACING THE BEACH?
HOW DO YOU THINK THESE SHOULD BE MANAGED?**

Tuesday 27 August - Kaitiāia Golf Club, Ahipara

- RMA Commissioners (more)
- Ashes on beach (spread on) – effect on kaimoana
Marae will be discussing the Tikanga around this. People may not be aware of this
- Industrail spat minig on the beach & coastal consents that go with it, effects on the beach. The METHOD is an issue. Regulations MPI & fisheries contradict each other.
- Species rules need to be better communicated.
- Honesty
- Hand harvesting, a better way of collecting.
- How does Quota get allocated, species.
- More signage – Quota, rules on bea/sea., Images over words.
- Signage Pollution, effective.
- Continued dune restoration – front, med, back
- Vehicle – (residential ramp + ramp) free, controlled.
- Toilets,
- Bird breeding grounds highly protected. (need to be)
- Recycle Bins/Zero waste (pack in, pack out)
- Restart free disposal after organised beach cleans.
- Wiroa -> leave it to our own devices.
- Speed of bikes./4 wds.
User friendly for people, esp residential 30ks
- Land use activities + more impact on the beach/water
- Posts along beach, surf rescue emergency.
- Undertoes are quite dangerous out here. Safety
- WAI 262 Int property rights
- Water, streams.
- Forrestry – effect of – other species to replace pine.
- Bores have been running out.
- Whole of beach approach
- Increase riparian planting
- Banning all buses on the beach. Vans.
- No women on the Board.
- Beware of crocs on the beach./vegans on beach.
- Don't allow tourists on the beach
- Use beach at your own risk
- Quality signage along beach. Be clear about conditions
- Te Araroa trail -> lack of access to potable drinking water.
Stop people going out the trail
Potential to start up a business to supply water
- Riparian Plantings – adjacent to dunes.
- Burials at Sea -> marae, Tikanga -> needs to be managed.
Rarotonga -> permitted activity./International movement/trend
= risk on our food chain if species feed off the body.
- Local business/4wd/Tourism business – end up going up the dunes – unsupervised eg. Self directed
-
Windsurfers/blow-Karts/parasailing. (permits?/stop the unsupervision/
- No vehicles on the dunes.

- Wahi tapu
 - Fenced off (needs to be)
 - Signage for all these areas
- Whales – disposal out of school
- Annual organised beach cleans – involve the schools.
- Tyres that have been used as butter, come loose and cause damage/&pollute the ocean. -> Golf course will retrieve when called
- Stotsman – netting, microplastics, rope etc coming in from the ocean. (rubbish) – fisherman need to be accountable
- Trawlers, commercial -> coming into the 12 nautical zone and are harvesting what could be taken by recreational fishers.
- Sedimentation from the rides, wiroa, bacterial counts after rain are polluted. Fencing farms off upstream would reduce this.
 - Fertiliser, astremcentors[?], septic tanks
- Toxins going into Waimimiha – from the closed dump.
- Testing (more & regular) – build a picture up.
- No pussycats on the beach
- No buses on the beach (Rahui)
- Dog Control extended to include the beach.
- Freedom Camping – none on the beach at all.
- “leaving footprints is best”
- Birds/Fauna – protection.
- Protection of Toheroa. + other taonga species.
- Speed limit on beach/ roads Ahipara/ safe driving
 - Limiting & reclassifying.
- Cultural practices of maori – local tikanga practices & protocols
- More promotion as a beach, not a highway that one can drive up and down.
- Stranding of whales and how they are dealt with.
- Climate change.
- Weight restrictions of vehicles
- Permits to drive on beach (need one) – Tourists not local (esp ratepayers) or locals (Frec) outsiders (pay).
 - Marae or Ratepayers decide: colour-coded.
- Toilets – composting/ need to ensure does not pollute them.
- Education – people need to understand, take away their feeling of entitlement to go wherever they want.
 - Could influence behaviour eg. May stop driving on beach
- Campaigns – we know that other areas are facing the same issues as us.
- Have “like an Air New Zealand’ add to promote good behaviour.
- Te Pahi stream access
 - Protection of people on the beach (bad things have occurred)
 - Emergencies response
 - Lack of reception.
- More control of beach traffic (motorised vehicles) – safety
- Wheelchair access to the beach
 - Continued... (for motorised vehicles)
 - Exemptions (for motorised vehicles)
- Motorbike activity (recreational bikes [motocross bikes] vs. Mahi bikes [farm bikes])
- Fishing contests – impacted by vehicle restrictions? (if they go ahead)
- Inshore trawling

- Too much + too close?
 - Illegal? Restricted quota
- More native planting
- Naming + signage of special areas
- 5 iwi
 - Redress 20% of mussel spat funds 4 marae + scholarships profits (Board Policy) – Albert Burgoyne – board position (passed by Environmental Court)
Coastal Policy Statement 26/8/2015 H.E Karetere
 - Licencing of spat tractors + trucks.
- Why no women on the board?
- Protection for seals (as they recolonise the area) – education for drivers + walkers + dog owners + fishers
- Commercial TRANSPORTS – BUSES
 - Pros
 - Keeps tourists safe
 - Not driving the beach themselves.
 - Extra monitoring/eyes on the beach
 - Cons
 - Te Paki Accesway
 - Buses coming straight thru to Te Reinga and back to Paihia.
- Bike action
 - Quads
 - 2stroke bikes
 - Driving/speed
 - Noise
 - Danger
- TRAFFIC
 - Speed/speed zones/Highway Classing/Guzetted Road –
 - Driving over Beds – TuaTua/high tide
- Rubbish!
 - FAR NORTH END OF BEACH – Heavy Rubbish Zone
 - Tourists/Locals
 - Free Dumping System
 - Beach Clean up Day
 - Council/Someone sorts truck to collect for free from Drop off zones
 - Involve Schools/kids
- TRAFFIC ON ACCSES WAYS – TE PAKI STREAM
- POLICING-/MONITERING
 - Pay moniters.
 - On ground
 - Cameras
 - Big Place to monitor – Iwi Contribute to areas
 - Ambassador Scheme x1
- Ahipara – Kaka St Acces Ramp
 - Approach iwi about Diverting river
 - Protected
 - Nature runs its course
 - Make a road somewhere else.

- Leave it as it is.
- High Tide Encroachment
 - On Golf Course
 - Restrict vehicle Access in damaged areas
- Dune Erosion
- Beach Trawlers
- X1 – Monitor smaller spaces and then grow/move around.
- Commercial Trawlers
 - Stay out of the management area!
 - Rubbish coming into the beach.
 - Quota system.
- TE ONEROA A TOHE BOARD
 - No Females/Youth.
 - NOT FAIR FOR IWI RIGHT NOW BEING UNDERREPRESENTED
 - Capable management board?
- EDUCATION
 - Beach Use
 - Signage
 - Pamphlets/Info sheets about the beach
 - In Schools
 - Local/Tourists
 - Massive Beach Day
 - Surfcasting
 - Surf rescue
 - Forums
 - Iwi
 - Creating a space to educate people about the beach.
 - Whanaungatanga.
- Creating a tourist trail sharing stories/history along 90mile – around ramp access.
- Commercial Spat Collecting
 - Research Data
 - Regulations around Seasons
 - Rahui/when fish are breeding
 - Gathering – Stop Machinery
 - If machine harvesting was stopped, it would force an industry to become innovative and create new/better harvesting Solutions
 - Hand
 - Love eating kutai from Pak n Save.
 - Outsiders working Quota/Iwi/working Locals.
 - More monitoring
 - Damage to the beach. – Local Impact.
 - Farming Spat
- AFFECTS OF THE FOREST ON THE 90MILE
 - LACK of Water Streams
 - Chemical leaching onto beach
 - Road for traffic up north so they dont use the beach.
- HUMAN ACTIVITY ON THE BEACH
 - FREEDOM CAMPERS – No Go
 - Local Abuse of the beach.
 - Te Araroa Trail
 - Toilets

- EDUCATION
- Sustainability
 - Ecosystem
 - Environment

Beach Management Plan Issues

- Beach control of vehicles. Access and entry control, for Ambulance, Fire Police for access etc.
- Protect what we have.
- Damage from wheelies. Cars racing.
- Dune Damage, safety
- No fires.
- Beach History.
- Safety of kids on beach.
- Erosion control.
- Spreading of ashes – korero about this.
- Rahui – drawing of historical practices.
- Maintain access, speed limits, recurring. Around beach access – children.
- Enforcement for the people who are breaking the law.
- Bikes still to be available but no stupidity.
- Kaitiaki rangers, beach wardens, or police.
- Recycling bins to be available on beach fronts.
- Beach clean ups – organised. Link community groups for clean up.
Beach Board to organise clean ups.
- Dune restoration plans and maybe Wairoa Stream.
- Tourism – walkers, campers, toilets, signage. Safety and structure for access for Tourists.
- Walk ways to separate cars + walkers and buses.
- Bus control to be monitored.
- WiFi to be connected.
- Commercial activity on beach. Shellfish management. Tuatuas. Study on Tuatuas.. sustainable management.
- Financial benefits. Hand harvesting. Employment – jobs.
- Speed limits – to be looked @
- Beach access ways to be really looked @
- Maf. Mussel spat harvesting. Boundaries and management needs recovering[?]
- Proper Management
 - Reporting to management to install changes from what changes.
 - Communication from the commercial people.
 - Assessment of machinery used.
- Assess & Manage – vehicles. Are they having an effect on Toheroa
 - How to manage
- Statistics on beach visual report for infographics.
- Surg Operator – Policing of trawlers (1km off-shore) Reduce NZ trawlers.
- Stop dumping of rubbish. Educate children.
- Maybe Shipwreck Bay to be included.
- Seaweed. Pickers are out of control. Cars are being filled with rubbish + set fire to.
Needs to be addressed urgently.
- Whose land is it?? On the beach ramps
- Management plan around Kaka St ramp. Electronic Electric Boulders investigated for safety.
- Representative from beach groups, fisherman, surfers etc. to be @ board meetings.

- Torpedos need lights @ night. Recognised flag etc. cone etc.
- QR App. on signs about beach protocol.
- Education & Enforcement of beach environment
- Education on fires critical.
- Te Arawa Trail facilities eg: toilets, water, rubbish. Job could be created here.
- Better pest control, for seaward animals.
- Beach group to help improve the natural environment. Eg: native trees etc. job creation
- Bring birds back.
- Acids from pine trees leach onto beach.
Research pine trees, land problems.
Create planting areas with native species.
- Understanding first <- Strategy second
- No facilities are available for wheelchairs or people with disabilities anywhere on 90 mile beach.

- Maui Dolphin Proposal
 - 4 proposals
 - Netting for fishing
 - Makn[??] – some places you can't
 - Nobody is allowed to net including tangata whenua
 - Going extinct
 - 1980 last time seen (Hokianga)
- Gazetted Road
 - Where is NZTA
 - Arrested for same on road
 - Where is monitoring?
 - Concerned about public highway
 - Needs to be policed – no policing
- Quota for cast weed
 - On the beach?
 - Taking from water = fishing??
 - No-one allowed to fish with tractor
 - Is this illegal?
 - To driving willy nilly would be another
 - Need to be some points
- Monitoring
 - Iwi Rangers?
 - Kaitiaki rangers paid for by Council for each iwi/rohe
 - 0800
 - +photos +number plates + evidence
- Highway
 - speeds
- Commercial
 - Driving on tuatua
 - A hemetrics[?] vehicles
- Enforcement
 - Hidings should be ok.
- LTSA/NZTA
 - Who owns the road?
 - Gazetted road is declassified as a 'road'
 - But ok to use as 'Permitted Activists'

- Need some discretion to decide
 - Spat collecting are not a permitted activists
 - Cannot discriminate
 - What's permitted?
 - Doing what we have always done
 - Need some discretion
 - Step up; step up
 - Who is going to step up?
 - Who is going to implement?
 - Who's giving consent
 - MPI
 - Fisheries
 - NRC
 - FNDC
 - Consultation
 - Issues with process + consultation
 - Need to come back to tangata whenua
 - Coming back to tangata whenua
 - Targets whenua inclusion
 - Process is flawed
 - Trawlers + long liners
 - Old way of catching spat (by hand) = ok
 - How much do you need?
 - Diesel + other fuels
 - Exemption for small mussel spat collectors
 -
 - BeA Practice Consultation
 - Whenua to hau
 - Find say
 - If we don't engage = miss the boat
 -
- Highway
 - Te Ara Wairua – importance
 - Most important
 - How can it be a speedtrack?
 - Shouldn't be more than 50km/h
 - Where is the boundary
 - high water mark – constantly moving
 - tidal
 - need to take control
- Ministry of Transport
 - Collection of \$\$
 - Traffic
 - Cop can pick you up @ low + high tide?
 - Targeted unregistered cars? Why?
 - This about spat?
 - Unregistered vehicles
 - Why is this being brought into it
 - Way of life up here
 - Beach hack
- Business

- Different commercial vs recreational (fines)
- Kai vs \$\$
- Truck + trailer
- Spat
 - \$\$ lots of money - \$300m+ industry
 - Whakaketohea investment – future state of resources
 - 80% of spat comes from TOAT
 - Charge - \$\$ coming back to Marae, Tangata Whenua
 - Return to rohe
 - Every Rūnanga getting a return
 - Marae, hapū – now getting small %
 - Held onto quota
 - Customary use
- Why haven't hapu or marae been given quota?
 - Runaga sell it off
 - Out of reach, but belongs to tangata whenua
 - Had to change
 - Refer back to Te Oneroa Beach Claim – Waata Tepania
- Engagement
 - Wananga + Facebook
 - Tangata whenua inclusive
- Enforcement
 - Too far
 - Buy in
- Fisheries
 - Māori have 20% of the spat quota
 - Rest off via allocation
 - 720+ of quota – Crown has increased t?
 - Difference in formula quota
 - Increased tomaye
 - Take 2x as much seaweed to get spat
 - Effectives double
- Iwi Rangers & Kaitiaki Rangers
 - Keep an eye on the beach
Instead of driving
Young people keen to preserve it for future generations
 - Separate from Govt
 - Tangata Whenua working with all parties
 - People connected to whenua
 - Work alongside officers
- Practice what you preach
 - Need public buy in
 - Look in the mirror
- Trawlers
 - too close + too far
 - Why can't we shoot at them?
 - controll
- Oil
 - Control mining
 - Position of these activities

- Fuel on beach
- Maritime hau[?]
 - “Designated Grounding area”
 - If under distress = boat can land on TOAT
 - Permitted activity
 - Preservation of human life 1st
- Tourist Buses
 - Different route
 - Forestry artstgsd[?] route
 - Behind sand-dune
 - Issue for dunes/pingao
- Collective approach
 - Danger confronting people
 - People skills
- Monitoring
 - Collective monitoring
 - Board need, an active group
 - Comes to Beach when called
 - Takes locals out of confrontation
 - No more peering the back
 - Have some mandated group to act
 - Has some enforcement bones
 - Reponse team
 - 0800/hotline
 - Shows us a response crew
 - 3 Fisheries Officers North of Whangarei
 - + honorary fishery officers = 30 people
 - Some areas have more honoraries than others
 - Honorary officers can't do legal matters
 - need warranted officer
 - People on beach: has someone with authority = Response Team
 - Don't need Govt agency to do monitoring – tangata whenua can do it.
 - We know (but we don't all know together) (in terms of monitoring)
 - Not our law
 - Why does tangata whenua need to ask another agency for information/advice
 - See korero from Spat Collector
 - Communication is important
 - Have enough evidence
 - Fisheries needs licenses carried on them
 - Show license to Fisheries officer
 - Power of social media
 - Easy to communicate + get message out
 - Re Rawhiti + Mussell Spat
- Reserves/Buses/Motorbikes/Quad
 - Buses away from/off beach – get tractor off beach next
 - Motorbikes/wuads over dunes
 - Over toheroa/tuatua
 - Stopped around coast
 - No areas for motorbikes/quads
 - Commercial Dragging within 12km
 - Scallop dredging/chestsling

