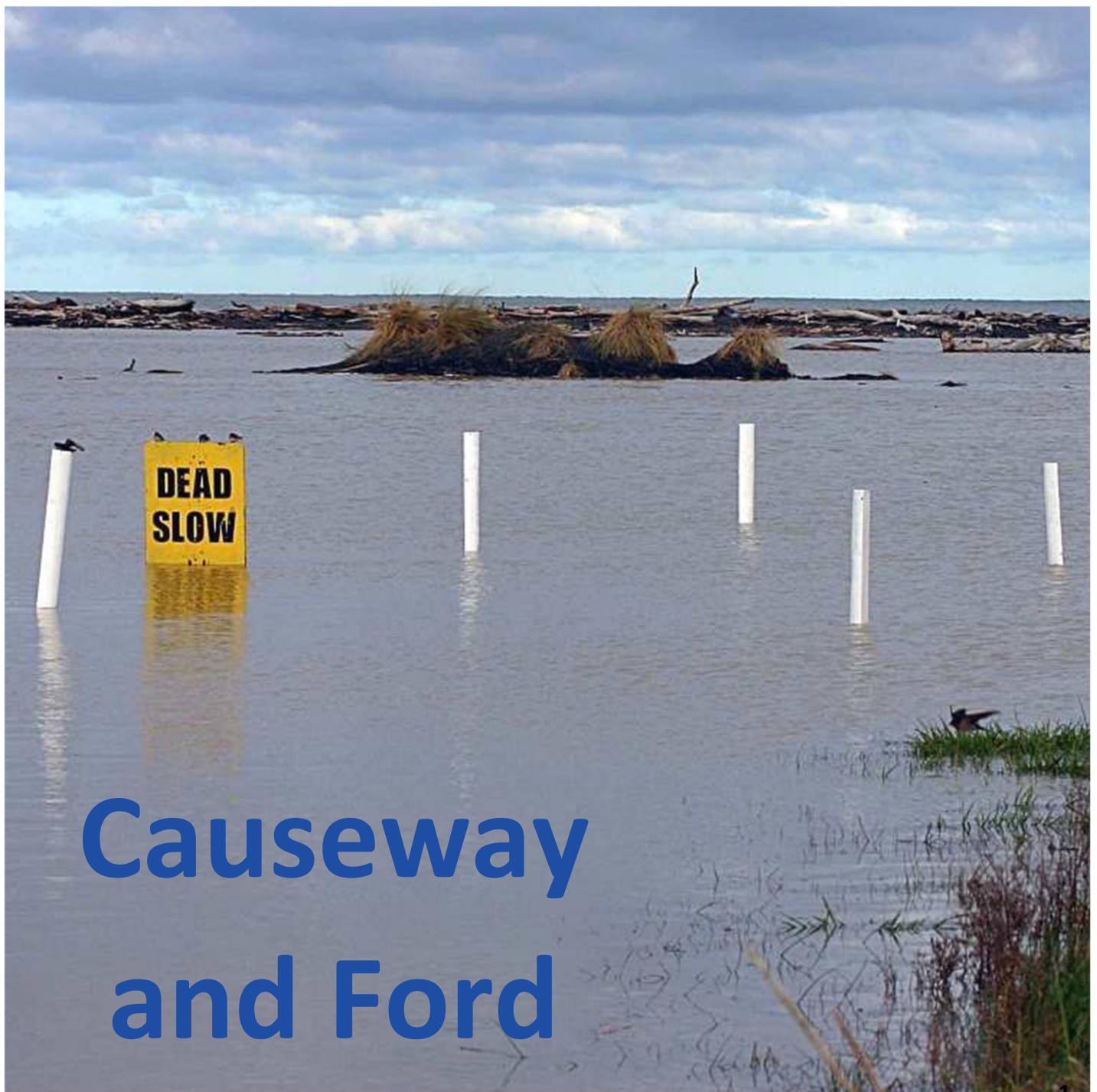




Causeway and Ford



Contents

Page 3	Causeway and Ford
Page 4-7	Documents-2000: Proposal for causeway & ford and RDC response.
Page 8	Documents-2000: Horizon's response to proposed ford.
Page 9-10	News Clippings-2000: "Village fights" & "Agencies consider".
Page 11-15	Documents-2001: Application for consent and ford plans.
Page 16	Photos-2001: Work goes on with the causeway.
Page 17-18	Document & News Clipping-2001: Consent granted, green light for ford.
Page 19-20	News Clipping & Newsletter-2001: Updates on ford status.
Page 21-25	News Clippings & Photos-2001: Big day building the ford.
Page 26-29	News Clippings-2002: The ford and beach access get the thumbs up.
Page 30-31	Photos-2004-2016: The ford very wet and very dry.
Page 33-39	Documents-2000-2001: Communications between & local authorities.
Page 40-46	Documents-2001: Copy of Horizons Resource Consent for ford

Causeway and Ford

Most people who use the beach causeway, (both villagers and public), are not aware that it is man-made via the efforts and labour of Koitiata residents. The stories from our history confirm that access to the beach has always been a challenge.

When the river moved its mouth to north of the village again in July 1998, this time the old riverbed area became closed off at each end, resulting in a 4km long lagoon. Without the tidal benefits of the river, the water level stabilised making the access tracks across the lagoon, very wet and often impassable. In 2000 a proposal was formulated by residents, to build a causeway, starting just past the playground, and going all the way across to the seaside of the lagoon.

Because it was planned for the causeway to cross the old riverbed, it was rejected by the authorities as it would be a barrier to the lagoon's water flow. Consent was not required for the part that went to the lagoon, only where it crossed the water.

The work on the causeway/track followed during June 2001 and involved many loads of sand being moved and levelled.

Drains were dug and pipes were installed under the track. The later planting of flax and toitoi along the sides established the causeway.

In May 2001 a modified design was proposed, for a 33-metre-long submerged ford through the lagoon, from the end of the new causeway.

This was approved and consent issued to the KRC by Horizons in June 2001.

Saturday 15th Sept 2001 was the day half the world turned out in Koitiata to help the residents to fill and distribute sandbags for the ford. The result of all that endeavour, plus the other drainage and roading activities, was an all-weather causeway, and a navigable ford providing vastly improved beach access for everyone.

Of course, that was then, and this is now. In between, mother nature has stamped her authority all over the ford part of the project. That has ranged between having the sea and river push right into the lagoon and across the ford, to leaving it all high and dry as it is today.

In 2016 Only a solitary white marker, at the beach end of the ford, was left standing above the driftwood, which served as a monument to the energy and skills of our residents and their beach access endeavours. The KRC continues to maintain the track and its drainage system with financial help from RDC.

PROPOSAL FOR FORD ACCESS TO BEACH AT KOITIATA

With the Turakina river reverting back to a previous course the residents of Koitiata have been left with a lake that appears to be as attractive to wildlife as it is to the residents. We have noticed that the lake is teeming with fish and are excited by the resultant increase in bird-life (particularly the spoonbill herons). There would be no one in the village who is not keen to see the lake with all its flora and fauna flourish.

However, we live in the village to be near the sea and the lake does make access to the beach difficult. People will therefore attempt to gain access to the beach by whatever means available. After rain this tends to mean using several crossing points and driving around boggy areas making tracks ever wider. Inappropriate fill is dumped in a futile attempt to stabilise a tracks and gain traction. Once, as you are aware, the lake was lowered. All this tends to be destructive to the beauty of our wetland and its naturally evolving ecology.

If nothing is done this situation is likely to deteriorate with ever increasing damage.

It is therefore proposed that a **ford** across the lake will overcome all of these problems.

An upgraded all weather, all vehicle, track to the lake, together with a well marked ford, a guaranteed minimum water level and a single access path through the dunes, would restore beach access to better than it was prior to the river 'disappearing'.

The proposed ford would be of sand, 5meters wide, building up the bed of the lake and sandbagging it on either side (once the holes have been filled a depth of two sand bags is all that is likely to be required).

Arguments for a ford are:

- People are going to gain access to the beach come what may – better to provide one good all weather access route and maintain it, thereby minimising damage to dunes, wetland and farmland.
- It is in keeping with DOC policy of minimising damage.
- Minimal cost and work involved.
- Fire access to lake in the event of fire in front of the village.

- Allows summer access for everyone including the frail, the elderly and children.
- Slows traffic.
- Allows free water-flow through the lake all year round.
- No use of foreign material.
- Will not impede natural changes that will occur in the future.

No work would be undertaken during the nesting season.

