

Book 2

This Coast

Needs

Protection

Return to
M.D.C.
office
Counter

Eastern beaches used like 'racetrack'

CHLOE RANFORD
LOCAL DEMOCRACY REPORTER

Conservationists behind a proposed quad-bike ban in Marlborough say fossil-covered beaches are being used like a "racetrack".

Members of the Department of Conservation and Forest & Bird attended a public information day hosted by the East Coast Protection Group at Mirza Downs farm last Thursday.

Attendees toured the Needles and Chancet Rocks, and discussed the Marlborough District Council's decision to draft a bylaw that could ban vehicles from a 45-kilometre stretch of the east coast.

Quad-biking fishermen have long cruised the region's east coast but access to it became easier after the 2016 Kaikōura earthquake exposed flat platforms of reef that used to be under water.

Council biosecurity officer Mike Avis said he was "really affected" when he realised people abused the "unbroken stretch of beach".

"We've found tracks showing that people have used this area as a racetrack, and cause a huge amount of damage to plants," he said. "At the moment, we have no way of stopping these people."

Avis ran the council's Significant Natural Areas programme, which identified sites of ecological significance, like the Needles.

Marlborough Boys' College biology teacher Mark Anderson ran a study of the nation's only native venomous spider, the katipō, and said the east coast's populations



Council biosecurity officer Mike Avis, left, tells attendees he was "really affected" when he found out people were using the east coast as a "racetrack". Inset, Limestone rocks have been piled up so drivers can access other parts of the east coast.
CHLOE RANFORD/LDR



were of national significance.

"People can and do drive here and over the dunes. On one dune here, we found 5000 [katipō spiders] a hectare," Anderson said.

The highest population density found in a study was 21 per hectare. He and his daughter had found there were about 40 katipō spiders a hectare at the Needles and 2500 a hectare at Marfells Beach.

A letter sent to landowners along the east coast said vehicle traffic and environmental pressure had increased since the earthquake.

"Council investigations have concluded that motor vehicles are hampering the process of recovery

of the reef platforms, are a threat to indigenous vegetation species and habitats of indigenous fauna that are present along this coast," the letter told readers.

The council also thought vehicles posed "a risk to public safety."

Its technical report, which informed the proposed bylaw, said there would be "long-term consequences" if uncontrolled vehicle access continued along the coast. It recommended speed limits be imposed at Marfells Beach and Ward Beach, so fishers could launch boats.

Fisherman Craig Marfell, part of the family that gifted Marfells Beach to the Crown, asked if the scientific methods behind the

report were available, so they could be scrutinised by the public.

Cape Campbell farmer Rob Peter said more science and studies had been done than what was contained in the technical report.

Marfell said he had been using a quad bike to fish along the east coast for two decades and thought "nature [was] healing itself".

He thought education was the best solution for everyone. He suggested a vehicle code of practice be put in place down the coast, as well as signs telling drivers of the code and the reasons for it.

His father, Ken, said he was concerned banning quad bikes would encourage people to put themselves at risk to still access

the coast. His good friend Robbie Taylor had died boating off Cape Campbell.

"Only experienced fisherman like Craig [Marfell] go out there, and in a good boat, at the moment. But if you ban quad bikes, people in tin boats will go around and there will be another death," Marfell said.

Cape Campbell farmer Sally Peter said three people had died on the east coast in the past 10 years, and all had used quad bikes.

Council strategic planner Sarah Edmonds, who was managing the bylaw process, said the council was speaking with landowners and stakeholders, while also drafting the bylaw.

This would be taken to the council in February or March, before a "minimum of one month" consultation from March or April, when people could submit their views on it.

LR Local
Democracy
Reporting

Family slams quad ban

17/1/20

Chloe Ranford
Local Democracy Reporter

When the Marfells gifted their family beach to the Crown, they were hoping the public would get the same fun riding their "horse and cart" on the sand as they had.

But these days, almost a century on, the family fears Marfells Beach will become "dead" and void of enjoyment if plans to ban quad bikes along Marlborough's east coast are approved.

The Marlborough District

Council agreed to draft a bylaw in November after conservationists said vehicles were damaging the coast, lifted by the 2016 Kaikōura earthquake. Consultation is set for March or April this year.

Maurice Marfell said the proposed bylaw, set to bar vehicles from the Awatere River mouth to the Ure River mouth, was "bloody crazy". The 92-year-old gifted 24 hectares of land, including "up to the high tide mark" at Marfells Beach, to the Crown in 1959. His grandfather,



Richard Marfell, gifted 1.2ha to the Crown, at what is now the beach campsite, in the 1920s.

"It [Marfells Beach and the surrounding area] was given to the people of Marlborough through the Crown," Maurice Marfell said. "It is true, quad

bikes were not thought of when we gave the land to the public but if they can walk, then why should they not be able to take a vehicle?"

"I can't see them doing harm on the beach, because the tide goes over the tracks every day."

The council's technical report, which informed the proposed bylaw, said there would be "long-term consequences" if uncontrolled vehicle access continued along the coast. The report, which took 18 months to complete, pulled together scientific data on

the east coast from several sources, such as the Department of Conservation (DOC), and Forest and Bird. It recommended speed limits at Marfells Beach and Ward Beach, so four-wheel-drives could still launch boats.

Council environmental scientist Peter Hamill said the report did not take into consideration the views of the Marfell family.

Brett Marfell, 69, said his father, Maurice's cousin, recalled

TURN TO PAGE 2

From page 1 // Beach family aghast at proposed ban

travelling to Marfells Beach by horse and cart. "They used to ... travel along the sand in those days but ... the uplift has changed the area completely ... people can go right around the cape now."

Ken Marfell, another cousin of Maurice, estimated most of the Marfell family had signed a petition hoping to kill the proposed bylaw, which had gathered more than 1400 signatures.

"My major concern about banning quad bike access to the beaches is safety ... If they ban them, then people are going to go around the coast on small boats," the 79-year-old said.

His "good friend" Robbie Taylor had died while boating off the Cape Campbell reef several decades ago, he said.

His wife, Shirley Marfell, said was "ludicrous" for the council to say quad bikes were "thrilling" dotterels and their nest. "There are just a few quad

bikers, not hundreds of thousands of vehicles. If the ban is approved, the beach will become dead, and no-one will get enjoyment out of it," Shirley said.

Craig Marfell, son of Ken, said there were ways of controlling motor vehicles, without putting down a bylaw. "The beach is a public road, where police can and do go on and check ... Even on the road people break the law. You are never going to be able to stop everyone from doing that."

The technical report said the coast was an "unformed legal road", which meant the council could stop the road, prohibit or restrict vehicle use, or impose speed limits.

The report also said the east coast was home to the red katipō, New Zealand's only native venomous spider, which was declining in numbers due to a loss of vegetation above the high tide mark.



Tracks along the beach near Cape Campbell. Photo: Matt Brown.

Don't bag the fishermen

Dear Ed,
The fishermen who camp at Marfells Beach do not deserve the prejudice shown by Judith Andrews in her letter.

She ignores the tradition of helping and sharing that has existed since the land was gifted to the people of Marlborough.

This tradition has been continued by the current fishermen.

Some examples of this are the walkers that have been rescued when the walk has proved to be too far, the seafood that has been shared throughout the

camp, the help with cars that have broken down.

I remember one couple whose rental van broke down with no assistance available until the following day.

Help was provided including the fishermen's wives providing food for them.

I am saddened that Judith feels she is unable to share the beach with the fishermen and their families who I am proud to call my friends.

On the good side, I note the vehicle in the photo is below the high tide line.

Roger Hambleton.
Seddon.

Letters to the editor

6/3/20

Marfells Beach

I hope the beach stays open for our wonderful local fishing community to continue their resourceful activity in supplying seafood for their families, friends and visiting campers who may only be staying for a short time. Two French campers were recently invited to experience a memorable day out fishing with a local and the Kiwi hospitality shown would always remain a treasured feeling with them.

Shirley Marfell, Seddon

Feb 2020

Beach bull



Dear Ed,
I find it strange people are against vehicles driving on Marfells Beach when a few years ago it was a proposed site for a new Interislander ferry terminal, where there was a major breakwater to be built out to sea and major earthworks were proposed for the beach

and surrounding area. The main reason it did not go ahead was the proposed cost of the project.

I don't recall the council being against the development then but now worried about a few motorbikes using the beach.

Bryan and Linda Maher

Beach log barrier

3/3/20

Environment

Chloe Ranford
Local Democracy Reporter

Fishermen have built log barricades along Marlborough's east coast in a bid to head off a proposed vehicle ban.

Craig Marfell - part of the family that gifted Marfells Beach to the Crown - is one of two people to have stacked driftwood barriers along parts of a 9-kilometre stretch of beach, to educate quadbike users and other drivers while keeping them from "important areas".

Marlborough District Council agreed to draft a bylaw in November banning vehicles after con-

servationists said drivers were "hampering" the coast, which was lifted by the 2016 Kaikōura earthquake. Consultation is set to

LR Local Democracy Reporting



Fisherman Craig Marfell, left, has built several log barricades, above, to keep motorists from damaging areas above the high-tide line. CHLOE RANFORD/LDR

begin this month or next.

Marfell and a friend began their barricade plan as a way of being "proactive" after attending a public information day hosted by the East Coast Protection Group in January.

Areas at and between Marfells Beach and Cape Campbell had since been blocked off at the high-tide mark. The Marfells Beach barricade is about 15 metres long, and had no quadbike tracks leading up to it.

The pair had also put out a voluntary code of conduct sign, which told motorists to drive below the high-tide line, avoid marine growth, dispose of rubbish, and stick to 25kmh at the Cape Campbell lighthouse.

Beach users created the code in 2018, as a way of showcasing the minimum standard of driving behaviour expected by vehicle users.

Marfell said he hoped the project would prove that education and area restrictions were a better alternative than the proposed blanket ban.

"It took us about two days of work, then a bit more to make the [code of conduct] signs ... It's educating. You can't expect people to know this.

"The open stretches of beach are not the issue when it comes to vehicles going above high tide. It's more the corners that are the

problem areas," he said.

They had not obtained approval from the council or the Department of Conservation, which owned the Marfells Beach campsite "but we thought, 'Someone's got to do something'," he said.

There were more areas that Marfell wanted to barricade off.

A council spokesman said on Friday afternoon that the upcoming consultation process would give everyone the opportunity to share their opinion.

A letter sent to landowners along the east coast said vehicle traffic and environmental pressure had increased since the earthquake.

"Council investigations have concluded that motor vehicles are hampering the process of recovery of the reef platforms, are a threat to indigenous vegetation species and habitats of indigenous fauna that are present along this coast," it said.

Vehicles also posed "a risk to public safety".

The council's technical report, which informed the proposed bylaw, said there would be "long-term consequences" if uncontrolled vehicle access continued along the coast.

It recommended speed limits be imposed at Marfells Beach and

TURN TO PAGE 2

From page 1 // Beach log barrier

Ward Beach, so fishermen could launch boats.

It also recommended vehicles be banned from the Awatere River mouth to the Ure River mouth. More than 2000 people have signed a petition hoping to kill the proposed bylaw.

Petition organiser and fisherman Mark Wills said the proposed ban could be avoided if the council put more stock into education and compromise.

The new log barricade at Marfells Beach appeared to work, he said, with vehicles now travelling on "less sensitive areas" below the high-tide line.

Wills said educating vehicle users on the code of conduct had resulted in a "huge reduction in damage and risk to the flora and fauna" in the past. If the Department of Conservation and the council chipped in, "so much

more could be achieved".

Wills said beach users were "happy to negotiate" a solution to a ban, including a 30kmh speed limit, restricting beach access to pre-earthquake times, seasonal bans and restricting vehicles to below the high-tide line.

"When we're below high-tide, we're below lizards, spiders and dotterel birds. They're not there because it's flooded with water every few hours."

A draft bylaw would be taken to the council this month, before a minimum one-month consultation period, when people could submit their views.

A hearing committee would then deliberate on those submissions and make a recommendation to the council, which would reach a final decision.

The bylaw was expected to be in place by the end of this year.

Logs on beach to stop motorists in their tracks

4/3/20

Chloe Ranford
Local Democracy Reporter

Fishermen have built log barricades along Marlborough's east coast to show alternatives to a proposed vehicle ban.

Craig Marfell, part of the family that gifted Marfells Beach to the Crown, is one of two people to have stacked a driftwood block. The "proactive" move is to help keep motorists from "important area" of the 9-kilometre stretch of beach, he says.

Areas at and between Marfells Beach and Cape Campbell have been blocked off at the high tide mark. The Marfells Beach barricade is about 15 metres long.

Craig says he hopes the move will prove that education and area restrictions were a better alternative than the proposed blanket ban put forward by Marlborough District Council.

"It took us about two days of work, then a bit more to make



Fisherman Craig Marfell. Photo: Chloe Ranford.

the [code of conduct] signs ... It's educating. You can't expect people to know this.

"The open stretches of beach are not the issue when it comes to vehicles going above high tide. It's more the corners that are the problem areas."

He says the pair had not obtained approval from the council or the Department of Conservation, who own the Marfells Beach campsite.

"But we thought, 'someone's got to do something,'" he says.

A council spokesman said on Friday afternoon the upcoming

ing consultation process would give everyone the opportunity to share their opinion.

A letter sent to landowners along the east coast says vehicle traffic and environmental pressure have increased since the earthquake.

"Council investigations have concluded that motor vehicles are hampering the process of recovery of the reef platforms, a threat to indigenous vegetation species and habitats of indigenous fauna that are present along this coast," it reads.

More than 2000 people have signed a petition hoping to kill the proposal.

Petition organiser and fisherman Mark Wills says the proposed ban could be avoided if the council put more stock into education and compromise.

The bylaw was expected to be in place by the end of this year.

LR Local Democracy Reporter

MDC's lock up & look at mentality

March 2020

R Hambleton

Fishing Magazine

* Written by Rodger Hambleton (Seddon)

Kaikoura's 7.8 earthquake in 2016 produced serious, widespread changes to the coastline, with the natural disaster impacting on flora and fauna.

In the aftermath, local fishermen went to Cape Campbell where they released pāua back into the water. Sightseers arrived in 4x4 vehicles to view nature's devastation, and they have continued to visit but in significantly decreasing numbers.

Signs of trouble brewing appeared in a newspaper article, suggesting vehicles would damage newly formed rock pools by driving through them. A public meeting was held at Ward to discuss this—Marlborough District Council was talking of closing the beach to vehicles, with encouragement from a local farmer—and a committee was formed to find common ground between the farmers and the vehicle users.

The East Coast Protection Group was formed and with the arrival of the conservation group Forest & Bird, who called for an immediate ban on all vehicles, all chance of a negotiated settlement disappeared. Discussions

continued for 18 months, with an adjoining landowner claiming the vehicles might create more damage to: rock pools, marram grass, dotterel and oyster catcher nests, scaring resting birds and seals, running over katipo spiders and skinks, and spoiling the view.

To progress, vehicle users produced a Voluntary Code of Conduct to promote responsible behaviour on the beach. 230 people signed the code. The ECPG was asked to adopt the code until the MDC and DoC created permanent rules, however, they were not willing to do this. The code was presented to MDC August 2018.

Vehicle users encouraged everyone to comply with the code, which has largely happened.

The MDC is proceeding with a bylaw that would close the beaches to all vehicles, from the Ure River in the south to the Awatere River in the north. They produced two documents in support of this: The Marlborough East Coast Technical Report and The East Coast Issues and Options report. The Technical report summarises the coastal environment and places most of the flora



Tracks left by quad bikes



After a spring tide the tracks of a quad travelling below the high tide completely washed away

and fauna issues behind the landowners boundaries. What is on the beach side is above the high tide line, an area vehicles avoid.