- 1km tractpr – go out of this area; need to go out
- Temporary tinots – limited number
 - Food stalls
 - Sponsorship
 - 1 x off
 - \$\$ for local
- Long-liners + trawlers
 - Gone on for years
 - Can come right up to edge
 - Issue commercial vs recreational
 - 10x fish vs 25 hooks on long liners
- NZTA
 - Where are they?
 - Driving on road/ would be arrested
 - Get rid of Gazette re “Road”

Feedback from Kura / Schools

Protecting Te Oneroa A Tohe - comments from Ngataki Tamariki

- To be kaitiaki to 90 mile beach, I think we should put in a paying system, where users pay a yearly fee and abide by the rules/tikanga. The money would pay for fundraising for schools that want to pick up rubbish. The money can also go towards research and a manager that drives up and down the beach to make sure that everyone is following the rules. When you pay your entry fee you have a year to go in and get a sticker on your car. You can go on to the beach whenever you want. If you don't follow the rules/tikanga you have to pay a fine - Jady
- The washed up plastic from the boats on the beach is really affecting the sea life and bug's so the tourist buses should be picking up some rubbish when they pass each day or when the buses go past. - DJ
- To be a kaitiaki of Te-oneroa-a-tohe you need to take care of it because it is connected to us and we are wrecking it and if we don't look after it, it will not be there. Being a Kaitiaki means looking after something or someone it means being a guardian of something that needs help. At the beach they use it as a state highway, tourist buses drive over our plants and crush our shellfish.. Our Ecosystem is dying. Stop the buses from driving in a particular places like by the shellfish beds and away from the plants or while the buses stop we could inspire them to pick up a bit of rubbish before they get back on the bus. HELP OUR BEACHES THEY NEED HELP!!! - Ataahua
- We need to stop access for vehicles! We are having a negative impact on the beach by driving on the sand which will destroy the habitats for the marine,terrestrial,and plant life survival.My solution is we can ask the government and the wider community to help support and put up Rahui's to educate and explain the rules.This is why we need these rules for the species ecosystems which is more important than we can understand.We need to do something now! We need to help protect the mauri because its been untouched for so long that we need to restore the sacredness. - Rena
- Stop litter ending up in our oceans, Don't lose it reuse it get creative, Stop driving cars,vans,trucks,and buses on the beach because it disturbs their habitat..
- Make posters/signs, Make fences, Explain to government, Pick up rubbish at least 100% everyday and Fundraise. We need to take care of our beach and ban cars from going on our beach and ruining it. Did you know when you talk to people like tourists and locals they don't even know that all the people including us are killing our poor species and environment? - Taikaranga
- We need to stop dumping rubbish into the waters or fish will eat it and will die and then we will eat the fish and we will eat very microscopic bits of plastic and we might die from that. we need to stop destroying pingao we need to stop bringing dogs and stop driving cars on pingao or we will not have any sand dunes protecting our houses and the plants and animals.we need to stop killing marine life and land life or our ecosystem will die and then we will die we must stop killing marine life or our planet will be uninhabited. - Santos

- My problem is the plastic and how people are just dumping it and chucking it out their car windows. There's lots coming from the fishing gear that we use and washing in from the ocean and people just dumping it in the dunes. My solution is to make sure there are two people driving up and down the ninety mile beach and tell people the rules. Like one of the rules should be ...NO PLASTIC! allowed on the beach. Or they will get a fine.
- Te oneroa a tohe is a sacred place ! It is Te ara wairua also known as the spiritual pathway. There are many different sacred places on Te oneroa a tohe ,like the many middens found in the dunes so we should be ,kaitiaki and keep them safe. These days our sacred land is no longer protected so well , and people just walk in. we can make signs to educate people and fence these sacred spaces, so they will still be there for our future. So stay kaitiaki and protect our precious land. - Bella
- To be a kaitiaki/guardian of Te oneroa tohe you could pick up plastic in your spare time or tell others about the beaches troubles and make signs about picking up rubbish and the tikanga/rules. We have a problem with plastic on the beach we need to stop this we need to let people know about this problem by making signs or flags. Our schools - the most 5 northern schools would be able to make sign s or flags if we get funding from the government, it would be very cool because when people drive past they can read the sign at the entrance and the flags around the beach and understand the rules. On the sign it could say don't throw your rubbish out the window because your rubbish could get taken out to sea and get eaten by marine species in the ocean. The flag could say we are water and your wrecking us.
- Rubbish is taking over and soon it's going to take over our lives. Rubbish is bad and it's bad for the marine ecosystems of te oneroa a tohe. Our solutions are simple we can stop consuming plastic! We can also get funding for the 5 schools on the peninsula so we can go on a 4wd bus on to Te Oneroa a Tohe and pick up rubbish, we can survey and count the plastic too. So this data will help us to track down the companies that make plastic and tell them to stop and we can tell them they're hurting all the marine species that's killing them. - Aaliyah
- To be kaitiaki of Te-oneroaa-Tohe you need to pick up at least three pieces of rubbish that you find on the ground.If you don't know what kaitiaki means it means that you have to look after something or someone that needs help. At Te-oneroa-a- Tohe people drop rubbish on the ground which goes into the ocean. The solutions are: To make signs, pick up some rubbish off the ground, reuse your plastic, get funding for schools to help to be kaitiaki. - Brooklyn
- Ninety mile beach is used as a highway and that's not what it is. It's a story that's ready to be unraveled holding things that we don't know about yet. This special ongoing beach is estimated 88km long and starts and Ahipara and ends at Scott's point(near Te Paki sand dunes) People driving on the beach is having an impact on this unique ecosystem. We are crushing tuatua and toheroa beds! Among other impacts that we don't even know! We are driving on the sand dunes and ripping the pingao and spinifex out of the sand the pingao and dune plants are holding the sand dunes together, without them our sand dunes would be moving faster than they already are, they also have a symbiotic relationship with the toheroa, so we

do not know the effect of that relationship breakdown. There are species that are endemic (meaning that they are only found there) to that area like the tatahi skink that is only found in the high tide zone, where all the plastic is! There is so much that is unknown about the importance of this unique ecosystem. We must act and think carefully about what we choose to do to protect this Taonga. - Mayya

We are Kaitiaki



Humans Impacting

pollution

Rubbish ends up on our beach.

No boat Pollution and Sound pollution

Cars leaking oil

No Rubbish in our moana

Driving on beach
Seeps dirtble

protect habitats:

other species
Teheroa

over collection
quota
more people watching the beach

We Are Kaitiaki

We need to
be
Kaitiaki to our
environment

Te oneroa
a
Tōhē

Action

Fish quota
NO Littering

NO Driving
on
DUNES

More Rubbish bins

No driving on pipi beds



We are Kaitiaki of
Ninety mile beach /

Te Oneroa a Tohe

Te Oneroa a Tohe

We need to be
Proactive to share
messages

Protect Dunes
for future generations

Special place
because of history

Signs of
messages

Driving on
beaches

less pollution and
rubbish

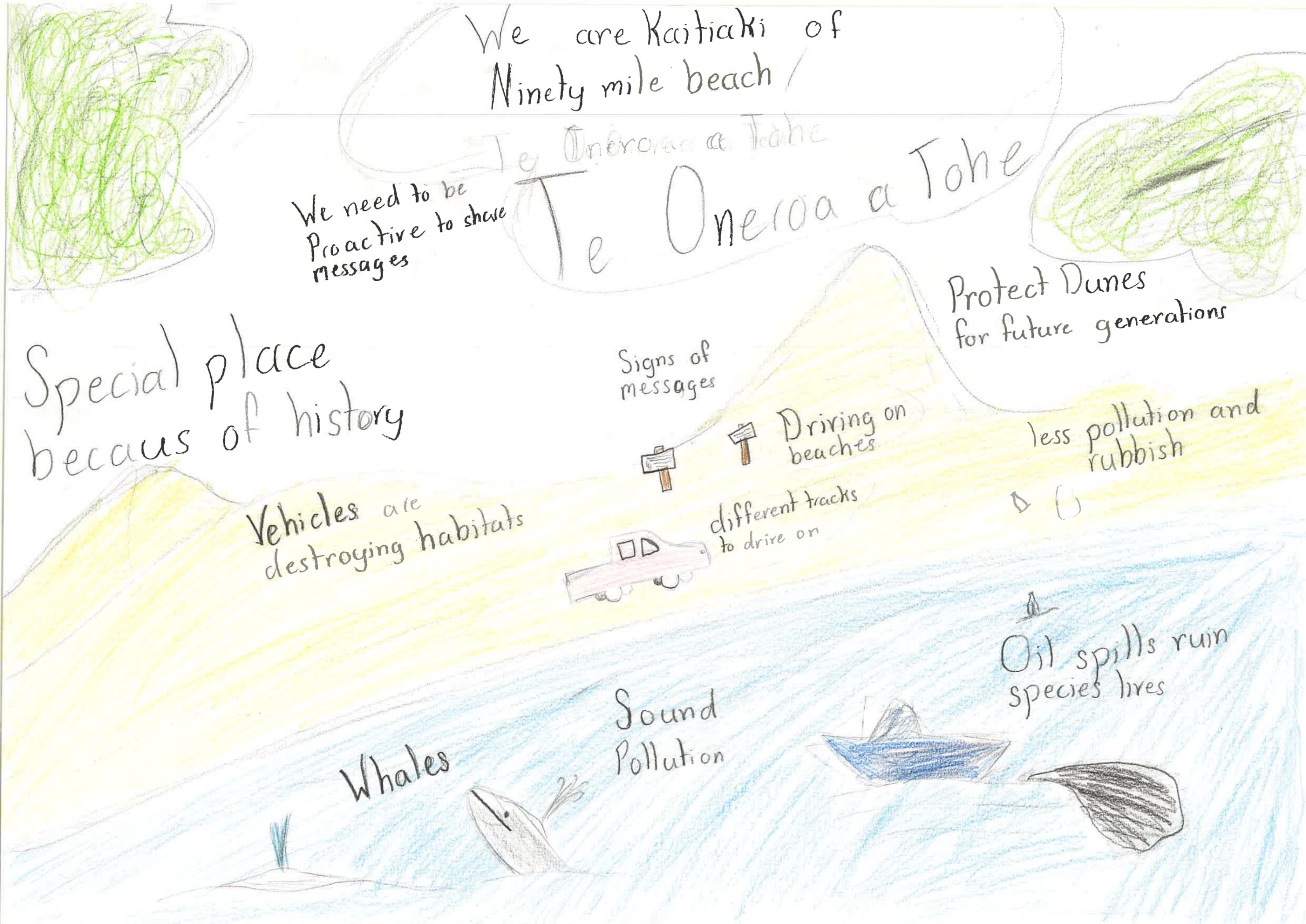
Vehicles are
destroying habitats

different tracks
to drive on

Oil spills ruin
species lives

Whales

Sound
Pollution



Our thoughts – Te Hapua School:

We are Kaitiaki of this space

We should look after it as Ngati Kuri as it has a lot of history relevant to us.

The shark Rehutai was washed up there and Ngati Kuri has looked after her with Auckland Museum. We need to protect these spaces for all our taonga.

There is too much pollution that is affecting our waters and so we need to manage this environment.

Streams at Te Paki Sand Dunes run out to the beach and so it is important for all of the environment in that space. It needs protection.

Pipi beds – Toheroa are being affected.

Over collection of fish from our moana.

Vehicles leak oil when they are wrecked driving over the bumpy sand. This harms the environment.

Driving on beach should be controlled.

Actions:

We need to be proactive in sharing messages about how to look after the beach.

We need to share these messages with everyone and everywhere – such as signs.

There should be rubbish bins and people should know that they need to take their rubbish home.

Maybe there should be different tracks that cars and buses follow so that they are not wrecking the species habitats.

We don't want to say no because tourists and whanau want to travel up the beach but people need to be educated to know what they are allowed to do and what not to do.

Maybe there needs to be more people (like Uncle Abbey) out telling people what they need to be doing on the beach and how to look after it – everyday people patrolling. They need to know that they need to follow the rules.

We need to look after this space for our future. I want everything to still be as it is now when I am older.

From: Auriole Ruka aurioler@nrc.govt.nz
Subject: RE: FW: Te Oneroa A Tohe - Student Feedback
Date: 26 August 2019 at 4:37 PM
To: Jo Arthur Jo@pukenuischool.ac.nz
Cc: Rachael King rachaelk@nrc.govt.nz



Mihi marika! Ae, tika tau, no te mangai o ngā tamariki.

Thank you.

Ngā mihi

Auriole Ruka

Kaiwhakahaere Hononga Maori – Maori Relationships Manager
Northland Regional Council » Te Kaunihera ā rohe o Te Taitokerau

DDI 09 470 9372

M 027 715 9911



P 0800 002 004 » **W** www.nrc.govt.nz



Disclaimer

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Standard Time. During daylight saving, data is one hour behind NZ Daylight Time.

From: Jo Arthur [mailto:Jo@pukenuischool.ac.nz]

Sent: Monday, 26 August 2019 3:40 PM

To: Auriole Ruka <aurioler@nrc.govt.nz>

Subject: Re: FW: Te Oneroa A Tohe.

Okay - the students brain stormed this afternoon and these are some things that they have come up with.

Issues and Solutions

- Less car wrecks being left on beach and on the forest tracks leading out to the beach. These should be picked up as soon as someone sees them or they happen.
- Rubbish - more beach clean ups (but also a solution to where the rubbish should go)
- Over fishing and taking shellfish - way more patrols of the beach to check that the people who are fishing and taking shellfish are doing it correctly.
- Dogs should be on leashes - in case their are nesting birds, seals or penguins

- Signs on the entry points to 90 Mile with less writing and more basic graphics (they need to be big signs) Need to remind people about speed on beach, taking your rubbish home, it's not a safe place to swim and to drive carefully.
- Fishing Trawlers - some come in quite close at times Maybe a certain distance off shore so that the people who go out and catch fish for their whanau know that there will be fish there.

Hope this is the kind of thing you are after - as they say, 'Out of the mouths of babes'

Regards

Jo Arthur

These are some of the things my class came up with:)

Jo Arthur

On Mon, 26 Aug 2019 at 09:18, Auriole Ruka <aurioler@nrc.govt.nz> wrote:

Karawhiua!

From: Jo Arthur [mailto:Jo@pukenuischool.ac.nz]

Sent: Monday, 26 August 2019 9:06 AM

To: Auriole Ruka <aurioler@nrc.govt.nz>

Subject: Re: FW: Te Oneroa A Tohe.

Kia ora Auriole

I will have something from my class this afternoon:)

Regards

Jo Arthur

On Mon, 26 Aug 2019 at 09:01, Auriole Ruka <aurioler@nrc.govt.nz> wrote:

Kia ora Jo,

It would be wonderful to get the korero from the kura in relation to the beach management plan. Please let me know if you need any other information. I have copied in our Administrator for her information.

Below is the link to the website <https://www.teoneroa-a-tohe.nz>

Send your feedback to: info@teoneroa-a-tohe.nz or Post it to: Te Oneroa-a-Tōhē Beach Management Plan Northland Regional Council Private Bag 9021, Whangārei Mail Centre, WHANGĀREI 0148

Mauriora,

Ngā mihi

Auriole Ruka

Kaiwhakahaere Hononga Maori – Maori Relationships Manager

Northland Regional Council » Te Kaunihera ā rohe o Te Taitokerau

DDI 09 470 9372

M 027 715 9911

Letters Received

16 JUL 2019

FILE No.
N.R.C.

12. 07. 2019.

Northland Regional Council.

I would object very much to the local iwi managing our precious Ninety Mile Beach.

Nobody can control what the sun, wind & rain do to the sand dunes. I am well over 80. I have seen many changes. I learnt to swim on Ninety Mile Beach.

The local iwi are the biggest rapist of our local beaches regarding shell fish. Most days especially the further north you go you will find the maori's digging toheroa with spades & shovels.

One day going back some time I watched a boat come across from Rangiputa & come ashore at the entrance to East Beach. Bags & bags of kina were unloaded.

onto the back of a truck. These
kina would have ended up at
the black market.

The New Zealand Fisheries do a
wonderful job on our coasts.
Leave it up to them.

Stop the local boons from
creating havoc on the beaches
with motor bikes.