Two sites have been surveyed. One option was to go over the hill and the north end of Rapaki Street and cross at the end of this track.. After discussion with Bob Major, the landowner to the north, it was agreed that no matter what we did the stability of the hill at the end of Rapaki St. would remain at risk. Also, having to drive/walk back along the lakeside to get to the beach would be off-putting to many people as it is a substantially longer route.

This left the obvious route: the current beach access road and crossing (the site of the proposed causeway).

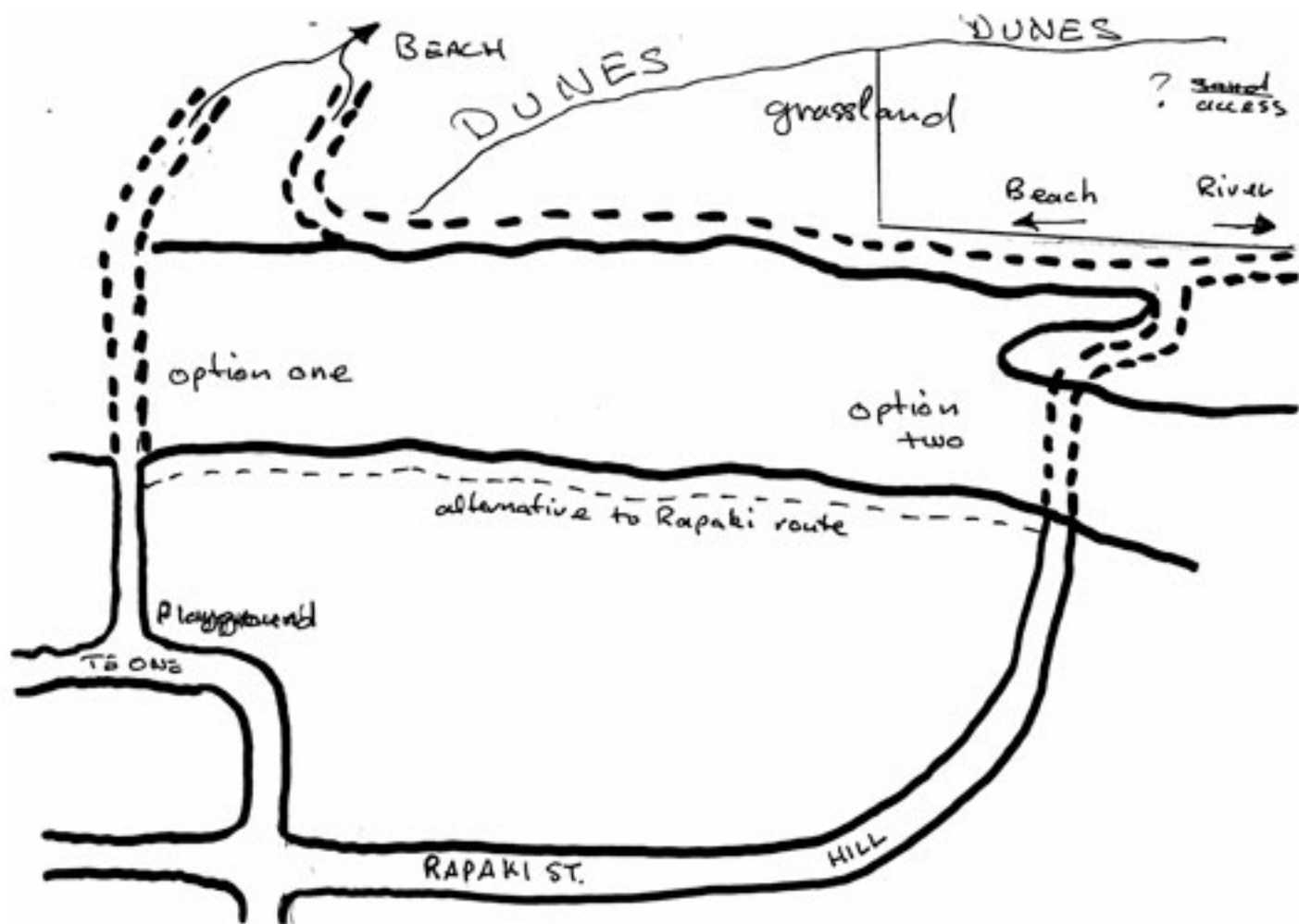
The advantages of this route are:

- Simplicity. Everyone is familiar with it and will use it.
- Ease of use. This is the shortest and quickest access.

Under the aegis of the coastal care group *Sands Alive* we are also proposing that we would undertake:

- The planting of a toi-toi, flax and cabbage tree 'hedge' each side of the track which will form a barrier to discourage people from straying.
- The planting of spinnifex and/or marrum on the beach side dunes to encourage a single track.
- Adequate signage urging use of the track and conservation of the dunes and wetland.
- Further plantings of appropriate native trees, shrubs and grasses in the future (all planting to be done consultation with and approval of DOC).

Peter Fraser (06-327-3754) and Peter Smith (06-327-3883) have been delegated by the village to explore the viability of this proposal with DOC, Horizons and RDC.





46 High Street
Private Bag 1102
Marton
Telephone (06) 327-8174
Facsimile (06) 327-6970

26 January 2000

CO2-3-2

The Secretary
Koitiata Residents Committee
50 Wainui Street
Turakina Beach
RD11
Wanganui

Attn: Mrs J Nation

Dear Mrs Nation

Causeway: Turakina River

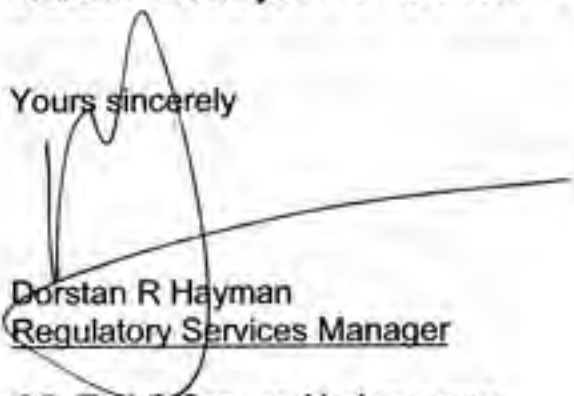
Further to my letter dated the 30th November 1999 I confirm that I have had a response from both the Department of Conservation and the Regional Council.

The Department of Conservation have indicated that since the reserve area is vested in Council they have no need to get involved with your proposal.

The Regional Council have indicated that because of the hazards associated with constructing a causeway in an erosion prone environment they would not suggest the project be pursued.

Messrs O'Connor and Alan Cook of the Regional Council together with myself are available should you wish to discuss this matter further.

Yours sincerely


Dorstan R Hayman
Regulatory Services Manager

CC Ted O'Connor, Horizons.mw

\\cd\\A_2000\\dh\\planning\\letters\\koit res comm - turakina river 26.1.00.doc

07 September 2000

0/0/GEN
GTL:FAC

Koitia Residents' Committee
21 Rapakai Street
Koitia
R D 11
WANGANUI

Attention Jan Gaskin

Dear Jan

RESOURCE CONSENT REQUIREMENTS FOR PROPOSED CAUSEWAY - TURAKINA ESTUARY

It has come to my attention that the Koitia Residents' Committee is considering constructing a causeway across the former Turakina River Estuary to provide access for the residents to the beach, and possibly draining the 'lagoon'. The proposed culverted causeway would require consent for a discretionary activity under RCP Rule 37 of the Regional Coastal Plan for the Manawatu-Wanganui Region, while the proposed draining of the lagoon is a prohibited activity under the RCP Rule 49 of the Plan. No consent application for such an activity will be considered.

The Turakina Estuary is defined in the Regional Coastal Plan as a 'protection area' due to its national importance as a strategic site for migratory and threatened bird species. Any significant modification of this environment would have potentially very serious adverse environmental effects. Subsequently the reclamation of any part of this area is a prohibited activity.

One might argue that the current lagoon is no longer part of the estuary and is subsequently not as environmentally significant. However the fact remains the Regional Coastal Plan defines the area as a protection area. Only a Plan Change could alter this designation.

Further, the estuarine environment is highly dynamic and it is likely the same natural processes that caused the Turakina River to avulse to its present course will likely cause the channel to return to its former course given time.

I must inform you that any attempts to carry out the proposed draining of the lagoon would be treated very seriously by horizons.mw.

Please don't hesitate to contact me should you have any further questions regarding the proposed activities or if you would like a consent application pack for the proposed causeway. I can be contacted directly on **06-952 2859** or through Freephone **0508 4 horizons**.