The Issues and Options report has one glaring omission, the adoption of the Voluntary Code of Practice and education.

Council has taken a one-sided attitude, accepting input from landowners, Forest & Bird, and ECPG, but no consultation with beach users, fishermen, and vehicle users.

Use of and interaction with our beaches is part of our Kiwi culture—it's

in our DNA—and access to Marlborough beaches by families goes back five generations. Grandparents over 70 taking children fishing is common and only possible using vehicles. The disabled would also be unable to experience the area unless paying to stay in farm accommodation.

The MDC and staff have clearly downplayed the recreational value of this area, while exaggerating ecological issues.

I believe in recreational access with education. A compromise solution must be found.

Coast ban bylaw turns contentious

Chloe Ranford
Local Democracy Reporter

More opinions are needed on a proposed beach quad bike ban as discussions reveal divisions.

The Marlborough District Council agreed in November to draft a bylaw which could ban motorists from the region's east coast, after conservationists said drivers were damaging areas uplifted by the 2016 Kaikōura earthquake. The intention was to have staff take the draft to the council last week but councillors were instead given an "update" which said "further consultation [was] required".

The Department of Conservation (DOC), police and six east coast landowners supported a total vehicle ban but Te Rūnanga a Rangitāne o Wairau asked for all but quad bikes to be barred, while the paua and rock lobster industries wanted speed limits on quad bikes.

The Ministry for Primary Industries said if restrictions were put in place, it wanted provisions so its staff could still use patrol vehicles for compliance.

Council strategic planner Sarah Edmonds presented a report to council which revealed police thought a blanket ban was the "most pragmatic approach", as Marlborough did not have the resources to enforce vehicle restrictions. "Currently there is only one vehicle in their fleet that is capable of travelling on the beach and [it] is unable to travel at speed to an incident."

Police said a speed restriction, suggested as part of a petition signed by more than 2000 people, would be possible but "problematic". "Members of the public will not be able to complain about

23-3-20



alleged speed breaches, as they don't have the correct gear to be able to legally confirm the speed a vehicle was travelling [at]."

Bollards, fencing and signage would need to be installed if a ban was approved, or signs limiting drivers to 30kmh if it went with a speed limit, they said.

Six landowners along the east coast were "supportive of the proposal to restrict vehicles".

But Rangitāne said banning vehicles would prevent access to a customary fishery at Te Karaka/Cape Campbell, and likely generate "widespread opposition and delay the protection of this sensitive coastline".

The rūnanga suggested vehicles such as quad bikes still be allowed access under the bylaw. "To protect archaeology, dune flora and birdlife, we recommend access is limited to the high tide line along the foreshore.

"This can be easily managed through signage adjacent to the dunes and beach entrances."

An earlier council report said there would be "long-term consequences" if uncontrolled vehicle access continued along the coast.

It recommended a blanket vehicle ban, and speed limits at Marfells Beach and Ward Beach, so fishers could still launch boats.

The council agreed anyone with an interest could write in by "mid-April" and be heard before the draft came to council, set for April 30. They could then have "a second bite" during public consultation later this year.

Drone images show recovery



Kaikōura
Alice Angeloni
alice.angeloni@stuff.co.nz

Lush seaweeds used to run along the coast from Kaikōura to Marlborough, while beds of beaded brown algae supported some of the greatest biodiversity on New Zealand's seashores.

More than three years on from the magnitude 7.8 earthquake in Kaikōura, researchers say recovery is going well in some areas, and not in others.

"These ecosystems developed over tens of thousands of years, and were greatly altered in a matter of a few minutes by the earthquake," University of Canterbury researcher Dr Shane Orchard said.

In many places, vegetated intertidal zones had been compressed into relatively small, near-vertical areas instead of the large flat platforms they once occupied, Orchard said.

"Another major impact is the great amount of sediments pouring out of earthquake-damaged hills during rain events [which have] buried parts of the seashore and smothered everything that occurred there, including recovering seaweeds and paua. All of this tends to affect the recovery of the ecosystem."

Orchard is part of the Marine Ecology Research Group's "RECOVER" project that is monitoring and assessing the ongoing changes to the coastal ecosystem.

Professor David Schiel, who leads the group, said the intertidal and shallow subtidal zones of the rocky shores had lush seaweeds from Oaro to Cape Campbell before the earthquake struck.

Some of these areas had been monitored regularly since 1992.

The areas more sheltered from waves had dense beds of the beaded brown algae, while wave-exposed areas had similar beds of bull kelp which supported many other species and helped protect the shoreline from erosion.

"Most of these seaweed beds perished after the earthquake," Schiel said.

The research group was on site within a week of the earthquake for initial surveys of the coastal platforms. The devastation of the ecosystem was "astounding".



This shot taken at Waipapa North at low tide, shows "very little evidence of algal recovery" three years after the earthquake, says researcher Dr Shane Orchard. SHANE ORCHARD

Around Waipapa, with the greatest coastal uplift of about 6 metres, "entire algal beds that had been formerly submerged were left high and dry".

"We stood under large boulders where drying bull kelp, several metres long, hung down from above, slowly baking in the sun.

"Tonnes of pāua were exposed and died within a matter of a day or two, despite the best efforts of the populace to get at least some of them back into the water."

Thousands of fish and lobsters were dead along exposed reefs and many fish that came inshore to forage were stranded, he said.

"The stench of dying seaweeds and animals was, in places, overpowering."

The waters inshore were "inhospitable" because of microbial activity from decaying organisms.

"None of us, and few people worldwide, had ever witnessed such ecosystem destruction."

Fast-forward three years, and "recovery is good in some areas and not good in others".

Pāua populations were recovering remarkably well and even though there was massive destruction of inshore recruitment habitat, there had been good growth over much of the coastline.

However, large bull kelp were missing from much of the coast, and many large platforms of algae may not return.

The group was aiming to help the coastline find a "new normal" post earthquake.



Above: New drone images show bull kelp and other seaweeds recovering at Cape Campbell in Marlborough. Inset: A photo taken a few months after the earthquake shows the massive uplift of the seabed at the Kaikōura Peninsula. MARINE ECOLOGY RESEARCH GROUP. INSET: EVAN ROBINSON



Landmark protected 'forever'

Chloe Ranford
Local Democracy Reporter

A spectacular geological landmark will be protected under a covenant while a lake famed for hosting summer cricket games will be protected from stock.

The Needles and Chancet Rocks have been placed into a 70-hectare Queen Elizabeth II (QEII) National Trust covenant by farmer Rick Stolwerk, whose family has owned the land since 2005. The family already has a 60ha covenant on their land.

The trust helps landowners pro-



tect cultural and natural heritage sites "forever" through legally binding covenants, which are voluntary, but pass to all subsequent owners once in place.

Marlborough, Nelson and Tasman QEII Trust regional representative Tom Stein thought the Stolwerk's block was now the



The Needles are now under a covenant. CHLOE RANFORD/LDR

largest private conservation land on Marlborough's east coast.

Stein said the Needles were a "spectacular" limestone outcrop.

"There's half a dozen plants

growing there which only grow on limestone. They're threatened because limestone itself is not common. Behind the Needles are gulleys with big, native forests and... there's not a lot of native forests left in south Marlborough."

Stolwerk said the idea behind the covenant was to protect threatened coastal plants and an archaeological site that dated back to the 14th century.

He was looking to retire another 200ha of land from grazing and place it into a covenant in the hope of regrowing native vegetation. "All in all, about a third of

our land would be in a QEII covenant."

Marlborough District Council biosecurity officer Mike Aviss said the new covenant was a refuge for rare ecosystems, such as dunes.

The Needles was also one of 713 significant natural areas in the region protected for their ecological significance. Eighteen of those sites, or about 9200ha, were identified this year.

The council had invested more than \$1 million to help landowners improve the sites since 2003. Landowners had contributed \$200,000 last year.



Photo from Jenny (Nelson) 021 598 771





Marlborough landmark protected and lake to be fenced off from stock

Chloe Ranford
Local Democracy Reporter

A natural Marlborough landmark will be protected forever, while a lake famed for hosting cricket during dry weather will be protected from stock.

The Needles and Chancet Rocks have been placed into a 70-hectare Queen Elizabeth II (QEII) National Trust covenant by farmer Rick Stolwerk, whose family has owned the land since 2005. The family already had a 60ha covenant on their land.

The trust helps landowners protect cultural and natural heritage sites on private land through legally binding covenants, which are voluntary, but pass to all subsequent owners once put in place. Marlborough, Nelson and Tasman QEII Trust regional representative Tom Stein thought the Stolwerk's block was now the

largest private conservation land on Marlborough's east coast.

Tom says the Needles were a "spectacular" limestone outcrop. "There's half a dozen plants growing there which only grow on limestone.

"They're threatened because limestone itself is not common. Behind the Needles are gulleys with big, native forests and ... there's not a lot of native forests left in South Marlborough."

Rick says the idea was to protect threatened coastal plants and an archaeological site that dates back to the 14th century.

He is looking to retire another 200ha of land from grazing and place it into a covenant in the hope of regrowing native vegetation.

"All in all, about a third of our land would be in a QEII covenant."

Marlborough District Council bi-

osecurity officer Mike Avis says the new covenant was a refuge for rare ecosystems, like dunes.

The Needles was also one of 713 significant natural areas in the region protected for their ecological significance.

Eighteen of those sites, or about 9200ha, were identified this year, which equated to "about the size of the plains of Marlborough", he says.

The council has invested more than \$1 million to help landowners improve the sites since 2003, with \$120,000 spent in the 2019-20 financial year. Landowners had contributed \$200,000 last year.

Plans were in place to fence off the entire perimeter of Lake Elterwater, a significant natural area four kilometres north of Ward, after the council reached an agreement with nearby landowners.

Council environmental scientist



Council biosecurity officer Mike Avis at the Needles earlier this year. Photo: Chloe Ranford/LDR.

Peter Hamill says the fence would not prevent cricket games from being held on the lake's drier days.

But the council were unsure if it would ever dry out again after the 2016 Kaikōura earthquake raised

its southern end about 24 centimetres higher than its northern end, affecting its drainage.

Ward farmer Dave Barker had already stopped his cattle from accessing the lake and would use the fence to exclude his sheep.

"It's good that it's gradually being fenced up, because if we don't, then the riparian vegetation doesn't get to recover," Barker said.

Native vegetation could help prevent erosion at the lake, caused by strong winds kicking up powerful waves on the lake's surface.

Barker says part of the reason his family bought land near the lake six years ago was to look after it, and it "continued to surprise".

People travel from as far off as Rotorua to see its uncommon birds, like all four of the nation's southern crested grebes.

30/7/20

Public Notices



East Coast Protection Group
Field Day to Cape Campbell and AGM
Friday 31st July 10am

Details of Field Day

Meet at the corner of SH1 and Marfells Beach Road at 10am.

We will have a safety briefing and combine in 4WD vehicles only, the winter conditions mean the farm tracks are not suitable for other vehicles and care will be needed. Drive over Rob and Sally Peter's farm to Canterbury Gully and Cape Campbell.

We will stop at Canterbury Gully and north of the lighthouse.

Rob Peter will inform us of things along the coast.

Sally Peter will give an overview of the area and its history.

Mike Bell will lead discussions on birds and predator control.

Lunch will be provided at the lighthouse followed by the AGM

Please RSVP to Rick Stolwerk - Chair ECPG,
rjstolwerk@gmail.com or 021 823 770
by 5.00pm Thursday July 30th
for catering purposes.

Shifting sands over bike ban

CHLOE RANFORD LOCAL
DEMOCRACY REPORTER

A vehicle survey has been mooted for a quake-stricken coast in Marlborough as a proposed quad bike ban is again delayed.

A proposed bylaw which could ban vehicles from a 45-kilometre stretch of coast was discussed at the East Coast Protection Group's annual general meeting at Cape Campbell farm last Friday.

The bylaw, proposed by the Marlborough District Council, had divided the region into two camps – those who thought vehicles damaged ecosystems hit by the Kaikōura earthquake and those who thought most motorists were eco-conscious.

The council's technical report, which informed the proposed bylaw, said vehicles had long cruised the east coast, but access to it became easier after the 2016 Kaikōura quake exposed flat platforms of reef which used to be underwater.

But council strategic planner Sarah Edmonds, who managed the bylaw process, said data on how much vehicle use had increased was "all anecdotal", and was "part of the problem".

Council environmental scientist Peter Hamill said staff had tried to learn more about beach users through motion-sensing cameras, but found cameras aimed towards the sea were

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Reporting

triggered by waves. This led to "thousands" of wave pictures.

Marlborough Roads was asked to put a vehicle counter at Cape Campbell's beach, but said it needed a harder surface.

University of Canterbury researcher Dr Shane Orchard, who was studying the coast's recovery, had also tried using cameras to count vehicles and see how far they travelled.

"People drive up to 100kmh along the coast ... We have many cases where you can tell we've missed the vehicle," he said.

Orchard had also drawn up a map showing where tyre tracks were on beaches, but was unable to tell how old tracks were.

"Some tracks are above the high tide line, so they're not being washed away, and I can't tell if they're days or months old."

To properly uncover who used the east coast and how, Orchard said he wanted to run a recreational use survey.

"I want to see who's out there and get their perspectives."

Cape Campbell farmer Sally Peters suggested a book also be placed at the cape's lighthouse for vehicle users to sign, but Department of Conservation



Conservationists have been warned a proposed quad bike ban along the region's east coast might not be in place in time for summer.
CHLOE RANFORD/STUFF

(DOC) ranger Simon Litchwark said the organisation found very few visitors filled in books.

Peters said a cliff that cut the lighthouse off from Marfells Beach was blown up in the 1800s to help with supplies.

"Maybe we should never have done that," she said.

Edmonds said the council was still speaking with iwi and did not think the draft bylaw would be completed before summer, when campers flocked to the coast. A draft bylaw was orig-

inally set to be taken to councillors in February or March.

"The bylaw is part of the process, but the long-term solution is really we need a management plan for the area. The bylaw is not a golden bullet that will solve everything," Edmonds said.

East Coast Protection Group chairman Rick Stolwerk said people would pay attention to the bylaw once it was in place.

"Some people won't, but education will pick off the rest."

Hamill said the council had

funds available to install signs. Orchard said the University of Canterbury could also chip in.

Quake damage which had made vehicle access along the coast easier also made it possible for the university to create new sand dunes south of Cape Campbell, which were rare.

The university – in partnership with DOC, the council and the East Coast Protection Group – would plant spinifex to catch and build up sand, and starve the invasive marram grass.

12/8/20

Updated all day at **stuff**

MPI looks at lifting east coast pāua ban

Environment
Maia Hart
maia.hart@stuff.co.nz

A lift on shellfish and seaweed restrictions on the South Island's east coast could be just around the corner, if research shows there has been a "sustained recovery" of stock.

Following the 7.8-magnitude earthquake in 2016, shellfish and seaweed fisheries in the Kaikōura and Marfell's Beach regions were closed off after coastal uplift left stock out of the water.

Gathering was prohibited from Marfell's Beach to Conway River and extended 4 nautical miles out to sea. The ban did not apply to crayfish, scampi or octopus.

Ministry for Primary Industries fish compliance regional manager Howard Reid said last month restrictions were always intended to be temporary.

Initially the ban was for three months, but there were "worrying signs" for shellfish and seaweed species, so a decision was made to extend restrictions.

Speaking at the Marlborough East Coast Protection Group's annual general meeting on July 31, Reid said a lot of work had been done to monitor habitats of stock such as seaweed and pāua.

"When science says we can allow the return of harvesting, that will be allowed in some measure," Reid said.