Shively Mile Beach belongs to all
New Zealanders.

For obvious reasons I will not
sign my name.

God Bless.

From one who knows.

- 1 AUG 2019

FILE No.
N.R.C.

Dear Te Oneroa-a-tohe NZ,

Thank you for the opportunity to have a say on about what is important to me and what I would like to see for the future of Ninety Mile Beach.

Ninety Mile Beach is of extreme importance to the far north community. We have for generations had free and open access to this very precious place. I would not like to see anything happen that would limit the responsible use and access to this beautiful area.

Ninety Mile Beach is of national importance and I would not like to see anything that restricts people's ability to connect with and visit this incredible area.

We must remember that the vast majority of people that visit the beach whether they go to gather shellfish or catch a feed of fish for their family or are sightseeing do so responsibly. I hope future generations can enjoy this beach and the outdoors as the generations before them.

In the future I would hate to see restricted public access, whether this be by financial charges or excessive legislation. I would like to see open and free access for all New Zealanders for ever.

In regard to management of the beach I think there needs to be a clear distinction made between the vast majority of people who enjoy the beach responsibly and the small minority of people who do not. I am certainly supportive of rules that would ensure no rubbish is discarded on the beach (bearing in mind that most rubbish is flotsam from the sea), safe driving and a responsible speed limit.

Due to the physical size and length of the beach I would like to see the continued responsible use of motor vehicles given the vast distances involved. Vehicle access is also required in the transportation of fishing equipment, boats and most importantly people. For safety reasons it is also important that emergency services are able to access the beach at locations immediate to the emergency so assistance can be given in a timely manner. It should be noted that all different types of people operate vehicles on the beach whether they be collecting rubbish, fishery's officers, police, conservation department, sightseers, fisherman, shellfish gathers, locals, other New Zealanders or foreigners on holiday because this is the only way to efficiently move given the distances involved.

I guess what I am trying to say is Ninety Mile Beach is important to all of us and I would not want to see any significant changes that impact the access and enjoyment of this beach for those who do so responsibly.

C Savill,
R D 4,
KAITAIA.

13 Miro Place
Kaitaia 0410

19 August 2019

Attention: Haami Piripi, Chair of Te Hiku Beach Board

C/- Te Hiku Beach Board

Email: geraldine@teaupouri.iwi.nz

Tena koe, Tena koutou katoa.

TE HIKU BEACH BOARD: PREPARING A DRAFT BEACH MANAGEMENT PLAN

INTRODUCTION

There has never been a specific management plan for all Te Oneroa a Tohe which caters to the relationship that tangata whenua has with its ancestral land. Tangata whenua never tire of the bounty or vista views that their whenua offers and that is why they like to get in amongst it. That is why their sheds are full of fishing and scuba gear, camping gear, surfboards and four-wheel drive vehicles. They work hard tending the land that sustains them while feeding their families in the process. They are a forward-thinking bunch, keen to embrace technology and agriculture improvements, but their coastal life is just as important too and they hold their traditions dear. They are grateful to those earlier generations who had the foresight to establish roots, to protect or defend the culture, traditions and facilities we revel in today. Tangata whenua stand tall on the shoulders of their ancestors and strive to pass this inherited abundance on to their children. Yes, they know how lucky they are to live a lifestyle they have. How can you tell they don't take their lifestyle for granted? Just watch them fish for their extended families, dig for tuatua at low tide, dive and gather kaimoana for birthdays and tangihanga on cold windy days – they all have some salt in our veins. They also value community connections and taking time out of a busy schedule to korero with friends and foe.

BACKGROUND

Commercial harvest of kaimoana is a serious business in Te Hiku, but Te Hiku is also a community who likes to share its bounty with family, friends and neighbours over the fence. There have been misconceptions that commercial and non-commercial activities do not compete for the same resource or compete for use or access to the same area. Activities of commercial activities has had an impact on other people's use and values connected with Te Oneroa a Tohe. As an example, the GLM9 commercial fishery under the Fisheries Act is solely a 'mussel-spat' fishery managed under the Quota Management System (QMS). Beach cast spat is harvested by mechanical means. This method was accepted by the Minister of Fisheries and has been in practice for over a decade. Crucially, beach cast spat supports approximately 80% of the spat needs for the \$250+ million New Zealand Green-lipped Mussel farming industry. For tangata whenua of Te Hiku however, the harvesting of this resource is limited to Te Oneroa a Tohe (90 Mile Beach), even though Area 9 extends from North Cape around the NW of the North Island down to Tirua Point near Kawhia, comprising approximately 400km of open coastline plus harbours. Of recent (August 2019), a video footage of mechanical harvesting went viral on Facebook and within weeks it has become a heated topic for discussion. For many people in the wider public, it was their first-time witnessing the methods being used and many were alarmed. For tangata whenua, it has been an ongoing concern particularly around the environmental impacts and who, if anyone, is directly responsible for policing and enforcing compliance under the RMA. There has also been research that confirms tuatua and toheroa are being damaged because vehicles are now bigger, heavier and faster.

There are Maori owned property and Maori reserves whose lands abut area's along Te Oneroa. In this respect, the importance of Te Oneroa a Tohe to tangata whenua and indeed special places of importance to tangata whenua, must be

acknowledged and widely respected. Tangata whenua has placed few if any restrictions or regulations on public access, use and enjoyment and will continue to do so if people acknowledge and respect their values. Vehicle access and areas set aside for camping is limited to protect the fragile flora and fauna; and its cultural significance. Local Iwi have and expect to continue placing temporary rahui (closure) over their coastal area of interest in the event of a drowning as a sign of respect for the deceased or some other sad happening, as is consistent with their tikanga. These restrictions apply equally to their own people.

While the future may look bright, at present local Iwi and kaitiaki do not know what will happen to their natural resources in the distant future. Local hapu will continue to protect its resources by whatever means they think is necessary. They know through first-hand experience what has happened in the past and what continues to happen today. As a tribal member and a customary/recreational fisher to Te Oneroa a Tohe, the following is suggestions for consideration. I have no high expectations for the perfect beach management plan but rather a plan that is culturally sensitive, recognize that Te Oneroa a Tohe is a taonga to many people for many different reasons and whereby the local hapu, the local communities and the wider public can accept that the proposed change is for the better.

CONCLUSION

The proposed Beach Plan must therefore take into consideration and acknowledge current Maori reserves or the implementation of Maori reserves, private property, legislative mechanisms and regulations under the RMA for cultural and spiritual purposes, and legislative mechanisms and regulations under the Fisheries Act/s for customary and recreational fisheries purposes. There are legislative mechanisms under the Maori Fisheries Act 2004 and the Fisheries Act 1996 to further consider as Iwi (MIO) are proprietors of quota and in some cases aquaculture space. To mitigate confrontation, it is therefore important for the Beach Board to understand that the clarity of what people can or cannot do with its resources is going to be dependent on how clear the title is for “proprietors” and “kaitiaki” to exercise their principles and values.

SUGGESTIONS

1. Access to known customary fishing areas along Te Oneroa a Tohe be protected;
2. Cultural, spiritual and customary practices of tangata whenua are protected and observed;
3. Activities for mechanical harvesting is operated within the zone from the highwater mark to approximately 50 metres offshore from the low water mark (sub-tidal). There appears to be some confusion or ignorance around who is responsible for monitoring RMA regulations. To be fair, suggest introducing a regulation whereby applicants must apply for a Resource Consent to use plant and equipment along Te Oneroa a Tohe that weighs more than 6 tonne in combined gross weight. Applicants must agree to a Code of Standard and Conduct as a condition. Failure to conform to conditions could mean the resource consent is declined or is terminated. This code would also apply to tourist buses (so as not to just pick on the spat collectors). Funds from resource consents goes to Te Oneroa a Tohe Beach Board for, as an example, operations and scientific/environmental research;
4. That the Te Hiku Beach Board considers including a Disputes Procedure whereby any disputes between tangata whenua and other users of the beach can be listened to and addressed in a non-threatening and considerate manner (for all parties).

Naku noa, na

Louise Mischewski

Resident and Iwi member in Te Hiku

Online Feedback via Website

Start Date	What do you think are the important issues facing the beach, and how do you think these should be managed?	Any additional comments	If you want to be kept informed, please enter your details here
			Full name
2019-07-02 15:59:54			Georgina Perene
2019-07-02 14:21:18	This beach is a taonga and needs to be protected from, at times, what is selfish behaviour. Vehicles on the beach and dunes is of concern for me, they have weakened natural dune buffers, compromised important bird nesting sites such as the dotterel grounds, are a hazard for other beach users and have been a noise nuisance. I believe residential areas of the beach, between the two fishing ramps along foreshore, should be vehicle free and given back to beach goers. It appears the current approach of driver education isn't working and cannot be policed. Our dotterel ground near the wairoa stream should like wise be vehicle, horse and dog free to protect this natural nesting site. We can't turn the tide immediately on rising high tide levels due to climate change, but we can look at continued plantings of spinifex and pingao in those sensitive areas, discourage dumping of rubbish, and do everything we can to help restore our natural dune system as nature's best defence. Thank you for opening up this space for community dialogue and consultation.		Karen MacDonald
2019-07-02 10:57:14	Kia ora koutou. Hopefully the management plan will include the following: 1. Establishment of ongoing protection measures to conserve indigenous flora & fauna, both marine and terrestrial, within the zone. 2. Will enable and celebrate public access to the beach, and clearly identify no-go-areas, eg, nesting dotterels, with barriers and displays explaining biology, rarity, and dangers. 3. The 'barriers' themselves could be works of local art that enhance understanding of cultural, geographic, historical and biological aspects. 3. To study as far as can currently be known, how the area is likely to be affected by climate change and rising sea levels, and what possible protections or mitigation could be provided for areas of critical value.		Jackie Davidson
2019-07-04 19:00:06	Cars need to be removed from the beach they are a hazard to local bird life. Regular clean ups needed of plastic that washes up.		
2019-07-06 22:34:27	I believe there should be ongoing and continued public access for vehicles on 90 mile beach. I think that the impact to shellfish beds could be managed by mapping no go areas on Google Maps i.e. tidal zones where it's most likely shellfish are located. I don't think idiots doing donuts can be managed other than surveillance.		Gary Stevenson
2019-07-07 13:24:23			Litesha Marsden
2019-07-08 16:28:59	Protect the environment, the dunes birds and plants. They are too many cars on the beach. We should only allow people or animals on the beach. Fines for rubbish and dumping.		Regina Becher-Tatnell
2019-07-09 8:05:56	Vehicles with drivers who do not respect other users by speeding, doing wheelies and driving in sand dunes. More signs with rules and policing of rules by police and caretakers. Public reporting bad behaviour. Some sections of public taking undersized fish and shellfish. Again more signs and policing of rules needed.		Kaye Mason-Riseborough
2019-07-09 8:05:56	Vehicles with drivers who do not respect other users by speeding, doing wheelies and driving in sand dunes. More signs with rules and policing of rules by police and caretakers. Public reporting bad behaviour. Some sections of public taking undersized fish and shellfish. Again more signs and policing of rules needed.		Kaye Mason-Riseborough

Start Date	What do you think are the important issues facing the beach, and how do you think these should be managed?	Any additional comments	If you want to be kept informed, please enter your details here
			Full name
2019-07-11 9:47:35	The classification of a highway should be reviewed. https://www.newzealand.com/int/feature/ninety-mile-beach/ . Depleting of kaimoana, tuatua, toheroa, tuna whakaeke, patiki, native wildlife and native plants. Easy access allows easy access to kaimoana, vehicles driving over kaimoana, pushing it back further into sea. Reckless recreation causing death to many young and old, not enough management on beach. Saving our Sand Dunes which are a natural way of combating coastal waters rising sea waters, and storms change coastal lines not barriers. Dunes and wide beaches protect buildings from storms far better than sea walls. The beach is a wonderful, free natural defense against the forces of the ocean. Beaches absorb the power of the ocean waves reducing them to a gentle swash that laps on the shoreline. Storms do not destroy beaches. They change their shape and location, moving sand around to maximize the absorption of wave energy and then recover in the days, months and years to follow. Solution 1: Access to waterways by foot only at all times. Recreation: Access by foot only. Solution 2: Seeking payed permits per vehicle to beach managed by local iwi. Funds may help keep up the maintenance of beach, may help track use of vehicles and boats on beach. If data managed via systems on computer. Solution 3: Payed patrol around area during busy hours, off peak hours. (Council do it with care parks in town) Solution 4: DOC management plan working alongside iwi and stakeholders like schools, clubs and committees to create a sustainable management plan where all can get involved to carry plans through mo ake tonu ake. Every step completed should with karakia, mihi mihi and celebration as this whenua has been taken advantage of in many ways. Local Iwi need to take the stance and say enough is enough! (If it were private property..most access to beaches via private property are NOT allowed).		Maryanne Bedggood
2019-07-12 0:00:18	1. Identifying the Hapu/Iwi. 2. Whakapapa & History - Tupuna (Tohe) - Whakatauki, waiata, moteatea, pao..... 3. Kaitiakitanga Practices - Rahui - Kawa - Tikanga		Waimarie Kingi
2019-07-13 8:08:45			Earl Joe
2019-07-16 7:10:15	Long lining - there should be areas of the beach at specific times of the year where people can longline. Vehicle traffic - not sure of a solution for this one... as I am guilty of this also. Maybe a restriction to LOCAL Residents only during WINTER, AUTUMN AND SPRING... And NO VEHICLE TRAFFIC during SUMMER		Morgana Thomas
2019-07-18 12:35:49	Morena. Apologies that I cant get to any of your public discussion groups but Id like to bring up the issue of speed restrictions on the beach. Ill enclose the article from the Age that Peter wrote from my original letter to the editor . It details my concerns and is as relevant now as then..... even more so , as the new Management actually will have the power to implement and monitor changes. looking forward to hearing some positive change Nga mihi Sarah Fountain	90 Mile Beach speeds.doc	Sarah Fountain
2019-07-21 9:31:45	Get vehicular traffic off the beaches as much as possible as they disturb shellfish and spats living in the sand. There is the problem of plastic and other non biodegradable waste that finds it's way into the area. I've picked up plastic and other waste from Te Kōhanga (Shipwreck Bay) that has washed in from the sea. How to stop this waste getting there in the first instance.		Asta wistrand

Start Date	What do you think are the important issues facing the beach, and how do you think these should be managed?	Any additional comments	If you want to be kept informed, please enter your details here
			Full name
2019-07-22 16:29:05	ISSUES: 1. Beach Access (vehicles) Users of the beach need to be made aware that vehicle access is a privilege NOT a right. Drivers need to be educated about the cultural significance of the Te Oneroroa-a-Tohe Ninety Mile Beach and also the dangers. 1a. Speed limits Reducing speed limits of vehicles traveling on the beach is necessary to ensure the safety of all 1b. Recreational Motor cross / 4WD club Restrictions need to be placed or certain areas demarcated for these activities 2. Recreational Fishing rights to be maintained 3. Surfing and other water sports (non motorised) - access to be maintained and inclusive to all. MANAGEMENT 1 Education: 1a Vehicle access - require vehicles to be registered for beach access and the condition of registration is to complete a short enablement, the result is a declaration of understanding of the cultural significance, dangers and rights to refuse access if the terms of the management plan are not adhered to. 1b Permits - charge a levy for beach access e.g. annual access pass. to help fund the preservation and governance of the beach activities. This will be difficult to get agreement on I suspect but could work over time. Start with non residents only - however everyone needs to pass 1a to get a permit to take a vehicle on the beach. This creates a token revenue stream to assist with some of the administration cost such as monitoring and education. 2 Monitoring more active monitoring with local patrols, + technology introduced to help monitor access & related issues (related to permit etc.) I look forward to following progress and I'm happy to contribute further to the discussion. Regards, Josh (part time Ahipara resident of 20years)		Josh Pengelly
2019-07-23 13:46:23	Vehicles on the beach - more guidelines on where and speed vehicles can be driven (to protect Toheroa etc) Protection of kaimoana - some areas closed to harvesting - even with permits		Samara Nicholas
2019-07-25 9:55:06	The issues are all well documented and are in many instances the same issues that beaches similar to Te Oneroa-a-Tohe face. However, one of the significant issues that tend to be overlooked is that of the lack of awareness and knowledge that is gained through Education. There seems no apparent planning with using Education as the vehicle to help prevent and eliminate many of the issues that are well versed in this day and age. Iwi needs to incorporate this taonga into their Educational Plans and then from this the progression into our local schools especially when one of the main educational pathways is that of learning based on local curricula. Student voice (tamariki) is powerful and obviously, in time it will them and future generations that continue or instigate the awareness, knowledge, and skillsets to overcome issues and preserve this taonga for all.		Clarence Yates
2019-07-28 5:29:06	- Livelihood of kaimoana and mataitai -Safety for people/whanau tamariki on the beach when playing on sand - keeping alive place names and korero about history of beach Use regular rahui and seasonal gathering of kai, strictly limit commercial takes Prohibit vehicles on beach between Te Neke and Morengai		
2019-08-21 12:26:26	Reckless vehicle use on the beach - impose a low speed limit area between Shipwreck and Kaka Street ramp, have beach guardians (liaise with Police) to monitor vehicle use, set up information areas for drivers at beach access points, fence more dunes to prevent destruction by vehicle use. Kai moana & wildlife protection - set up education points for beach users including MPI officer patrols, limit heavy vehicle (buses) access, create a watercare plan for rivers and streams that feed out onto the beach to prevent pollution, create more wildlife protection zones. Environmental and Dune protection - initiate more planting programs, fence dunes.		