Yours sincerely



Grant Leggett
CONSENTS PLANNER

Village fights for access to its beach



PHOTO: COLIN ROWATT 10/00

Kaitiaki resident Bruce Attwell... community frustration and anger over bureaucratic obstinacy.

By Colin Rowatt

Frustration and anger among residents of the Turakina beachside community of Kaitiaki is steadily mounting as they battle with two "do nothing" bureaucracies — the Department of Conservation and Horizons.mw.

For the Kaitiaki community committee the issue is simple and straightforward — they want to spend their money, time, energy and resources to build a sandbag "causeway" to restore access to their beach.

For longer than most residents can remember the Turakina River flowed past the village to run into the sea about 3km down the coast. Along the front of the village the river was barely knee deep so even small children could wade across to the ocean beach. The shallow water meant the river was also offered safe swimming right at the edge of the village. To enhance that asset the locals voluntarily created playground and picnic areas adjacent to the beach access track.

But three years ago the river carved a new path to the sea about 1.5km up the coast. Drifting sand soon blocked each end of the old river course, creating a 4km-long lake with no outlets.

Boosted by water running off adjacent farm land, the lake level has now risen to almost waist-deep. It has also backed up to create a swamp in what used to be low sand dunes on the village side of the river.

That means access to and across the lake, to reach the beach, is now virtually restricted to high-wheel tractors which cause untold damage to what DoC is now calling a natural "wetland".

Kaitiaki community committee spokesman Bruce Attwell said in past summers the river and beach were a popular aquatic playground which attracted large numbers of visitors.

But nowadays the track to the water's edge is a quagmire and the lake is rapidly becoming an unattractive, weed-infested, body of brackish water.

"Kaitiaki has now become the only beach settlement on the west coast of the North Island with no viable access to its beach," Mr Attwell said.

"We have been saddled by an event which has virtually destroyed the whole reason for the existence of the village."

He said all the community wants to do is build a causeway, out of natural materials, to restore adequate access to the beach. The local iwi has given its approval and the Rangitikei District Council has raised no objections.

"We have a settlement of more than 100 houses owned by people who pay thousands of dollars in rates. But we just have to watch helplessly as house values slump and much voluntary work goes for naught."

"The bureaucrats from DoC and Horizons.mw are determined not to allow any moves to rectify the position. It seems a few wading birds are regarded as more important than people."

"DoC seems only interested in rigidly sticking to the letter of the (Resource Management) Act and shows no real judgement, initiative or social conscience," Mr Attwell said.

Agencies ready to consider causeway idea

By Colin Rowatt

Koitiata residents could get a more sympathetic response from the Department of Conservation and horizons.mw to proposals for a short sandbag causeway to improve access to Turakina Beach.

Officers of both agencies yesterday rejected Koitiata resident Bruce Attwell's allegation of "bureaucratic obstinacy" in dealing with the Koitiata community committee's original causeway plan.

Horizons.mw consents planners Grant Leggett said he had "gone to considerable effort" to assist the committee. That had included meeting with members on the site and reviewing the issues from environmental and engineering perspectives.

He said the committee initially wanted to drain the lagoon but that proposal was given a firm thumbs down.

An unauthorised and unsuccessful attempt was made to cut a channel through to the sea at the southern end and earned the committee a reprimand from horizons.mw.

"As a prohibited activity in a protected area that was a serious thing to be doing because of the significant environmental impacts," Mr Leggett said.

The committee's proposal for causeway right across the lagoon was also a non-starter for environmental and practical reasons.

However, Mr Leggett said if the committee was now talking about a short causeway horizons.mw would be prepared to look at that option.

DoC Spokesperson Carol Greensmith said that agency had not given a definite answer to any of the Koitiata committee's proposals.

The area was controlled by horizons.mw's coastal plan under which DoC was just one interested party.

Ms Greensmith said the Koitiata committee's proposals were matters involving resource consents and ultimately horizons.mw would determine whether consents were issued.

"We have not said yes, no or otherwise. All we have said is that we need to know better what they want to do so we can make an informed decision. We can only do that when we know what the impacts are and that's what we are waiting for," she said.

At this stage the Koitiata committee has made no application for a resource consent for any of its proposals. The committee is reluctant to make formal application because of the possible cost if the issue goes to a submissions hearing.

Ms Greensmith said until horizons.mw receives a formal consent application and decides whether it will be publicly notified for submissions DoC has no direct role to play.

She said she was not aware of the committee's more modest causeway proposal but said the Department's response to that would be the same.

"When they decide what they want to do and give that information to horizons.mw then we might be able to make an informed decision," she said.

KOITIATA RESIDENTS' COMMITTEE (TURAKINA BEACH)

Horizons.mw

Attention: Grant Leggatt

02.05.01

Re: Application for Resource Management Consent for Koitiata ford

Grant,

Further to our discussions and our site meeting with Alan Cook
20.4.01 We wish to apply for a Resource Management Consent under RCP
rule 27 (section 12).

The legal description of this property is P.T SO15835.

The ford, classified by your department as a 'structure', will be built
as per the following specifications and attached sketches, under 27.3 as
follows:

27.3:

- a Materials will be sand filled polypropylene bags (approx. 600).
- b Refer sketch.
- c Approx. 33 metres long x 5 metres wide (refer sketch).
- d Across old Turakina river-bed, PT SO 15835.
- e As soon as consent received – estimate nine days' duration and
well before the nesting season (hopefully June '01).
- f Topping up/shifting of sand to maintain summer depth of
100mm and winter depth of 400mm.
- g At 2-3 sandbags in height under the surface of the water, we
consider the structure to be completely stable.
- h We foresee no problems in this area.
- i No problems are foreseen.
- j No problems are foreseen.
- k DOC foresee no problems.

We have discussed this proposal with Mr. Alexander Hinni Murray who, on behalf of the Hapu of Turakina, is happy to let his '*statement of persons or persons interested in or affected by resource consent application*' of 10.10.00 stand (see enclosed)

We have also enclosed:

A copy of the '*statement of persons or persons interested in or affected by resource consent application*' signed by Peter Duncan 03.10.00. (Both of these relate to the originally planned 'causeway', not the ford, but both parties have expressed their approval of the ford having a lesser impact on the environment than the causeway.)

A copy of a letter from Dave Smith of DOC expressing this department's approval for the scheme.

A copy of a letter from Alan Cook of Horizons, confirming the viability of our plans.

Sketch plans (3) of the proposed ford and track illustrating what we are planning.

If you have any further queries, please contact:

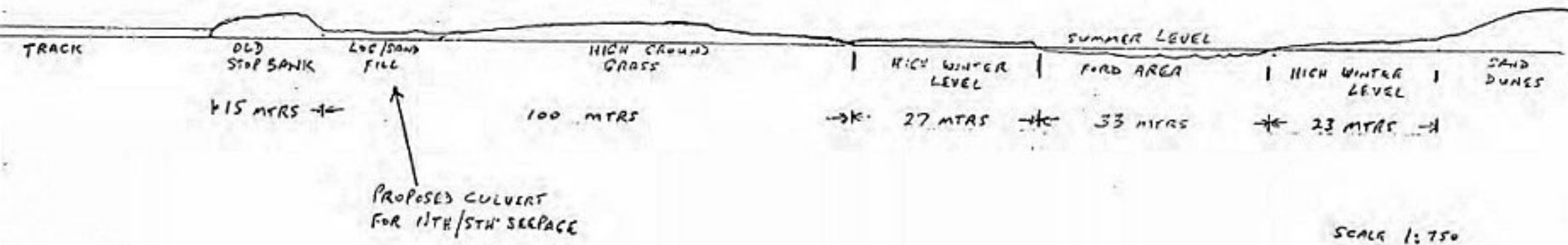
Peter Fraser: 06-327-3754

or

Peter Smith: 06-327-3883 email - peter@wordsmith.co.nz

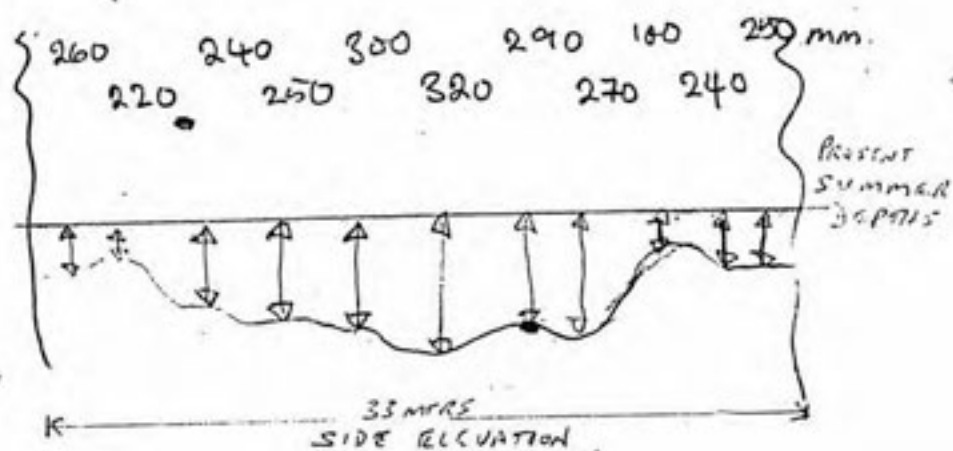
Peter Smith – Chairman Kaitiata Residents Committee