"That is approaching, that conversation will start soon and the sharing of science is due to be soon as well.

"Through groups like this and



Last year the legal limit of pāua per person decreased from 10 per person to five in Kaikōura, Canterbury, Marlborough and Nelson.

STUFF/JEREMY WILKINSON

through consulting with iwi and the public, MPI will look at re-opening access."

Reid said yesterday there had been a process of research to understand the effects of the earthquake along the east coast.

The next update on the research was expected in late September, Reid said.

He said come September, there could be an indication of sustained recovery of shellfish and seaweed fisheries.

"That's what would be important for MPI to start to initiate a process of public consultation," he said. "That public consultation would focus on what a reopening would look like."

In December, the legal limit for recreational pāua fishing halved in Kaikōura, Canterbury, Marlborough and Nelson.

Fisheries Management's director, Stuart Anderson, said the new quota was designed to help the depleted numbers recover after the earthquake in 2016.

The legal limit of pāua per person decreased from 10 per person to five, or 2.5 kilograms of minced meat during a multi-day fishing trip to 1.25kg.

The limits applied to both black and yellow foot pāua.

In 2016 and 2017, the total commercial catch limits had been decreased by 50 per cent in all four areas, and the commercial industry in Nelson and Marlborough had voluntarily reduced its legal fishing quota by a further 10 per cent.

Reid said there were "some indications" that resettled pāua had continued breeding and there had been some growth in stock.

October 2020

It is spring time and the birds are breeding along Marlborough's east coast and all along the braided rivers. Along the coast the Banded Dotterel and Variable Oystercatcher nest in pairs, each pair having its own territory. The nests are a simple scrape in the sand or pea gravel, sometimes by a log or clump of dry kelp, but normally where they have a good view of oncoming danger. If as you go along the beach you hear the birds calling and see them running, their nest is near and they are getting stressed by the presence of yourself as an intruder in their territory. Please give them a wide berth. Black Billed Gulls (the world's most endangered gull), Red Billed Gulls and White Fronted Terns will also start nesting shortly. They are all colony nesters, so you will see groups of them, with birds coming and going. The Black Billed Gulls nest on braided rivers, along the Wairau, Awatere, Ure and Clarence. They are usually on an island in the river, or on the spit at the mouth. Red Billed Gulls and White Fronted Terns sometimes nest on the spit at the river mouth and other times on rocks protruding above the sea such as at Ward Beach. If you would like to take a good look at them, please take binoculars and stay well back. Their eggs are so easily smashed, and the disturbance from your presence can result in them abandoning their nests.

At the river mouths you might also see Pied Stilts nesting, they are the black and white ones with really long legs. If you go to <http://nzbirdsonline.org.nz> there are lots of good pictures, descriptions and recording to help identify what you are seeing. <https://inaturalist.nz/projects> is another good place to learn about a wide variety of species.

We now have a Beach Aid Beach Recovery Project underway. Beach Aid is a "dune seeding" project. Historically, NZ native dune systems trapped sand, stabilising the coast and helped to create beaches and the associated habitats. The areas uplifted in the Kaikōura Earthquake has created 'new space' for dunes along the coast. It has also moved the old dunes away from the high tide line. Some of the native species live in dunes close to the high tide, and need to reestablish in the new areas. Spinifex is one of our native sand binding plants, you may have seen it along the coast, it grows long runners out towards the sea to colonise the bare sand dunes. <https://www.coastalrestorationtrust.org.nz/dune-restoration/plants-animals/foredune-species/> is a good place to learn about the dune plants.

If you are on a walk from Marfell's Beach out to the Cape Campbell Lighthouse you will see some plantings along the way. If you feel like caring an extra bottle of water and giving the some of the plants a drink that would be really helpful. Marlborough's dry windy environment makes it challenging for little plants to establish. There are plantings at Marfell's Beach, Mussel Point and about a 1km south of the lighthouse. For further information or help with future plantings please contact Rick Stolwerk 021823770 East Coast Protection Group Chairman



October 2020



MARFELL'S BEACH PLANTING

Mrs van Asch leads a fantastic team of students at Seddon School as our Enviroteam. They are a hard working bunch and are always on the lookout for the next exciting project.

Mike Aviss from the Eastern Coastal Protection Group asked us to be involved in some planting at Marfell's Beach. We planted just on 1,000 Spinifex plants and learnt how these will help to hold our sand dunes together and provide additional habitats for the Katipo spider.



Some of the team then went on to plant 100 small tress and shrubs in a new beach forest experimental area that will help to provide additional cover for the seabirds and Dotterels that nest in the area.

It was a fabulous day for the team and they will be able to go back and see the results of their hard work in years to come.



Public beach access

16/9/20 'The Sun'

Currently there is a controversy over attempts by a commercial interest to prohibit traditional beach access for the public to Cape Campbell. The Marlborough Recreational Fishers Association has examined the matter and understands the following:

- 1: The inter-tidal beach between high and low tides is regarded as public road
- 2: That particular beach has been used for

vehicular traffic (below mean high water mark) back from "horse and cart" days for access to Cape Campbell i.e. "for ever and a day". The access is enduring.

3: There has been no problem with dotterels which logically are above the mean high water mark. Basically the issue is a commercial interest versus public access use. Unfortunately certain MDC councillors have

shown their hand for the sole commercial use and discarded the public interest. Of significance is that the Kaikoura District and Tasman District Councils have installed notices on beaches under their jurisdiction saying four wheeler access is permissible.

*Laurie Stevenson
Spokesman, Marlborough Recreational Fishers' Association*

Native grasses restore East Coast dunes

24/9/20

Seddon School pupils and community volunteers have just planted over 3,000 native grasses to help restore two of Marlborough's East Coast beaches.

Biodiversity Coordinator Mike Aviss says the plants will help the native dune systems to recover after the impacts of the Kaikōura earthquake in 2016.

"The East Coast foreshore has a unique ecology, with lots of rare plants, geckos and a large population of the nationally endangered katipō spider. Restoring the beaches with native grasses - spinifex and pingao - will help stabilise the sand dunes and also provide habitat for our rare native fauna."

One thousand spinifex grasses were planted at Marfells Beach and 2,000 at another beach 500m south of Cape Campbell, along with 70 pingao or golden sand sedges. The Marfells Beach planting was assisted by 11 Seddon School pupils from the school's Environment Group, along with principal Anita Phillips. They were helped by six community volunteers.



Re: Public Beach Access

Sun 23/9/20

Mr Stevenson's letter on Wed 16th about public beach access south of Kapara Te Hau (Grassmere) is confusing. Like many, I go down here most weeks, enjoy fishing with mates, fossicking, the wildlife and scenery. People will always be able to walk along this beach to fish, to paddle, to watch birds, to look for shells and other taonga, or to just wander, relax and enjoy. This traditional beach use has been occurring for 100s of years, since parties of Maori first came to enjoy the abundant kaimoana found here.

Unfortunately since the Kaikoura earthquake caused uplift, 4-wheel-drive vehicles have been able to drive more easily along this fragile coast. The results of increasing numbers of cars, trucks and motorbikes- many zooming over the beach without regard or respect for other beach users or for the wildlife (that used to live and breed successfully here) has been evident from both tyre tracks, videos and photos.

To my knowledge, there is no commercial interest wanting to prohibit recreational fishermen from access. There is a concerned group of locals, however, who are worried with the growth in numbers of 4-wheel-drive vehicles at weekends and holidays, riding roughshod over this

coastline. The vehicle drivers, maybe unintentionally, have been spoiling the peace and wilderness for walkers and wildlife alike, ripping up fragile vegetation growing on the dunes, in the pea-gravel stretches, riding over sandy beds of juvenile shellfish and disrespecting areas of cultural significance.

It is a relief to see that, finally, the local council has taken its responsibility for protecting this area of great natural significance seriously. The geology and the native wildlife- seabirds, shellfish, gecko, skink, spiders and other invertebrates, plus native plants- are an amazing but fragile. Much is either endangered or rare, and whose survival is now at risk with the increased traffic within their habitat.

The MDC has proposed a bylaw that will not restrict public access, rather, it will ensure that people are able to come to this coastline to fish, to enjoy the peace and taonga found living here, safely. We are grateful that our council has finally stepped in to protect it, so that future generations can also enjoy what we have the privilege of experiencing today. It's truly the best coast around ... let's keep it that way!

Hazel Monk

Letters to the editor

28/9/20

Ward Beach access

Mrs Monk's letter [Wednesday Sun, September 23, on Ward Beach access] I find very confusing, with Mrs Monk saying the proposed bylaw only wants to ban 4WD vehicles from the beach. I find this confusing because all my time on the group they wanted to ban quad fishers from the beach. The strange part is "New Zealand law allows beach access" and a quad does less damage than a walker, so perhaps it might be better for her group to ban walkers. In Kaikōura, quads are allowed on the beach (during nesting) and that is supported by the Kaikōura District Council. 'Educate' is better than 'ban'. It's the same in Tasman Bay. I think the main problem is that a few councillors are only supporting a small group rather than the whole community. There was no problem before the earthquake because responsible quad fishers stayed below the high tide and now the high tide line has risen. The responsible quad fishers still stay below the high tide line. Also, the beach is showing signs of recovery

with the paua now being looked at opening in some areas. Some people will always harm things, but not everyone. After all you don't give a person a guilty verdict if they are not guilty, so why say all people are causing damage when they are not.

Mark Wills
Blenheim

Dotterel's death 'devastating'

21-10-20

Environment Emma Dangerfield

A Kaikōura bird researcher is calling for tighter cat control after the killing of one of her most studied banded dotterels.

Ailsa Howard has been studying the birds at South Bay for the past five years, and ramping up protection measures each breeding season to try to ensure their survival.

However, extensive efforts including surveillance cameras and cages around nesting pairs have proved no match for roaming cats.

Last week, RLBB (named after his coloured leg bands) was taken from the nest where he was protecting his hatching chicks. A cat was caught on camera with the bird in its mouth.

Howard said RLBB was one of the most studied breeding birds at the site and one of the most successful, producing several clutches of fledglings over the past four years. "The loss of this particular bird is devastating for our study," she said.

"It is a topsy-turvy world which allows a pet cat to roam free to hunt and kill when a rapidly declining endemic species is potential prey."



RLBB pictured on South Bay beach. The bird was one of the population's most successful breeders for four years until he was killed by a cat last week.

AILSA HOWARD
PHOTOGRAPHY

Howard said the three chicks on the nest had subsequently frozen to death, bringing the total number of killed birds this season so far to eight.

A further 17 nests had been destroyed - most by cats. It was also easy for humans to accidentally damage the nests as they were very difficult to spot in the camouflage of the stony beach. Efforts had been made to protect the nests through signage and by educating quad bike riders, freedom campers and dog walkers, she said.

Howard had now exhausted all legal means to protect the nests and was urging cat owners to play their part by keeping their pets inside at night.

In a submission to the

Kaikōura District Council's draft annual plan this year, Howard called for a cat bylaw to reduce the animals' negative impacts on wildlife.

The council stopped short of adopting a bylaw, but agreed some form of responsibility on cat owners should be considered, and planned to work on finding a "pragmatic solution" with Howard, the Department of Conservation (DOC) and Environment Canterbury.

New Zealand's banded dotterel (pohowera) populations are in decline in part because of introduced mammalian predators, including hedgehogs and cats.

According to DOC, there are only about 1700 dotterels left.

MARLBOROUGH MIDWEEK, NOVEMBER 5, 2020

Looking after our coastline

From sheltered bays in the Marlborough Sounds to the exposed coast south of Cape Campbell, Marlborough has 1,800km of coastline that many people enjoy for recreation or rely on for a living.

Council works with several Government agencies including the Department of Conservation and Ministry for Primary Industries to look after the coastal area. This is a complicated task, covering more than 725,000ha of water with many competing interests that must be managed and balanced. Tourism, aquaculture, fishing, mahinga kai (customary food gathering) and recreation all depend on healthy coastal ecosystems and good water quality.

Marine and land activities such as farming, forestry and sewage discharge all have a direct impact on the coastal environment. Council regulates the different activities

in the Sounds through the Resource Management Plan and consenting process. This work is backed up by research and monitoring to help understand the effects of land and water use and provide information for future planning and protection.

For more information on Council's work in this area visit: www.marlborough.govt.nz/environment/coastal



Survey to inform vehicle ban plan

**CHLOE RANFORD LOCAL
DEMOCRACY REPORTER**

The public are being given the chance to feed into a controversial vehicle beach ban bylaw in Marlborough before its written.

A University of Canterbury research group has launched a new study to uncover what the most, and least, positive recreational activities are along Marlborough's east coast, to inform a bylaw which proposes banning vehicles.

Access to the east coast became easier after the Kaikōura quake exposed more reefs, so the Marlborough District Council proposed banning motorists from a 45-kilometre stretch to help protect it, but later admitted data on whether vehicle use had risen was "anecdotal".

University of Canterbury researcher Dr Shane Orchard, part of the group studying the coast's recovery, said in the survey's foreword it would plug "basic information gaps" like how and where people used the east coast.

"[The Kaikōura earthquake] has driven major changes in access to [the] coast, which in turn results in new interactions between people and the environment."

While changes in vehicle access had come under the microscope, there were likely other activities that had also been positively or negatively affected by the quake, he said.



A University of Canterbury research group wants to uncover how and where people use Marlborough's east coast.

SUPPLIED

"Results from the survey can help to inform options for the current bylaw development process, as well as providing useful information for future planning ..."

The proposed bylaw had divided the region into two camps –

those who thought vehicles damaged ecosystems hit by the Kaikōura earthquake and those who thought most motorists were eco-conscious.

Respondents had to be 18-years-old or older for consent reasons, but could otherwise be

anonymous.

An end date had not been set for feedback as researchers were waiting for the council to firm up time frames around the draft bylaw. Orchard estimated the survey would be open until the end of November.

LR Local
Democracy
Reporting

"[The Kaikōura earthquake] has driven major changes in access to [the] coast, which in turn results in new interactions between people and the environment."

University of Canterbury researcher
Dr Shane Orchard

Results would be compiled and reported to the public.

A council spokeswoman said staff were still consulting iwi, and hoped to complete this process by November.

Orchard was part of the Marine Ecology Research Group's RECOVER project that was monitoring and assessing ongoing changes to the coastline's ecosystem following the 2016 Kaikōura earthquake.

The project was due to wrap up in October next year.

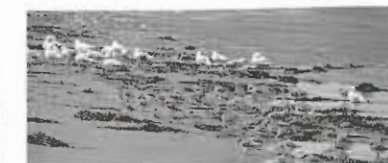
The recreational survey can be accessed online at www.surveymonkey.com/r/MarlboroughBeachSurvey.

~ Ward Beach ~

Needles +
Clarence in
distance



**Annual Summer East Coast
Protection Group Field Trip
and
Public Meeting**
All welcome



When: January 19th - 2021
Where: Meet at the Ward Hall
morning tea and then field trip
Ward Beach
Time: 10.00am at Ward Hall

Following our return to the ha
we will have an update from
Shane Orchard on the monitc
work being done by the Unive
sity of Canterbury.

This will be followed by the
general meeting, finishing wit
afternoon tea.

Please RSVP by January 15th
for catering purposes to:
Rick Stolwerk -Chairman
ECPG
rjstolwerk@gmail.com
021 823 770

EAST COAST PROTECTION GROUP

OBJECTIVE: TO PROTECT AND ENHANCE THE COASTAL ENVIRONMENT AND BIODIVERSITY OF THE EAST COAST FROM MARFELL'S BEACH TO THE WAIMA (URE)



THIS AREA HAS BEEN IDENTIFIED AS HAVING:
 - OUTSTANDING NATURAL FEATURES
 - ECOLOGICALLY SIGNIFICANT MARINE SITES
 - HAVING A VERY HIGH NATURAL CHARACTER RATING

During the November 2016 Earthquake this coast rose between 1 metre and 3 metres and the Cape Campbell peninsular moved 6 metres toward Wellington.

