



NEWSLETTER NUMBER 4 • SEPT/OCT 2010

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WOW Incorporated MISSION STATEMENT

To find and implement solutions for serious erosion at Haumoana, Te Awanga and Clifton and unite the Cape Coast community to beautify, protect and promote the coastline as an asset for the wider Hawke's Bay region.

Cast a vote for the Cape Coast!

Who should we vote for: Our future is in their hands

The Cape Coast does not have the luxury of another three years of indecision, bogged in a bureaucratic mire by those who selectively interpret legislation and lack the courage to make forward-thinking decisions.

The ratepayers and residents of Haumoana, Te Awanga and Clifton need to know which candidates they can trust to address urgent coastal erosion issues and help plan for a brighter and more secure future.

WOW Inc has asked all candidates for the Hastings mayoralty, the Heretaunga Ward, and those contending the Hastings constituency of the Hawke's Bay Regional Council, what their plans are for the Cape Coast.

If they're successful, will they stand with us to protect this area, or opt for managed retreat, or 'do nothing', which will most likely result in the ocean inundating up to 200 homes and business over the next few years?

Although no candidate has overtly supported the unpopular options, when reading between the lines you may get an idea which way some will swing when entrenched opposition comes to the fore or the peer pressure's on.

The battle for the Hastings mayoralty sees Simon Nixon, Peter Nee Harland and Des Ratima, battling to unseat incumbent Lawrence Yule who's standing for a fourth term. There's competition for the Heretaunga Ward where Cape Coast resident Rod Heaps is up against three contenders, Ru Collin, Richard McKenzie and Des Ratima.

The Hastings constituency of the Hawke's Bay Regional Council is also being hotly contested. Incumbents Ewan McGregor, Liz Remmerswaal, Kevin Rose and Eileen von Dadelszen face challengers Murray Douglas, Tom Belford and former Hastings District councillor Robert Burnside who's attempting to jump teams.

This issue of the WOW newsletter has been delivered to 850 homes along the Cape Coast and to key café's and public places on the outskirts of the area. The way you vote will influence the quality of representation you get. As the old adage says, if you always do what you have always done you get what you've always got. Is it time for a change?

A sea of potential The Cape Coast cycle-way

By Michelle Wade

Now that the cycle-way is clearly defined, WOW is working with both councils on cleanup and beautification along the proposed route, and with Venture Hawke's Bay, to ensure the Cape Coast section gets maximum favourable exposure.

The Cape Coast section of the cycle-way begins at the Black Bridge, follows the Tukituki River stop-bank over a new bridge to be built over Grange Creek, out to the groynes and river mouth and through the back of the domain.

It then runs on to Grange Road, into Haumoana Road, along Beach Road and follows the seaward side of Clifton Road to Te Awanga, ending at the beach in front of Clifton Café near the DOC sign. An optional detour will be via Wellwood Terrace, passing the lagoon, and back through residential streets to Clifton Road.

It's hoped that another route will be added later, which will partly follow the Maraetotara River over to Waimarama and back to the Tukituki River, connecting the Cape Coast section to the existing Havelock North trails. 'The Landscapes Trail' will offer stunning views of the Tukituki Valley, Te Mata Peak and Cape Kidnappers.

Major business benefits

Challenge, peace and solitude, landscape and scenery will be the key recreational values experienced by visitors. When a visitor experiences our area they will 'gain a sense of place'.



WOW committee member and researcher Michelle Wade

STUMPED

Haumoana artist Dick Frizzell put brush to canvas to create a unique view of the Cape Coast. 'Beached Stump' will be one of the many high value items that will go under the hammer at the WOW Fundraiser auction at Elephant Hill Restaurant & Winery on October 13.



Editorial

Visionary leadership needed No more delays

By Keith Newman



People of the Cape Coast continue to wonder why they should have to fight so hard to protect an asset of irreplaceable value to the region and are appalled they may have to pay for a good percentage of the construction costs and cough up for compliance costs as well.

From the outset WOW undertook to raise funds to cover most of the cost of building the first stage of a groyne field, provided the Hawke's Bay Regional Council and the Hastings District Council agreed to bankroll the resource consent.

The regional council has declined to contribute, while the district council has thankfully put aside \$200,000, conditional on the outcome of the Serjeant Report, which will evaluate the likelihood of the proposal gaining a resource consent.

All up it's estimated that resource consent compliance costs for hard-engineering protection works will total \$569,000. This sum includes environmental impact assessments, landscape issues, sediment transfer and bathymetric data, full design, expert witnesses, peer reviews and associated filing costs and bureaucracy.

If HBRC or the Department of Conservation (DOC) decided to oppose our plan to protect the community and coastline, or challenge any of the reports presented in a consent application, there's a real risk this horrendous amount would be further inflated.