SIDE ELEVATION EXISTING

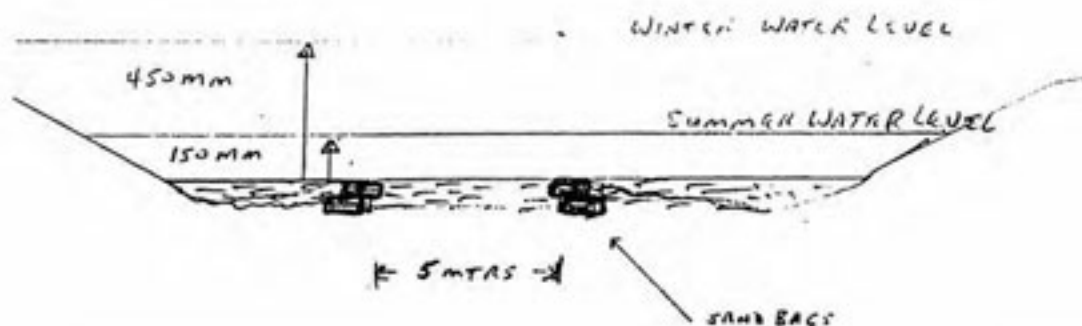


PLAN C101797A

EXISTING DEPTHS

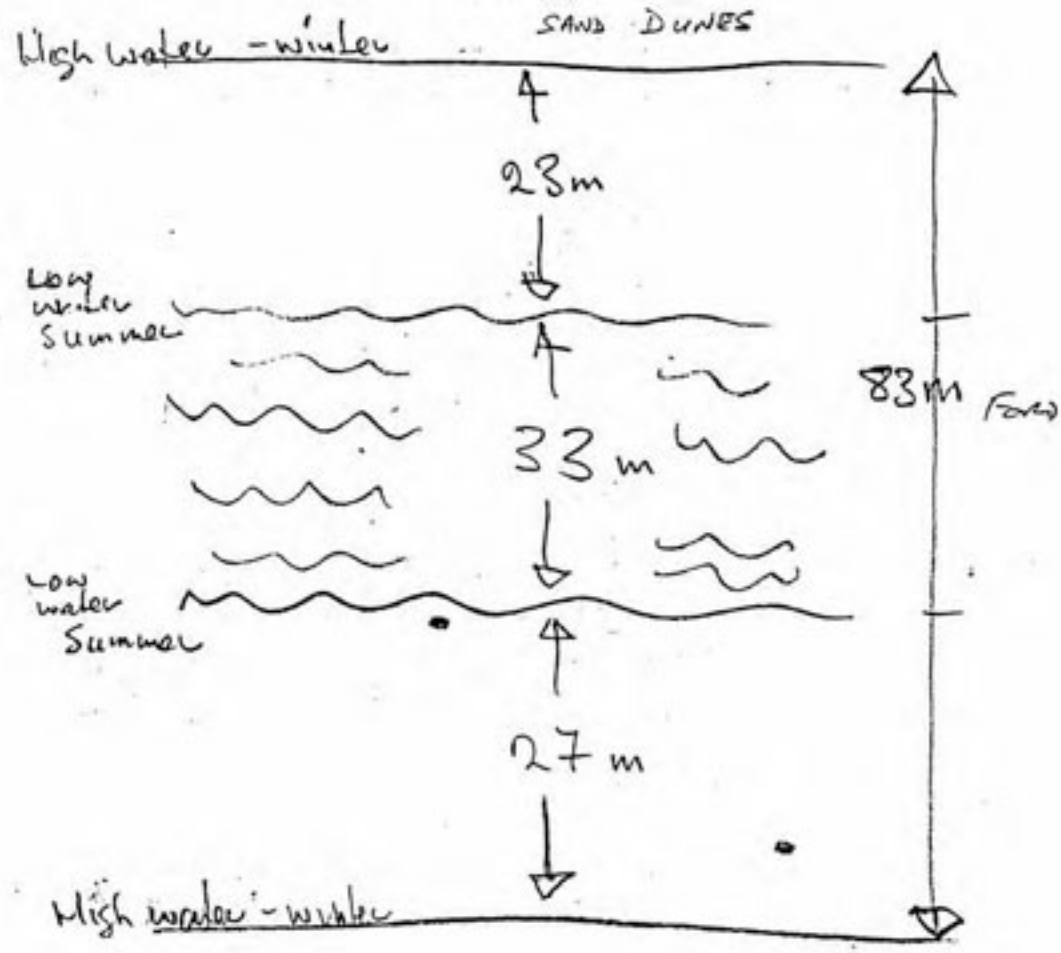


PROPOSED FORD X SECTION



PLAN C101797B

Sea Side (west)





23 May 2001

5/7/KRC
RMH:FAC

Koitia Residents Committee
C/- Peter Fraser
31 Rapaki Street
TURAKINA BEACH

Dear Mr Fraser

DECISION - RESOURCE CONSENT NO. 101797

We are pleased to advise that your resource consent application has been granted. The decision is enclosed and because it is a legal document we urge you to keep it in a safe place.

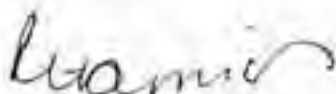
Please make sure you read and understand the consent conditions. As a resource consent holder you are responsible for complying with these conditions. Failure to do so may result in enforcement action by **horizons.mw**.

horizons.mw staff will monitor your compliance with the consent conditions. This may involve site visits by staff which will be charged in accordance with our cost recovery policy.

The staff member who will be responsible for monitoring your consent is Allan Cook. Allan can be contacted during normal office hours on 06-327 7189.

If you are uncertain about any aspects of the consent or your rights of appeal please do not hesitate to call us.

Yours faithfully



Robyn Harrison
CONSENTS ADMINISTRATOR

Encl Decision



Green light for access ford

AN impasse over access to Turakina Beach looks like being settled.

Residents of the beach community Koitiata last week received formal consent to build a ford across a lagoon formed three years ago when the Turakina River broke through dunes to form a new outfall.

Initially, many residents keen to have unhindered access to the beach were hopeful that the river's original estuary, parallel to the coast, would dry up.

Instead, the lagoon that's formed has become an even greater barrier to the beach than the river was because its less susceptible to tides.

Committee chairman Peter Smith said the proposal appeared to become a source of "unease" for authorizing agents at the Department of Conservation and regional council horizons m.w.

Consequently, the committee dropped its campaign for the "environmentally and technically difficult" causeway in favour of a "low impact" ford constructed in sand and topped with river stones. Last week's approval was for a submerged 33 metre long, five metre wide crossing sand-bagged at its margins.

Consenting authority horizons m.w. said because the "accessway" will lie "at least 100mm below the summer-low water level" its effect on "a nationally important site for migratory bird species" will be "minimal".

Horizons said: "Although the estuary is not functioning as an estuary, its extensive mudflat areas continue to provide important roosting and feeding habitat for wading birds, including threatened species."

Mr Smith said the ford will be submerged beneath 100 to



FORD PLANNING: Koitiata residents' Committee chairman Peter Smith flanked by the lagoon that hampers access to the local beach

150mm of water in summer and beneath 300 to 400mm in winter.

"The proposal is to bring it back to something like what we had when we had a river", he said.

"In summer it's going to be an ankle-deep stroll and much safer for children and

elderly people."

The residents' committee has secured pub charity of more than \$1000 from Wanganui's Federal Hotel to cover the cost of consent and the upgrade of a track leading to the site of the proposed ford.