The uplift of the intertidal zone left all that lived there without tidal flow and exposed to the sun. There was death of much of the ecosystem.

Recovery is slow and ongoing. Seaweed reestablishment is taking a long time due to the continuing erosion of the soft mudstone reef. The eroded mud particles make the water murky and choke smaller living creatures as they settle to the bottom.

On shore the earthquake formed larger areas of exposed beach, gravel lands and the beginnings of new sand dunes. This area is home to invertebrates, lizards, katipo spiders, plants and mammals. It provides resting and feeding areas for migrating birds as well as habitat for the many resident shoreline birds.

The bigger area of exposed beach has enabled increased human access to the area. As a group we are concerned with the increased traffic accessibility along the coastline. Some 20 kilometres of coastal wilderness is currently being used as a road. This is causing immense disturbance and destruction of the newly forming areas, the existing beaches and the plants and animals that live there.

ECPG recognise that it is many little steps to recovery and have a Predator Control Programme in progress along the coast. You may see traps set. Feral cats, rats, ferrets, stoats, weasels, and hedgehogs are threats to ground nesting birds, chicks, lizards, and invertebrates. Dogs are also a predator threat. One way you can assist is by leaving your dogs at home.

The University of Canterbury has been monitoring this coastline for many years, collecting information and has a report that can be accessed online:
 'Beach dynamics and recreational access changes on an earthquake-uplifted coast'

A Beach Recovery Experiment has been launched in conjunction with DOC, MDC, UC Marine Ecology Research Group and the ECPG. This involves replanting endemic species along the newly formed upper zone of the beach, monitoring and developing new techniques to assist these endemic species with establishment.



Kaikoura Star



27/11/20

Updated all day at **stuff**

Beach work warning



Chloe Ranford
Local Democracy Reporter

Plans to dig up a popular Marlborough beach and launch fishing boats could have “unknown” environmental effects, conservationists say.

Burkhart Fisheries was left high and dry after the Kaikōura earthquake raised the region’s coastline by up to 3 metres in places, leaving its launch site of 46 years unusable and its boats unable to reach fisheries.

The company applied this year to use a “large digger” to shift about 3500 cubic metres of gravel on Ward Beach, creating a boat launching area. It asked to do this three times a year for a week for 15 years, so it could fish “without having to consistently reapply to council for a new consent”.

It paused the application in March to talk with iwi and conservationists who opposed the idea.

The case went to a hearing on Tuesday after Burkhart Fisheries failed to reassure all submitters the shifted gravel would not hurt the beach.

The company has had three consents in the past two years to dig a launch site, each one with a different dumping area for the gravel. A one-month consent is currently in place and expires by Christmas.

Burkhart Fisheries lawyer Quentin Davies said this time the company wanted to deposit gravel



north of its launching site, as gravel placed to the south could be pushed back in by currents.

Davies said gravel placed to the north would be spread out, not “piled into a mountain of gravel”, and contoured to match the natural appearance of Ward Beach. Changes would smooth out during storms.

The East Coast Protection Group, which championed the preservation of the region’s coast, and opposed the application, said at the hearing its main concern was gravel entering a geo-preservation reserve by the Ward Beach boulders, where vulnerable birds nested.

Forest and Bird top of the south manager Debs Martin said, in her hearing statement, Forest and Bird wanted the consent to expire in five years, not 15 years, to assess the impacts of moving gravel around.

The banded dotterel is one of two threatened bird species that call Ward Beach home.

ROSS GIBLIN/STUFF

Baseline Marlborough Ltd senior planner and director Anna Bensemann, giving evidence for Burkhart Fisheries, found the small number of digs allowed each year was unlikely to degrade the ecological system.

Burkhart Fisheries’ application noted that “a small number” of the threatened banded dotterel nested on the south end of Ward Beach, and said it would run a survey of birds within 100 metres of the proposed site before any works started during their nesting season.

Burkhart Fisheries director Trevor Burkhart said although the company had asked to dig up to three times a year, it expected to dig about once.

The hearing was adjourned on Tuesday afternoon. Burkhart Fisheries has until today to file a revised set of proposed consent conditions.

East Coast Protection Group

A place to take the family
Scientific Reserve

How about a walk to Chancet Rocks- from ward beach head north. The gravels give way to a wonder of limestone outcrops, and beach boulders.

This geological preservation zone is a fantastic day out.
Keep an eye out for dotterels- you may see one nesting or even a little chick.
Leave your dog at home or make sure it is on a lead.
New members always welcome to the ECPG



11/12/20
**Council
green light
for vehicle
beach ban**



**Chloe Ranford
Local Democracy Reporter**

The Marlborough District Council has green-lighted plans to ban vehicles, including quad bikes, along a stretch of Marlborough's east coast ... again.

But, as with most things council, the decision has yet to be set in stone, as the draft bylaw will now go out for public consultation.

Councillors yesterday voted unanimously to stick to the plan to stop all motorists from accessing a 45-kilometre stretch of coast, between Redwood Pass and Ward, despite a year-long battle with fishermen to allow quad bikes.

Councillors were given the option yesterday to ban four-wheel-drive cars, but not quad bikes or motorbikes, which could still travel below the high tide mark, after several stakeholders threw their support behind a partial vehicle ban.

But none supported this option. It was the second time the council had agreed to ban all drivers from the east coast, following a vote last November.

Drivers had long cruised the region's east coast, but access to it became easier after the 2016 Kaikōura earthquake exposed reefs which used to be underwater. The council wanted to allow these reefs to recover without interference.

The decision would form the basis of the council's draft bylaw, set to be finalised by a sub-committee made up of councillors and the mayor while staff were on annual leave.

But councillor David Oddie, who would sit on the sub-committee, said the decision did not mean the blanket ban was set in stone. The draft bylaw was still subject to submissions and hearings, which could affect final rules.

Marlborough mayor John

From page 1 // Beach ban backed

Leggett said ultimately the council hoped to end with a bylaw that suited its intended purpose.

The draft bylaw would suggest barring beach access to all vehicles between Redwood Pass and Ward, and introducing a speed limit at Marfells Beach and Ward Beach, where fishing boats could still be launched.

A report filed ahead of the council meeting said a blanket ban would protect significant tangata whenua sites, threatened species and habitats, and other beach users, as well as allowing the coast to recover from the Kaikōura earthquake.

Thousands had already signed a petition opposing the vehicle ban, fearing an end to family quad-biking traditions.

Conservationists, on the other hand, welcomed the plan, saying vehicles hampered the recovery of the reef platforms and threatened indigenous plants and wildlife on the coast.

Councillor Cynthia Brooks said she understood the proposed new rules might be opposed by some community members, but believed the new bylaw was a long-term commitment.



Marlborough District Council is looking to ban vehicles from 45 kilometres of the region's east coast.

"I have a saying in my life that I use a lot and I used it when I stood for this council, and it says: 'The true meaning of life is to plant trees under whose shade you do not expect to sit'."

The draft bylaw was due to go out for public feedback before the council's first public meeting next year, set for February.

Feedback could be submitted for at least a month.

A hearing committee would then deliberate on the submissions and make a recommendation to the council on what vehicles should, or should not, be barred. Councillors would then decide whether or not to adopt the new bylaw.

**Marlborough
Weekly**

News

TUESDAY 15 December 2020 5

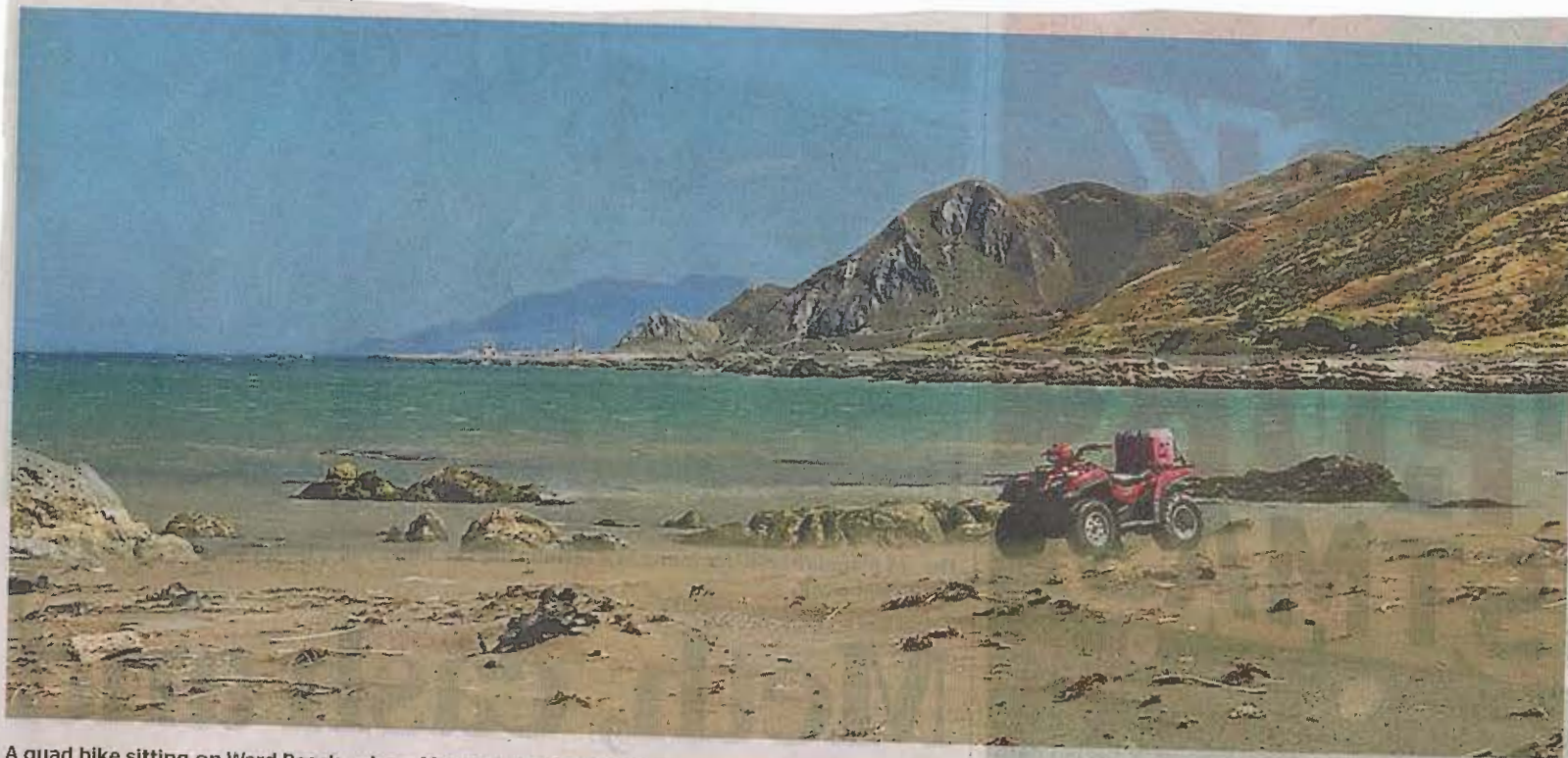
Vehicle beach ban in Marlborough gets the go-ahead from councillors



Marlborough's east coast is popular with horse riders, quad-biking fishermen, walkers, cyclists, and campers. Photo: Chloe Ranford/LDR.

9/12/20

Awatere + Flaxbourne Bulletin
January 2021



A quad bike sitting on Ward Beach, where Moeraki-like boulders have formed following the Kaikōura earthquake.

Council to vote on beach ban after year-long battle

Chloe Ranford
Local Democracy Reporter

A decision on what vehicles will, or will not, be barred from Marlborough's east coast is expected this week, a year after a controversial blanket ban was first floated.

The Marlborough District Council agreed to draw up a new bylaw last December barring motorists from the Awatere River mouth to the Ure River mouth in a bid to protect ecosystems made more accessible after the 2016 Kaikōura earthquake.

But thousands signed a petition opposing the vehicle ban, fearing an end to family quad-biking traditions, including the family that gifted their beach to the Government. Conservationists, on the other hand, welcomed the plan, saying vehicles hampered the recovery of the reef platforms and threatened indigenous vegetation and wildlife along the coast.

Division among stakeholders – some supporting a blanket ban, some a partial ban, and others no ban – prompted the council to seek more feedback, which delayed the summer due date.



Local
Democracy
Reporting

The second and final option would ban cars but not quad bikes or motorbikes, which could still travel below the high tide mark.

Staff decided to include this option after several stakeholders said they believed quad bikes and motorbikes had a "lighter footprint" than other vehicles, so did less damage to the coast.

This view was supported by petition signatories, but not council staff, who said the benefits these vehicles brought the public were "arguable" and "insignificant" when compared to the damage and disturbance being caused by the vehicles.

A partial ban would also be difficult to enforce, the report said.

Thirteen councillors and the mayor would vote on the options.

Once a draft bylaw was drawn up, it would be made public for at least a month so people could submit their views on it.

A hearing committee would then deliberate on the submissions and make a recommendation to the council, which would decide whether or not to adopt the new "East Coast Protection Bylaw".

To ensure the draft bylaw went public as soon as possible, the council wanted to set up a bylaw subcommittee, which would finalise new rules while staff were on their summer holidays.

But first, councillors needed to decide what vehicles to ban.

The first option, supported by staff, was to cut off beach access to all vehicles between Redwood Pass to Ward, and introduce a speed limit at Marfells Beach and Ward Beach, where fishers could still launch their boats. The bylaw would also restrict vehicles from unformed roads and sand dunes.

A report filed ahead of tomorrow's full council meeting said a blanket ban would protect significant tangata whenua sites, threatened species and habitats, and other beach users, as well as allowing the coast to recover from the Kaikōura quake.

East Coast Beach access bylaw submissions opening soon

A vehicle bylaw to protect Marlborough's East Coast is heading to a sub-committee, so work can continue on the proposal over the summer holiday. Appointed by Council, the subcommittee will finalise the proposal and open public submissions before full Council reconvenes in late February 2021.

In its final meeting of the year today, councillors unanimously agreed with a staff recommendation to move forward with a proposed vehicle ban on the beaches, reefs and dunes between the Awatere and Waima/Ure river mouths, a stretch of coastline where more than half - 28.5km of the total 48.5km - is recognised as ecologically significant.

The area is known for its cultural significance to multiple iwi, including statutory claims and other longstanding connections. With pā sites throughout the area, the coast is home to mahinga kai (food gathering) of significance from the sea and rivers.

The proposed bylaw responds to public safety concerns about increased use of the coastal area, coupled with unexpected discoveries by scientists following the Kaikōura earthquake. The dramatic change to Marlborough's East Coast has been the biggest transformation observed as a result of any global earthquake in modern times. The high tide mark shifted as much as 200 metres, leaving more exposed beach. In places where access was previously restricted by tides, it is now possible to walk or drive at any time. The damage caused by the quake, coupled with the increased access, has led to mounting pressure on the area's unique ecosystem.

"The public will continue to have beach access. The proposed change, which will open for public consultation soon, is the unchecked vehicle use that's posing a safety risk and accelerating ecological damage," said Councillor Gerald Hope, Deputy Chair of the Environment Committee.

Since agreeing to move forward with protecting the area in December 2019, Council has been talking with iwi, community groups and others with an interest in the coast. In recent months, councillors have received reports and updates on the progress of the proposed bylaw, including alternatives to a vehicle ban, to protect public safety and the East Coast ecosystems. Council has considered the alternatives, such as relying on education to reduce speed, keeping to designated routes or types of vehicles allowed.

