

Reference Number: 2024/1156

14 November 2024

[REDACTED]

Tēnā koe [REDACTED]

Thank you for your email dated 29 October 2024 requesting under the Local Government Official Information and Meetings Act 1987 (LGOIMA), information relating to the Waikawa Beach vehicle access. Please see outlined below a response to each part of your request.

The Terms or Reference for the current Boffa Miskell work being undertaken in relation to vehicle access to Waikawa Beach, and that will be discussed by the HDC on 27 November 2024.

Please find attached the current detailed technical report offer of service from Boffa Miskell attached, which outlines the work being undertaken.

Any interim or final report by Boffa Miskell regarding vehicle access to Waikawa Beach that is due to be discussed by HDC at its meeting on 27 November 2027

There has been no report produced as yet.

Any correspondence, emails, meeting notes and any other records in relation to HDC Councillors meeting with [REDACTED] from Waikawa Beach and groups he represents variously known as Vehicle Access Group, Keep Vehicle Access at Waikawa Group, Vehicle Access Working Group and similar.

We have requested an extension and refinement until 11 December, as there is substantial information to collate and review.

Details of any verbal or written agreement reached between the Council or Councillors and [REDACTED] or groups he represents, about making any funding available to Council for the creation of vehicle access to Waikawa Beach, including any conditions applying to availability of that funding.

While Council Officers and Councillors have iterated their acknowledgement and appreciation to [REDACTED] for offering funding for a vehicle accessway, there has been no verbal or written agreement reached or presented between Council or Councillors and [REDACTED] or groups he represents.

What legal advice has the HDC received in relation to Reserve Lands, including recreation reserves, local purpose reserves, and esplanade reserves, as it relates to Waikawa Beach Access?

At this stage, there has been no legal advice sought relating to Reserve Lands as it relates to Waikawa Beach Access.

You are entitled to seek an investigation and review by the Office of the Ombudsman. Information about how to make a complaint is available at www.ombudsman.parliament.nz or freephone 0800 802 602.

Horowhenua District Council publishes responses to Local Government Official Information and Meetings Act 1987 (LGOIMA) requests that we consider to be of wider public interest, or which relate to a subject that has been widely requested. To protect your privacy, we will not generally publish personal information about you, or information that identifies you. We will publish the LGOIMA response along with a summary of the request on our website. Requests and responses may be paraphrased.

If you would like to discuss this decision or any of the information provided as part of this request, please contact Brent Harvey (Group Manager Community Experience and Services) on brenth@horowhenua.govt.nz, or LGOIMAOfficer@horowhenua.govt.nz.

Ngā mihi



Monique Davidson
Chief Executive

14 October 2024

Lacey Winiata

Parks and Property Manager | Tumu Rawa, Papa Rehia
Horowhenua District Council
126 Oxford Street,
Levin

Email: [REDACTED]



Dear Lacey

Detailed Technical Reporting Offer of Service – Waikawa Beach Access

As requested, we have prepared an updated offer of service to assist Horowhenua District Council (HDC) with considering the costs, opportunities and risks associated with the remaining three access options selected out of the original five beach vehicle access locations considered in the earlier study.

We understand the existing access is no longer viable due to both the owner group no longer being willing to permit public access and ongoing obstruction by the river channel. The northern access across the pedestrian bridge has also been discounted given the cost of a bridge upgrade, the length of the access, uncertain ownership, and consenting challenges.

You have advised that Council has been unsuccessful with exploring other access options over private land via acquisition or easement arrangements.