Discounted excavator hire provided by local farmer

Alex Glasgow and sand donated by district councillor Bob Major will help ease the burden on volunteers starting the project this week.

Horizons m.w. has stipulated that the crossing is to be constructed within nine days "preferably before the native bird nesting season" (July

and August).

Mr Smith said: "Koitiata people want it done before whitebaiting starts."

"Providing the weather's o.k and the digger driver's happy, we hope to have it done before the end of next month."

HAMISH WHITE

The Rangitikei Mail
May 29, 2001

Ford work comes to a standstill

By HAMISH WHITE

A FORD being built at the Rangitikei beach settlement of Koitiata by residents has come to a standstill.

Residents' committee chairman Peter Smith said the recent mechanical excavation of an access track was about as far as the project could go for the time being.

Conditions imposed on a resource consent for of the 33-metre ford stipulate that work should not impinge on nesting birds. Mr Smith said to comply with that and satisfy eager local whitebaiters, his group would probably wait until mid-September to install sandbag supports for the ford.

However, some residents will soon be planting flax on the track's margins.



Picture: HAMISH WHITE

CHECKING ON PROGRESS: James Jenkins and son Brian (6) return from inspecting the ford

The Ford Update

JUNE 2001

It will be obvious by now that the money from the Pub Charities (\$1150) came through. It has been spent on digger hire, resource consent and purchase of culverts.

Thanks to Alex Glasgow's generosity and Lance Vogelaar's hard work we managed to get more done with the digger than we anticipated. The track, with a drain down either side, has been reformed further to the lagoon than we anticipated, and there are a couple of culverts at the top of the track to prevent ponding at this end.

We also have resource consent to build the ford. Unfortunately, it has a few fish-hooks: The work has to be done within nine days, we cannot do any work in July and August to avoid the nesting season (we thought birds nested in the spring!), and we cannot use sand from the dunes.

This left us with a dilemma: we could either plough on and build the ford before July or put it off until September - we have decided to put it off.

The reasons for this are:

- The track will be soft and boggy for a while yet and to tractor sand over it to build the ford (as we will need to) would destroy it before we started.
- We can use these two months to let the track consolidate and get a good layer of sand on top.
- We can prepare the sandbags to be ready to start early in September (Bob Major has opened his paddock at the north end of Rapaki street).

- We can use this time to level off the bottom of the lagoon in readiness for sand bagging.

So, we are asking everyone to resist the temptation to take the tractors over the new track for the next few weeks – let's get it good now, then, once established, the drains should keep it intact. The old track is still functional and once in the water you can use the marked ford crossing. Eventually this will be levelled off making it even easier.

Thanks to everyone for the many offers of help. **We will be organising working Bees to get this work done. Meanwhile, sand bag filling can be done anytime** (just follow your nose over hill at the end of Rapaki St.).

We plan to fill the bags and leave them on site – about 600 or so. This will mean minimum handling as they are put on a tractor tray/trailer then placed in place in the lagoon.

We are optimistic that we may get enough sand fill for the ford as we level off the bottom to the correct depth but we may also need to cart some sand for this.

To fulfil our part of the resource consent the ford must be at least 100mm under water for 30 meters at its lowest level in the summer

We look forward to everyone's co-operation, patience and help through this time. Then, hopefully, well before Labour day we will have a dry and stable track and a crossable ford all year round.

If you have any questions, suggestions, ideas, or labour, contact the Peters Smith and Fraser or Arnold Nation – your ford sub committee.

News and views



GOING FORD: Koitiata Residents' Committee chairman Peter Smith expects a big turnout next Saturday for the final phase of work to build a ford across the lagoon at Turakina Beach

Work to move ford

ACCESS to Turakina Beach has been hampered by a lagoon created in the wake of storms about three years ago.

Residents began building a ford earlier this year but left off to comply with a Conservation Department directive aimed at preventing disturbing nesting birds.

Koitiata Residents' Committee chairman Peter Smith said it's hoped residents and other beach users will be out in force from 8.30am this Saturday to put the finishing touches to the project.

A new, well-drained access track to the ford has been built.

It is flanked by native plants to help prevent sand drifting away, while the course of the proposed ford has been marked with stakes.

Mr Smith said making the route "viable" is not likely to be as big a job as first thought.

He is confident Saturday's mission to sandbag and level the ford will produce the best result possible within resource consent conditions.



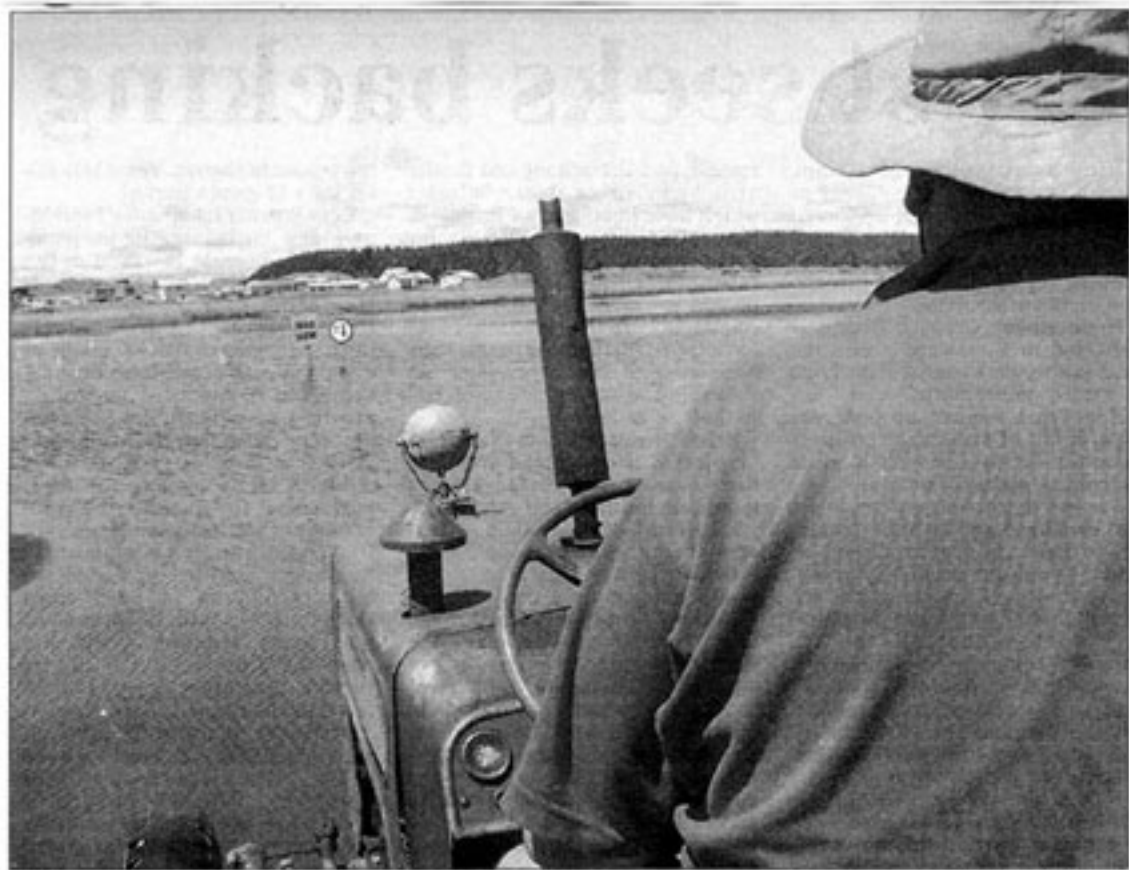




18/9/01



THAT'S THAT THEN: The last of more than 50 voluntary workers quit the site of Turakina Beach's new ford last Saturday. Koitiata residents' committee chairman Peter Smith said the number of volunteers far exceeded expectations and sandbagging of the ford was completed in about half the six hours anticipated. Construction of the ford to improve access to Turakina Beach was "a real family affair" with local residents helped by volunteers from most south Rangitikei towns. Members of Wanganui and Manawatu 4WD Clubs who regularly use the beach also lent a hand. Summertime access to the shoreline should be vastly improved by the ford which traverses a lagoon formed in the wake of storms about three years ago.



Picture: HAMISH WHITE

LIFE'S A BEACH: Koitiata fire chief Peter Bamford approaches the local ford on a journey home from the nearby beach

Thumbs up for ford

A FORD across a lagoon, built last September by Koitiata locals and users of the nearby beach, has "transformed" the coastal settlement west of Turakina.

That's the view of Koitiata residents' committee chairman Peter Smith.