"The Council recognises that water and recreation are central to the quality of life in Marlborough, which is why this proposal considers the cultural, recreational, economic, scientific and ecological role of the area. The aim of the bylaw is continued use of the coastal area in a way that restores and conserves it for future generations," Cllr Hope said.

Marlborough's proposed bylaw is in line with other councils across New Zealand, where vehicles are commonly restricted or banned from beaches with exceptions, such as launching or retrieving a boat or carrying out emergency activities.

The draft bylaw that goes to the public for consultation will include exceptions to the vehicle ban, such as for boat launching and access by authorised agencies. Access for walking, cycling and horse trekking won't be affected by the new bylaw. Under this proposal, vehicles would be allowed under a set speed limit on a stretch of coast south of the Waima/Ure River mouth.

Mayor John Leggett and councillors David Oddie, Gerald Hope and Jamie Arbuckle have been appointed to the sub-committee of the Planning, Finance & Community Committee, which is able to make decisions about the bylaw and advance it to the notification stage with the public. The next steps are to finalise engagement with iwi, finalise the draft proposal, update the East Coast technical report, develop a consultation plan (including the submission period for the public) and notify the public to formally open the submission process.

The full Council will appoint a hearings panel after reconvening in February, before submissions close.

14/12/20

Quake-lifted seabed has ripples for coastal plans

Coastline

Shelley Ranford
Local Democracy Reporter



In the Marlborough District Council finished writing its new environment plan in June 2016, it had the idea a one-in-5000-year earthquake would strike near the coast in five months later.

The council had already drawn a line between land and sea – and the beach – when the quake struck the region's coastline out to sea, in some places up to 100 metres.

Four years on, and almost a decade after finalising Marlborough's environment "master plan", the line had still not been changed.

Several rugby pitch fields worth of land along Marlborough's east coast is still zoned "coastal marine" – an area where ships can legally anchor and residents can surf, sail or swim.

Council environment policy manager Pere Hawes said this month the council was now able to redefine the boundary, following aerial photographs and surveys of the east coast.

Hawes said there was some merit in rezoning the uplifted seabeds as "open space three", lining up with most of the land beside it, but the council had yet to make a formal decision.

The change in boundaries was scheduled to occur next year,

after staff cleared permission with a council committee.

The council would consult the public on the proposed change in zones.

Crayfishing company Burkhardt Fisheries suggested at a hearing last month the council use the rule change to look at what other plan variations were required following the quake.

Burkhardt Fisheries lawyer Quentin Davies told a commissioner the plan required access to and along coastal areas to be enhanced from pre-earthquake levels, despite the 7.8-magnitude quake making access to the east coast worse.

"Currently, you have got dry land, which is zoned as sea, but that is not a coastal marine area – it is part of the Marlborough district.

"At the present point in time, any activity – even a walk on the beach, technically – requires a resource consent until [the uplifted coastal areas] are brought into the district as land."

The hearing centred on an application by Burkhardt Fisheries to dig gravel from a corner of Ward Beach, south of

TURN TO PAGE 2

The Sun 30/12/20

Beach access

I am both confused and disappointed the Marlborough District Council has sided with commercial interests over the beach access issue along from Marfell's Beach to Cape Campbell.

I note councillor Hope having a lot to say months ago in favour of banning long time vehicle access and siding with the commercial venture.

Of course the likes of councillor Hope will cite environmental concerns which is hogwash and is a thinly disguised cover for backing a private commercial venture over public access.

I am very disappointed. Who elected the councillors? The public of course.

"Moki Chaser"

FROM PAGE 1

Ripples for coastal plans

Blenheim, and restore its temporary launch site so its boats could reach its fisheries. The commissioner has not yet made a decision.

University of Canterbury researcher Dr Shane Orchard said the group studying the east coast's recovery, which he was part of, was by coincidence looking at how to define the mean high watermark, used as a boundary line for coastal marine areas.



Shane Orchard

"If we can help the council with that, we will try, but if they are doing it anyway of their own accord, then that is also good.

"It is important to have a type of environment matched to its most appropriate management area. If an area is obviously a piece of land, then we don't want it managed like a seabed.

"At the moment, if the council looked at a piece of land on the old seabed, then different parts of the [Resource Management Act] would apply to it, compared with land further up the beach."

The uplifted seabed had made access to the coast easier, prompting the council to propose banning motorists from a 45-kilometre stretch to help protect it, using a bylaw. The research group has created a study to inform the new bylaw.

East Coast public access

The Sun 16-12-20

The impending decision by the Marlborough District Council on the public access along Marlborough's east coast in the Cape Campbell region will be watched with great interest by the public for this area has been traditional public access for many years, arguably going back to pioneer days and even before that. After all the Maori tribes main

route was along the coast. Tūhawaiki the chief of Ngāi Tahu in Murihiku from Southland clashed with Te Rauparaha of Ngāti toa at Lake Grassmere. So the public access has a historical Maori significance.

Public Access NZ will be watching the ensuing decision closely. Andi Cockcroft
Public Access NZ

YOUR LOCAL NEWS FROM THE
MARLBOROUGH DISTRICT COUNCIL

East Coast vehicle bylaw progress

17/12/20

A vehicle bylaw to protect Marlborough's East Coast is heading to a subcommittee, so work can continue on the proposal over the summer holiday.

At the final meeting for the year, councillors unanimously agreed to move forward with a proposed vehicle ban on the beaches, reefs and dunes between the Awatere and Waima/Ure river mouths. More than half of this stretch of coastline - 28.5km of the total 48.5km - is recognised as ecologically significant.

The area is known for its cultural significance to multiple iwi, including statutory claims and other longstanding connections. With pā sites throughout, the coast is home to mahinga kai (food gathering) of significance from the sea and rivers.

The Council has appointed a subcommittee made up of Mayor John Leggett and councillors David Oddie, Gerald Hope and Jamie Arbuckle. They will finalise the proposal and open public submissions before full Council reconvenes in late February. A hearings panel will also be established.

The subcommittee's next steps are to finalise engagement with iwi, complete the draft proposal, update the East Coast technical report, develop a consultation plan (including the submission period for the public) and formally open the submissions.

The proposed bylaw responds to public safety concerns about increased use of the coastal area, coupled with unexpected discoveries by scientists following the Kaikōura earthquake.

The dramatic change to Marlborough's East Coast has been the biggest transformation observed as a result of any global earthquake in modern times. The high tide mark shifted as much as 200 metres.

In places where access was previously restricted by tides, it is now possible to walk or drive there at any time. These changes have led to mounting pressure on the area's unique ecosystem.

"The public will continue to have beach access. The Council recognises that water and recreation are central to the quality of life in Marlborough, which is why this proposal considers the cultural, recreational, economic, scientific and ecological role of the area. The aim of the bylaw is continued use of the coastal area in a way that restores and conserves it for future generations," said Councillor Gerald Hope, Deputy Chair of the Environment Committee.

For more information go to:
<https://www.marlborough.govt.nz/your-council/bylaws/proposed-east-coast-beach-vehicle-bylaw>



21-12-20

Designated tracks may help solve vehicle ban



Chloe Ranford
Local Democracy Reporter

Let's find the middle ground and drive on it.

A University of Canterbury research group has found designated vehicle routes or exclusion zones might be a "compatible" solution to a bylaw proposing to ban vehicles from Marlborough's east coast, after running a survey.

Access to the east coast became easier after the Kaikōura earthquake exposed more reefs, so the Marlborough District Council proposed barring motorists from a 45km stretch to help protect it, before later admitting its data on whether vehicle use had risen was "anecdotal".

University of Canterbury researcher Dr Shane Orchard, part of the group studying the coast's recovery, ran an two-month survey to plug the "information gap" on who used the coast and how, with the results released last week.

The survey's 208 respondents voted 'walking' the coast's most popular recreational activity, with about 85 per cent having taken part, followed by 'sightseeing' and 'wildlife viewing'. 'Off-road driving' came in at fifth, at 45 per cent.

But when asked to name the most, and least, positive aspects of the beach, Orchard found positives for one bunch of users

TURN TO PAGE 3

From pl// Tracks to solve ban?

were listed as negatives for another.

The impacts motorists had on the coast's environment and other users ranked as the two highest concerns, but 'fishing and diving' was ranked as the second best benefit.

Some said they feared possible fishing restrictions, while others worried about overharvesting.

He saw a similar theme after asking respondents to suggest solutions, with "allow access for all vehicles" (21 people) butting with "ban on vehicles" (about 75 people). "Several [solutions] are largely incompatible with others, particularly those involving access for motorised vehicles."

Orchard said this highlighted a need for conflict resolution.

But some ideas could tick everyone's boxes, such as setting up vehicle routes or no-vehicle zones, and educating residents on the impacts humans could have on the coast.

Results from the survey could be used to help inform the development of the draft bylaw, which was set to go out to for public feedback for a month from February next year.

The draft bylaw was due to suggest barring beach access to all vehicles between Redwood Pass and Ward, and introducing a speed limit at Marfells Beach and Ward Beach, where fishers could still launch their boats.

The proposed blanket ban had so far divided the region into two camps - those who thought vehicles damaged ecosystems made vulnerable by the Kaikōura quake and those who thought most motorists were eco-conscious.

Orchard was part of the Marine Ecology Research Group's RECOVER project that was monitoring and assessing ongoing changes to the coast's ecosystem following the Kaikōura earthquake. It was due to end in October 2021.

+

28/12/20

Letters to the Editor



Cape Campbell lighthouse east of Marfells Beach. A letter writer is concerned at the proposal to close beach access to vehicles.

DOC

The Marlborough District Council's proposal to close the beach access to vehicles will mean I will have to give up my recreational activities of diving and crayfishing. Walking, horse riding and cycling over these distances will only be available to the young or the super fit. Recreation is more than looking after the leg muscles.

The justification for the vehicle ban are claims that vehicles are damaging the dunes, vegetation, nesting bird areas and historic pa sites. This is based on poor research with the areas of concern well above the high tide line, an area where vehicles do not go.

The last four years since the earthquake, the fishermen have made positive steps to solve the problem so that everyone can enjoy the beach. This started with the voluntary code of conduct which was agreed to by most vehicle users, followed by placement of signs and barriers to direct vehicles to a single suitable pathway. This has been very successful with no vehicles accessing the dunes from Marfells Beach to Canterbury Gully. In the last three weeks only a few vehicles have travelled along the beach in front of the camp area and these were below the high tide line.

The claim that the vehicles are a

safety risk is not supported by records kept by the police or others and it must be noted that many walkers have been assisted by fishermen, the most common problems being twisted ankles and exhaustion. There are already sufficient rules controlling vehicles under the NZ Transport Act and all road rules apply. I feel the council is over-reacting to pressure applied by conservationists and some adjoining landowners who want to control access to the coastline.

I believe the banning of vehicles by the council is discriminating against older people, those with mobility problems and will prohibit children partaking and enjoying recreational activities, learning about our environment and how to care for it, the history of this area and spending time with family in our local area.

Isn't this coastline of our beautiful country there to be enjoyed by everyone? Is this area going to be locked up and out of bounds to all but a few forever? Please, put in a submission to the council when they are called for and tell them what you think. I strongly believe in recreational access with education.

Roger Hambleton
Seddon

13-1-21

PHOTO TAKEN MONDAY 4.1.21 AT CANTERBURY GULLY (Oruamoā) 7-8 kms south of Marfells Beach.



This is one of the main nesting sites along this coast for the Banded Dotterel because of the wide beach and fresh water supply.

In this area Variable Oyster Catchers nest. It is home to Katipo spiders, skinks and two species of Gecko. Until recently this area was used by Little Blue Penguins for resting and moulting. Sand Tussock, Spinafex, Raouli cushion plants and Pingao are endemic to this site.

Many different species of migratory birds use this area for resting and feeding including the Bar Tailed Godwits, Ruddy Turnstones and Knots.

Making the public aware of the unique biodiversity - EAST COAST PROTECTION GROUP- find our Fb page East Coast Protection Group Group



East Coast Protection Group Meeting and Field Trip to Ward Beach

Tuesday 19th January 10 am

Details of Field Day:

Meet at the Ward Hall at 10 am. We will be having morning tea followed by presentations on Lake Elterwater and the recent work done by Dr Shane Orchard - University of Canterbury.

We will then head to Ward Beach to look at issues around the coastal environment.

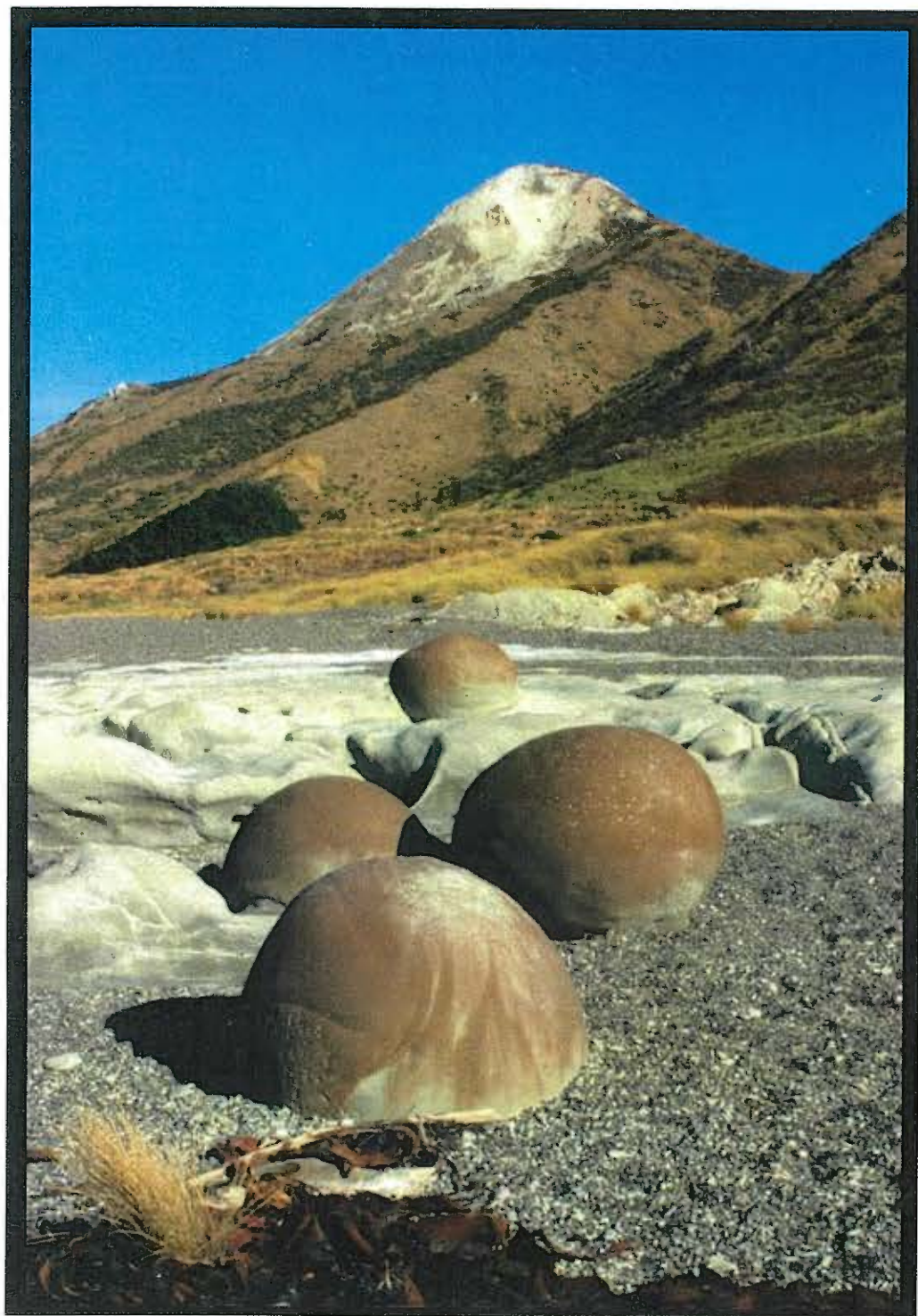
ALL WELCOME

Please R.S.V.P. for catering purposes, to:

Rick Stolwerk
Chair, ECPG
021 823 770

rjstolwerk@gmail.com

(Marfell's Beach in the 60's)



Weld Cone
+
Ward Beach Boulders

Marfell's Beach 2019 (Looking North)



The Sun 3-2-21

Cape Campbell access

Over the past year or so, quads have been accused of desecration towards dotterels, katipo, the foreshore and the likes, which have all been proved baseless duds, but now it's "the reef needs to recover".