Obvious regional benefits

The battle to build a groyne field to save the Cape Coast has only just begun. WOW remains uncomfortable with the suggestion that it should be expected to contribute over \$300,000 toward the consent process when money being raised by the community and offered by a sponsor is earmarked for actual construction.

The underlying insistence on the 'user-pays' argument with 'beneficiaries' or those who live closest to the coast, picking up the bulk of any targeted rating costs, is flawed. Councils need only examine where the users of the national cycletrack are expected to come from, and for that matter the demographic of the thousands of visitors who enjoy the Cape Coast in the peak season, to see the 'benefits' are regional and even national.

The Cape Coast erosion problem has remained unresolved for half a century despite interminable reports, studies and an impossibly costly and destructive so-called solution put to the community by both councils 18 months ago.

WOW has independently funded highly regarded Moynihan Coastal Consultants (MCC) to develop plans for stage one of a groyne field between Clifton Road north and the existing groyne at the Tukituki River mouth. The WOW engineering plan will protect the coast and community for the next 50 years.

Those plans, along with WOW's cost comparison of the groyne field versus the economic and social impact of managed retreat, are currently being put through a rigorous peer review process funded by both councils as part of the Serjeant Report.

The report due just before the election will confirm whether we're on the right track and help councils

determine their level of commitment to the project, including firming up any financial contribution toward construction and resource consent.

Councils have discretion

As well as restoring mass to our beaches and preventing further erosion, WOW believes the staged construction of groynes will have little or no detrimental downstream impact. We believe the project will be environmentally sound, attract marine life, stimulate recreational fishing, and create safe swimming and viewing areas.

The protection plan will be linked to beautification and crest strengthening to enhance the stretch of coastline where the proposed national cycle track will run.

WOW is encouraged that the district council is willing to champion its protection measures. However, without the full backing of the regional council the process could be painfully protracted and costly.

While the regional council has told WOW it faces significant hurdles to comply with national and regional coastal policy and Resource Management Act conditions, this is not a central government decision.

WOW has correspondence from both the Minister of Conservation and the Minister for the Environment stating both our local authorities have full discretion in deciding if hard engineering can be permitted along the Cape Coast.

The regional council however favours leaving the beaches in a 'natural state' of instability. But what about the years of interfering with the course of the river, the extraction for profit of mountains of shingle from the beach and river, the building of stop banks and the construction of existing groynes?

These man-made interventions are proof that coastal erosion requires an engineering solution to mitigate those changes, to protect peoples' property and prevent more of Hawke's Bay being washed into the sea.

For the greater good

When councils work together to reduce the bureaucratic layers that smother innovation and development everyone wins, especially ratepayers. Huge cost savings and efficiencies would be achieved if the two councils stood together in championing the coastal community's proposal.

The benefits of protection will far outweigh the consequences of ongoing neglect. Protecting communities, private property, public assets and infrastructure, and providing access to our beaches, is what our local authorities are supposed to do.

There's already been too much passing the buck.

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"Save the Cape Coast"

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When the next spring tide combines with easterly swells to send monster waves slamming into the homes along Clifton Rd, who will be responsible for cleaning up the concrete, timber, broken glass, sharp steel and rubble westward along Haumoana beach?

If the houses at Cape View, which currently act like a kind of groyne, are further damaged or removed, erosion will rapidly escalate along the coast and there will be little or no hope of saving the main access road, the shopping centre and adjacent homes and properties. The demolition zone will simply expand until it is an even greater embarrassment to Hawke's Bay

If WOW's community-driven commonsense proposal is further obstructed or denied, then responsibility for disastrous outcomes must fall squarely on those who failed to act. The solution, essentially a more affordable version of what both councils originally proposed 18 months ago, is right under their noses.

Like one of the candidates standing for the regional council said, 'WOW has presented councils with a gift', and he could not comprehend why there are so many hindrances. WOW couldn't agree more. Let's just get this done.

Cast a vote for the Cape Coast

HASTINGS MAYORALTY CONTENDERS

Reduce compliance costs

"The Dutch have dykes, the port has a breakwater, the rivers are contained by stop banks. Clearly in other similar situations authorities feel different to the position they have adopted on the Cape Coast."



Simon Nixon

Hastings mayoral candidate Simon Nixon believes the generous offer from a benefactor for the initial Cape Coast groyne field should be taken up as soon as possible "so a start can be made on testing the effectiveness of this proposal".

He's "amazed at the indifference" shown by the district and regional councils to the plight of individuals with affected properties, and undertakes to do what he can to reduce the "huge costs of gaining resource consent".

His base position is that every property owner has a right to defend their land and structures from the elements and he will do what ever I can to uphold this right. "The Dutch have dykes, the port has a breakwater, the rivers are contained by stop banks. Clearly in other similar situations authorities feel different to the position they have adopted on the Cape Coast." While the major challenge facing WOW is clearly dealing with the regional council, if elected as mayor Nixon would direct the Hastings council to assist, rather than impede home owner efforts to protect their properties.