Mr Smith said reference to a transformation might "sound a bit dramatic" but locals estimate "more visitors this summer than the past two years put together".

Besides greater popularity among visitors evident at the beach and at Koitiata's camping ground, Mr Smith said residents have benefited as well, with better access for fishing and ocean-side walks.

By HAMISH WHITE

He said the lagoon, created when the Turakina River carved a new outlet to the sea several years ago, is presently at winter levels owing to unseasonal rain.

Inside its sand-bagged borders the ford, as expected, is easily crossed by foot, 4WD or tractor.

On the subject of whether Koitiata is poised for commercial development in the wake of its new-found ability to draw bigger summer-time crowds, Mr Smith said the topic has long been a bone of not-too-serious contention.

"There's always been a bit of debate down here on whether we should open it up or keep it quiet

and secret and I think the 'quiet and secret' ones over-ride everyone else — we're just happy with the way it is," he said.

Perhaps to deflect undue interest in the commercial potential of Koitiata, Mr Smith sounded a note of caution for would-be builders of a mini Luna Park or drive-through Dive World.

"The other thing that's happening is we're losing our beach," he said.

"The westerlies combined with very high tides have crashed our beach away."

"It'll be interesting to see what happens in the next few years as to whether the lagoon becomes tidal."

Koitiata lagoon causeway proves its worth

By Colin Rowatt

"Sands Alive," a Department of Conservation initiative to raise public awareness of and develop community involvement in issues affecting our coastline, has created a win-win situation at the Turakina beachside settlement of Koitiata.

The community has achieved its aim of building a causeway across the lagoon between the village and the beach while at the same time protecting several rare and endangered plant and bird species from possible destruction.

The relationship between DoC and Koitiata residents was not always friendly and co-operative but the "Sands Alive" scheme has also changed that.

More than a year ago, when the locals first proposed building the causeway to give access from the village to the beach, DoC and other environmental agencies initially viewed the project as interfering with nature.

The lagoon was created when the flood-swollen Turakina River broke through the coastal dune to carve a direct course to the sea.

While it suited many species of aquatic birds who quickly made the lagoon their home it made access to the beach difficult for Koitiata residents and visitors.

However, those with tractors and four-wheel drive vehicles simply ploughed through the wetland at the lagoon's edge, putting that environment under serious threat and



PHOTO: K. WEIS-DOC

Causeway crusaders Peter Fraser (Care Group), Stephen Sammons (DoC) and Peter Simpson (Care Group) about to cross the Koitiata lagoon.

creating even more problems.

Koitiata residents saw the causeway plan as the lesser of two evils but for a long time were unable to persuade the conservationists to that point of view.

The "Sands Alive" scheme, leading to the formation of the Koitiata Coastal Care Group, eventually removed the impasse.

DoC achieved the protection it sought and the residents, with financial and practical help from a variety of sources, got their causeway.

It has already proved its worth this summer with the settlement and its beach attracting many more visitors than in recent years because of the

improved beach access.

At the same time DoC's aims are being met. Damage to wetlands at the edge of the lagoon has been minimised and bird and plant life in other areas of the lagoon is also no longer being threatened by people and machinery churning up their habitats.

DoC Wanganui spokesman Kirby Weis says the Koitiata project was a good example of "a can-do attitude and Kiwi ingenuity making a difference."

"Thanks to the group's efforts the public now has easy access through wetland, across the lagoon to the beach with minimal damage to the environment," Mr Weis said.



PHOTO: COLIN DOUGLAS-DOC

Sebaea ovata, one of the wetland plants found near the Koitiata lagoon.



PHOTO: KIRBY WEIS-DOC

The Koitiata causeway providing environmentally safe access to the beach.

Kiwi ingenuity for Koitiata coast



Peter Fraser and Peter Simpson from Care Group and Stephen Sammons from DoC, try out the new causeway.

This little story could be the things that movies are made of a small coastal community achieving big results in saving a fragile coastal environment.

It all started with a Department of Conservation initiative called "Sands Alive", a programme to raise public awareness of coastal issues and how communities can help. As a result, there are now five Coast Care Groups between Foxton and Waitotara.

One of them is at Koitiata, a small beach settlement, west of Turakina where at the beginning of 2001, DOC organised a very successful public meeting.

From this meeting the community formalised their efforts and the Koitiata Coast Care Group was born.

Koitiata had a long running problem of sand, lagoon and wetland destruction as a result of people trying various approaches to get onto the Turakina beach.

The sand dunes, lagoon and wetland are important as feeding and roosting area for rare and threatened fernbird, banded dotterel, Caspian tern, black fronted dotterel, white fronted tern, the migrating godwit and a variety of other waterfowl.

These areas have also plant records for the endangered and rare Turakina daphne, sand daphne, sneeze weed, pingao,

dwarf sedge, dwarf Mazus, sand iris and Sebaea.

The Koitiata Coast Care Group proposed the idea of making a causeway across an existing muddy path through the wetland and then to construct a ford across the lagoon.

They received monetary pledges from locals and pub charities, expertise from horizons.mw and Bob Majors, a private landowner

donated all the sand needed to ensure the dunes were not damaged.

Thanks to the group's efforts the public now has easy access through the wetland, across the lagoon and has an established access onto and off the beach to minimise damage to the environment.

Koitiata is an example of a can-do attitude and kiwi ingenuity making a difference.

3/2/02

Let's go to the beach

WITH winter looming, the next few weekends may provide about the last chance to head for the beach and blow the cobwebs away.

Out Turakina way, I reckon the honours better go to the little hamlet of Koitiata. Whether you want to call this Turakina Beach or Koitiata Beach, either way it is well worth a visit ... provided of course that there's no southerly.

To get there, head slightly west of Turakina along Highway 3, then follow the signpost route south along Turakina Beach Road all the way into Koitiata. Access to the beach is well

**out
there
and
cockroft**



signposted, but the warning about it four-wheel-drive only should be taken seriously.

Cross the water-covered causeway, paying careful attention to stay inside the marker pegs (else you'll risk straying into deep water), and climb out over the dune to the

beach. Please heed all the signs out this way, and stay off the dunes themselves. They are quite fragile.

I tend to prefer the beach to the left (or east), since you can motor along for quite a few kilometres to find that idyllic fishing, barbecue stop or secluded little hideaway.

The renowned Santoft Forest is inland, while the air force's old Raumai bombing range limits progress to the south.

If you've got a GPS, try to find the wreck of the Fusilier, which sank around here in 1884. Its map co-ordinates are 2697200E, 6111715N in the New Zealand Map Grid format. For those without modern sat-nav

aids, stop when you've clocked 8.5kms from Koitiata.

I've tried several times to find it, without success. But you never tell on these beaches, as wind and tide serve to shift the sand about quite considerably over a relatively short time.

Keep an eye out for seals and do watch for fishing lines draped across the sand, plus any kids that may be out playing while dad does the fishing.

In forthcoming columns, I'll focus on some of the excellent rivers the Manawatu has to offer, all waiting to be explored.

Safe driving and have fun.





November 2004



February 2008



May 2008



August 2008



August 2008



The Last Post
July 2016

Causeway and Ford

Part 2 – 14 pages

This section contains copies of documents recording the communications between Koitiata Residents Committee and the numerous authorities relative to gaining the consent required to create the ford across the lagoon/riverbed.

A copy of the granted Resource Consent is also included.

PROPOSAL FOR FORD ACCESS TO BEACH AT KOITIATA

With the Turakina river reverting back to a previous course the residents of Koitiata have been left with a lake that appears to be as attractive to wildlife as it is to the residents. We have noticed that the lake is teeming with fish and are excited by the resultant increase in bird-life (particularly the spoonbill herons). There would be no one in the village who is not keen to see the lake with all its flora and fauna flourish.

However, we live in the village to be near the sea and the lake does make access to the beach difficult. People will therefore attempt to gain access to the beach by whatever means available. After rain this tends to mean using several crossing points and driving around boggy areas making tracks ever wider. Inappropriate fill is dumped in a futile attempt to stabilise a tracks and gain traction. Once, as you are aware, the lake was lowered. All this tends to be destructive to the beauty of our wetland and its naturally evolving ecology.

If nothing is done this situation is likely to deteriorate with ever increasing damage.

It is therefore proposed that a **ford** across the lake will overcome all of these problems.

An upgraded all weather, all vehicle, track to the lake, together with a well marked ford, a guaranteed minimum water level and a single access path through the dunes, would restore beach access to better than it was prior to the river 'disappearing'.