I rode to Cape Campbell recently 7km past the lighthouse, all on sand and below the high tide zone easily. To be accused of degrading the reef on my ride down there is bordering on pathetic.

I went fishing at Ward Beach last week and it became obvious to me through the lack of bird life and tracks in the sand that a cat was living there.

It's a reserve and is extensively trapped by someone trying to make a difference, but their trap systems are poor at catching cats.

I took five traps down there the next night and caught a three-year-old wild tomcat.

While walking around there I noticed stock freely roaming a northern beach eating tussocks and shrubs, many hectares of fire

damaged foreshore and unrestricted people prints everywhere above the high tide zone. Will this be the fate of Cape Campbell if quads are banned from there as well?

It would be dumb and visionless to ban the very people with outdoor skills who know the reef system

and environment better than most and with the gear to get down there.

The Queen's Chain was established to protect the public's food gathering rights and their access rights and to set ourselves apart from the miseries of Europe.

My hobby is gathering the very best of wild foods that I can and it keeps me fit and



healthy, so don't lock me out of my backyard as a lot of people like me use this resource too.

I think an easy and workable solution would be to let the quads on the beaches three hours either side of low tide, strictly forbidden above high tide zone and on the reefs, and signage stating the simple rules and penalties.

Joe Harrison

Marlb E

8/2/21

Letters to the Editor

Quad bike damage?

This picture (at right) was taken two weeks after the so-called "busy season" for quad bikes on the beach.

Please look for yourself to see the damage caused by quads. There is none.

Education has shown that it is the way forward. The picture was taken on the stretch of beach south of the lighthouse.

The Marlborough District Council will be calling for submissions soon on the bylaw. The coast is showing regrowth.

Mark Wills, Blenheim

Cape Campbell access

Over the past year or so, quads have been accused of desecration of dotterels, katipō, the foreshore and the likes, which have all been proved baseless duds, but now it is "the reef needs to recover". I rode to Cape Campbell recently, 7 kilometres past the lighthouse, all on sand and below the high tide zone easily.

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Will this be the fate of Cape Campbell if quads are banned from there as well? It would be dumb and visionless to ban the very people with outdoor skills who know the reef system and environment better than most and with the gear to get down there. The Queen's Chain was established to protect the public's food gathering rights and their access rights and to set ourselves apart from the miseries of Europe. My hobby is gathering the very best of wild foods that I can, and it keeps me fit and healthy, so don't lock me out of my backyard as a lot of people like me use this resource too.

I think an easy and workable solution would be [to] let the quads on the beaches three hours either side of low tide, strictly forbidden above the high tide zone and on the reefs, and signage stating the simple rules and penalties.

Joe Harrison, Blenheim

East Coast Protection Group Field Day held at the Ward Domain Big Shed 19th January

A gathering of over 30 people came to the ECPG field day/meeting yesterday. A lovely morning tea started the day followed by an informative talk by Dr Shane Orchard on Dune Restoration, and Beach profiles resulting in after the Quake of 2016.

Dave Barker gave a short presentation on the values of Lake Elterwater and the Waima Lagoon which has now become a Marlborough SNA. Dave is calling for a management plan to be put together for Lake Elterwater, including landowners and any other stake holders, general public that may be interested in the Lake. Looking at similar projects that have been undertaken within NZ on shallow Lakes. Anyone interested should contact Dave.

Shane showed the group how to use a Laser Level to measure beach profiles that can be revisited and monitored as to how the building of new Dunes are being formed. Shane has some hotspots chosen for ongoing monitoring along the coastline.

A walk to the Ward Beach Boulders with talks about the geological history was most interesting and back in the Shed a short talk on the significance of the K-T boundary line which can be seen in south Marlborough which marked the extinction of the dinosaurs.

Mike Aviss talked about his year along the coast, fencing off and plantings with the Beach Aid project. The importance of Spinafex and Pingao and the spraying out of the invasive Marram Grass. A busy year with ongoing plantings planned over the next 3 years with funding secured.

Alan Johnson gave us an update on the Freedom Camping in our area which is only allowed at Lake Elterwater Rest area. The dog Bylaw which we are awaiting a decision on. An update on the Bylaw process for the vehicle ban on the coast, expecting it to be notified late February, early March.

We were introduced to our new community ranger, Nicky from DOC, whom we look forward to introducing to our coastline and hinterland.

We had a delicious barbecue lunch followed by sweet treats, a great day had by us all.



A+F Bulletin March 2021



A picture taken south of the Cape Campbell lighthouse.



Cape Campbell vehicle access ban

A threat to recreational fishing rights, or a necessary means of environmental protection? Storm Stanley

The Marlborough District Council's proposal to ban vehicle access (including quad bikes) around Marfells Beach to Cape Campbell and south to Ward beach coastline, has become a contentious issue among fishos and divers in the Top of the South.

While the proposals may allow for boats to launch from designated sites, the rest of the coastline would be boat, cycle, horse or foot access only. The larger area covered by a ban is the 48km from the Awatere River to the Waima/Ure River.

Those in support of a ban are concerned that the large numbers of vehicles driving round that piece of coast (see image 1) are endangering seabird nesting sites, unduly disturbing the local seals and damaging vulnerable wildlife habitat.

They also want to see areas uplifted by the 2016 Kaikoura earthquake protected so they can

recover fully. Cape Campbell reef, for example, has large areas that are now exposed at low tide. It is still in a state of change as the environment 'resets'. Photos of quad bikes sitting out on the sub-tidal reef at low tide and images of vehicle tracks across the high tide mark and through dune areas seem to bear these fears out.

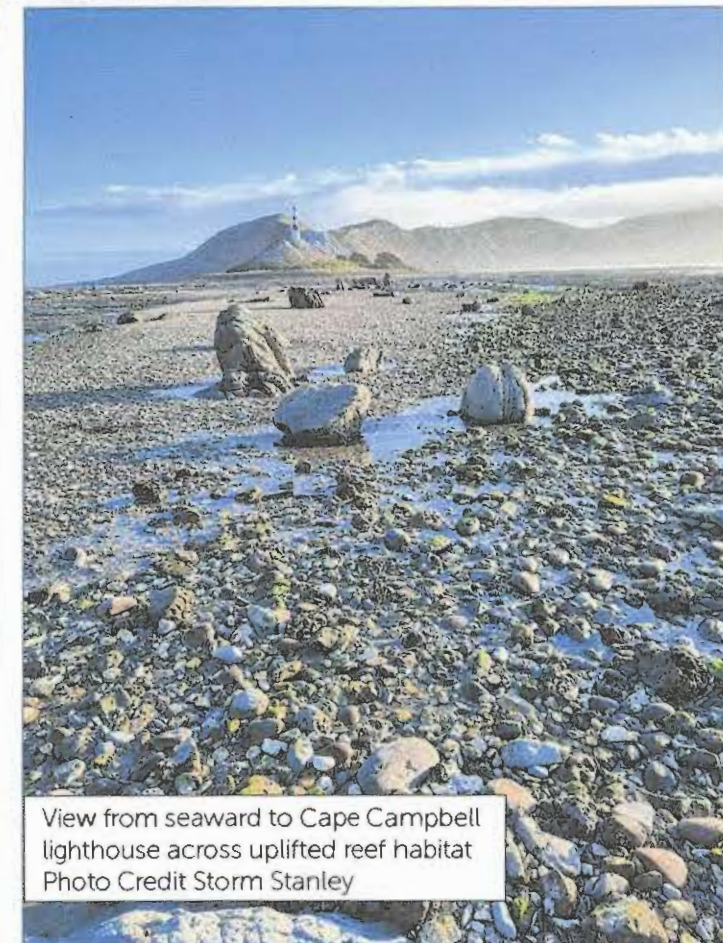
However, locals and others who have fished the area for years by four wheel drive access, ATV or quad bike, want to be able to continue doing so. They believe they don't do significant permanent damage and most are responsible. To them, the idea of an access ban is unfair, being akin to a de facto fishing ban. They suggest access issues should be handled by way of a code of practice or bylaw, keeping vehicles to designated tracks.

Adding urgency to the decisions Marlborough District Councillors face is



Vehicle tracks on coastal area near Cape Campbell Photo Credit Forest & Bird

the area currently closed to shellfish and seaweed harvesting—which will likely reopen to fishing in October this year.



View from seaward to Cape Campbell lighthouse across uplifted reef habitat Photo Credit Storm Stanley

Feb 2021

Commercial pāua divers will also be affected by the vehicle access ban.

Most used to get to these Marlborough areas by boat, a few also used quad bikes as part of their operations. The Pāua Industry Council will be strongly advocating that boat launching at Ward and Marfells Beach sites be retained regardless but are carefully considering its position. While we are not fans of access bans to fishing grounds, there are some complicating factors we would like to see the Council consider.

Our concerns centre around the risks to pāua and kina habitats and population post-earthquake uplift. Particularly the critical intertidal areas that juveniles settle and grow in. This is a very vulnerable, narrow and intermittent ribbon of habitat, much of which is

April 2021

STICK YOUR OAR IN HAVE YOUR SAY...

email all your letters to
editor@thefishingpaper.co.nz

Storm over 'ancient' photo

Dear Ed,
Mr Stanley, your article about the proposed Cape Campbell vehicle ban, in Feb issue page 24, probably has some truth in it but, in reality, it's not as you describe the area.

If you turn the clock back you will know that commercial divers used the area with quads and 4x4 vehicles way before it was known to rec fishing. In the report from Dr Shane Orchard it was suggested that a track was a possible solution for rec fishing; perhaps you could generate some of your energy to the council on this.

You also mentioned about vehicles driving through rock pools. That is not done by responsible rec fishers so don't blame the responsible person for what some uneducated people do. Next Mr Stanley, are you an expert on marine biology or are you another person just giving your opinion? When you look back over the history of the pāua industry it almost collapsed through over fishing and poor management—perhaps you should direct your time into that rather than think you are the minister of rec fishers.

Next time you use a photo from Forest & Bird make sure its an up to date one; you should go and have a look at the area now before you passed judgment and don't rely on other people

who only want a closure rather than a resolution. The beach has changed through educating people and also through natural accretion.

It is my belief people should be educated rather than kicked out of an area for others to control.

Mark Wills
Blenheim

Ed's note: The permanent loss of access to our coastline for fishers and gatherers is a very real threat—take Delaware Bay boat launch site and Cape Campbell— and requires that those affected stand up and take action to hang on to our rights. There is always a way forward without denying legitimate rights to any user and it may well involve compromise. In the interests of generating debate and awareness of this confronting issue, I have allowed Storm an immediate right of reply to Mark's letter:

Mark,
I think you should read the article again more carefully.

I have been and had a look at the area. I stayed at Cape Campbell a few months ago, walked the coastline from Marfells Beach around to south of Canterbury Gully. I also went diving.

The reason I went was, having read the Marlborough District Council "East Coast Issues and Options Paper", I wanted to see for myself what was happening.

What I saw is accurately reflected in the pictures. I

was sorry to see widespread fresh vehicle wheel tracking from the old dunes down to the tide line. This is stunning piece of New Zealand coastline. For some, even an "uneducated" minority, to use it as their personal off-

road race track is just plain wrong.

My article does not promote a permanent ban on vehicle access. In fact, if you read it properly, you will see I have suggested

a compromise that allows continued vehicle access, using an agreed designated vehicle track to address the MDCs concerns. This would actually protect your ability to drive to your favourite fishing spots.

Public consultation on the ban recommended in the options paper by MDC officials starts soon Mark, you should get a submission in when it does.
Storm Stanley



now exposed at low tide

Baby pāua, those immature juvenile pāua about 70mm or less, prefer to live in crevices and beneath secure boulders, grazing algal films and small pieces of drift seaweed. A good, safe place away from predators and protected from volatile sea conditions.

But the new environment created by the Kaikoura uplift is still changing and is yet to settle into its new normal.

In many areas, juvenile populations are exposed at low tide and are living under loose rocks and small boulders. The key settlement surface for pāua larvae is the encrusting coralline algae that appears as a brittle pink crust on shallow reefs. Much of this was also killed off in the uplift, only slowly beginning to re-establish itself now in the new intertidal zone.

Any vehicle movement around this habitat is a risk. Vehicles short cutting over shallow rockpools or small boulder areas are likely to crush juvenile shellfish, displace habitat and generally disturb young pāua at their most vulnerable stage of life. Newly established encrusting corals would also likely be destroyed.

Our observation over the years has been that recreational fishers seem to prefer working the low tides. So, the most vehicle movements are at the times the intertidal zone is most exposed to careless driving.

In time, the environment, pāua settlement and juvenile habitats will reset to a new, stable state. In the interim, we believe some protection



Young pāua growing through in a vulnerable shallow rock pool at Cape Campbell
Photo Credit Storm Stanley

is called for.

The pāua industry propose that:

- The Council impose a temporary one or two year-long ban on all vehicle access
- The ban be reviewed after one or two years with the following actions to be undertaken before reopening to vehicle access
- An acceptable and agreed coastal access route should be identified along a path that minimises damage to the environment and at-risk habitats
- Development and implementation of bylaws that enforce rules developed on responsible use of access to vulnerable coastline by vehicles
- The Council work through existing recreational fishing

representative groups develop and disseminate educational material on responsible access to and use of this coastal area

The effects of the Kaikōura earthquake are striking.

It is amazing to walk across areas of former seabed to the east of Mussel Point, for example, and be able to stand and have a cuppa on rock and reef structures that used to be two to three metre-deep prime cray diving spots—just 100 metres offshore prior to the quake.

People should be allowed to visit these areas and catch a feed of fish. But not at the expense of what is still a fragile and recovering environment.

Public consultation on the proposed ban will take place this February, with a panel analysing submissions and making recommendations to the full Council in the following months.

Opinion



facebook.com/marlboroughmedia
www.marlboroughweekly.co.nz
52 Scott Street, Blenheim



Why Marlborough's East Coast needs protection

The 48.5 km of coastline between the Awatere River and the Waima (Ure) River is to be considered for protection from vehicle damage under the proposed East Coast Beach Vehicle Bylaw, but why should we care? Why shouldn't people simply drive vehicles where ever they please?

Over 28km of this coastline is documented as being one of our most outstanding coastlines. It contains the Waima Lagoon, the Needles and Chancet Rocks, QEII covenants on private land, significant early European history, Iwi archeological sites, a Geological Preservation Area, a very diverse set of habitats, plants and insects that only occur in South Marlborough, extensive seaweed and shellfish beds and so much more.