General Project Understanding:

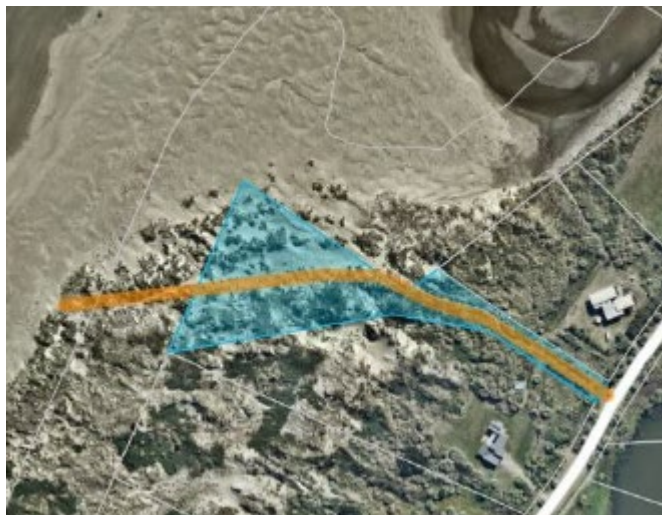
The three remaining options include:

1. Manga Pirau Street North – access via HDC owned land to the north of the old access across Miratana land. The approximately 230m long access still relies on crossing the privately owned Miratana land parcel where it extends west out onto the beach zone. This location is exposed to erosion and obstruction due to the river channel trending to push up against the foreshore and will require consideration of one of more or the potential river training interventions as per the 2019 Tonkin Taylor report.



2. 10 Reay MacKay Grove – access off the north end of Reay MacKay Grove Road this is an existing HDC beach access. It is the longest of the three options at between 200m and 300m depending on alignment and crosses through an area of active dunes.

Located within the rural residential Strathnaver subdivision area to the south of the main village, the parcel widens out from approximately 14m at the roadside to a triangular parcel that connects to the foreshore area. The proximity to the river mouth could still pose a future risk to this alignment, particularly with climate change induced increases in severe weather events and related flooding. Anecdotally there are reports of the beach in this area being used by native coastal bird species. We anticipate there will be strong resistance from adjacent residents against establishing a new vehicle access in this area.



3. 60 Reay MacKay Grove – again access via an existing HDC beach access. While at approximately 190 m length to reach the beach it is shorter than the 10 Reay MacKay Grove location, it is more tightly constrained at approximately 5m in width for the first 90m. The narrow alignment is not necessarily a limiting factor however, as this ends in the relatively stable back dune area and from here the access could be angled across the Waikawa Beach Road land parcel to limit exposure to the prevailing wind

direction. Again, we anticipate there will be strong resistance from adjacent residents against establishing a new vehicle access in this area.



General Access Design Parameters

- Achieves safe access for tractors and 4WD vehicles with boat trailers, ATVs, equestrian and pedestrian traffic to the beach foreshore.
- Access ways will need to be constructed, aligned, and designed in a way that minimises disturbance to both ecological values and physical dune processes and provides as far as practical, resiliency to future storm erosion and natural migration of the Waikawa river channel.
- Reduce the chance of dune blowouts through aligning accesses where they cross through active dune areas to run perpendicular to the prevailing wind.
- Any surfacing measures within active dune area will need to be resilient and adaptable to the dynamic nature of this environment. This is likely to require a flexible matting or chained timber ladder that will be periodically lifted in response to changing dune surfaces and targeted areas of wood chip to provide a stable surface.
- On stable back dune areas gravel may be used for surfacing.
- Where slope stabilisation is required, use of soft engineering with native duneland plantings is to be prioritised over hard engineering.
- Allow space at the track entry for 3-4 vehicles and trailers to accommodate visitors bringing horses to the beach.
- We anticipate some signage and planting to help delineate and mark the entry. At this stage there are no access restrictions proposed. Should antisocial or destructive vehicle use continue to be an issue HDC may in the future look at a gate with swipe card access to control who can access the beach in vehicles.
- For the Manga Pirau Street location, river training options for protecting the foreshore encouraging the river channel seaward will be considered based on the 2019 Tonkin Taylor report. These would include a combination of the following:

- a. Channel Cut- periodic excavation of a channel to direct the stream away from the foreshore. Previous consent lapsed in 2020.
- b. Stone Groynes to push channel away from foreshore. Historically there were groynes installed at two locations near the Manga Pirau access location.
- c. Rock revetment to protect shoreline.
- d. Dune reconstruction and planting with native vegetation.