"If the houses at Haumoana are lost to the sea then the roadway to Te Awanga will be next and this will result in some very expensive engineering to build new access."

While cautious about unconditional support for the groyne solution, he says his support for individuals needing to protect their properties will be "expressed forcefully".

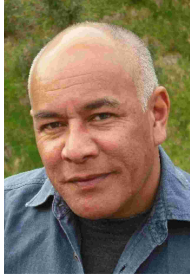
While some may view the problems along the coast as being similar to leaky homes with a 'buyer beware' tag, he believes the community has an obligation to share the burden and have a say in the solution.

"Managed retreat" is not in his thinking and it would take "overwhelming evidence supporting global warming and significantly rising sea levels" to change his position.

The failure of WOW Incorporated to affect change in council 10-year plans does not surprise him. "I know the community feels neglected by council (and) my undertaking is to listen to the community...I consider the visitor industry as the logical way to improve our economy and if the Cape Coast can contribute, then this is further reason for us to move forward."

Try for a plan change

"Perhaps we could create a new specialised district plan zone...to try to make the necessary works a non-notified controlled activity?"



Peter Nee Harland

If elected, mayoral contender Peter Harland would ask WOW to submit an updated hard engineering report and call a special council meeting to consider whether existing policies were sufficient or if new guidelines were needed to proceed with protection.

"Subject to budget constraints and my obvious duty to act fairly on behalf of all ratepayers, on my watch we will work together."

In the wider sphere Harland says a plan change may be worth considering. "I am told that the council may of its own motion seek a change. Perhaps we could create a new specialised district plan zone...to try to make the necessary works a non-notified controlled activity?"

While plan changes are potentially difficult to achieve, 22 were currently notified. If WOW has the majority of the community behind it, and ratepayers were advised of the cost of works to be carried out, he says "there should be few unsolvable objections".

If for some reason Hastings District Council was unable to initiate the plan change itself, Harland suggests the community put forward its own proposal.

"Something of a template exists already in that a similar intention was for a time pondered in the case of an area of land adjoining Ocean Beach, however that of course involved a land-based intent."

Protect assets

"I am extremely supportive of any engineering solution that will work, can get consent and is affordable."



Lawrence Yule

As Mayor I have taken a special interest in this complex and difficult issue. Politically the whole subject has big risks because different people have different views and we are dealing with a powerful and changing natural environment. Despite this, I believe it is my role to help find a solution, no matter how hard.

I want to give credit to Keith Newman and WOW for staying focused, applying pressure and challenging previous assumptions. I also acknowledge that the \$4 million cost to shift the road was a turning point in my

thinking. Hastings District Council had an obligation to consider protection of its assets. That means we are just like any other resident in protecting their assets.

So I am extremely supportive of any engineering solution that will work, can get

consent and is affordable. I have persuaded the Hastings District Council to contribute up to \$200k to the Resource Consent application and have regularly chaired meetings to advance the consent application.

The planning environment is not easy with a rigorous process required the Hawkes Bay Regional Council and as consenting agency. It is probable that DOC will oppose the application which is likely to be publically notified and heard by independent commissioners.

So in summary, I am with you as a community. I think it unlikely the rest of the region or the government will assist with funding. But let's put everything into trying to get a resource consent for an agreed engineering solution.

Immediate response needed

"Our view is to look at the whakapapa (genealogy) of the ocean and its children and how they all interact with one another."



Des Ratima

While the cause and effect of Cape Coast erosion may continue to be debated, Hastings mayoral candidate Des Ratima is convinced both councils need "an immediate response to stop further loss of land to the ocean."

Ratima favours the holistic view held by many Maori that messing with the river systems and long term mining at Awatoto has had more of an impact on the coast than some are prepared to admit.

He supports WOW's engineering solution of staged groyne field construction, based on the downstream impact on shingle flow, saying it "makes good sense".

What appears to be lacking says Ratima, who's also standing for a Heretaunga seat on the Hastings District Council, is willingness from local and central government organisations to work together.

Ratima has a good understanding of how smaller communities can be "made

to feel helpless because don't have the masses to cause the councils feel the pain in order to make changes."

In his own home community of Whakatu he's been leading the charge to clean up industrial river pollution for the past decade. "It's been a constant battle with both councils passing the buck. Finally, after working with both industry and the councils, it feels like we're making some progress."

Ratima believes Maori have a role to play in supporting the "reduction of land loss through erosion" and protective systems. He suggests cause and effect may begin with changes to the old Ngaruroro (Clive) river and work at the Awatoto shingle plant dating back 50-years.

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"Something has effected the way the current operates and the how the ocean is effecting the whenua (land). While Awatoto now takes metal mainly from the river rather than the beach it may have left some major holes out there."

