



THE WEST COAST
REGIONAL COUNCIL

Submission on the Proposed Regional Coastal Plan 2016

Return your signed submission to the West Coast Regional Council by 5.00pm, Monday 21 March 2016

Submissions may be:

- Posted to: Proposed RPS, West Coast Regional Council, PO Box 66, Greymouth 7840
- Delivered direct to the West Coast Regional Council at 388 Main South Road, Greymouth
- Emailed to rcp@wrc.govt.nz
- Sent by facsimile (03) 768 7133

PART A: Submitters contact details

Public Information - all information contained in a submission under the Resource Management Act 1991, including names and addresses for service, becomes public information. Your information is held and administered by the West Coast Regional Council in accordance with the Local Government Official Information and Meetings Act 1987 and the Privacy Act 1993. This means that your information may be disclosed to other people who request it in accordance with the terms of these Acts. It is therefore important you let us know if your form includes any information you consider should not be disclosed.

Full name: Phillip Nigel Tennant

Organisation:

(The organisation that this submission is on behalf of, if applicable)

Postal address: 117 Tolson St Greymouth Post Code: 7823

Email: Phillip.Tennant@rcp.govt.nz Phone (Hm): 7828664 Phone (Wk): 7828664

Phone (Call): N/A Preferred method of contact: EMAIL

Contact person and address for service (if different from above):

N/A

PART B: Trade Competition

As per Schedule 1 of the Resource Management Act 1991, a person who could gain an advantage in trade competition through the submission may make a submission only if directly affected by an effect of the proposed policy statement that:

- a) Adversely affects the environment
- b) Does not relate to trade competition or the effects of trade competition.

Please tick the sentence that applies to you:

- I could not gain an advantage in trade competition through this submission; or
- I could gain an advantage in trade competition through this submission. If you have ticked this box, please select one of the following:
 - I am directly affected by an effect of the subject matter of the submission.
 - I am not directly affected by an effect of the subject matter of the submission.

Signature:

(Signature of person making submission, or authorised to sign on behalf of person making the submission)

Date:

19/3/16

(A signature is not required if you make your submission by electronic means)

PART C: Request to be Heard

- I do not wish to be heard in support of my submission; or
- I do wish to be heard in support of my submission; and if so,
 - I would be prepared to consider presenting my submission in a joint case with others making a similar submission at any Hearing.

A/. Rules page 33 refers to vegetation planting.

My submission is that this rule is contrary to the NIWA reports that have been written for the Granity, Hector, Ngakawau fragile coast in particular those reports refer to bamboo as being a recommended plant.

I seek. The WCRC to include a list of approved exotic and/or introduced plants along with approved indigenous plants. List to be compiled in consultation with the affected communities.

B/. Vehicles on fragile coastal areas in particular Granity, Hector, Ngakawau.

My submission is the vehicles be prohibited (except those on approved purposes e.g. erosion control or allowed by a works resource consent) from driving on the beach in total.

Many sections of the proposed plan uses expressions like e.g:- promote the integrated and sustainable management pge 1, for the good of the society to which all belong pge 7, proper care and management of the coastal environment will ensure these benefits are sustainable pge 7, leave suitable environment for future generations pge 7, human use values supported by the coastal marine area are avoided, remedied or mitigated pge 10, continue to sustainable use pge 10, people and communities rely on existing standards of protection from natural hazards pge 11, avoid increasing the risk of harm to people, or damage to land, property, or infrastructure, from a coastal hazard pge 13, cumulative effects may arise over time or in combination pge14, public access may also need to be restricted or risks associated with coastal erosion pge 15, public access along the coastal marine area will only be restricted where necessary (c) in other exceptional circumstances sufficient to justify the restriction. it may be necessary to restrict public access in certain circumstances pge 15 and 16. disturbance can also affect other values such as bird nesting, nearby residences pge 21, vegetation removal associated with disturbancepotentially exacerbate erosion pge 23, vehicles and equipment are cleaned prior to entry to the coastal marine area to avoid the introduction of pest plants pge 36, taking driftwood too close to sand dunes or coastal vegetation can potentially make dunes unstable and erode, increasing the risk of erosion or inundation of adjoining land. Using existing access points will avoid creating multiple paths through dunes which can exacerbate coastal erosion pge 40, (b) the vegetation removal does not cause or contribute toinstability or erosion and (e) no vegetation is removed from Coastal Hazard areas in schedule 3C with high priority hazard risk ranking pge 46

I seek. The WCRC Coastal Plan to prohibit vehicles from the coastal marine area except those specifically provided for under a resource consent or assist in the mitigation of erosion

Clearly vehicles have been able and seemingly encouraged to drive on the beach, including those involved in commercial driftwood collection, for many years. However now the Granity, Hector, Ngakawau area enters a crisis from erosion as recognised by the NIWA report and the inclusion of the area on WCRC list "Risk Priority Ranking" as HIGH.

Vehicles are not required to be on the beach as there is adequate roads and recreational activities can be well catered for by pedestrian access.

4 wheel drive vehicles rip up the little remaining cobble dune area. 4 wheel farm bikes do similar damage although much lighter and potentially introduce weeds etc. Trail bikes whilst obviously fun have similar damage results.

Driftwood gathering has become a "commercial" activity, which as your proposal suggest, does effect the built up of dune materials. The extensive use of chain saws whilst not only excessively noisy does point to the commercialisation and health and safety concerns.

Personal use driftwood gathering can likewise be by pedestrian access.

Fishing from the beach is perfectly catered for with pedestrian access.

All the usual beach activities of games, swimming, sun bathing etc are perfectly catered for by pedestrian access.

There is absolutely no doubt that the entry and exit points that vehicles have traditionally used, but have no rights over, are very much targeted by wave action. Vegetation has been removed and/or cannot grow with vehicles beating it up. More recent access points have had vegetation removed exasperating the erosion problem.

Obviously the resident population of Torea have very little if no habitat left. Shell fish are bombarded by vehicles and yet the Coastal Plan makes scant reference to this.

Although the Coastal Plan makes provision for activities such as mining, gravel extraction etc it makes scant mention of Tourism as the best bet industry in the foreseeable future. To allow for the removal of gravel is a total idiotic idea for the Granity, Hector, Ngakawau area. The natural resource page 10 is now Tourism not extraction of minerals in the coastal area.

To maintain and protect that natural resource makes economic and social sense. To protect the so called "rights" of a few does not.

Are we concerned with a few selfish vehicle drives or are we concerned with the environment and the communities investments and future?