The proposed ford would be of sand, 5meters wide, building up the bed of the lake and sandbagging it on either side (once the holes have been filled a depth of two sand bags is all that is likely to be required).

Arguments for a ford are:

- People are going to gain access to the beach come what may – better to provide one good all weather access route and maintain it, thereby minimising damage to dunes, wetland and farmland.
- It is in keeping with DOC policy of minimising damage.
- Minimal cost and work involved.
- Fire access to lake in the event of fire in front of the village.

- Allows summer access for everyone including the frail, the elderly and children.
- Slows traffic.
- Allows free water-flow through the lake all year round.
- No use of foreign material.
- Will not impede natural changes that will occur in the future.

No work would be undertaken during the nesting season.

Two sites have been surveyed. One option was to go over the hill and the north end of Rapaki Street and cross at the end of this track. After discussion with Bob Major, the landowner to the north, it was agreed that no matter what we did the stability of the hill at the end of Rapaki St. would remain at risk. Also, having to drive/walk back along the lakeside to get to the beach would be off-putting to many people as it is a substantially longer route.

This left the obvious route: the current beach access road and crossing (the site of the proposed causeway).

The advantages of this route are:

- Simplicity. Everyone is familiar with it and will use it.
- Ease of use. This is the shortest and quickest access.

Under the aegis of the coastal care group *Sands Alive* we are also proposing that we would undertake:

- The planting of a toi-toi, flax and cabbage tree 'hedge' each side of the track which will form a barrier to discourage people from straying.
- The planting of spinnifex and/or marrum on the beach side dunes to encourage a single track.
- Adequate signage urging use of the track and conservation of the dunes and wetland.
- Further plantings of appropriate native trees, shrubs and grasses in the future (all planting to be done consultation with and approval of DOC).

Peter Fraser (06-327-3754) and Peter Smith (06-327-3883) have been delegated by the village to explore the viability of this proposal with DOC, Horizons and RDC.

19.03.01

Community Relations Officer (Planning)
Department of Conservation
Wanganui

Re: Koitiata Ford, Turakina

Dear Megan,

To elaborate our telephone discussion I have, as suggested, enclosed our proposal for a ford with sketches and plans. They show the proposed track upgrade and ford. The proposal has been circularised to all residents together with our intentions regarding planting and the protection of the flora and fauna.

Basically the proposal is to fill in some low spots on the existing track to ensure a dry access to the waters edge at the winter level and to fill the lake bed to a depth of 100-150 mm in the summer which will rise to 400-450 mm in the winter.

The proposed ford would be 5meters wide with a two layer sandbag fill on each side under the water to the above depths.

We estimate that approximately 200 cubic meters of sand would be required, and Mr. Bob Major on the adjacent farm has agreed to make this available.

After discussion with Horizons' Mr. Ted O'Connor, he advised us that the new proposal for a ford (rather than a causeway) removes the project from his department's concern/jurisdiction and future discussion would only be required with your department. He did consider that a consent fee would probably be required but thought this only a formality if we can meet your requirements.

For your information, we are meeting with Rangitikei District Council rural fire representatives on Wednesday the 21st of March to discuss our intentions, for they are keen to use this track to get water access for possible grass or other fires in this area.

Obviously these sketches, plans and measurements are meaningless without a site inspection and Peter Smith and myself would be available for a site meeting with you and any of your colleges you may feel necessary.

We are due to report any progress back to the village this coming Sunday the 25th and would, if possible, appreciate a meeting before then (anytime Wed., Thurs., Fri.). However we realise this is short notice and will be happy to meet at your convenience.

Peter Smith Ph: 06-327-3883 email: peter@wordsmith.co.nz

pp Peter Fraser Ph: 06-327-3754

Joint Coastal Care Group Co-ordinators

Department of Conservation
Te Papa Atawhai

Tuesday, 17 April 2001

Peter Fraser
50 Rapaki Street
RD11 TURAKINA

Dear Peter

KOITIATA PROPOSED FORD, TURAKINA

Thank you for inviting departmental staff to the site meeting on Friday 23rd March 2001. This letter, as requested, reiterates the discussions we had at this meeting.

Firstly, my apologies for the delay in getting back to you and best wishes for a speedy recovery from your recent accident.

The details of the proposed ford, as included in your letter to the department of the 19th March, are not expected to give rise to concerns by the department. This stance can be confirmed once the works required for the proposed ford have been decided on, such as the location and nature of the proposed culverts.

Permission for the proposed works may be required under the Resource Management Act 1991 (RMA). This should be discussed with horizons.mw.

Approval for works within the marginal strip, located along the seaward side of the Koitiata Recreation Reserve, will be required from the department under the Conservation Act 1957. This concession process is expected to be straightforward and can be done once the works required are confirmed.

Please feel free to contact Megan Patrick of the Wanganui Conservancy Office or myself if you require any further information or assistance.

Good luck with your proposal.

Yours sincerely

Dave Smith
Area Manager

COPY

Palmerston North Area Office
Private Bag 11010, 717 Tremain Ave, Palmerston North, New Zealand
Telephone 06-350-9700, Fax 06350-9701

19.03.01

Community Relations Officer (Planning)
Department of Conservation
Wanganui

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Peter Smith Ph: 06-327-3883 email: peter@wordsmith.co.nz

pp Peter Fraser Ph: 06-327-3754

Joint Coastal Care Group Co-ordinators

23 May 2001

5/7/KRC
RMH:FAC

Koitia Residents Committee
C/- Peter Fraser
31 Rapaki Street
TURAKINA BEACH

Dear Mr Fraser

DECISION - RESOURCE CONSENT NO. 101797

We are pleased to advise that your resource consent application has been granted. The decision is enclosed and because it is a legal document we urge you to keep it in a safe place.

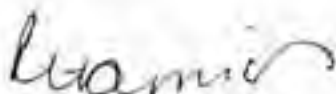
Please make sure you read and understand the consent conditions. As a resource consent holder you are responsible for complying with these conditions. Failure to do so may result in enforcement action by **horizons.mw**.

horizons.mw staff will monitor your compliance with the consent conditions. This may involve site visits by staff which will be charged in accordance with our cost recovery policy.

The staff member who will be responsible for monitoring your consent is Allan Cook. Allan can be contacted during normal office hours on 06-327 7189.

If you are uncertain about any aspects of the consent or your rights of appeal please do not hesitate to call us.

Yours faithfully



Robyn Harrison
CONSENTS ADMINISTRATOR

Encl Decision



23 May 2001

Resource Management Act 1991

Decision on an Application for Resource Consent

Applicant:
Koitiata Residents Committee
C/- Peter Fraser
31 Rapaki Street
TURAKINA BEACH

Application No:	101797 for a Coastal Permit (Land use)
Location:	Former Turakina Riverbed, Turakina Beach
Catchment No:	330000
Legal Description:	Pt Run 17 SO 15835
Valuation No:	N/A
Map Reference:	S23:923-237
Regional Policy Statement Policies:	Objectives 22 and 23, Policies 22.1, 22.2 and 23.1
Regional Plans:	Regional Coastal Plan
Regional Rules:	RCP Rule 37.1
Activity Type:	Discretionary

The application is for consent for activities restricted by Section 12 of the Act.

The Application

The Applicant seeks consent to construct, use and maintain an accessway across the former estuary of the Turakina River, an area defined as Protection Area in the Regional Coastal Plan. The river has avulted leaving a lagoon in the area formerly occupied by the channel between the Turakina Beach Township and the beach. Since the river has changed course and the lagoon has formed pedestrian access to the beach from the township has been extremely difficult.

The proposed crossing structure will be approximately 33 metres long and 5 metres wide spanning the former river bed. The structure will be constructed from sand supported by approximately 600 polypropylene sandbags along its margins. The 'deck' of the accessway will sit approximately 150mm below the summer low water level, and approximately 450mm below the winter water level. The Applicant has also suggested river gravels may be placed on top of the accessway to prevent sand being washed off the structure from vehicle movements.

The structure will be constructed over a nine-day period, preferably before the native bird nesting season. The Applicant anticipates periodic maintenance of the structure will be required. Such maintenance may include topping up the level of the sand between the sandbags.

The Applicant has provided the written approvals of the Department of Conservation, the tangata whenua and the Rangitikei District Council.

horizons.mw's Area Engineer - Northern also provided his written approval. The Engineer considered the proposal would provide a practicable means of access to the beach and have minimal adverse environmental effects.

Environmental Effects

horizons.mw's Consulting Engineer has assessed this application.