And he's concerned at the amount of silt coming down from the ranges and "an almighty build up" at the river mouth at Clive. "The shingle is definitely not coming down like it used to, its all sludge and algae and weed growth."

Ratima says Maori have an intrinsic relationship with both the whenua and moana (the ocean) and a responsibility to ensure all those elements are looked after in the widest possible context.

"It should never be a question of one or the other. Our view is to look at the whakapapa (genealogy) of the ocean and its children and how they all interact with one another," he says.

"There is definitely concern along the Cape Coast that nobody seems to be interested in looking at where Papatuanuku (the earth parent) and Tangaroa (the son, sea 'god' and creator of fish) have to come together."

Ratima says "something in those relationships is out of order" and that's where Maori have to be involved. In contrast, he says the relationship between the sea and the land along the beaches around Gisborne is mostly peaceable. "They are as they were many years ago, they enhance each other."

The Ngaruroro river was diverted away from Clive in the 1960s when it ran down under the Chesterhope Bridge. Ratima used to picnic, fish and swim along the Cape Coast in the 1950s and 1960s with family and friends and would like to know when the beaches first began changing and how that correlates with the diversion of the river.

"We need to see what is happening with the river, what is going out into the sea that Tangaroa is so upset about?"

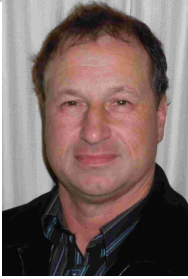
He suggests that what is happening along the Cape Coast is not specific to the area and if it's a man-made problem it may require a man made solution "to bring harmony back between father and son".

HASTINGS DISTRICT COUNCIL

Heretaunga constituency

Don't destroy the community

"This impacts on entire communities, especially Haumoana. When the waves overtop the beach and flood other residential areas, what an absolute nightmare that will be."



Rod Heaps

Rod Heaps, re-standing for the Heretaunga Ward, has been a strong supporter of WOW from the outset and a vocal advocate for the groyne proposal around the Hastings District Council table.

The fourth generation Te Awanga resident, who's worked along the coast for 35-years is well familiar with the actions of the sea and the material it moves along the shoreline.

"I am, and always have been, an advocate for the most sensible and practical method of protecting the communities of Clifton, Te Awanga and Haumoana from the continuous battering of the sea."

He says the local authorities and locals know that groynes do work on this coastline. "The three already in place between Haumoana and Clive are providing the protection they were designed to do."

Heaps says 'managed retreat', the only other option being seriously considered by both councils, would "destroy these established functioning communities" and is concerned at the perception that the problem is all about the 21 homes on the beachfront currently considered most at risk.

"This impacts on entire communities, especially Haumoana. When the waves overtop the beach and flood other residential areas, what an absolute nightmare that will be."

The more erosion occurs, he says "the threat of the sea inflicting serious destruction to homes, shops, roads and infrastructure will soon become a reality to the wider communities."

Heaps says he'll continue working Hastings District Council staff and WOW group to 'Save the Cape Coast'.

Make it part of the plan

"(There's) a lot of potential in enhancing the coastline from Clifton to the Napier port (and) if options can be produced that provide protection and enhancement... then let's look at all of them and then decide."



Ru Collin

Ru Collin, admits he knew little about the Cape Coast dilemma when challenged to state his policy but was forced to do his homework to get up to speed with the challenges faced along this unique coastal strip.

He suggests the current dilemma has its genesis after a major storm during 1974 when an initial agreement was made between the then Hawke's Bay County Council "and a small number of property owners living close to the Haumoana coast" around voluntary retreat.

As the sea reclaimed more land and threatened property over a longer stretch of coastline, more stakeholders got involved. "Ongoing discussions between the coastal communities and HBRC became more animated."

Today he says coastal property stretching from the TukiTuki river to Clifton beach is facing varying degrees of threat. "The 21 properties at Haumoana and Clifton Motor Camp access face imminent threat of being washed into the sea relatively soon." And he says the future cycle track planning is likely to be affected by coastal erosion.

Behind these coastal strip properties, says Collin, lies expensive council infrastructure in roading, water and power conduits.

He says "influencing drivers" have changed dramatically since 2000 and there are many more stakeholders involved than there were in 1974. Tourism and viticulture are major "district drivers" along the coastal area which should be allowed to continue with the "least amount of disruption and be supported by council wherever possible".

While both councils have agreed to jointly fund some peer review work on the WOW proposal to help determine its chance of success, when faced with the national and regional policy environment he says there's no guarantee they will have a common view of the way forward.

He says there's "a lot of potential in enhancing the coastline from Clifton to the Napier Port (and) if options can be produced that provide protection and enhancement... then let's look at all of them and then decide."

Whatever the way forward he says costs are likely to be considerable, and will need to be phased into budgets. He suggests the Cape Coast will need to get more involved with long range district plans in the future, including the HPUDs and 10-year plans"

Doing nothing not an option

"A positive opinion (Serjeant Report) can only add weight to a consent being granted given that there is no opposition at National Government level."