Start Date	What do you think are the important issues facing the beach, and how do you think these should be managed?	Any additional comments	If you want to be kept informed, please enter your details here
			Full name
2019-08-25 17:21:32	<p>First of all the use of large and heavy machinery being driven by cheeky operators who continue to say they have a quota...and use these large machinery to collect spat from our beach. I think that this is a very important business. Not just for the damage it can do to our tuatua beds but also because we need our spat to feed our kaimoana. The quota system has got it wrong and they are not monitoring these fellas. Secondly, I am from Ahipara, but Mother was born in Spirits Bay, at the age of 5 or 6 they boarded a stage coach pulled by Clydesdale and travelled along the 90 mile beach till they got to Sands hills Road, at the end of Brass Road and Clarkes Road, there she says was a pig trough and they lived there for a few years until they found work in Kaitaia and moved to the corner of Griggs Rd and North Road. As recent as 15yrs ago I read in an Archive centre in Auckland of meeting minutes from a committee called the 90 mile beach committee and my grand parents were in attendance. I want to move home and I want to move on that property, I know where it is. As it was in their day, land is given to the wahine and her descendants only if they live on the land and do not upset the community around them. Reason I bring this up is because I would like to see an archive centre set up solely for the purpose learning how our tupuna lived, how they travelled, why they moved and left their whenua. Lastly I'd like to see a kind of adrenaline facility in Ahipara along Sandhills Road. Something like a dirt track or a bike track. It might get all those bikes and cars off the actual beach yet still be able to do biking etc. And thats all I have, I hope this was helpful in ay way</p>		Tuhi-Kura Maria Adams
2019-08-25 17:52:30 2019-08-25 22:25:49	<p>Tourist busses, people damaging pipi beds, more policing of the beach to ensure it's being looked after.</p>		Nickayla Ellice

Te Oneroa-a-Tōhē



***What's the future for
Te Oneroa-a-Tōhē / Ninety
Mile Beach?***

It's your chance to tell us about your beach

www.teoneroa-a-tohe.nz



Te Oneroa-a-Tōhē management area



A new era for Te Oneroa-a-Tōhē

He ara hou mō Te Oneroa-a-Tōhē



Te Oneroa-a-Tōhē board members in February 2019.

Te Oneroa-a-Tōhē / Ninety Mile Beach is a special and iconic place, both used and treasured by many. The beach is of extreme importance to the five iwi of Te Hiku o Te Ika (the far north - the tail of the fish).

To help manage this precious taonga for current and future generations a new body has been created – Te-Oneroa-a-Tōhē Board.

The board needs to develop a plan for managing the beach – and it needs your help to do it.

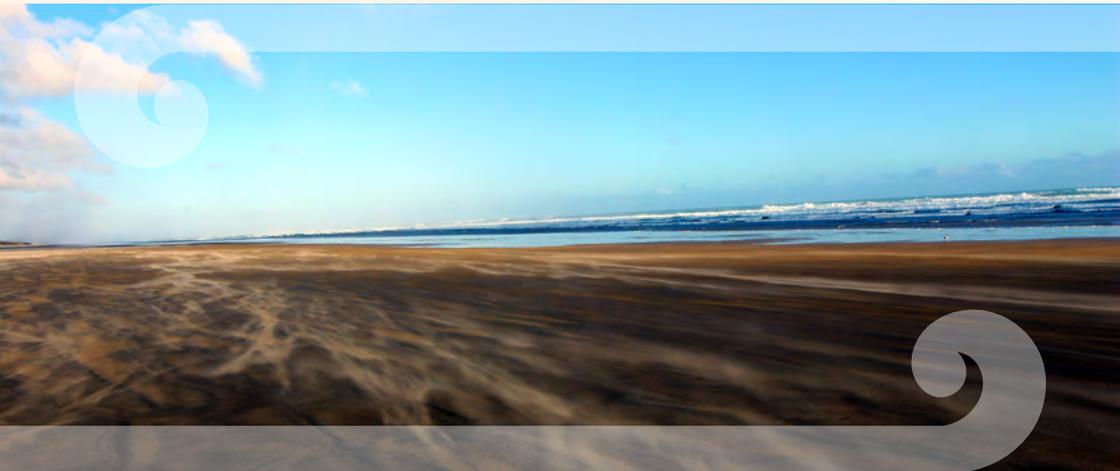


Te Oneroa-a-Tōhē/

Ninety Mile Beach

Named after the tupuna Tōhe (the long beach of Tōhe), the beach is of extreme cultural, historical and spiritual significance to the five iwi of Te Hiku o Te Ika (the tail of the fish); Ngāti Kuri, Te Aupouri, Ngāi Takoto, Ngāti Kahu and Te Rarawa.

There are centuries of stories associated with the beach, but it is most well-known by Māori for Te Ara Wairua – the spiritual pathway between the living and the dead and the route our deceased take on the journey to their ancient homeland.



No rubbish
Kore Raru

Safe driving
Kia tika te mau
o tō waka

People use
the beach
Manaakitia

**What do you want for
this iconic beach?**

**He aha ōu hiahia mō
tenei takutai moana?**

Safety
Kia Pai

Protect
the dunes
Tiakina Te
Tahuna

Protection
of Toheroa
Rāhuitia

Cultural
practices
Tikanga Māori

Before developing a management plan for Te-Oneroa-a-Tōhē, the board wants to find out what you want.

- What do you think are the important issues facing the beach?
- How you think these should be managed?

Your feedback will help shape the plan – what the issues are and how they should be managed.

Have your say

Kōrero mai

There are a range of ways you can have your say and find out more about the Beach Management Plan.

Website:

www.teoneroa-a-tohe.nz

Send your feedback to:

info@teoneroa-a-tohe.nz

Post it to:

Te Oneroa-a-Tōhē Beach Management Plan
Northland Regional Council
Private Bag 9021, Whangārei Mail Centre,
WHANGĀREI 0148

Come along to a drop-in session or hui:

Date	Location	Time
Thu 18 July	Te Ahu Centre, Kaitāia	4.00pm - 6.00pm
Fri 19 July	Roma Marae, Ahipara	5.30pm - 7.30pm
Sat 20 July	Kaitāia Markets	8.00am - 10.00am
Fri 26 July	Potahi Marae, Te Kao	5.30pm - 7.30pm
Sun 25 August	Venue tbc, Pukenui	4.00pm - 6.00pm
Mon 26 August	Te Hiku o Te Ika Marae, Te Hapua	5.30pm - 7.30pm
Tuesday 27 August	Kaitāia Golf Club, Ahipara	4.00pm - 6.00pm

Dates, times and venues may change – please see www.teoneroa-a-tohe.nz for the most up-to-date event information.

Please provide feedback by 13 September 2019.

Meet your Board

Mea nei tō Poari

Te Oneroa-a-Tōhē Board was established through Treaty of Waitangi settlement legislation for Te Rarawa, Te Aupouri, NgāiTakoto and Ngāti Kuri.

The board has an even split of Iwi and local government members and is chaired by Iwi.



Haami Piripi

Te Rarawa – Chairman



Hone Witana

Te Aupouri



Graeme Neho

Ngāti Kuri



Rangitane Marsden

NgāiTakoto



Paul Dimery

Councillor,
Northland Regional
Council



Mike Finlayson

Councillor,
Northland Regional
Council



John Carter

Mayor,
Far North District
Council



Mate Radich

Councillor,
Far North District
Council – Deputy Chair

Together, the board wants to ensure Te Oneroa-a-Tōhē/Ninety Mile Beach is managed in a way that ensures environmental, economic, social, cultural and spiritual well-being within the area, now and for the future.



Want to talk to someone?

E hiahia ana koe ki te kōrero?

For all general enquiries please email info@teoneroa-a-tohe.nz

Geraldine Baker - Te Aupouri
0800 236 376 - Geraldine@teaupouri.iwi.nz

Bronwyn Bauer-Hunt - Te Rarawa
09 408 0141 - brony@terarawa.co.nz

Olivia Doyle - Ngāti Kuri
09 409 8151 - olivia.doyle@ngatikuri.iwi.nz

What happens next?

Pēhea te anga mua?

The board will consider all the information and prepare a draft beach management plan.

The board is aiming to release the draft beach management plan for public feedback mid 2020.



Te Oneroa-a-Tōhē Beach Management Plan

Summary of Feedback



General Overview

The Te Oneroa-a-Tōhē Board carried out engagement with the community from 1 July 2019 for approximately twelve weeks, with the final engagement being held on 27 August 2019. Seven hui were conducted over this time, from Kaitāia through to Te Hapua.

Feedback was received through multiple channels and in addition to the engagement hui included letters, emails, and local kura and online feedback.

Over 1,500 responses were received from the community hui and school engagement. In excess of 200 people attended the various engagement hui.

Traffic, parking and access in relation to the beach management areas were the most common themes discussed at the community hui. Key themes are outlined below, together with snapshots of community feedback.

Community Hui & Schools

Traffic, Parking, & Access

- Impacts of vehicles to the dune system;
- Vehicle, vehicle weight and speed restrictions;
- Promote driver education around the range of other users on beach.
- Beach accessways and their standard are a concern. Require maintenance and upkeep.
- Building a road behind sand dunes. Reducing beach access points.
- Understanding the status of beach as a road and highway.
- Vehicle impacts on kai gathering, and other flora and fauna.
- Access / traffic permits. Pay to enter the beach. Tourists and non-locals to pay; residents/ratepayers to access for free. Customary access.
- Impacts of commercial and larger vehicles to beach and kaimoana.
- Closure of beach to vehicles vs retained access for all vehicles.
- Safety issues for other walkers, horse riders.
- Helicopter use and landings.
- Role of NZTA, NZ Police and other Government agencies.
- Importance of Te Ara Wairua.

Fisheries

- Management of fishing stocks, from overfishing. Licensing and permits.
- Imposing 12-mile commercial fishing limit.
- Appreciation of the sea as a food basket.
- Limit on commercial fishing vs recreational fishing. Impacts of trawlers and long liners.
- MPI monitoring and fisheries presence.
- Spat collection and harvesting practices. Prefer hand gathering or other innovative methods.

- Education and research around spat and spat collection. Importance of spat to economy.
- Impacts to shellfish – toheroa, tuatua, pipi.
- Quota system, allocation, and management. Role of hapu and marae in quota system.
- Taiapure and customary fishing areas.
- Role of fisheries in economy, contribution to jobs and employment vs impacts to fishing stocks, recreational fishers.

Rubbish

- Rubbish/recycling collection points along beach.
- Residential and water based rubbish dumping. Price of dumping at approved facilities. Removal of refuse fees/charges.
- Education – take waste/rubbish with you.
- Organised annual beach cleans with increased marketing/advertising to increase participation.
- Impacts of plastic to sea life and to food chain.
- Waste management requirements for temporary events on beach.
- Limited co-ordination in terms of rubbish management along beach. Joining up of individuals/groups similar to landcare groups and their management of areas.

Monitoring

- Lack of wardens, kaitiaki rangers, officers (ie. MPI, Police, DoC) monitoring activities along beach. More patrolling required.
- Use technology – drones, cameras at access points.
- Use of rahui and other cultural practices.
- 0800 hotline, response crews or mandated groups with authority to act.
- Power of social media to communicate and highlight activities.
- Monitoring of specific species (pests, kaimoana) and vehicle use/access.

Education

- Te Oneroa-a-Tōhē Beach Ambassadors.
- Website and Apps as tools.
- Educational notice boards and signage at beach entrances. Info kiosks along beach.
- Dos and don'ts for the beach.
- Links to education re: kaimoana, flora and fauna.
- Cultural history importance and understanding.
- Promotions and campaigns – educate people about the beach.

Biodiversity

- Beach as a refuge for animals and plants.
- Vehicle impacts on unique habitats and biodiversity.
- Impacts to sea birds (eg. fairy tern, dotterel).
- Impact of plastics and rubbish to animal life.
- Planting of dunes and restoring dune lakes / wetlands as important habitats.
- Protection of taonga species.

Kaitiakitanga

- Acknowledge kaitiaki role of whanau and voice of hapu.
- Restore traditional place names.
- Kaitiaki rangers.
- Maori history and protection of taonga.
- Use of rahui and installation of pou.

Cultural Matters

- Land and beach based middens and their history.
- Wairua of beach. Te Ara Wairua.
- Cultural practices/local tikanga on beach – ie. no eating shellfish whilst on beach.
- Hapu management plans.
- Treaty Claims, Te Tiriti and customary title.
- Sites of cultural significance (land, beach and sea). Wahi tapu.
- Access to traditional sites.
- Spreading of ashes.

Management

- Support for more controls on beach.
- Progress towards collective management considered a good thing.
- Plan requires teeth.
- Incorporate interests adjoining the beach.
- Management through zones vs a whole of beach approach.
- Board to be sole governing body and manage resource consents.
- Bylaws.

Signs

- Impressive pou throughout beach.
- Less writing, more images.

- Speed signs.
- Signage at key points along the beach. Linked to access ways.
- Naming and signage of special areas and taonga species.
- Signage regarding rules on beach/sea, quotas, pollution.

Dunes

- No bikes, horses, or vehicles on or behind dunes.
- Whanau, hapu, Iwi leading dune restoration.
- Impacts of erosion and disappearing dunes.
- Increase riparian planting and pingao.
- Establish beach groups to help manage dunes and other aspects of environment.

Infrastructure

- Sewage discharges and leaks onto the beach.
- Appropriate toilet facilities with preference for eco-friendly use.
- Infrastructure around access points and ramps.
- Lack of rubbish facilities.
- Wheelchair access.
- Te Araroa Trail facilities.

Tourism

- Tourist designated area. Limit whole of beach.
- Limit / ban freedom camping near/on the beach and campervans.
- Need appropriate facilities to accommodate tourism.
- Tourism activities and impacts on taonga / beach.
- Concern regarding profit not being returned to improve beach experience / quality.

Forestry

- Impacts of forestry and forestry use on beach and kaimoana.
- Replace pines with coastal plants and natives.
- Pig hunting on the beach near forestry.
- Use of forestry income to support beach management.
- Effect of operations, harvesting and encroachment onto dunes.

Health & Safety

- Safety of people on the beach - especially children.
- Concerns over vehicle speed and impacts to safety.
- Rescue facilities and emergency services. Surf rescue.
- Keeping tourists safe.

Consultation

- Concerns were raised over consultation process.
- Further engagement opportunities were outlined ie discussions with Bluff Campground Trustees.

- Inclusion of whanau throughout the process.
- Government agencies such as DoC also need to listen to concerns.

Water

- Concern over freshwater streams being depleted along the beach.
- Freshwater management.
- Lack of access to potable water along the beach, especially for Te Araroa Trail.
- Water quality is of concern. Toxins, sprays, and other hazardous substances.