Engagement and Consultation

Council have collated 446 submissions received from the previous engagement process.

Ngāti Wehi Wehi are anticipated to have active interest in the project. It was previously expressed that there was a priority to protect and enhance the cultural and ecological values of the Waikawa area though it is not clear what the final position is. HDC will continue to seek feedback and input from representatives.

Scope Understanding

We understand that Council has requested further technical information to help support their evaluation of the three options. Based on our discussions on the 3rd October 2024 and follow up emails the key scope tasks include:

- Greater detail around the estimated costs associated with construction of each of the remaining options.
- Update the existing planning assessment to provide a summary of consenting risk associated with each of the options.
- Update of the existing ecological assessment to provide summary of consenting risk associated with each of the options.
- High level review of existing data and completing analysis and summary of community values and narratives underpinning decision making.

Methodology:

We have mapped out the following methodology but are happy to review this with you to best meet HDC, iwi partners and the wider community needs.

Social / Community Values, Narratives, and Impacts Assessment:

- Review the councillor's meeting / meet with HDC staff - to identify narrative framing and the values underpinning past decision-making. This will provide an inductive frame to guide analysis.
- High level review of what the engagement data consists of.
- Meet with HDC staff to propose/agree key research questions and how to reduce the data set to do the analysis to fit budget and timescale.
- Conduct analysis and provide summary memo-based report to HDC staff for inclusion into the Council report.

Schematic Design and Cost Estimate:

Prepare schematic level design plans for the design for each of the location options to allow for measurement of quantities to support preparation of a high-level cost estimate. This will include:

- a. Site visit by Sofia and junior Landscape Architect to review existing conditions of location options.
- b. A preliminary layout for the access identifying surface treatments.
- c. Schematic grading design to allow for identification of main areas of cut and fill and identify the need for any retaining or slope reinforcement.
- d. Layout of planting areas to restore disturbed ground, stabilise slopes, enhance biodiversity and provide visual screening where required.
- e. Layout of fencing, bollards, signage, and rubbish bins.

Ecological Risk Update:

- Based on the schematic level designs prepare an updated summary of likely ecological impacts for each location option.
- Identify what further technical ecological studies would be required to support a consent application process.

Consenting Risk Update:

- Based on the schematic design and the previous planning assessment, prepare an updated summary of key consenting challenges for each of the location options.
- Identify what other supporting technical assessments would be required for each option to support a consenting process.
- Provide a map for the areas concerned with planning considerations to assist Councillor understanding of consenting constraints.
- Meet with Horizons and DOC (allowance for 1hr each online and time to prepare) to update them on the project and seek and further feedback they have at this stage.

Cost Estimate:

- This will include estimates for both construction and maintenance.
- Engage with experienced local contactors such as Alan Gibson to identify appropriate unit costs as a basis for the cost estimate.
- Prepare high level cost estimate for all three options including:
 - a. Design and Consenting Costs (including estimated costs from consultants including engineers).
 - b. Construction works.
 - c. Ongoing maintenance cost estimates.

Options Assessment Summary:

To allow for a comparison between the three options we recommend summarising the technical findings using a numerical analysis matrix. This will provide a summary of key criteria and scores each based on a 7-point scale from largely positive to largely negative. The cumulative total scores will providing a numerical measure to compare each option.

For completeness we recommend including the option to not provide for vehicle access within this analysis

Along with technical criteria such as cost, and consenting and construction risk, assessment criteria can include key community values and narratives derived from the Social/Community Values assessment.

List all the criteria that are relevant to the decision-making process and review with HDC staff.

Prepared scores for each option by adding the scores for each criterion.