The proposed structure is to be constructed in an area designated as a Protection Area (Turakina River Estuary). The estuary is considered to be a nationally important strategic site for migratory bird species and provides a habitat for threatened bird species. Although the estuary is currently not functioning as an estuary, its extensive mudflat areas continue to provide important roosting and feeding habitat for wading birds.

The Consulting Engineer recognises the potential for the proposed causeway to restrict the free movement of water along the old river channel. However he also recognises that the accessway will lie at least 100mm below summer low water level and that the effect will be minimal.

The Consulting Engineer has also considered the likely effects the structure would cause have if the Turakina River was to reclaim its former channel. He recognises the accessway would form a barrier to flows and elevate water levels upstream. However he considers the flow of the river would quickly wash away the structure as it will not be constructed to withstand the full flow of the river. A condition has been imposed on the consent to ensure that the polypropylene sandbags are removed from the environment in the event of the structure being obliterated by the River. The Consent does not authorise the reconstruction of the accessway should it be destroyed.

The Consulting Engineer considers the likelihood of adverse effects occurring during construction and use of the accessway is minimal provided the recommended conditions of consent are complied with.

The accessway will also facilitate access by vehicles to the sensitive sand dune habitat on the seaward side of the lagoon. Although vehicle movements may adversely affect the dunes, this activity is not specifically related to the proposal and therefore cannot be restricted under this consent. However **horizons.mw's** Consents Planner notes that the Department of Conservation has provided a written approval to the proposal.

The Consulting Engineer recommends the consent be granted and conditions imposed to avoid, remedy or mitigate the adverse environmental effects that have the potential to become significant. However although **horizons.mw**'s Consulting Engineer considers the environmental effects of the proposed activity will be minor, neither he nor **horizons.mw** guarantee or confirm the structural integrity of the structure.

Planning Assessment

Objective 22 of the Regional Policy Statement is to avoid, remedy or mitigate the adverse effects of activities in the coastal environment. The Objective is supported by Policies 22.1 and 22.3.

Objective 23 of the Regional Policy Statement is to maintain or enhance public access to and along the coastal marine area. The Objective is supported by Policy 23.1 which seeks to implement the Objective provided access will not adversely affect the environment.

The proposal will not conflict with the Objectives or their supporting Policies, provided the mitigation measures recommended as consent conditions are adhered to.

The proposed structure requires consent for a Discretionary Activity under RCP Rule 37.1(a) of the Regional Coastal Plan. Maintenance of the proposed accessway is provided for as a Permitted Activity under RCP Rule 31 of the Regional Coastal Plan provided no contaminants are released to coastal water as a result of the maintenance activity.

Although the discharge of sediment into water during the construction period may contravene the water quality standards in Section 107(1) of the Act, the discharge will be temporary and minor and comply with the exemption provisions of Section 107(2) of the Act.

The mitigation measures recommended as consent conditions will avoid or mitigate the potential for the proposal to cause significant adverse effects.

Costs

Section 36 of the Act provides for the recovery of extra costs from an applicant when an application deposit is inadequate to meet the actual and reasonable costs of processing the application. In this case the Applicant did not pay a deposit.

The costs incurred by **horizons.mw** in processing this application were:

Staff Time	
Consents Planner 1.5 hours @ \$57.00 per hour	\$ 85.50
Consulting Engineer 1.5 hours @ \$75.00 per hour	\$112.50
Team Leader Consents 0.5 hours @ \$65.00 per hour	\$ 32.50
Administration Fee	\$ 70.00
Sub Total (Excl GST)	\$300.50

GST

\$ 37.56

No Deposit

Total Costs Owning (Incl GST)

\$338.06

The Decision

- A. The Team Leader Consents of the Manawatu-Wanganui Regional Council (trading as **horizons.mw**) has considered this non-notified application. On 23 May 2000 the Team Leader, pursuant to delegated authority under Section 34 of the Resource Management Act, grants Coastal Permit 101797 pursuant to Section 105 of the Act, to Kaitiaki Residents Committee to construct and place an accessway for a term expiring on 23 May 2002 and to use the structure and associated temporary discharge of sediment into coastal water and to occupy space in the Coastal Marine Area with the structure for a term expiring on 23 May 2036 subject to the following conditions.
1. The activities authorised by this permit shall be restricted to the construction, placement, use and maintenance of a sand and polypropylene sandbag accessway in the Coastal Marine Area the at or about map reference S23:923-237 and in general accordance with Plans C101797 A, B and C attached to and forming part of this permit except as otherwise provided in the conditions of this permit.
 2. No construction or maintenance activities authorised by this permit shall be undertaken between 1 July and 31 August.
 3. The Permit Holder shall take all practicable measures to avoid disturbance of the habitat of wading or migratory birds during the exercise of this permit.
 4. The Permit Holder shall ensure that the materials used in construction of the accessway are free of contaminants, substances toxic to aquatic and marine life, and silt grade fines as far as is practicable.
 5. The Permit Holder shall undertake the works in such a manner that minimises the release of sand or sediment into surface water during the exercise of this permit.
 6. Any surplus materials not required as part of the structure remaining after the construction, repair and maintenance activities shall be removed from the work area immediately upon completion of the work.
 7. The Permit Holder shall ensure that:
 - a. no machinery leaking fuel, lubricants, hydraulic fluids or solvents is permitted to work within the stream bed, or in a position where such contaminants may enter the stream bed; and
 - b. no refuelling of any vehicles, machinery or equipment is permitted to take place within the stream bed or in a position where spills may enter the stream bed; and
 - c. the storage of fuel or contaminants adjacent to the stream bed does not result in any fuel or contaminants entering the stream bed.

8. The Permit Holder shall ensure the structure is maintained in effective condition at all times during the maintenance term of the consent.

Note: Maintenance is defined as restoration of a structure to a state of good repair and includes the reconstruction or alteration of part of a structure provided the maintenance activity does not increase the area occupied by the structure, or change the character, scale or intensity of any effects of the structure on the environment (except to reduce any adverse effects or increase any positive effects). Maintenance does not include extending, removing, demolishing, or replacing and reconstructing an entire structure if destroyed. It is recommended the Permit Holder contacts **horizons.mw's** Team Leader Compliance prior to commencing any maintenance works to ensure the proposed maintenance works fit within the definition of maintenance and that the works can be undertaken without further Permits under Regional Coastal Plan.

9. In the event of the structure being destroyed by the Turakina River reclaiming the channel the Permit Holder shall, as far as is practicable, remove all the polypropylene bags that formed the sides of the structure.
10. The Permit Holder shall advise **horizons.mw's** Team Leader Compliance at least two working days prior to commencement of any works and at the completion of the works, to enable a site inspection to ensure that permit conditions have been met.
11. Charges, set in accordance with Section 36(1)c of the Resource Management Act 1991, and Section 690 A of the Local Government Act 1974, shall be paid to **horizons.mw** for the carrying out of its functions in relation to the administration, monitoring and supervision of this resource permit and for the carrying out of its functions under Section 35 (duty to gather information, monitor, and keep records) of the Act.

[Note: Section 36(1)c of the Act provides that **horizons.mw** may from time to time fix charges payable by holders of resource consents. The procedure for setting administrative charges is governed by Section 36(2) of the Act and is currently carried out as part of the formulation of **horizons.mw's** Annual Plan.]

- B. The Team Leader Consents resolved that the Applicant shall pay actual and reasonable costs of processing of this application of \$ 338.06 (GST Incl).

Reasons for this Decision

In making his decision on this application pursuant to Section 105(1)(b) of the Resource Management Act, the Team Leader Consents had regard to matters as required by Section 104 of the Act.

The Team Leader considers that the activity is consistent with the sustainable management principles contained in Section 5 of the Act and that no significant long term adverse effects will arise from the activity, provided the mitigation measures required by consent conditions are complied with.

The Team Leader imposed conditions on the Permit to ensure that the potential adverse effects of the activity will be avoided, remedied or mitigated. He has specific regard to potential effects on water quality, the habitat of fauna and effects on the stability of the former bed of the Turakina River. The Team Leader also recognised the value of the Region's Coastal Marine Area in imposing conditions to avoid, remedy or mitigate adverse effects.

The Team Leader is satisfied that with the conditions imposed, the activities authorised by these consents will not conflict with the Regional Policy Statement for the Manawatu-Wanganui Region or the Regional Coastal Plan

A handwritten signature in black ink, appearing to read 'M J McCartney', is written over the printed name.

M J McCartney
TEAM LEADER CONSENTS

23 May 2001