42 years ago the limestone outcrops at Chancet Rocks were designated as a Scientific Reserve. 25 years ago Ward

Beach to Chancet Rocks was identified as a Conservation Zone. Recommendations were made to restrict this area to walking. 11 years ago the coastline from Marfell's Beach to the Waima River was identified as containing very high natural character, ecologically significant marine sites, outstanding natural features and landscapes. The private land, adjacent to the coast was protected by a series of rules but the coastal strip itself was ignored.

This coastline is home to nesting shore birds including Banded Dotterel, Variable Oystercatcher, Black Billed Gulls, and White Fronted Terns. Blue Penguins historically nested here to but are now a rare site. Many species utilise the coastline for feeding and roosting for part of the year. Some unique migratory species such as Bartailed Godwits, Ruddy Turnstones, and Golden Plovers come from as far away as the



The east coast is under threat. Photo: Supplied.

Arctic. Others such as Black Fronted Terns and Wrybills come from our South Island Braided Rivers.

There are extensive shellfish beds at Mussel Point, with the shells of over 80 species found on the beach. Sadly recent surveys have found there to be very few juvenile shellfish left.

There are plants that are only found in South Marlborough's coastal shoreline and hinterland, and some of these plants have insects living within them that are so highly adapted that they cannot live anywhere else. The rare Raouli flightless moth is an example. This coastline

provides exceptional habitat for Kaitipo spiders and the driftwood too provides vital habitat for several species of lizards.

Since the coastal uplift that occurred in the 2016 earthquake, people have increasingly chosen to take vehicles into this coastal area. The unintended consequence of this is that the naturalness of the area, the ecosystems and the biodiversity are increasingly vulnerable to loss and damage. For the individual plants and animals, this is their home, they don't have the option of going elsewhere. Aside from the sheer wonder and joy the coastline brings to us individually, the people of Marlborough have a strong legal obligation to protect it. If we do not take the vehicle damage seriously, the biodiversity, the unique ecosystems and the outstanding naturalness of the area will be lost forever.

East Coast Protection Group

Opinion

facebook.com/marlboroughmedia
www.marlboroughweekly.co.nz
52 Scott Street, Blenheim



Marlborough's East Coast needs to be protected and shared

Recreational Access with Education (RAWE)

Some people want to close access on Marlborough's east coast, but they haven't collected all of the facts – only the ones they want.

We all want to preserve the area and not damage it – that is what RAWE is doing with education.

We believe it is better to educate people, rather than ban them.

The coastline from Awatere River to the Waima (Ure) river is a wonderful area to visit. It has a large range of plants and wildlife. The flora and fauna are all above the high tide line and we, as a group, are educating people to stay below this area.

In fact, the area above the high tide line has increased quite a bit since the earthquake.

During the earthquake, the area rose up and hundreds of thousands of shellfish were left stranded to perish. Shellfish can't stay out of the water for more than 48 hours, evidenced by all of the dead shells that have washed up.

Now, the spiders, lizards and other insects and plants have much more space to increase their habitat.

I was reading an article on the east coast (Marlborough Weekly, Tuesday 20 April) where it was said the area was identified as containing very high natural character and the private land adjacent to the coast was protected by a series of rules.

Well, I'm not surprised with this – and good job it was. About one in three of our regular trips around the cape we find sheep are everywhere; trampling nesting sites, eating all the vegetation and probably killing all the spiders, lizards, etc.

The coast is a home and resting site to a large number of birds – and there is no evidence to show the numbers have declined over the last 50 years.

Birds come and go depending on what time of the year it is and, to my knowledge, none have been run over.

An early report said that up to

60 vehicles were driving on the coast on a daily basis. I don't know where these people get their evidence as each time I visit the area there is never more than 10.

Maybe they count the caravans that come into the camp.

One big thing missing out of the report is what damage is really done to the ecosystem, as a quad can travel over a fragile ecosystem and remain under the acceptable damage limit.

Natural accretion moves more sand, gravel and shingle than any quad ever will.

A quad only creates downward pressure of 13.8kpa; the limit of acceptance is 14kpa.

A person walking creates more than 110kpa with each step.

Why isn't this mentioned in the report?

A ban only gives negative results and people learn nothing, potentially taking uneducated or damaging habits to other areas.

Why don't the East Coast Prohibition Group share this belief?



A nesting area surrounded by driftwood - RAWE believe education would better protect the East Coast. Photo: Supplied.

Pāua ban could be lifted for summer

MAIA HART

The Kaikōura pāua fishery could reopen later this year.

The Kaikōura Marine Guardians have presented a set of recommendations to the Ministry for Primary Industries, including reopening the fishery annually from December 1 to March 1, starting this year.

They suggested making the daily quota three pāua per person – previously it was five per person – and a new minimum legal-size limit of 130 millimetres in shell length for black-foot pāua.

It used to be 125mm in shell length.

The recommendations are out for public feedback, closing on July 5.

The Kaikōura Marine Area extends between the Clarence River in the north and the Conway River in the south, and includes the Kaikōura Peninsula. However, the recommendations extend north to Cape Campbell/Marfells Beach.

Fisheries New Zealand inshore fisheries south manager Allen Frazer said shellfish and seaweed closures were introduced following the 2016 Kaikōura earthquakes, which caused significant seabed uplift along the coast impacting the marine environment, including the popular pāua fishery.

"This is the first time we've closed a fishery as a result of an earthquake and since then we've undertaken rigorous



The gathering of pāua was banned from Conway River to Marfells Beach following the Kaikōura earthquake in 2016.

JEREMY WILKINSON/STUFF

monitoring and research to track the recovery of pāua over time," Frazer said.

The research had shown an overall increase in adult and juvenile pāua abundance since the fishery was closed, particularly where there was less uplift.

"Most noticeably is the build-up of large pāua in areas close to shore."

Other recommendations

included a specific measuring and harvest tool for the Kaikōura recreational pāua fishery, and reporting of recreational pāua catch using a smartphone app.

"They've [the Guardians] compiled scientific information on [pāua] recovery since the earthquake, and have made some recommendations concluding that it's feasible for the minister to look at lifting the

[pāua] ban at the end of this year," Frazer said.

A report on the area said sediments were still clouding the nearshore waters in many areas, which reduced primary productivity and, therefore, the amount of food available to small invertebrates and other species in the coastal food web.

It said post-earthquake recruit pāua – those up to about 50mm in shell length – were

abundant in many sites where appropriate habitat existed.

"We've got really good scientific information on [the fishery's] recovery. It's a really great opportunity to think a little bit outside the box and design something that's really good for the area."

More information can be found at mpi.govt.nz/consultations/proposal-to-reopen-the-kaikoura-marine-area-to-paua-fishing.

Fisheries New Zealand is seeking public feedback on recommendations from the Kaikōura Marine Guardians to reopen the Kaikōura coastline to pāua fishing.

Your feedback needed

Fisheries New Zealand is seeking public feedback on recommendations from the Kaikōura Marine Guardians to reopen the Kaikōura coastline to pāua fishing.

Fisheries New Zealand's Manger for inshore Fisheries South, Allen Frazer says shellfish and seaweed closures were introduced following the 2016 Kaikōura earthquakes which caused significant seabed uplift along the coast impacting the marine environment, including the popular pāua fishery.

"This is the first time we've closed a fishery as a result of an earthquake and since then we've undertaken rigorous monitoring and research to

track the recovery of pāua over time", says Allen Frazer.

The research has provided a good baseline to measure the recovery of the fishery and where to focus our attention in the future.

"The scientific research has shown an overall increase in adult and juvenile pāua abundance since the fishery was closed, particularly where there was less uplift. Most noticeably is the build-up of large pāua in areas close to shore."

The Kaikōura Marine Guardians, a statutory advisory committee representing interests from across the sectors, has recommended options to reopen the pāua fishery

later this year. The options include new management measures for the recreational fishery such as lowering the daily limit per person, the introduction of vehicle and vessel limits, and a larger minimum legal size for pāua. These measures are designed to ensure the rebuild of the fishery is not compromised.

"Pāua in the closed areas are now more easily accessible from the shoreline. This means, although pāua are doing well, any way forward will need to take a precautionous and adaptive approach to preserve the health and recovery of this important fishery," says Allen Frazer.

Fisheries New Zealand is also seeking feedback on reopening the northern part of the closed area, extending beyond the Kaikōura Marine Area to Cape Campbell/Marfells Beach.

Consultation will run until Monday 5th July 2021. More information on the recommendations and how to have your say can be found online at <https://www.mpi.govt.nz/consultations/proposal-to-reopen-the-kaikoura-marine-area-to-paua-fishing>.



Fish & Hunting June 2021

2 News

Shellfish numbers on east coast continue to drop

Environment
Maia Hart

A member of Marlborough's East Coast Protection Group says shellfish numbers continue to decline, which comes as the council moves closer to introducing a proposed bylaw to ban all vehicles on the affected land.

East Coast Protection Group member Rob Peter has been privately surveying the area between Mussel Point and Snapper Point, east of Marfells Beach, for the past three years.

Peter said he has found there to be a significant reduction in the number of shellfish along the coast.

"I don't think we're looking after the foreshore well enough, and then the earthquake, and in 2018 we had a big storm that washed a lot of them [shellfish] up too," Peter said.

"So it's a combination of

"... there's no part of the beach that's good to drive on."

Rob Peter

several things, that's what's leading to it."

Following the 2016 Kaikōura earthquake, there was a complete ban introduced on gathering pāua and shellfish from Marfells Beach near Lake Grassmere, to Conway River, near Hundalee, which extended four nautical miles out to sea. The ban did not apply to crayfish, scampi or octopus.

The ban was introduced after coastal uplift caused by the quake left stock out of the water.

On February 18, Peter and a team "sieved" 18 sites 350mm square by 300mm deep, in the mid and lower tidal zones.

They found three live shellfish and large amounts of shell fragments.

Peter thought it indicated shellfish had been dying and breaking down into the sand.

Over the three years, Peter said they had tested 68 sites and had only found 11 live shellfish between the size of 8 to 24mm.

The same East Coast Protection Group in March 2019 conducted 15 tests and found hundreds of empty juvenile shells, but no live shellfish.

A series of 10 random tests after March found only two living shellfish — one 11mm pipi and one 10mm whelk.

In 2019, the Marlborough District Council began drafting a bylaw to ban all vehicles on the beaches, reefs and dunes between the Awatere and Waima/Ure river mouth. The council said the area is known for its cultural significance to multiple iwi, including statutory claims and other



A combination of factors had led to the huge decline in shellfish numbers, East Coast Protection Group member Rob Peter said.

longstanding connections. With pā sites throughout the area, the coast is home to mahinga kai (food gathering) of significance from the sea and rivers.

The Department of Conservation, police and six east coast landowners supported a total vehicle ban, but Te Rūnanga a Rangitāne o Wairau asked for all but quad bikes to be barred, while the pāua and rock lobster industries wanted speed limits on quad bikes.

While the bylaw proposal had

been delayed more than once, a spokesperson from the council said it was expected to go to a full council meeting on June 24.

The public submissions period was expected to open on July 1.

Peter said people driving in the inter-tidal zone claimed it did not do a lot of damage.

"But it's damaging to shellfish and shore birds that are nesting. The migratory birds are also feeding in this area. When you look at it properly, there's no part of the beach that's good to drive on."

Reply to Rob Peters article - Private Shellfish Survey in the May 2021 A&F Bulletin

Tuatua, pipi and most shellfish are suspension feeders and feed by removing particles from the water, and as such are affected by changes in the suspended sediment. Niwa have proved this in laboratory studies showing adverse effects on their reproductive output and condition.

As sedimentation increases feeding rates decrease.

The sedimentation on these beaches is still a lot higher than pre-quake. There is a huge slip caused by the quake not far east of the beach Rob Peter talks about, the biggest on the coast between Marfell's Beach and Ohau Point, when the sea washes against the base of this slip it readily erodes due to it being limestone and papa and flushes sediment into the surrounding sea. Also on the west end (Mussel Pt) and Marfell's Beach the Papa Rocks are weathering, breaking down and creating sediment.

Time and natural processes are the only thing that will change this as sand takes over. Rising sea temperatures also affects shellfish.

The stretch of beach mentioned has never held significant numbers of Tuatua in the last forty years as it was a surf beach and big seas washes them out. Marfell's Beach had two mussel beds pre-quake, now only one by the creek. If Rob wants a feed of Tuatua I'll be willing to show him where to do the Tuatua toe-dig.

CRAIG MARFELL

June 2021

Letters to the Editor

7/6/21

Coast education

It is wonderful to see the Marlborough District Council and the Department of Conservation are supporting educating quad bike users on Marlborough's east coast [with a new sign]. If only the East Coast Protection Group would help educate people, perhaps then we could all look after the coastline and share it together.

Mark Wills
Blenheim

East Coast Protection Group Field day held at the Ward Domain Big Shed 19th January.

A gathering of over 30 people came to the ECPG field day/meeting yesterday. A lovely morning tea started the day followed by an informative talk by Dr Shane Orchard on Dune Restoration, and Beach profiles resulting in after the Quake of 2016.

Dave Barker gave a short presentation on the values of Lake Elterwater and the Waima Lagoon which has now become a Marlborough SNA. Dave is calling for a management plan to be put together for Lake Elterwater, including landowners and any other stake holders, general public that may be interested in the Lake. Looking at similar projects that have been undertaken within NZ on shallow Lakes. Anyone interested should contact Dave.

Shane showed the group how to use a Laser Level to measure beach profiles that can be revisited and monitored as to how the building of new Dunes are being formed. Shane has some hotspots chosen for ongoing monitoring along the coastline.

A walk to the Ward Beach Boulders with talks about the geological history was most interesting and back in the Shed a short talk on the significance of the K-T boundary line which can be seen in south Marlborough which marked the extinction of the dinosaurs.

Mike Aviss talked about his year along the coast, fencing off and plantings with the Beach Aid project. The importance of Spinafex and Pingao and the spraying out of the invasive Marram Grass. A busy year with ongoing plantings planned over the next 3 years with funding secured.

Alan Johnson gave us an update on the Freedom Camping in our area which is only allowed at Lake Elterwater Rest area. The dog Bylaw which we are awaiting a decision on. An update on the Bylaw process for the vehicle ban on the coast, expecting it to be notified late February, early March. We were introduced to our new community ranger, Nicky from DOC, whom we look forward to introducing to our coastline and hinterland. We had a delicious barbecue lunch followed by sweet treats, a great day had by us all.

Community Information

Update from the East Coast protection Group and notice of AGM

Hi everyone

I hope you are well and enjoying the challenges of life. People within our society are making positive progress for the plants and animals along the coast through trapping and planting projects. They are making progress within society by doing surveys, writing articles and keeping the Facebook page active, organising events, writing submissions to local government, running the society, and writing funding applications to increase the on the ground projects and to increase our knowledge of the natural species and changes that are occurring along the coast. Everyone's contribution is valuable.

The subscriptions for 2021 have again been set at \$30 per person. The bank account number is: 031369 0331525 00 Please include your name with the payment details so we know who has paid a membership. I have attached a membership form if you know anyone else who would like to join.

By being a member your membership fees are contributing to the trapping and planting programmes, and give you the opportunity to stand for the committee and to speak and vote on society issues at meetings such as the AGM. The committee is all volunteer work and we would very much appreciate some new blood adding momentum to the committee. Everyone has skills that can contribute positively, from communications to organising events and volunteers, to writing submissions and collaborating with other organisations, to applying for and administering funding to keeping account of the finances and statutory obligations.

They say many hands make light work - if you are willing to assist with any avenue of the committee's work please get in contact we would love to hear from you and experience the enthusiasm that comes with new commitments.

2: The AGM has been set for Friday 23rd July 2021 10am - 12 noon at the Marlborough Museum theatre, Brayshaw Park Blenheim. The AGM will start at 10am. Our guest speaker will be Biz Bell and she will be speaking about the multitude of birds that rely on Marlborough's East Coast. Following the AGM Logan will be hosting tours through the Marlborough Museum store rooms showing the materials the museum holds that are relevant to the coast after the AGM.