Richard McKenzie

After discussions with officers from both councils Richard McKenzie says he has no reason to think Cape Coast erosion issues are not being taken seriously, although he'd like to see things moving faster. "Urgency is a priority and we cannot sit back and do nothing."

The final solution, whatever form it may take, he says must be cost effective, durable, sustainable and not just a quick fix. Currently he says it would appear that hard engineering is the best option but there is a process to follow which is now in progress.

"I fully support the responsible action that WOW, Hastings District Council and the Hawke's Bay Regional Council have taken, in funding and appointing an independent person to undertake a review of the likelihood of a resource consent for hard engineering being successful."

McKenzie says resource consents are an expensive exercise if they

fail. "A positive opinion can only add weight to a consent being granted given that there is no opposition at National Government level."

He remains cautious about making any promises he cannot keep, supports the funding of an independent study of WOW's plans by both councils and will be guided by the professional engineers.

He concludes it's a very emotive issue and both councils must work together to ensure a satisfactory outcome for all. He supports landscaping and further development of the Cape Coast as a tourist holiday destination and if elected would ensure WOWS "views and solutions were heard and promoted."

HAWKES BAY REGIONAL COUNCIL

Hastings constituency

Limit abatement notices

"I'll do everything I can to move things along and limit protracted arguing and will not support the frivolous court action or the time wasting tactics of the past."



Robert Burnside

Without the support of the HBRC, the Hastings District Council has very limited options in its efforts to support the WOW groyne proposal, says challenging HBRC candidate Robert Burnside. "That's why I'm changing camps, to ensure that support is available or at least that all the parties are aligned in the same direction."

Burnside favours WOW's hard engineering plan and believes residents should be allowed to protect their properties and the coast by creating walls and groynes "provided no long term negative environmental effect

is created."

If funds are available or are raised by the community, then he says consent should be a "smooth process facilitated by the Regional Council in partnership with residents."

As a Hastings District Councilor appointed to the Clifton Reserve Board, Burnside had been eager to maintain the seawall beside the Marine Club to prevent the sea getting behind it and undermining the road. He was a vocal advocate that remedial work to existing structures should be a permitted activity under the Resource Management Act.

However when the sea began cutting into the road at the Clifton Motor Camp he was "slapped with a personal abatement notice" by the HBRC and threatened

with fines of up to \$200,000 if "any work at all was undertaken by anyone at the Clifton Reserve."

Not having the personal cash on hand to argue over the matter, Burnside resigned from the board in frustration.

If he's successful in gaining a seat at the HBRC he'll be 'on a personal mission' to limit the use of abatement notices. "I've found picking up the phone and talking to people is far more effective than threatening to sue."

Burnside says the 'no action' approach at Clifton simply created a bigger problem and believes "gradual retreat" is a cop out".

In regard to the homes under immediate threat along Clifton Rd north and the WOW groyne proposal: "I'll do everything I can to move things along and limit protracted arguing and will not support the frivolous court action or the time wasting tactics of the past."

His final word on the matter is that if HBRC retains the same representatives that it has had in the past, it logically follows that the same outcomes will follow.

Solution must stack up

"(If the WOW proposal stacks up it could be regarded as) comparable to infrastructure investments the council makes to control flooding, store water for irrigation, or support regional facilities like sports parks and museums"



Tom Belford

Tom Belford gave WOW a double page spread to state its case in a recent edition of Bay Buzz where he commends the residents of the Cape Coast for 'coalescing around a thoughtful plan'. His pledge of support comes with conditions that are not dissimilar to those WOW is already attempting to resolve.

The engineering case he says must address long-term durability. And he'd want to be certain "the impacts north of the area, the economics, the public good benefits delivered, and the implications of global warming on the long-term viability of the engineering solution" were addressed.

The full costs, including lifetime asset maintenance and environmental and amenity enhancements and who pays, both in terms of capital investment and ongoing operations and maintenance, must also be taken into account.

And there would need to be a clear assessment of the "public good" benefits, including "the significance and value of this solution and associated amenity enhancements to ratepayers living outside the immediate vicinity" and for others including tourists.

As long as it was clear the benefits were not merely for the protection of the homes of locals, Belford would regard the WOW proposal as "comparable to infrastructure investments the council makes to control flooding, store water for irrigation, or support regional facilities like sports parks and museums."

If he can be satisfied that WOW and its engineers have done their homework and addressed these issues Belford would endorse the proposal to go before independent commissioners or be filed directly with the Environment Court.

Essential to move forward

"I have argued that for social and economic/tourism reasons there needs to be a way forward for your community, and that HBRC should help and facilitate that."



Liz Remmerswaal

Hastings constituency candidate Liz Remmerswaal says she is a consistent and often "a solitary voice" around the council table in her support of WOW and presented copies of council minutes to prove it.