Funding

- Resourcing and income generation opportunities - levies, profits of commercial activities, sponsorship, user pays, concessions.
- Cover costs of initiatives – toilets, signs, other activities.

Sustainability

- Economy vs focus on land and sea. Kai vs \$\$.
- Seasonal gathering and resource replenishment.
- Sustainable cultural practices and harvesting.
- Beach a lifeline for families. Sustaining resource into the future.

Temporary Events

- Impacts of events – rubbish, impact on fisheries, increased traffic.
- Events vs existing uses. Ensure compatibility.
- Events require management.

Research

- Government to fund health check of the beach management area.
- Effects of depleted streams leading to the beach. Requires investigation.
- Survey data at vehicle access points.
- Forestry and land use issues affecting beach and water.
- Spat collection and process.
- Need more implementation, not research.
- Science and matauranga used as well as history.

Hazardous Substances & Activities

- Prohibit oil drilling and mineral extraction / mining.
- Boards position on such matters.
- Ahipara landfill seepage/leachate.
- Oil spills/fuel on beach.
- Strategic plan Te Hiku wide needed.
- Fertilisers, pesticides and septic tanks.
- Diesel and petrol from vehicles.
- No GMOs.

Recreation

- Creation of recreational areas on adjacent land.
- Te Araroa Trail – 2,500 walked beach last season.
- Windsurfing, blow-karts, parasailing.
- Recreational space suitable for bikers.

Whales

- Iwi, DOC, and Project Jonah korero.
- Whale stranding protocol.
- Cross jurisdictional issues.
- Leaving whales on coast they land at.

Climate Change & Global Warming

- Rising sea levels.
- Interference with private property.
- Plan to have positive effect on climate change.

Animal & Pest Control

- Managing cats, stoats, rats.
- *Mollmoss* and *Pyura*.
- Uncontrolled dogs and horses.
- Specific areas where dogs can be on beach.

Zoning

- Designated places for motorbikes, horses.
- Safe zones and exclusion zones.

Board

- All Iwi being at the table.
- Korero required with Parengarenga A.
- No female / youth on Board.

Digital Connectivity

- No cellphone coverage and lack of reception.
- Need to use / make most of digital technology.

Crime and Drugs & Alcohol

- Theft.
- Drug and alcohol free beach.

Key Themes – Letters

Management

- Concerns about Iwi management of 90 Mile Beach and preference for management to retain in Ministry of Fisheries hands.
- Support for rules which manage rubbish, safe driving, and responsible speed limits.
- Ability to place rahui over coastal areas of interest.
- Inclusion of a disputes process between beach users.

Fisheries

- Impacts on shellfish.
- Responsible fish / shellfish gathering.
- Spat collection and mechanical harvesting – specific rules and requirements associated with collection methods (code of conduct/resource consent).

Traffic, Parking, & Access

- Impacts of motor-bikes.
- Open and free access for reasonable use, connection and enjoyment of beach.
- Protect access to known customary fishing areas.

Cultural

- Protection and observation of cultural, spiritual and customary practices of tangata whenua.

Funding

- Funds from resource consents to Board - used for operations and scientific/environmental research.

Online Feedback via Website

Cultural

- Importance of karakia and mihimihi.
- Whakapapa and history, whakatauki, waiata, moteatea, pao, Kaitiakitanga practices, rahui, kawa and tikanga all important components.
- Drivers need to be educated about the cultural significance of Te Oneroa-a-Tōhē.
- Importance of place names and korero about beach.
- Seasonal gathering of kai.

Management

- Permits per vehicle to access beach, managed by local Iwi. Funding used to maintain beach.
- DoC management plans working alongside Iwi, schools, clubs and committees.
- Watercare plan for rivers and streams that feed into the beach.

Traffic, Parking, & Access

- Vehicles have weakened dunes and compromised bird nesting sites.
- Vehicles are a hazard and noise nuisance for beach users.
- Enable and celebrate public access to the beach but identify no-go areas (ie. for nesting dotterels).
- Cars to be removed from beach as a hazard to local bird life. Only allow people and animals on beach. Access by foot only.
- Review classification of highway.
- Access and vehicle use impacts kaimoana.
- Restrict vehicle use to locals only and during certain seasons. No vehicle traffic during summer.
- Speed restrictions for the beach.
- Restrictions on motor cross / 4WD clubs, with certain areas demarcated for these uses.
- Limit heavy vehicles such as buses.
- Set up an inland dirt/bike track to get cars/bikes off beach.

Biodiversity

- Dotterel impacted by vehicles, horses and dogs.
- Ongoing protection measures to conserve indigenous flora and fauna, both marine and terrestrial.
- Depletion of kaimoana, tuatua, toheroa, tuna whakaeke, patiki, native wildlife and native plants.
- Create more wildlife protection zones.

Dunes

- Continued planting of spinifex and pingao in sensitive environments.
- Restoration of dunes as best natural defense against climate change.
- More planting programmes and fence dunes.

Rubbish

- Discourage rubbish dumping.
- Regular beach cleans required.
- Fines for dumping rubbish.
- Problem of plastic and other non-biodegradable waste.

Signs

- Signs explaining biology, rarity and dangers for flora/fauna on beach.
- Signs with rules explaining expected beach etiquette.

Climate Change

- Research into how the area can be affected by climate change – possible protections and mitigation measures for areas of critical value.
- Value of coastal dune system in climate change mitigation.

Fisheries

- Mapping of no-go areas for shellfish gathering.
- Specific areas for use of long-lines.
- Strict limits to commercial takes.

Monitoring

- Irresponsible vehicle use can only be monitored via surveillance.
- Public reporting bad behavior.
- Paid patrol around beach and the use of technology to monitor issues.
- Lack of monitoring for mussel spat collection.

Education

- Use education as tool to prevent issues. Incorporate beach into educational plans and involve schools / students.
- Education points for beach users including MPI officer patrols.
- Setting up of an archive centre about the beach.

2020

2019

December

November

October

September

August

July

May

April

March

February

January

2018

2017

2016

2015

2014

The future of Te Oneroa-a-Tōhē/Ninety Mile Beach

16 Dec 2019, 9:38 AM

Te Oneroa-a-Tōhē



Media release on behalf of Te Oneroa-a-Tōhē / Ninety Mile Beach Board

The care and safety of all users and visitors to the beach, acknowledging tangata whenua and protecting the environment are some of the public concerns that will eventually help shape a formal management plan for Te Oneroa-a-Tōhē/Ninety Mile Beach.

Established through Treaty of Waitangi settlement legislation, the eight-member Te Oneroa-a-Tōhē Board has an even split of iwi and local government members and has been tasked with developing a management plan for the iconic beach.

Te Oneroa-a-Tōhē/Ninety Mile Beach has massive cultural, historical and spiritual significance – not just to the five local iwi who make up Te Hiku o Te Ika – but to the wider community (Māori and non-Māori alike) New Zealand-wide.

Beach board chair Haami Piripi (Te Rarawa) says with that in mind, a great deal of work has been done over the past few months – and will continue over summer – gathering a whole range of diverse views on the beach, all aiming to ensure a future management plan has the right balance.

“Our initial public engagement took place over 10-weeks from mid-July to late September and involved four hui, three public drop-in events, development of a website and the circulation of a consultation document to all post boxes in Te Hiku.”

He says broadly speaking, the issues people thought were facing the beach and their associated feedback/concerns fell into half a dozen areas:

- People are safer; (improving vehicle management via speed limits, fewer access points, designated zones for 4WD/motorbikes and addressing drug and alcohol abuse)
- Acknowledging tangata whenua; (including educating visitors about local history/the beach’s cultural significance; and supporting significant Māori cultural practices, including restoring place names, installing pou, protecting wāhi tapu, rāhui, taiapure and whale strandings)
- Protecting the natural environment; (managing vehicles/people/animals in and around sensitive areas like shellfish beds, sand dunes, native plantings and bird nesting areas; tightening controls on gathering of kaimoana – especially spat collection – undertaking new planting, fencing and predator management)
- Beach cleanliness; (better rubbish management, supporting landcare groups and educating visitors to take rubbish away)
- Visitor behaviour; (educating visitors about respectful and appropriate behaviours, through ambassadors, monitoring, signage and online)
- Improving facilities for beachgoers; (including parking, toilets, cellphone coverage and drinking water).

Mr Piripi says the board plans to gather more information over summer; to ‘ground truth’ what they had already been told with the Te Hiku community and beach users, as well as capture views from absentee landowners and others home for summer.

All this information will collectively feed into – and help shape – an eventual draft of the plan, which the board hopes to release for further public comment in about six months’ time.

Given the plan may cover such a broad range of activities - including cultural, resource management and economic considerations - Mr Piripi says the board’s collective view has consistently been that getting its balance right is not something that should be rushed.

“I’m already on record as saying the decisions made over the next few years will impact for generations to come and our tamariki, our mokopuna and their children won’t thank us if we get it wrong. It’s crucial to invest the time now to ensure we the best collective result we can.”

Mr Piripi says those keen to find out more about the board and what is planned for the beach can do so online via www.teonerora-a-tohe.nz

For further information on this release; Haami Piripi (chairman Te Oneroa-a-Tōhē/Ninety Mile Beach Board) (027) 441 9426.

Background information:

As of December 2019, Te Oneroa-a-Tōhē/Ninety Mile Beach Board’s chair is Haami Piripi (Te Rarawa) and Mate Radich (Far North District Council member) is deputy chair. Remaining board members (in alphabetical order) are; John Carter (Far North District Council), Colin (Toss) Kitchen (Northland Regional Council), Rangitane Marsden (Ngāi Takoto), Graeme Noho (Ngāti Kuri), Marty Robinson (Northland Regional Council) and Hone Witana (Te Aupouri).

Related information

[Te Oneroa-a-Tōhē website](#)

General Enquiries

0800 002 004

Stay connected: Call us toll-free between 8am and 4.30pm, Monday to Friday

Environmental Hotline

0800 504 639

The NRC 24/7 Environmental hotline: Report pollution or marine incidents toll free

Te Oneroa-a-Tōhe summer 2019/20

Online engagement report

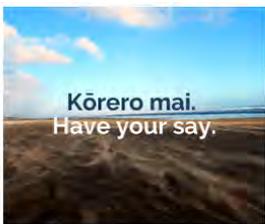
7 February 2020

The report outlines the online engagement received over the 2019/20 summer engagement period from mid-December to 31 January.

The online engagement portion is just part of a wider summer engagement which included iwi-led face-to-face engagement (for example, beach ambassadors) over the same period.

Te Hiku Media Facebook promotion

Five paid social media ads were run through Te Hiku Media's channels over the engagement period, in **nearly 2500 engagements** in total.

Advertisement	Reach	Engagements	People	Placements/Comment
	PAID: 2,774 ORGANIC: 2,882 TOTAL: 5,656	PAID: 292 ORGANIC: 53 TOTAL: 345 COST: \$0.17	51.3% Women 48.7% Men	47% Instagram Mobile App Feed 42% Facebook Mobile App Feed 6.4% Facebook Desktop 4.3% Facebook Mobile Browser Feed This was a focussed boost on the Auckland/Northland region, 18-65+, Male & Female. 4 days for \$50 - 23/12/19 - 27/12/19
	PAID: 2,739 ORGANIC: 2,478 TOTAL: 5,217	PAID: 288 ORGANIC: 116 TOTAL: 404 COST: \$0.17	62.8% Women 37.2% Men	59.2% Facebook Mobile App Feed 30.4% Instagram Mobile App Feed 5.9% Facebook Mobile Browser Feed 4.6% Facebook Desktop This was a focussed boost on the Auckland/Northland region, 18-65+, Male & Female. 4 days for \$50 - 27/12/19 - 31/12/19
	PAID: 4,705 ORGANIC: 3,997 TOTAL: 8,702	PAID: 584 ORGANIC: 7 TOTAL: 591 COST: \$0.09	32.8% Women 67.2% Men	65.2% Instagram Mobile App Feed 29.2% Facebook Mobile App Feed 3% Facebook Mobile Browser Feed 2.6% Facebook Desktop This was a national campaign, 18-65+, Male & Female. 4 days for \$50 - 2/1/20 - 6/1/20
	PAID: 4,770 ORGANIC: 3,152 TOTAL: 7,922	PAID: 569 ORGANIC: 104 TOTAL: 673 COST: \$0.09	58.1% Women 41.9% Men	51.5% Facebook Mobile App Feed 33.2% Instagram Mobile App Feed 9.1% Facebook Desktop 6.1% Facebook Mobile Browser Feed This was a national campaign, 18-65+, Male & Female. 4 days for \$50 - 10/1/20 - 14/1/20
	PAID: 3035 ORGANIC: 1107 TOTAL: 4142	PAID: 333 ORGANIC: 111 TOTAL: 444 COST: \$0.11	51.9% Men 48.1% Women	88.4% Instagram Mobile App Feed 9.3% Facebook Mobile App Feed 1.6% Facebook Desktop 0.8% Facebook Mobile Browser Feed This was a broad national campaign, 18-65+, Male & Female. 4 days for \$50 - 14/1/20 - 18/1/20

Web analytics

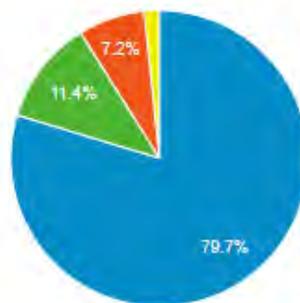
Over the period from 18 December 2019 to 31 January 2020, there were **nearly 500 page views** of the Te Oneroa-A-Tōhe website home page.

- As expected, spikes in visits to the website were in line with the social media ads going out.
- People visiting the website were overwhelming using mobile devices (76.3% mobile vs 23.7% desktop).
- Nearly 80% of those visiting the website came from social channels (likely largely as a result of promotion through Te Hiku Media's social channels).

Sessions by device



Top Channels



Online poll

There were 33 responses to the online poll. The natural environment and acknowledgement of tangata whenua were the top two responses respectively.

Which three things are most important for the future of Te Oneroa-a-Tōhē / Ninety Mile Beach?

Results based on 33 responses to this question.



Where do you live?

Results based on 33 responses to this question.

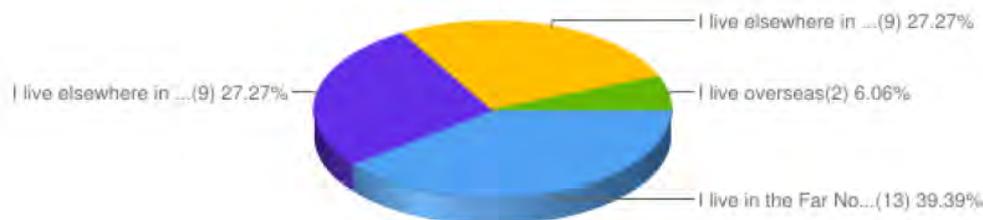


Photo competition

Due to a glitch in the system, people were unable to upload photos for the photo competition over the peak holiday period.

While an extra social media ad was scheduled with Te Hiku Media, potentially those who'd tried earlier got fed up and didn't try again so overall entry numbers ended up at nine.

We were unable to see how many people had visited the photo sharing site over this time to see what the potential conversion numbers might have been.

Encouragingly, the number of votes received by this handful of entries was quite high, with two of the images receiving 84 votes each.

Comments received via Te Hiku Media Facebook page

The comments received on Te Hiku media's Facebook page are shown below, and may provide further context for the beach board to consider.

Te Hiku Media
December 27, 2019 at 9:21 AM

Tukua mai 6 whakaahua!

Share your awesome photos of Te Oneroa-a-Tohē / Ninety Mile Beach and be in to win a \$200 prize pack.

Click [Learn More](https://www.teonerora-a-tohe.nz/to-enter/) or head to our website: <https://www.teonerora-a-tohe.nz/to-enter/>... [See More](#)



Enter now

Share your beach photos and win

Te Hiku Media
Media/News Company [Learn More](#)

John Malloy I would like fewer vehicles on the beach, but I am only speaking for Ripiro, as I don't know Te One Roa o Tohe well. I suspect that high vehicle traffic is bad for the toheroa, which are not coming back in the numbers we enjoyed in the 60s, despite the rahui. I would also like the rahui enforced, as there is no surveillance at present.