Council may elect to assign some weighting to each criterion based on perceived importance to the community. This could be informed by the submissions analysis but will have limited value without meaningful input and acceptance by the community.

Exclusions & Assumptions

We have prepared pricing based on the following assumptions:

- Our reporting will provide an objective technical review of key issues, design options, costs and planning and ecology risks informed by our technical expertise and experience. We will not advocate for any specific location option or position on beach access.
- We are assuming the existing access parcels and the Waikawa Beach Road do not have any legal restrictions or encumbrances on the titles that may prevent use of these for vehicle access purposes. We have not allowed for any Legal review of the options.
- Schematic design will not include detailed civil, structural, or coastal/geomorphological engineering design. Any river training options will be based on the options identified in the 2019 Tonkin Taylor report.
- We have assumed no further engagement with Mana whenua partners, DOC, Regional Council, or community stakeholders will be required as part of this assignment.
- This analysis will be limited to the three locations outlined above along with the 'do nothing' option not to provide vehicle access.

- The construction and maintenance cost estimate will be provided based on schematic level design only, informed by local contractor rates and experience working on similar projects. We have assumed that HDC staff will be able to help inform this with providing unit rates from other similar local projects. Actual costs may vary significantly depending on procurement process, timing, and consenting processes. Should Council wish to have more surety on this issue they may wish to engage a Quantity Surveyor.
- Soft costs for design and consenting are provided as indicative only as this can vary significantly subject to developed design and corresponding consenting pathways.
- The reporting deliverable will be a memo format document with accompanying schematic design plans.
- We have allowed for three review meetings via teams during the preparation of the technical reporting. While we have not allowed for attendance to the Council meeting for the presentation of the report, we can provide this on a charge up basis.

Proposed Team

We have proposed the follow team for the project led by Bec Ramsey as project manager working closely with engagement specialist Anne Cunningham, landscape architect Sofia Fourman, planner Charles Horrell, ecologist Anthony Kusabs and support from landscape architect Gabe Ross.

We have confirmed that all the named people have sufficient availability to meet the draft proposed work schedule.

Person/Company	Role
Bec Ramsay Landscape Architect/ Open Space & Recreation Planner	Project Manager/Design & Engagement Lead – responsible for day-to-day communications and coordination of the design team.
Anne Cunningham Engagement Specialist	Social/ Community values, narratives, and analysis of engagement data
Sofia Fourman Landscape Architect	Schematic design and cost estimates
Charles Horrell Planner	Planning risk review
Anthony Kusabs Ecologist (Botany & overview)	Ecological risk review
Gabe Ross Landscape Architect	Senior review

Proposed Task/fees

We have based the proposed fees on the following tasks with a number of assumptions as noted below:

Proposed Tasks & Fees

Social / Community Values, Narratives, and Impacts Assessment:		\$6500.00
Schematic Design		\$9500.00
Ecological & Planning Risk Update + Maps		\$3630.00
Cost Estimate & Options Assessment		\$6100.00
Project Management		\$2680.00
Total Proposed Fee (excl GST & Disbursements)		\$28,410.00
Disbursements	<ul style="list-style-type: none"> Disbursements are invoiced at cost +10% and include items such as travel, accommodation, communications, & printing. Typically, these range between 3 and 5% of fee value. 	\$800 (est. only)

Schedule

We understand your Councillors would like this issue considered at their November meeting. We will work towards a 20th November deadline, with an update provided at the end of October to check progress and determine if 20th November is going to be achievable with the level of information that you require.



We have assumed regular communications with you through this process and sharing draft materials to allow you to start your Council report while we complete our scope.

If you wish to proceed with the above scope, please complete the fields below and on our attached standard terms of engagement.

Should you wish to discuss any aspects of this proposed of scope, please do not hesitate to contact me.

Yours sincerely
BOFFA MISKELL LTD




 Landscape Architect / Associate Principal


Client Authorisation to Proceed:

Authorised Signatory

Name

Position

Date