She remained around the table when WOW presented its twin submissions 'Hard Engineering Not A Hard Decision' and 'A Cape Coast Community Vision' in June this year. Councilors Scott, McGregor and von Dadelson declared a conflict of interest and walked out, claiming their independence was being compromised as they may have to sit on a hearings committee.

Both submissions were rejected with Remmerswaal the only one to vote in support. She believes her advocacy on behalf of WOW may have softened the hard line stance taken by HBRC, which is now partly funding the Serjeant Report and subsequent peer reviews of WOW's proposal.

"I have argued that for social and economic/tourism reasons there needs to be a way forward for your community, and that HBRC should help and facilitate that. I believe we have made some progress."

Liz would like to see both councils "continuing to work closely with WOW toward finding a solution that all are happy with". She believes a resource consent

application should be heard by an independent panel or the Environment Court. "Ultimately we will need to rely on the best engineering and scientific information available to inform our decisions on what to do. Council needs to be always consistent and fair in respect to the resource consent process."

Remmerswaal says she will continue to be an advocate keeping the best interests of the community in mind and ensuring campaigners for protection are treated with the respect they deserve. "You have all shown great heart and strength."

She wants to see the Cape Coast community thriving on all fronts. "It already is a tourist icon — a wonderful place with wonderful people, and a very special part of Hawke's Bay."

She says the issues impacting the Cape Coast affect far more than just local residents. "There are art galleries, cafes, wineries, tractor rides, a golf course, shops, animal zoo and community facilities that are used by many people inside and out of Hawke's Bay, as well as providing work."

Majority view must prevail

"Whatever decision is made to protect or mitigate the effects of coastal erosion it should reflect the majority view of those who reside within the community."



Kevin Rose

Kevin Rose says WOW has every right to hold the view that a hard engineering intervention through the construction of groynes will resolve the erosion issue. He says he'll work with WOW through that process if he retains his seat on the HBRC

Under the National Coastal Policy statement and the Regional Resource Management Plan hard engineering is seen as acceptable as the last practicable option for the mitigation of coastal hazards, says Rose.

And he asserts that any hard engineering proposal has a big hurdle to prove it is the best practical option, as well as facing the normal RMA process "of identifying potential adverse impacts and avoiding or mitigating them".

He says a lot depends on the dual council funded Serjeant Report and related peer reviews of the WOW engineering proposal which he supports. Resource consent consultant Dave Serjeant will give an expert opinion on likely costs and work involved in preparing an application and the likelihood of its success.

"It is my view that whatever decision is made to protect or mitigate the effects of coastal erosion it should reflect the majority view of those who reside

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within the community." Rose says if after considering the findings of the Serjeant report a decision is made to proceed with an application, the community must be satisfied that the proposed intervention will work and that funding is available to build and maintain the structures.

He would support the community if such an application was made directly to the Environment Court, which he believes "may be the quickest and cheapest option".

He undertakes to do all he can to obtain funding "that is in line with other community projects within the region." His representation for funding would

"take into account the specific needs and special character of this part of the Hawke's Bay coastline" once the Serjeant Report has been considered and a decision made to file for consent.

Most pressing issue facing HBRC

For too long our authorities have procrastinated . . . But there is more at stake than just the private homes, including road access and services to Te Awanga and the increasingly popular Cape and the general area and the (proposed) cycleway."



Ewan McGregor

Ewan McGregor standing again for the Hastings constituency of the HBRC says both councils "must apply themselves with greater resolve to address this pressing issue."

this could set a national precedent he says the Cape Coast situation is "an extraordinary circumstance" and he supports an approach that work be preceded with under "a clear disclaimer that it is not a precedent."

McGregor is well aware of the Cape Coast erosion issue, having visited to see the impact after every major storm event and admits the erosion issue is one of the most pressing facing the HBRC.

In his response to our pre-election challenge he compliments WOW for "the enthusiasm and

professionalism with which it has articulated its cause", suggesting we are to be "ignored at a candidate's peril".

He agrees the community's "very existence is at stake" but then concedes there is no "simple or obvious solution". He will not state a clear opinion on the best engineering solution and would have difficulty calling on other "rate paying constituents to significantly fund a costly solution (as) they may live in a flood plain (and be) primarily responsible for funding their own protection or have chosen to live on higher ground."

However McGregor says the situation facing the 21 sections must be addressed. "For too long our authorities have procrastinated. With every storm more erosion occurs and the homes are further imperilled. The beach-front is an absolute eyesore. But there is more at stake than just the private homes, including road access and services to Te Awanga and the increasingly popular Cape and the general area and the (proposed) cycleway."

Beyond that he says there's the wider but less urgent issue of beach protection for the Haumoana/Te Awanga community. "If the residents truly believe they have workable solutions and can primarily fund it, with fair assistance from the local councils, and perhaps central government, then the opportunity should be given."