Like · Reply · 2w  2

Kaianuanu Fulivai Could have a usage charge for entrance but have local iwi and resident rates or passes.

Like · Reply · 2w · Edited

Paiaroha Franks Burns Te Oneroa-a-Tohe should be treated like an Ariki have rights treated with respect, honour & most of all love ❤️💜❤️💜 te aroha me te marama 🙏🌈

Like · Reply · 2w

Shaun Seymour No more 1080 toxic poison upon our Whenua, in our Water and killing our native wildlife, and contaminating our natural resources

Like · Reply · 2w  2

Nanny Ma All beaches should come under a more far reaching group of laws protecting this type of environment from human activity

Like · Reply · 3w  1

Janita Boulton No 1080 poison... especially in our water.

Like · Reply · 2w  1

Ann Johnson Any Rahui should be adhered to...

Like · Reply · 3w  2

Wino Elliott Its the "locals" who flog the hell out of the Shell fish etc..

Like · Reply · 2w

Steve Urlich lets fight against agenda 21 hope your station is waking people up kiaora'

Like · Reply · 3w

Te Hiku Media
January 2 at 12:58 PM · 🌐

What's the future for Te Oneroa-ā-Tōhē / Ninety Mile Beach? He aha te tirohanga ā mua o Te Oneroa-a-Tōhē?

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Author

Te Hiku Media Tēnā tātou - make share you head along to the site and share your whakaaro on the survey!

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Phil Broughton Kai moana marine reserve would be an awesome project, if it's viable. All marae will stand to have some gains from having koura, kina & paua ready for farming, when situations call for it.

Like · Reply · 1w



Barry-John Witana Need to educate. Getting a lot of new people in town who don't know or don't care. Mind you, a lot of locals are in the same waka. Iwi Rangers?? 🤔🤔

Like · Reply · 1w · Edited



Joanne Elvis Reti In order for one to enjoy something One must also look after it

Like · Reply · 1w



Bill Lee Before there were masses of car on the beach it was alive with shellfish.

Like · Reply · 1w



Chriss Taylor It's just a beach ,enjoy it ...

Like · Reply · 1w



Mack Hiku Chriss Taylor That beach is full of food.

Like · Reply · 1w



Chriss Taylor Yes. ,enjoy it

Like · Reply · 1w



Rueben Taipari It's an ancestor ko te Rerenga wairua. More than just a "beach" too deep to enlighten

Like · Reply · 1w



Ngahuia Harawira Chriss Taylor how about we just enjoy your house lol

Like · Reply · 1w



Write a reply...



Ardy Kelly aha te tirohanga anga mua "a vision going forward"

Like · Reply · 1w



Bill Lee Well come home guys.

Like · Reply · 1w



Cath Hopa-Pioletti Hopefully not under a private company control like the beach board.

Like · Reply · 1w



Klaus Jakobs It a long story an a long walk

Like · Reply · 1w



Rangimarie Pomare o Te Oneroa a Tohe, mo Te Oneroa a Tohe raini?

Like · Reply · 1w



Rocky Heka Wheres the fucken tua tuas at waipap gone ffs raped

Like · Reply · 1w



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January 10 at 2:18 PM · 🌐

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 **Doris Carillo** Space, silence, serenity! 😊😌😌
Like · Reply · 1h

 **Sanz Cheryl** So much to appreciate in this photo
Like · Reply · 16h

 **Marie Ricketts** Lovely TYxxx
Like · Reply · 21h

 **Cushla King** Super Super Beautiful 🍷 1
Like · Reply · 17h

 **Sam Rerekura** Whārō - Te Whārōrō ā Kupe = whārō or whāroa to stretch out your leg as if stuck in the sand. To lengthen or stretch out your leg. Similar to toro o ringa - stretch out your hands, or reach out
Like · Reply · 3d 🍷 3

 **Poj Nopera** Sam Rerekura tena koe, katahi ano kia rangona ki tenei whakamahuki mo Wharo. Mohio ke atu ki te korero i puta mai mo Tohe me tana mahi wharoro i te one
Like · Reply · 3d 🍷 1

 **Sam Rerekura** Poj Nopera ko Kupe to mua mai tohe tōmuri iho
Like · Reply · 3d 🍷 1

 **Sue Forgan** Stunning
Like · Reply · 3h

 **Roxana Jones** Alison Kay Grey
Like · Reply · 1d

 **Eva Poi** Eddie Walker
Like · Reply · 2d

 **Micheal Morphus** tell the truth its not bloody ninety miles long at all DICK HEAD NTH ISNDERS
Like · Reply · 2d

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23 mins · 🌐

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(posted 14 Jan)



Clinton Rangi Selecting between 1 - 3 of the 6 options provided isn't having your say, and yes I did attend two of the beach hui that were held in Te Hiku.

Like · Reply · 3w



Author

Te Hiku Media Kia ora Clinton - these options were developed from those hui and the survey is to understand the community priorities to support planning for the future.

Like · Reply · 3w



Top Fan

Evelyn White Replace vehicles with horses - houkainga enterprises?

Like · Reply · 2w



Jill Tahere Tangata whenua who hold mana whenua over this coastline should be at the forefront of this initiative as main stake holders and not just being acknowledged. When the term "community" is used this opens up too many loopholes for Property Developers to influence the bearaucratic organisations in developing this coastline for the very wealthy. While this may not be in the pipeline, rest assured no doubt the wheels are turning in the background of where this could ultimately end up and opening the coastline up for development - not for tangata whenua but for wealthy people wanting property in the last remaining untouched part of paradise.

Like · Reply · 2w



Steve Urlich kao te tahae of kaimoana from ahipara by loaders kino te contractors ?

Like · Reply · 2w



APPENDIX B – SPEED LIMIT REVIEW

Te Oneroa a Tōhē (90m Mile Beach) Speed Limit Review

Safety Report



Contact Details

Name: Shane Eyles

Eteconsultants.whg@gmail.com

18 Dinniss Avenue,
Regent,
Whangarei 0112

Mobile: +64 27 472 3237

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.....

Shane Eyles (NZCE (Civil), REA, MEngNZ)

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Appendix A – CAS Data		

1 Introduction

The Te Oneroa a Tōhē (90 Mile Beach) Board is currently developing a Beach Management Plan for Te Oneroa a Tōhē/90 Mile Beach. The area covered by the BMP is as follows:



Figure 1: Map of BMP Area

The BMP allows the Board to express a vision, objectives and desired outcomes for the Beach. It also allows the Board to develop actions to achieve these. In some cases NRC, FNDC and other agencies (such as DoC) are required to action these goals with the BMP having a range of levels of influence over other planning documents and legislative processes. These include;

- RMA planning documents (e.g. district and regional plan) “must recognize and provide” for the BMP
- Local Government Act decision making and documents (e.g. bylaws, annual plans and long term plans) “must take into account” the BMP
- Conservation Act documents (e.g. conservation strategies) “must have particular regard” for the BMP
- Resource consents under the RMA “must have regard to” the BMP

An extensive consultation process was undertaken from July – September last year, with a further summer engagement process over December – January. One of the key areas of feedback was traffic safety and access. Iwi, stakeholders and general beach users expressed growing concern about speed and driver behavior on the beach, especially around people and at the primary beach entrance locations.

As a result, in its recent deliberations on the draft BMP, the Board is committed to some form of speed control on the Beach, which presently defaults to 100km/h under current legislation.

2 Scope and Purpose of Report

This report will be used as part of the Boards consultation and support its submission to the Road Controlling Authority (RCA). It will essentially cover the requirements of Sections 2.3(2) & 8.1(2) of the Land Transport Rule *"Setting of Speed Limits, 2017"* which provides the framework for RCA's to review and set speed limits under the *Land Transport Act 1998*. The rule requires that RCA's, amongst other things, decide which speed limit is safe and appropriate for a road.

In terms of the Rule, Ninety Mile beach is a **designated location**. The speed limit set in these locations must be safe and appropriate for:

the numbers and types of road users, including pedestrians, cyclists, motorcyclists and moped riders; and

- The level of roadside development
- The condition or class of the road
- The use to which the road is put, and
- Any other matter relevant to public safety

The report will cover the considerations above and recommend an appropriate speed limit(s) for the beach, in order to provide the RCA some of the information necessary to prioritise and action any change of the speed limit under the rule. For the purposes of this report, the terms **road** and **beach** are interchangeable.

3 Site Description

3.1 General

Te Oneroa a Tōhē/90 Mile Beach is actually 88 kilometers long, and runs north from Reef point near Ahipara. It generally sweeps northeast and ends at Scott Point, approximately 5km south of Cape Maria Van Diemen. The general road alignment is very gently curving.

The Land Transport Act 1998 contains specific inclusion of a beach as a road. This allows local authorities to set speed limits on beaches, and also allows the New Zealand Police to enforce traffic laws, such as registration requirements, that apply to the on-road use of motor vehicles.

3.2 Road usage

Te Oneroa a Tōhē/90 Mile Beach is used for a vast array of recreational activities including surf casting, shellfish gathering, swimming, surfing and bodyboarding. Vehicles are often used to access these activities along the beach. The beach also forms part of the Northland portion of the Te Araroa Trail, with the trail running along the entire length of the beach. This attracts walkers/trampers throughout the year. The beach is officially a public road, although it is really only suitable for 4WD vehicles and is safe to drive only at specific tide times.

The beach is a popular tourist attraction; tourist buses regularly use the beach when travelling to or from trips to Cape Rienga. Bodyboarding at the Te Paki sandunes near the top of the beach is one of the highlights.

3.3 Traffic Volumes

No traffic counts have been undertaken as part of this report. There is only limited historical data available. The results of the historical literature searches are listed below. Both off road vehicles and buses are represented within the data.

- 1991 Ninety Mile Beach 35 tourist buses/day, peak summer (Stace 1991)
- 1998 Ninety Mile Beach 400/day (Hooker & Redfearn 1998)
- 2009 Ninety Mile Beach 2 400 bus trips Year (MPI)

In 2009, it was estimated that an average of 46 bus trips occurred each week at Ninety Mile Beach. There is however a seasonal element to the bus trips. It is difficult to apply any generic traffic growth factors to this data to bring it to present day numbers. However, the volumes have been tested for sensitivity to growth later in this report.

3.4 Roadside Development

There is no direct roadside development along Te Oneroa a Tōhē/90 Mile Beach in the traditional sense. Dunes running the length of the beach generally separate the beach from adjacent residential, farming and forestry land uses. However, from Reef Point at the southern end of the beach, to the Kaka Street access, the township of Ahipara is directly adjacent to the beach. This area has particularly heavy recreational use of the beach generated by residents and visitors to the township.

3.5 Other Beach Users

90 Mile Beach attracts a large amount of activity by vulnerable users including:

- Pedestrians (incl Te Aroha Trail)
- Cyclists
- Horse riders
- Land yachts
- Quad Bikes
- Motorcycles

Vulnerable Road Users (VRUs) are defined as pedestrians, cyclists and motorcyclists (including mopeds). They are termed vulnerable because they are subjected to higher crash forces than occupants in other vehicles, with a higher likelihood of serious or fatal injuries. The International Transport Forum's (ITF's) 2018 report on speed and crash risks suggests that most unprotected road users survive if hit by a vehicle at up to only 30km/h. Fatality is almost certain at a collision speed of 50km/h or greater.

3.6 ONRC Classification

The beach is not included in the One Network Road Classification system. However, given the road characteristics described above, it could be best classified as an Access Road.

3.7 Beach Access

There are five main vehicle entry/exit points on Te Oneroa a Tōhē/90 Mile Beach, namely Te Kohanga (Shipwreck Bay), Ahipara (Foresore Road), Ahipara (Kaka St), Waipapakauri ramp, and Hukatere. These locations provide access for all types of beach users.

3.7.1 Form/layout/condition



Figure 1 Te Kohanga/Shipwreck Bay



Figures 2&3: Kaka St Access (L) and Foreshore Rd (R)



Figures 4&5: Waipapakauri Access (L) and Hukatere Rd (R)

The accesses are effectively sand based gaps in the dune line, connecting to public roads.

In addition to the accesses listed. Te Paki Stream also used to access the beach near its northern most point. However, this access is not near a populated area and the condition of the stream bed (including the presence of quicksand) dictates the appropriate vehicle speeds.

3.8 Road Condition/Environment

The beach is a dynamic environment, with nature constantly reshaping the coastline. At mid to low tide, there is a generally firm and even sand which vehicles can traverse. As the tide comes in, this width decreases and eventually is entirely covered in water. There are frequent areas of soft sand and small stream crossings which can sometimes have deceptively steep

sides. These and other features means the road environment is a constantly changing and unpredictable one, unlike most other road environments drivers will encounter.

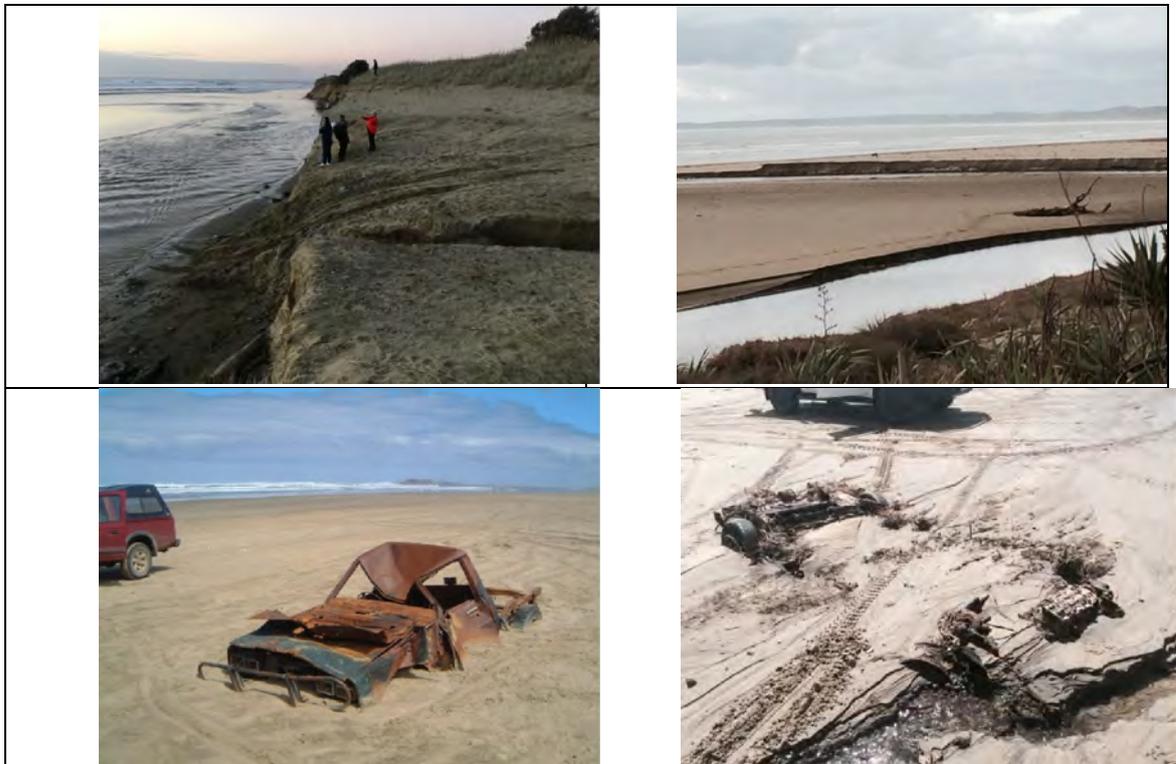
What could be termed the 'roadsides' of the beach are considered severe. To one side is the ocean. Waves cause the waterline to surge and retreat. A driver travelling, or veering, too close the waterline may lose control of a vehicle if a depth of water is encountered. To the land side, is soft sand which if driven onto at speed can cause a vehicle to overturn.

3.8.1 Hazards

In addition to the roadside hazards discussed above, there are other hazards present on the road which are unique to a beach setting including:

- Flotsam from ships cargo,
- Driftwood (including large pieces of wood/trees),
- Large Rocks/boulders (which may be exposed or covered by sand at different times)
- Surf surges – when a rogue wave can push the waterline suddenly further up the beach
- No delineation usually found on roads, such as line marking, signs and edge marker posts.

As speed increases, a driver's ability to identify and react to these hazards diminishes and stopping distances increase.





Figures 5 -10: Examples of Hazards

3.9 Infrastructure Risk Rating (IRR)

The Transport Agency has developed a risk rating model that proactively assesses road safety risk by scoring various road and roadside features. The factors combine to give a score which then relates to five risk categories, from low to high. This is a significant input into the speed management framework.

A rating was undertaken based on the road features as discussed above, the following rating was determined

Risk Category	Pts
Road Stereotype	10
Alignment Risk	1
Carriageway risk	1.45
Roadside hazard Left	2.8
Roadside hazard Right	2.28
Land use	1
Intersection density	1
Access density	1
Traffic volume	1
IRR Score	1.87
IRR Band	Medium-High

Table 1 – IRR Scoring

This score applies to the beach proper. No score was calculated for the beach access points.

4 Crash History

Between 2000 and 2019, a total of 24 reported crashes are recorded in the CAS database on the beach or at the access points. Two crashes were fatal, five serious, ten minor and 7 non-injury. One crash involved a pedestrian and five crashes involved motorcycles. Of significance, over half of the crashes involved loss of control and 25% involved hitting an obstruction. The most common obstruction was water. This data supports the veracity that the beach is a challenging driving environment with hazards not normally encountered on a typical roadway.

Four crashes occurred within 150m of the kaka St access. Three crashes were within 150m of the Waipapakauri access. A further six crashes occurred between the Ahipara Beach access and the Kaka St access, a distance of approximately 2.75km. Thirteen crashes occurred within a 2.5km radius of the kaka Street access.

4.1 Risk Metrics

4.1.1 *Collective Risk*

Collective Risk is a measure of the total number of fatal and serious injury crashes per kilometre over a section of road.

Because of the long length of beach in question, it is not surprising that the collective risk is rated as **Low** (0.004)

4.1.2 *Personal Risk*

Personal Risk is a measure of the danger to each individual using the road being assessed. This metric takes into account the number of crashes occurring per kilometre travelled. Traffic volume data is not current, but if the 1998 survey of 400 vehicles per day is used, the Personal Crash Risk is **High** (49.7). For sensitivity, even if the volumes today are double that surveyed in 1998, the Personal Risk still falls easily into the **High** risk band.

5 Discussion

5.1 Engineering up

Because in this case the road is a beach, it is clearly not practical to implement any of the traditional engineering infrastructure treatments along the route that would improve the safety of the current speed limits. No treatments to the road or roadsides are possible.

Likewise, at the access points to the beach, there are no engineering treatments that can be implemented to improve safety beyond the existing sealed surfaces with the current speed limit.

This suggests that as vehicles are travelling too fast for the conditions, lowering of the speed limit is required to improve the safety performance of the route.

5.2 NZ Speed Management Guide – Safe and Appropriate Speeds

Figure 1.4 in the guide shows recommended safe and appropriate speed limits for different road classes. This suggests that for a straight (Class 4) Access Road in a rural area, the appropriate speed limit is between 60km/h and 80km/h dependent upon conditions. For Urban areas (e.g. the beach access points), the table suggests speeds of 30km/h to 50km/h, with 30km/h suggested where there are high volumes of pedestrians/cyclists.

Table 2.2 of the guide further guides the choice of safe and appropriate speed limits for rural areas. For an unsealed road in a rural area where no risk metric is used, the suggested speed limit is <80km/h regardless of the Infrastructure Risk Rating (IRR).

Classification	Straight open road /urban motorways	Curved open road	Winding open road	Urban (not motorway)	
Class 1 High volume national	100-110km/h⁴ Depends on design and safety risk (e.g. divided 4-5 star, grade separated intersections, safety barriers) and factoring in enforcement thresholds				
Class 2 National, Regional, Arterial	80-100km/h Depends on safety risk and whether volumes justify investment to bring the road up to 3 star equivalent, also enforcement thresholds			60-80km/h	50km/h 60-80km/h where safety risk allows, e.g. fewer intersections, mode separation for active users
Class 3 Primary and secondary collector					30-50km/h
Class 4 Access and low-volume access All winding/tortuous	60-80km/h Depending on roadside development, pedestrian and cyclist volumes, whether sealed or not				30km/h if high volumes of cyclists/pedestrians Recognise access and place 10km/h for Shared Spaces

Figure 1.4: Recommended Safe and appropriate speed ranges for Road Classes
Figure 12

5.3 Vulnerable Users near Access Points

As discussed under section 3.5 above, pedestrians and other unprotected road users, such as those regularly found using the beach have a high risk of fatality if struck by a vehicle. If a pedestrian is hit by a vehicle, the severity of their injuries is related to the impact speed because collision energy increases proportionally to the square of impact speed. The probability of death for a pedestrian rises steeply from 10% at an impact speed of 30km/h to 70% at 50km/h (The Transport Agency "Driving Safely").

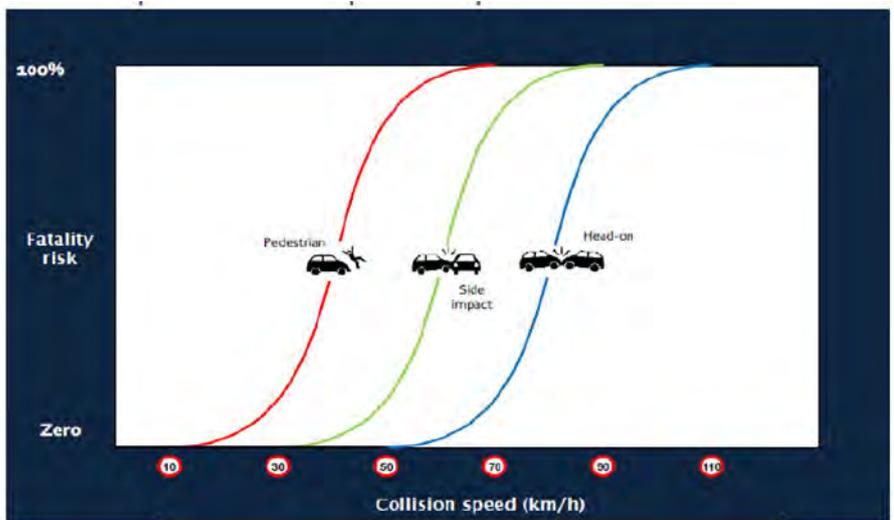


Figure 13: Fatality Risk v Collision Speed

Although pedestrians and other vulnerable road users may be encountered sporadically along the length of the beach, by far the greatest concentrations are found near the four formal beach access points. This is where the risk of collision with a vehicle is greatest as all users converge in these areas and exposure is increased. This is supported by the crash history, where a significant number of the overall crashes occur within 150m of the beach access

points. In these areas of the beach, a speed limit of 30km/h or less is clearly appropriate from the access point to a distance of 200m in each direction to encompass the high risk zone. This length would comply with the requirements of section 3.3 of the Setting of Speed Limits Rule 2017.

5.4 Beach (Non-Access areas)

For the remainder of the beach length the safe speed limit given the road environment should be 60km/h to 80km/h. This is confirmed in the Setting Speed Limits Guide.

Due to multiple hazards, uncommon on typical roads and the sporadic presence of pedestrians and other vulnerable users, a speed limit at the lower end of the band recommended in the Setting Speed Limits guide is appropriate. Because the road surface commonly has loose sand and water, stopping distances are longer than on a sealed road. Reaction times of drivers will generally increase in the beach environment due to factors such as distractions and hazards being unexpected. This means that the time to recognise a hazard and stop on a beach can be much as it would be if travelling on a sealed surface at a higher speed.

70km/h speed limits are not favoured and are being phased out. Increments of 20km/h between 60km/h and 100km/h are now encouraged as fewer and more recognizable speed limits are easier for people to understand.

If efficiency is considered, at average speed 60km/h it would take 88mins to drive the entire 88km length of the beach. This would be 66mins at 80km/h, a difference of 22minutes. As the route is primarily a recreational one, with no freight function, this travel time difference has little economic impact.

5.5 Compliance with Speed Limit Rule

In setting speed limits there are requirements in the Speed Limit Rule that RCA;s must satisfy where a speed limit is implemented. Two of the key requirements are:

Clause 3.3(3) – The point at which a speed limit changes must be at, or close to, a point of obvious change in the roadside development or the road environment; and

Clause 4.4(2)(c) – In setting a permanent... speed limit, a road controlling authority... must aim to achieve a mean operating speed less than 10% above that speed limit.

In terms of 3.3(3), the change from the road access points to the beach would clearly meet this requirement. Along the beach however, the conditions that would indicate to drivers the lower speed environment (increased recreational use) will not always be present depending on the season, weather and time of day. Therefore to satisfy this requirement some permanent feature would need to be installed to signal these areas.

With regard to 4.4(2)(c), it could be perhaps be argued that as the requirements of the Guide to Setting Speed Limits are met, the proposed speed is a reasonable one that drivers could be expected to adhere to and the RCA's aim is genuine and demonstrable.

As there is no existing speed survey data of vehicles on the beach, the existing mean speeds are not known. This data would be very desirable to collect to both support the submission for a change in limit and to monitor the effectiveness if implemented.

5.6 Signage/Thresholds

To support the reduced speed limits and advise drivers, enhanced signage is required. At the land side of each of the beach accesses, threshold treatments similar to common rural/urban interfaces could be considered, incorporating gated speed limit signs. Supplementary signs mapping the speed limits along the beach are also likely required.

The changes in speed limit along the beach when entering the 30km/h zones are more problematic. The unique nature of the situation must be recognised and treatments used on a "normal" road are just not practical. However, creative solutions may exist such as incorporating speed limit signs into Pou Whenua or other place markers for example, as beach thresholds at the speed limit changes. The final design will need to be a collaborative effort with the RCA, the Transport Agency and the Te Oneroa a Tōhē Board.

6 Conclusion

Based on the information gathered and considered in this report, the present 100km/h default speed limit on Te Oneroa a Tōhē /90 Mile Beach is not safe or appropriate.

A speed limit of 30km/h or less is appropriate for the areas within 200m of the formal beach access points based on the crash risk and road features..

A speed limit of 60km/h is safe and appropriate for rest of the beach.

The required consultation by the RCA will need to be undertaken before the speed limit can be changed.

A survey of existing speeds should be undertaken of vehicles on the beach in order to support and monitor any speed change.

Threshold and signage treatments should be strengthened to highlight the change in speed environments and outline areas of differing speed limits. These will need to be bespoke treatments approved by the RCA and the Transport Agency, as traditional roading treatments are not practical.

Appendix A

CAS Data



90 Mile Beach 2000-2019

Saved sites

[90 mile bigger buffer](#)

Crash year

2000 — 2019

Crash road

[Z BCH AHIPARA](#), [Z BCH 90 MILE BEACH](#), [Z BCH 90 MILE](#), [Z BCH WEST COAST](#), [Z BCH WEST COAST ROAD](#), [OFF ROAD NINETY MILE BEACH ROAD](#), [OFF ROAD - NINETY MILE BEACH](#), [Z BEACH KAO](#), [Z CPK 90 MILE](#)

Plain English report

24 results from your query.

Showing [100](#) results at once.

1-20 of 24

Crash road	Distance	Direction	Side road	ID	Date	Day of week	Time	Description of events	Crash factors	Surface condition	Natural light	Weather	Junction	Control	Crash count fatal	Crash count severe	Crash count minor
OFF ROAD - NINETY MILE BEACH	0m			201951129	16/02/2019	Sat	22:00	Car/Wagon1 NDB on Ninety mile beach lost control turning	CAR/WAGON1, alcohol test below limit, new driver/under instruction, wheelspins/wheelies/doughnuts/driftng	Dry	Dark	Fine	Nil (Default)	Unknown	0	0	2
OFF ROAD NINETY MILE BEACH ROAD	0m			201950907	09/02/2019	Sat	14:30	Car/Wagon1 SDB on Ninety Mile Beach hit Pedestrian2 (Age 68)	CAR/WAGON1, did not check/notice another party from other dirn, other inattentive, overseas/migrant driver fail to adjust to nz roads	Dry	Bright sun	Fine	Nil (Default)	Unknown	0	0	1
Z BCH 90 MILE	20m	W	FORESHORE ROAD	2441437	14/10/2004	Thu	17:19	Van1 NDB on Z BCH 90 MILE miscellaneous	-	Dry	Overcast	Fine	Nil (Default)	Nil	0	0	0
Z BCH 90 MILE	15m	N	FORESHORE ROAD	201104914	01/10/2011	Sat	16:17	Motorcycle1 WDB on Z BCH 90 MILE lost control but did not leave the road, Motorcycle1 hit non specific other	MOTORCYCLE1, alcohol test above limit or test refused, suddenly braked	Wet	Overcast	Light rain	Nil (Default)	Nil	0	1	0
Z BCH 90 MILE	20m	W	FORESHORE ROAD	2441960	25/09/2004	Sat	13:00	Van1 SDB on Z BCH 90 MILE hit Motorcycle2 manoeuvring	-	Wet	Bright sun	Fine	Nil (Default)	Nil	0	0	0
Z BCH 90 MILE	1400m	S	HUKATERE ROAD	2000192	10/12/2000	Sun	00:20	Van1 SDB on Z BCH 90 MILE lost control; went o. road to left	VAN1, alcohol suspected, casualty thrown from vehicle, ENV: other surface conditions	Dry	Dark	Fine	Nil (Default)	Nil	1	0	0
Z BCH 90 MILE	3000m	N	HUKATERE ROAD	2204437	31/10/2002	Thu	10:17	Van1 SDB on Z BCH 90 MILE lost control but did not leave the road	VAN1, overseas/migrant driver fail to adjust to nz roads	Wet	Bright sun	Fine	Nil (Default)	Nil	0	0	3
Z BCH 90 MILE	400m	S	KAKA ST	2836171	12/06/2008	Thu		SUV1 SDB on Z BCH 90 MILE lost control but did not leave the road	SUV1, other intentional actions, other lost control	Wet	Overcast	Fine	Nil (Default)	Unknown	0	0	0