While he says it is understandable that residents are 'gun shy' about the cost of the resource consents for the work, with no guarantee of success, he believes "some accommodation must be seriously considered".

Examine other solutions

"Any proposed solution must be proved to be cost-effective and affordable before either the public (through their Councils or the Government), or individuals, are asked to pay for it."



Eileen von Dadelszen

Eileen von Dadelszen, insists that if there was a simple, affordable solution to the coastal erosion and retreat issues which have been facing Haumoana, Te Awanga and Clifton it should have emerged by now.

She says it is important that the coastal processes are properly studied and understood, and that possible solutions are carefully examined. She has worked on the "erosion and retreat" problem since the 1970's and, as a member of the joint council group, encouraged a full study of the issues.

"It would be irresponsible for community and private money to be spent on work which might be not only be unworkable but also cause greater problems," says von Dadelszen.

She says any physical work will require consents under the Resource Management and Building Acts, Act of Parliament which neither council can ignore. "Before consents can be granted possible remedial options must be examined by experts in coastal processes, and the proposed works must be shown to be appropriate...effective, and ...not cause collateral adverse effects."

Ms von Dadelszen says coastal erosion and retreat and combating the forces of nature are complex and any remedial or protective works will be "very expensive".

Careful consideration must be given to who will pay. "Any proposed solution must be proved to be cost-effective and affordable before either the public (through their Councils or the Government), or individuals, are asked to pay for it."

She says there is a natural impatience, especially among residents, because "it is taking time to identify a proposed solution". However, "making quick decisions may result in unexpected and unacceptable consequences."

However von Dadelszen says she will continue to support work being done, and the financial contributions already made by the HBRC, to "find effective and affordable solutions to the problems associated with coastal erosion and retreat at Haumoana, Te Awanga and Clifton."

Political leadership needed

"We are dealing with a heavily modified part of the coast with a community directly affected (and) the alternatives such as a staged retreat are seemingly more expensive and raise other issues about practicability let alone acceptability."



Murray Douglas

HBRC contender Murray Douglas can't understand why something has not already been done to protect the Cape Coast when the area has so much potential and believes WOW has given both councils "a gift" they should be fully supporting.

From what Douglas has seen and the advice he has received from parties involved in the coastal protection plan it seems to be "a great option for the area and region and should be urgently and positively addressed."

He says the area is a neglected regional asset. "Above all it is the gateway to the second most known part of Hawke's Bay, Cape Kidnappers, and now part of the regional cycle way." What's needed he says is political leadership.

Having been chief executive of Dunedin City when major work was done on the Otago Peninsula to provide access to the Tairua Head albatross colony, he's convinced hard engineering and reclamation can benefit the communities and the region.

While generally he would recommend avoiding hard engineering and allowing

natural processes to take their course, he believes the Cape Coast situation is more 'open ended'.

"In this case we are dealing with a heavily modified part of the coast with a community directly affected (and) the alternatives such as a staged retreat are seemingly more expensive and raise other issues about practicability let alone acceptability."

If the report from Dave Serjeant is positive, he would be keen to see the hard engineering option advanced quickly to a business case and a resource consent application.

He'd like to see the protection work completed not only because it's the best practicable option but "for all the other values we can get from the Cape Coast vision".

During a recent visit to meet with WOW members he confirmed a strong interest in seeing the protection and community development project go ahead - "Even if I don't get voted in, I'll help you".



WOW is taking orders for a new run of corflute 'Save the Cape Coast' signs (800x600mm) at \$30 each.

Please place orders by phoning Margot on 8750935 or email: margot@mmdesign.co.nz

Save the Cape Coast!

SUPPORT



www.capecoast.co.nz

The cycle-way and associated enhancements will create community pride and a sense of ownership, as well as providing locals with further opportunities for walking, cycling, and horse riding.

Construction of the new sections of the pathway, to connect sections of existing footpaths, residential roads, and existing lime sand paths, will be well under way by December 2010. Cape Coast contractors are invited to tender, however the Hawke's Bay Regional Council's tender criteria means they may not qualify.

While one of the objectives of the cycle-way is to create work and employment for local people, this is not a regional council priority. Selection will be based on price, experience, track record, technical and management skills, plant and equipment resources, methodology, and health and safety.

However there are other significant benefits from the track that will encourage much greater use by locals, increase the number of visitors from around the region, boost income for businesses such as tourist operators, and provide opportunities for new niche businesses.

A survey of the Otago Rail Trail, the country's first major cycle-way, showed the main benefits were greater community pride and increased employment, and improved services and facilities.

More here for longer

The target market for the cycle-way is leisure travellers with higher disposable incomes, specifically families and 50 to 70 year olds, from both New Zealand and overseas.

Over time it is believed the trail will not only increase the length of stay by repeat visitors but also attract new people to the area and the region's temperate climate means visitor numbers should increase in shoulder and winter periods.

WOW is pleased to be working in co-operation with Venture Hawke's Bay, and a group of industry and community individuals is being formed work with the Tourism Association to move promotions forward.

The community is already working closely with the Hastings District Council to clean up unsightly areas of neglect along the Cape Coast and develop key areas so we put on our best face for visitors.



Major beautification is planned to correspond with the Beach Rd-Clifton Rd section of the cycleway

Ideas being considered include developing Cape Coast-style bike stands, cultural, historical and ecological signage, artworks, and attractive areas to rest or picnic.

The Rotary Trust believes the Black Bridge to Clifton section of the pathway will be one of the most popular and spectacular sections of the route, with its views of Cape Kidnappers, and its cafe, wineries, restaurants and coastal views. It is due to be completed by summer.

WOW hopes the regional council is impressed enough by local efforts to further enhance the Cape Coast section that it may invest some of the \$1.8 million National Cycle-way funding it has in this area.

The use of landscaping, large rocks, planting of native species and the creation of attractive public spaces with picnic tables and seating, including the area opposite the Cape View commercial centre is already in the advanced planning stages.

From mess to magic

There are also proposals to work with both councils for a single resource consent so the 21 Cape View homes most at risk can restore, protect and tidy their beach frontages within the law.

This proposal forms part of a progressive beautification plan to enhance the cycle-way surroundings, with Te Awanga and Clifton residents being invited to contribute ideas over the next few months.

If you get my drift

By Dick Frizzell

Great flocks of seagulls ride the muddy waves, lifting and landing as the crest breaks beneath them.



The rain swollen Tuki Tuki pushes a long atoll of gravel out into the khaki sea. The smell of wet clay overwhelms the usual briny tang. Then the Tuki shrinks back, the sea clears up and the kahawai reappear, churning in great rolling mauls up and down the beach in such a blind feeding frenzy that you can wade into the water and grab them.

Then they disappear again and the sea flattens out to a glistening mirror – a picture of innocence. It's never the same sea twice. Like the clichéd mill pond one day and angrily hurling rocks across the road at the Four Square store the next.

I met someone once who lived on the site where we built our house. He said living there was 99% paradise and one percent sheer terror – and I can agree with that!

Some mornings the swell concertinas back to the horizon, steaming like a Turkish bath. The healthiest vapours on the planet I understand, wafting to us for thousands of unimpeded miles all the way from Chile.

There's a lot to marvel at out here. I take it in every morning as I come to the top of the berm on my modest hike down to the dairy for the morning paper. Whatever the season or the mood of the weather, I pause to drink it in, measuring the elegant curve from the mighty jumble of the Tuki Tuki groyne to the famous descending geology of the Cape.

Why is it not more universally embraced as the great natural asset that it is? Do the official coastal managers have no sense of the romantic or the picturesque at all? How would you not want to encourage and nurture a perfect model of Kiwiana landscape like this?

Clifton is the colourful gateway to one of the most iconic tourist attractions in New Zealand and it seems we would all lose something very special if its marine club and caravan batches were to dissolve into some post-apocalyptic shambles. "Hello visitors – this is what we think of our beaches round here!" It's a great message.

A councillor seriously said to me at one of our more unproductive meetings that there was nothing "down here" worth protecting! I bet HE reads a lot of poetry?

Fortunately – like the salty air filtering back through the muddy miasma of the river flood there's a sense of a shift in the larger community's attitude to their pebble beaches. A hint of thinking that there really IS something down here worth protecting. A magic marine environment we can all be proud of.

Text 'PEDAL POWER' to 027 443 2168 to show your support for the cycle-way.

If you have any feedback, comments, ideas or want to help please email michelle@actualgroup.co.nz.

AUCTION

CELEBRATE & SAVE THE CAPE COAST

WITH PAUL HOLMES & OTHERS

PAUL HOLMES mc

SIMON TREMAIN auctioneer

YVONNE LORKIN wine aficionado

ELEPHANT HILL ESTATE & WINERY

TE AWANGA CAPE COAST

WEDNESDAY 13 OCTOBER

5:30pm | AUCTION 6:30



ITEMS FOR AUCTION INCLUDE:

GRAFFITI ART BY OTIS FRIZZELL
CREATED DURING THE AUCTION &
SOLD ON THE NIGHT

ART BY DICK FRIZZELL & OTHERS

INTERNATIONALLY ACCLAIMED HB WINES
ENTRY & TICKETS TO LOCAL ATTRACTIONS

AND ANYTHING ELSE FABULOUS
THAT COMES UP Cape Coast Accommodation

| WOW surfboard | Signed books | Gift vouchers
| Concert tickets | Adventure tourism | Rounds of golf
| Fine dining | Gourmet Hamper
| Fishing Charters | Designer Homewares | etc

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