<u>Crash road</u>	<u>Distance</u>	<u>Direction</u>	<u>Side road</u>	<u>ID</u>	<u>Date</u>	<u>Day of week</u>	<u>Time</u>	Description of events	Crash factors	<u>Surface condition</u>	<u>Natural light</u>	<u>Weather</u>	<u>Junction</u>	<u>Control</u>	<u>Crash count fatal</u>	<u>Crash count severe</u>	<u>Crash count minor</u>
Z BCH 90 MILE	20m	N	KAKA ST	2801767	26/02/2008	Tue	13:50	Motorcycle1 NDB on Z BCH 90 MILE lost control but did not leave the road, Motorcycle1 hit non specific cli.	MOTORCYCLE1, lost control - road conditions, new driver/under instruction, ENV: road surface uneven	Dry	Overcast	Fine	Nil (Default)	Nil	0	0	1
Z BCH 90 MILE	200m	W	KORORA ST	2303589	08/06/2003	Sun	14:45	Van1 NDB on Z BCH 90 MILE hit Motorcycle2 headon on straight	VAN1, other inappropriate speed, other position on road	Dry	Overcast	Fine	Nil (Default)	Nil	0	1	0
Z BCH 90 MILE	690m	N	KOTARE ST	2903956	14/08/2009	Fri	15:45	Other1 SDB on Z BCH 90 MILE lost control turning left	OTHER1, driver unfamiliar with vehicle/towing, ENV: loose material on seal, road surface uneven	Dry	Overcast	Fine	Nil (Default)	Nil	0	0	1
Z BCH 90 MILE	3000m	S	OROMANGA ROAD	2102591	25/02/2001	Sun	15:00	Car/Wagon1 SDB on Z BCH 90 MILE lost control turning right	CAR/WAGON1, other lost control	Wet	Bright sun	Fine	Nil (Default)	Nil	0	2	2
Z BCH 90 MILE	1000m	S	OROMANGA ROAD	2201549	27/01/2002	Sun	13:10	Car/Wagon1 SDB on Z BCH 90 MILE lost control but did not leave the road	CAR/WAGON1, other inexperience	Wet	Bright sun	Fine	Nil (Default)	Nil	0	1	3
Z BCH 90 MILE	8220m	S	OROMANGA ROAD	201102851	11/04/2011	Mon	12:14	SUV1 NDB on Z BCH 90 MILE hit obstruction, SUV1 hit non specific water	SUV1, overseas/migrant driver fail to adjust to nz roads	Wet	Bright sun	Fine	Nil (Default)	Nil	0	0	2
Z BCH 90 MILE	100m	W	TASMAN HEIGHTS	2736429	19/05/2007	Sat	19:00	Car/Wagon1 WDB on Z BCH 90 MILE hit obstruction, Car/Wagon1 hit non specific water	CAR/WAGON1, other inattentive	Wet	Dark	Null	Nil (Default)	Nil	0	0	0
Z BCH 90 MILE BEACH	50m	S	KAKA ST	2305741	24/12/2003	Wed	17:10	Motorcycle1 NDB on Z BCH 90 MILE BEACH miscellaneous	MOTORCYCLE1, other inexperience	Dry	Bright sun	Fine	Nil (Default)	Nil	0	0	1
Z BCH 90 MILE BEACH	21550m	S	OROMANGA ROAD	2900076	01/05/2009	Fri	16:00	SUV1 NDB on Z BCH 90 MILE BEACH lost control but did not leave the road, SUV1 hit non specific other, non specific water	ENV: other surface conditions	Wet	Bright sun	Fine	Nil (Default)	Nil	1	1	1
Z BCH AHIPARA	50m	W	FORESHORE ROAD	2606094	28/11/2006	Tue	16:30	Car/Wagon1 WDB on Z BCH AHIPARA hit horse, Car/Wagon1 hit non specific animal	CAR/WAGON1, other inexperience, other lost control, wheelspins/wheelies/doughnuts/drii ng	Dry	Bright sun	Fine	Nil (Default)	Nil	0	0	1
Z BCH AHIPARA	80m	S	REEF VIEW ROAD	2744155	11/09/2007	Tue	16:10	SUV1 NDB on Z BCH AHIPARA lost control turning, SUV1 hit non specific water	SUV1, lost control when turning, wheelspins/wheelies/doughnuts/drii ng, ENV: other surface conditions	Dry	Bright sun	Fine	Nil (Default)	Nil	0	0	0
Z BCH WEST COAST	15m	W	RATA ST	2302113	18/03/2003	Tue	15:20	Van1 SDB on Z BCH WEST COAST sideswiped by Bus2 SDB on Z BCH WEST COAST turning left	BUS2, other did not see or look for other party	Wet	Bright sun	Fine	Nil (Default)	Nil	0	0	1

90 Mile Beach 2000-2019

Saved sites

[90 mile bigger bu er](#)

Crash year

2000 – 2019

Crash road

[Z BCH AHIPARA](#), [Z BCH 90 MILE BEACH](#), [Z BCH 90 MILE](#), [Z BCH WEST COAST](#), [Z BCH WEST COAST ROAD](#), [OFF ROAD NINETY MILE BEACH ROAD](#), [OFF ROAD - NINETY MILE BEACH](#), [Z BEACH KAO](#), [Z CPK 90 MILE](#)

Site details report

Fatal crashes: 2 | Injury crashes: 15 | Non-injury crashes: 7 | Total crashes: 24

Overall crash statistics

Crash severity

Crash severity	Number	%	Social cost(\$m)
Fatal	2	8.33	TBC
Serious	5	20.83	TBC
Minor-injury	10	41.67	TBC
Non-injury	7	29.17	TBC
TOTAL	24	100	TBC

Crash numbers

Year	Fatal	Serious	Minor	Non-injury
2000	1	0	0	0
2001	0	1	0	0
2002	0	1	1	0
2003	0	1	2	0
2004	0	0	0	2
2005	0	0	1	1
2006	0	0	1	1
2007	0	0	0	2
2008	0	0	1	1
2009	1	0	1	0
2011	0	1	1	0
2016	0	1	0	0
2019	0	0	2	0
TOTAL	2	5	10	7
Percent	8.34	20.85	41.68	29.17

Overall casualty statistics

Injury severity

Injury severity	Number	% all casualties
Fatal	2	6.90
Serious Injured	7	24.14
Minor Injured	20	68.97
TOTAL	29	100.00

Crash type and cause statistics

Crash type

Crash type	Crash numbers	% All crashes
Overtaking crashes	1	4.17
Straight road lost control/head on	9	37.5
Bend - lost control/Head on	4	16.67
Rear end/obstruction	6	25
Crossing/turning	0	0
Pedestrian crashes	1	4.17
Miscellaneous crashes	3	12.5
TOTAL	24	100

Casualty numbers

Year	Fatal	Serious Injured	Minor Injured
2000	1	0	0
2001	0	2	2
2002	0	1	6
2003	0	1	2
2004	0	0	0
2005	0	0	1
2006	0	0	1
2007	0	0	0
2008	0	0	1
2009	1	1	2
2010	0	0	0
2011	0	1	2
2012	0	0	0
2013	0	0	0
2014	0	0	0
2015	0	0	0
2016	0	1	0
2017	0	0	0
2018	0	0	0
2019	0	0	3
TOTAL	2	7	20
Percent	6.90	24.14	68.97

Note: Last 5 years of crashes shown (unless query includes specific date range).

Casualty types

Casualty types	Fatalities	Serious injuries	Minor injuries
Cyclists	0	0	0
Drivers	1	1	6
Motorcycle pillion	0	0	1
Motorcycle riders	0	2	1
Passengers	1	4	10
Pedestrians	0	0	1
Other	0	0	1
TOTAL	2	7	20

Note: Motorcycle stats include Mopeds.

 **Driver and vehicle statistics**

Crash factors

Crash factors	Crash numbers	% All crashes
#N/A	1	4.17
Alcohol	4	16.67
Disabled, old age or illness	0	0.00
Failed to give way or stop	0	0.00
Fatigue	0	0.00
Incorrect lanes or position	0	0.00
Miscellaneous factors	3	12.50
Overtaking	0	0.00
Pedestrian factors	0	0.00
Poor handling	6	25.00
Poor judgement	9	37.50
Poor observation	3	12.50
Position on Road	1	4.17
Road factors	5	20.83
Travel Speed	2	8.33
Unknown	0	0.00
Vehicle factors	0	0.00
Weather	0	0.00
TOTAL	38	158.33

Crashes with:

Factor groups	Crash numbers	% All crashes
All road user factors	5	20.83
Driver only factors	18	75.00
Pedestrian factors	0	0.00
Vehicle factors	0	0.00
Road factors	5	20.83
Environment factors	0	0.00
No identifiable factors	0	0.00
Retired codes - no future use	0	0.00
TOTAL	32	133.33

Notes: Factors are counted once against a crash - i.e. two fatigued drivers count as one fatigue crash factor.

Driver/vehicle factors are not available for non-injury crashes for Northland, Auckland, Waikato and Bay of Plenty before 2007. This will influence numbers and percentages.

% represents the % of crashes in which the cause factor appears.

Number of parties in crash

Party type	All crashes	% All crashes
Single party	17	70.83
Multiple party, including pedestrian	2	8.33
Multiple party, excluding pedestrian	5	20.83
TOTAL	24	100

Drivers at fault or part fault in injury crashes - by age

Age	Male	Female	Unknown	Total	Percentage (%)
0-4	0	0	1	1	6.25
5-9	0	0	0	0	0.00
10-14	1	0	0	1	6.25
15-19	2	0	0	2	12.50
20-24	1	0	0	1	6.25
25-29	2	0	0	2	12.50
30-34	3	0	0	3	18.75
35-39	1	0	0	1	6.25
40-44	0	0	0	0	0.00
45-49	2	0	0	2	12.50
50-54	1	0	0	1	6.25
55-59	0	0	0	0	0.00
60-64	1	0	0	1	6.25
65-69	1	0	0	1	6.25
70-74	0	0	0	0	0.00
75-79	0	0	0	0	0.00
80-84	0	0	0	0	0.00
85-89	0	0	0	0	0.00
90-94	0	0	0	0	0.00
95-99	0	0	0	0	0.00
100+	0	0	0	0	0.00
Unknown	0	0	0	0	0.00
TOTAL	15	0	1	16	-
Percent	93.75	0.00	6.25	100.00	-

Note: Driver information is not calculated for non-injury crashes.

Drivers at fault or part fault in injury crashes - by licence

Licence	Male	Female	Unknown	Total	Percentage (%)
Full	7	0	0	7	43.75
Learner	2	0	0	2	12.50
Restricted	1	0	0	1	6.25
Overseas	4	0	0	4	25.00
Wrong class	0	0	0	0	0.00
Never Licensed	1	0	0	1	6.25
Unknown	0	0	1	1	6.25
Forbidden	0	0	0	0	0.00
TOTAL	15	0	1	16	-
Percent	93.75	0.00	6.25	100.00	-

Note: Driver information is not calculated for non-injury crashes.

Vulnerable road users

Crash types	Number	Percentage (%)
Cyclist crashes	0	0.00
Pedestrian crashes	1	4.17
Motorcycle crashes	5	20.83
All other crashes	18	75.00

Note: Some crashes involve more than one vulnerable road user type.

Note: Motorcycle stats include Mopeds.

/:\ Road environment statistics

Road type

Road type	State highway	Local road	Unknown	N/A	Total	Percentage (%)
Urban	0	3	0	0	3	12.50
Open	0	21	0	0	21	87.50
Unknown	0	0	0	0	0	0.00
TOTAL	0	24	0	0	24	-
Percent	0.00	100.00	0.00	0.00	100.00	-

Natural light conditions

Conditions	Injury	Non-injury	Total	%
Light/overcast	14	6	20	83.33
Dark/twilight	3	1	4	16.67
Unknown	0	0	0	0.00
TOTAL	17	7	24	100

Conditions

Conditions	Injury	Non-injury	Total	%
Dry	8	3	11	45.83
Ice or Snow	0	0	0	0.00
Wet	9	4	13	54.17
Null	0	0	0	0.00
TOTAL	17	7	24	100

Intersection/midblock

Intersection/mid-block	Total	%
Intersection	0	0
Midblock	24	100.00
TOTAL	24	100

Vehicles involved in injury crashes (vehicle count)

Vehicle type	No. of vehicles	% of vehicles in injury crashes
Unknown	0	0.00
Car/Wagon	7	35.00
SUV	3	15.00
Van	4	20.00
Ute	0	0.00
Truck	0	0.00
Truck HPMV	0	0.00
Bus	1	5.00
Motorcycle	4	20.00
Moped	0	0.00
Train	0	0.00
Cycle	0	0.00
Other	1	5.00
Unknown	0	0.00
50 Max	0	0.00
Le scene	0	0.00
Uncoupled towed vehicle	0	0.00
TOTAL	20	100.00

Vehicles involved in injury crashes (crash count)

Vehicle type	Injury crashes	% of injury crashes
Unknown	0	0.00
Car/Wagon	6	35.29
SUV	3	17.65
Van	4	23.53
Ute	0	0.00
Truck	0	0.00
Truck HPMV	0	0.00
Bus	1	5.88
Motorcycle	4	23.53
Moped	0	0.00
Train	0	0.00
Cycle	0	0.00
Other	1	5.88
Unknown	0	0.00
50 Max	0	0.00
Le scene	0	0.00
Uncoupled towed vehicle	0	0.00
TOTAL	19	111.76

Objects struck

Objects struck	Injury crashes	%	Non-injury crashes	%
Crashes w/obj struck	5	20.83	3	12.50

Object struck	Injury crashes	%	Non-injury crashes	%
Animals	1	4.17	0	0.00
Bridges/Tunnels	0	0.00	0	0.00
Clis	1	4.17	0	0.00
Debris	0	0.00	0	0.00
Embankments	0	0.00	0	0.00
Fences	0	0.00	0	0.00
Guide/Guard rails	0	0.00	0	0.00
Houses	0	0.00	0	0.00
Traic Islands	0	0.00	0	0.00
Street Furniture	0	0.00	0	0.00
Kerbing	0	0.00	0	0.00
Landslips	0	0.00	0	0.00
Parked vehicle	0	0.00	1	4.17
Trains	0	0.00	0	0.00
Sight Rails	0	0.00	0	0.00
Poles	0	0.00	0	0.00
Stationary Vehicle	0	0.00	0	0.00
Roadwork	0	0.00	0	0.00
Traic Sign	0	0.00	0	0.00
Trees	0	0.00	0	0.00
Drainage Structures	0	0.00	0	0.00
Ditches	0	0.00	0	0.00
Other	2	8.33	0	0.00
Thrown or dropped objects	0	0.00	0	0.00
Water	2	8.33	2	8.33
TOTAL	6	-	3	-

Note: % represents the % of crashes in which the object is struck.

Vehicle usage in injury crashes

Vehicle usage	Fatal Crash	Serious Crash	Minor Crash	Total	Percentage (%)
Private	0	0	0	0	0.00
Attenuator Truck	0	0	0	0	0.00
Agricultural	0	0	0	0	0.00
Ambulance	0	0	0	0	0.00
Campervan	0	0	0	0	0.00
Concrete mixer	0	0	0	0	0.00
Fire	0	0	0	0	0.00
Logging truck	0	0	0	0	0.00
Mobile crane	0	0	0	0	0.00
Police	0	0	0	0	0.00
Rental	0	0	0	0	0.00
Road Working	0	0	0	0	0.00
Scheduled service Bus	0	0	0	0	0.00
School bus	0	0	0	0	0.00
Tanker	0	0	0	0	0.00
Taxi	0	0	0	0	0.00
Tour Bus	0	0	0	0	0.00
Trade person	0	0	0	0	0.00
Work travel	0	0	0	0	0.00
Work vehicle	0	0	0	0	0.00
Other	0	0	2	2	10.00
Null	2	6	10	18	90.00
TOTAL	2	6	12	20	-
Percent	10.00	30.00	60.00	100.00	-

 **Time period statistics**

Month by injury/ non-injury crashes

Month	Injury crashes	%	Non-injury crashes	%	Total	%
Jan	1	5.88	1	14.29	2	8.33
Feb	4	23.53	0	0	4	16.67
Mar	2	11.76	0	0	2	8.33
Apr	1	5.88	0	0	1	4.17
May	1	5.88	1	14.29	2	8.33
Jun	1	5.88	1	14.29	2	8.33
Jul	1	5.88	0	0	1	4.17
Aug	1	5.88	0	0	1	4.17
Sep	0	0	2	28.57	2	8.33
Oct	2	11.76	2	28.57	4	16.67
Nov	1	5.88	0	0	1	4.17
Dec	2	11.76	0	0	2	8.33
TOTAL	17	100	7	100	24	100

Day/period

Day/Period	All crashes	% All crashes
Weekday	13	54.17
Weekend	11	45.83
TOTAL	24	100

Day/period by hour

	00:00 -	03:00 -	06:00 -	09:00 -	12:00 -	15:00 -	18:00 -	21:00 -	
Day/Period	02:59	05:59	08:59	11:59	14:59	17:59	20:59	23:59	Total
Weekday	1	0	0	1	2	7	1	0	12
Weekend	1	0	0	0	5	2	2	1	11
TOTAL	2	0	0	1	7	9	3	1	23

Day/period by hour DOW

	00:00 -	03:00 -	06:00 -	09:00 -	12:00 -	15:00 -	18:00 -	21:00 -	
Day/Period	02:59	05:59	08:59	11:59	14:59	17:59	20:59	23:59	Total
Mon	0	0	0	0	1	0	0	0	1
Tue	0	0	0	0	1	3	0	0	4
Wed	0	0	0	0	0	1	0	0	1
Thu	0	0	0	1	0	1	1	0	3
Fri	1	0	0	0	0	2	0	0	3
Sat	0	0	0	0	3	1	2	1	7
Sun	1	0	0	0	2	1	0	0	4
TOTAL	2	0	0	1	7	9	3	1	23

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