I will send through more details as the time gets closer. If anyone has any items they would like put forward to general business or would like to contribute to the committee or the trapping or planting programmes please let Rick or myself know.

3. The next bi-annual field day and open meeting has been set for 28th January 2022 with the meeting to be held at Ward Hall. Please put this date in your dairies.

Kind regards

Rick Stolwerk - Chair and Heather Davies - Administrator
East Coast Protection Group
021 823 770
rjstolwerk@gmail.com

Thursday, July 1, 2021

Driving change

The Marlborough District Council last week opted for a bylaw banning all vehicles, including quad bikes, from a 45-kilometre stretch of coastline on the east coast. But reaching that point has seen the council torn between those who see vehicles as destructive and those who think most quad bikers are eco-conscious. Local Democracy Reporter **Chloe Ranford** has the full story on pages 4 and 5.



The Recreational Access with Education group, made up of quad-biking fishers, has tried to educate motorists using signs.
SALLY PETER/STUFF

Council releases beach bylaw with careful-what-you-wish-for warning

CHLOE RANFORD LOCAL DEMOCRACY REPORTER

From barriers on the beach to a blanket ban of vehicles, the options for protecting Marlborough's quake-hit east coast have ranged from controversial to more controversial.

A new report, released last week, shows the Marlborough District Council was between a rock and a hard place before opting for a bylaw banning all vehicles, including quad bikes, from a 45-kilometre stretch of coastline.

The only exception was for fishers launching their boats at two distinct spots; one on Marfells Beach and one on Ward Beach.

The bylaw was released last Thursday after a year-long tug-of-war between those who thought vehicles damaged the coast and those who thought most quad bikers were eco-conscious.

The public have until August 26 to submit on the bylaw.

Marlborough Mayor John Leggett said during its release on Thursday last week that the public should look at the options the council had to consider before landing on a bylaw, to help with their submissions.

Here are the alternatives to the bylaw:

"DO NOTHING"

The biggest drawback to doing nothing was that it would land the council on the wrong side of



The Marlborough District Council is looking to ban vehicles from 45 kilometres of the region's east coast.

SHANE ORCHARD

the law, said Forest and Bird top of the south region manager Debs Martin this week.

Drivers have long been able to cruise the region's east coast, but access to it became easier after the Kaikōura earthquake in 2016 exposed flat platforms of reef which used to be underwater.

Martin approached the council after becoming concerned that the increase in vehicle access was hampering the recovery of the environment, and putting people and species at

risk. Her concerns were echoed by residents of the coast.

The council agreed to investigate and found the damage caused by the earthquake, coupled with an increase in motor vehicles, was piling pressure onto the area's ecosystems.

Martin said the council couldn't allow this to continue.

"The council has a moral obligation not to allow people to continue to kill wildlife, whether intentional or unintentional. They also need to protect

biodiversity under national laws."

The council was required to protect areas of environmental significance under the Resource Management Act, the Coastal Policy Statement, and its own environment plan.

"Councillors came into this process with an open mind that there might be other solutions, but as time has gone on, it's become clear that they don't have another option," she said.

"This bylaw is not just a knee-



The East Coast Protection Group invited the public to tour The Needles in January last year and discuss the environment.

CHLOE RANFORD/STUFF

jerk reaction."

BUILD BARRIERS TO BLOCK VEHICLES

Barriers were already used to keep vehicles out of the region's parks and reserves, so why not also the beach?

It was an idea already taken up by quad-biking fishermen, who built log barricades along parts of the coast to educate drivers and keep them away from important ecological areas.

One of those fishermen, Mark Wills, said barriers that blocked four-wheel-drives but allowed in quad bikes was a better alternative to the vehicle ban proposed in the bylaw.

He believed beach walkers did more damage than quad bikers, as vehicles had less downward pressure.

"We could have averted all this if they'd put down barriers."

The council had decided not to make vehicle barriers its

main solution, but had not ruled them out, saying fences and gates could be built at access points to complement the new bylaw.





A quad-biking couple travel along Marlborough's east coast. Inset, Recreational Access with Education member Mark Wills built several log barricades to keep motorists from damaging areas above the high tide line.



CHLOE RANFORD/STUFF

LR Local Democracy Reporting

to 25kmh at Cape Campbell. Meanwhile, the East Coast Protection Group (ECPG), whose members were conservationists and coastal landowners, had held multiple public information days at the coast in the hopes of changing the behaviour of beach-driving motorists.

Group chairman Rick Stolwerk, who owned land near Ward, said it was clear that education alone would not be enough.

"Groups like RAWE [the Recreational Access with Education group] are doing an amazing job of educating 4WD bike users but, as always, the few ruin it for the many," he said.

"Legislation, backing education initiatives, is needed to prevent any further degradation of this pristine and vulnerable environment ... ECPG believes that the only way to protect this coastal area is a complete ban on all vehicles."

Do you have a council story we don't know about? Then email reporter Chloe Ranford at chloe.ranford@stuff.co.nz

CHANGE MARLBOROUGH'S ENVIRONMENT PLAN

When the council finished writing its new environment plan in June 2016, it had no idea a quake would hit five months later.

It had already drawn a line separating land and sea – and the rules for each – when the earthquake raised the region's coastline out of the ocean, in some places up to 6 metres.

This left several rugby pitch fields worth of land along Marlborough's east coast zoned 'coastal marine' – an area where ships could legally anchor and residents could swim.

Council environmental policy manager Pere Hawes said the council had considered adding

rules to its environment plan that prevented vehicles from driving in 'coastal marine' areas.

This was similar to what Bay of Plenty Regional Council and Greater Wellington Regional Council had done.

But changing the environment plan would take longer than setting up a bylaw, especially because the council was still resolving environment plan appeals, so the idea was shelved.

CLOSE THE PAPER ROAD

Clinging to a large chunk of Marlborough's east coast was a paper road which the public

could legally drive up and down.

This unformed legal road (or "paper road", as it only existed on paper) could have been closed to curb vehicle access, had the council not decided this would have been "inefficient".

The road was created before the Kaikōura quake widened the coastline, so did not cover the whole beach, and avoided sensitive ecosystems that were previously under the water.

It also existed in areas that were "inaccessible" to walkers and drivers – like around the Chancet Rocks, north of Ward Beach – and disappeared in two spots for several kilometres.

EDUCATE THE PUBLIC

The council was not convinced education alone would change the behaviour of motorists along the coast, after watching community groups give it a crack for four years.

The Recreational Access with Education group, made up of quad-biking fishers, had tried restricting areas using log barriers and putting out a Voluntary Code Of Conduct – the minimum standard of driving behaviour expected of users.

The code told motorists to drive below the high tide line, avoid marine growth, and stick

Letter to the Editor

Coastal ecosystem

I agree with Debs Martin from the article in last week's *Marlborough Midweek*. The council does have a responsibility to look after the ecosystem and biodiversity on Marlborough's east coast.

But is there really damage? This photo I took shows damage to the beach. If you look to the right of the hoof prints in the picture, you can see the damage caused by quad tyre tracks. East Coast Protection Group (ECPG) chair Rick Stolwerk said that

the Recreational Access with Education (RAWE) group is doing a great job, so then why is ECPG and the council not supporting RAWE to help get rid of the problem? We should all be supporting the same solution, as we all pay rates.

So my question is: Why is the council only supporting one group on this issue? There must have been a lot of ratepayer money spent and surely all facts should have been looked at before a decision was made.

Mark Wills, Recreational Access with Education member



A hoof print and a tyre mark on the beach.

5/7/21

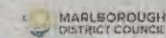
Consultation delayed for Proposed East Coast Beach Vehicle Bylaw

Consultation on the draft East Coast Beach Vehicle Bylaw will open later than planned due to procedural delays.

An Extraordinary Council meeting will be held soon to consider an amended statement of proposal, including a draft bylaw and summary.

The draft bylaw proposes to prohibit motor vehicles on the beach between the Awatere and Waima (Ure) River mouths with an exemption for boat launching at Marfells and Ward beaches. When submissions open, the public is encouraged to make a submission through the Council's website. Alternatively, hard copies of the submission forms are available at the Council offices in Blenheim and Picton.

For more information go to www.marlborough.govt.nz



PROPOSED

East Coast Beach Vehicle Bylaw



8/7/21

MARLBOROUGH DISTRICT COUNCIL
Notification of Draft East Coast Beach Vehicle Bylaw.
 Marlborough District Council invites public submissions on its Draft East Coast Beach Vehicle Bylaw.
 The proposal would prohibit motor vehicles on the beach between the Awatere and Waima (Ure) river mouths with an exemption for boat launching at Marfells and Ward beaches. Public consultation opens on Thursday 1 July and closes on Thursday 26 August at 5.00pm.
 A Statement of Proposal can be viewed on the Council's website along with a detailed technical report and a short summary of the proposal. Members of the public are encouraged to make an online submission through the Council's website. Hard copies of the submission forms are also available at the Council's offices in Blenheim and Picton.
 The draft Bylaw is made under the Land Transport Act 1998. The Local Government Act 2002 also applies.
 For more information, please go to www.marlborough.govt.nz

30/6/21



He korero no te Kaunihera o Wairau
NEWS FROM THE MARLBOROUGH DISTRICT COUNCIL



Cape Campbell before and after the Kaikōura earthquake

Council adopts Proposed East Coast Beach Vehicle Bylaw for consultation

Councillors have voted unanimously to move forward with a bylaw process and open public submissions for the draft East Coast Beach Vehicle Bylaw.

The draft bylaw proposes to prohibit motor vehicles on the beach between the Awatere and Waima (Ure) River mouths, with a few exemptions. This option will improve public safety and enable habitat restoration and protection of the area's many threatened and at-risk species. A Statement of Proposal includes a draft bylaw, proposal summary and revised technical report.

With public consultation opening on Thursday 1 July, an online submission form will be available on the Council website with hard copies of the forms available at the Council offices in Blenheim and Picton. The Council encourages anyone to make their views on the proposal known by making a submission.

"The draft bylaw is a proposal and this submission period is a chance for everyone to be heard. I think everyone knows we have a problem to solve regarding public safety and environmental protection along this special stretch of coast," said Mayor John Leggett, who is Chair of the Environment Committee.

"We all want the best solution moving forward. Now, it's time for the public, whether they agree or disagree with the current proposal, to have their say." The East Coast is known for its wide-ranging values from recreation and

commercial fishing to ecological and cultural significance. Following the Kaikōura earthquake in late 2016, this stretch of the East Coast became much more accessible, as the seabed lifted and wide new expanses of beach and exposed reefs were created.

The dramatic change to the coast is the biggest physical transformation observed of any earthquake globally in modern times. In places where access was previously restricted, it became possible to walk or drive at any time. The damage caused by the earthquake, coupled with increased motor vehicle access, has led to mounting pressure on the area's unique ecosystems.

After considering several options and holding discussions with iwi, stakeholders, community groups, landowners and scientists, the Council is moving forward with a draft bylaw for community consideration.

During the consultation period, a sub-committee will appoint a Hearings Panel comprised of at least one councillor and two independent commissioners. Following the submission period, the Hearings Panel will hear from the public and make recommendations to the full Council.

Public submissions close on ~~Thursday 26 August~~ at 5.00 pm. For more information about the draft bylaw, including options considered and how to make a submission, please visit www.marlborough.govt.nz

EAST COAST PROTECTION GROUP

Notice of Annual General Meeting 10am, Friday 23rd July 2021

The Annual General Meeting of The East Coast Protection Group Incorporated will be held in the Marlborough Museum Theatre, Brayshaw Park, Blenheim at 10am on Friday 23rd July 2021.

Morning tea will be available before the AGM.

Following the AGM, from 11 - 12 noon there will be tours of the museum store rooms displaying the items and history relevant to the East Coast.

AGM Agenda:

- | | |
|---|------------|
| 1. Welcome, Present, Apologies | 5 minutes |
| 2. Chairman's Report | 10 minutes |
| 3. Financial Report | 5 minutes |
| 4. Election of Committee | 10 minutes |
| 5. Presentation by Biz Bell - Wildlife Management International - Birds of Marlborough's East Coast | 15 minutes |
| 6. Jobs for Nature Report | 5 minutes |
| 7. East Coast Beaches Vehicle Bi-law | 5 minutes |
| 8. Flaxbourne Irrigation Scheme Resource Consent application | 5 minutes |
| 9. General Business | 5 minutes |



Situations Vacant

Letters to the Editor

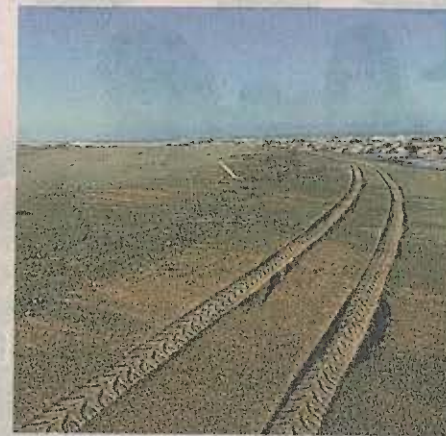
Setting beach code

Through our proactive actions, the Recreational Access with Education group have managed to achieve changing the behaviour of the majority of beach goers with regard to their use of vehicles in the area and have improved their general awareness of the environment, habitat and wildlife.

We have achieved all this, self-funded and without the support of the likes of DOC (Department of Conservation) or MDC (Marlborough District Council), who could have at any time stepped up to collaborate with us. DOC could have supplied some information signage on the wildlife and habitat to further educate beach goers but has chosen not to do so. Despite them being quick to lay blame at the feet of fishermen and other recreational users, they have taken a hands-off approach when it comes to educating the public.

In the end, regardless of whether MDC imposes bylaws or restrictions, history should tell us these never work 100 per cent on all people, all the time.

I think MDC and DOC should allow



The Recreational Access with Education group says its driver education campaign is working. This photograph was taken on July 10. CRAIG MARFELL

continued use of this area with restrictions, some fencing, good signage, directives and information to promote awareness of plant and animal habitat that can be impacted.

This approach would ensure the continued support of people like RAWE

quad bike users, who would act as peer pressure examples to influence others that are not sticking to the code.

Craig Marfell
 RAWE member

Beach access

As a rule, earthquakes don't create situations beneficial to the community. The extension of the east coast beach, however, is one such surprise.

Having been familiar with Marfell's Beach for most of my 80-plus years, I was enticed to do a beach buggy trip to the lighthouse. Really? Somewhat sceptical, I accepted. Such joy! I have since - with great interest -

followed the debate, with the predictable arguments from Forest & Bird and the resulting knee-jerk reaction from councillors.

The very valid reasons and research the RAWE group have forwarded appear to have been totally ignored. Quad bikes and beach buggies are a relatively safe option for protection of the beach without having to restrict the community from enjoying recreational fun, including a trip to the lighthouse via our enhanced beach. The evidence and common-sense rules put forward by RAWE would allow quads and buggies to coexist safely with wildlife.

No doubt the council has the lawful right to ban these vehicles along with all others, but does it have the moral right?

Wendelena Rodgers
 Blenheim

12/7/21

Now
 8th Sept 2021

22/7/21



MARLBOROUGH DISTRICT COUNCIL



Submissions open 15 July for draft East Coast Beach Vehicle Bylaw

Councillors voted unanimously to move forward and open public submissions for the draft East Coast Beach Vehicle Bylaw today, Thursday 15 July.

The draft proposes to prohibit motor vehicles on the beach between the Awatere and Waima (Ure) river mouths, with a few exemptions.

This option will improve public safety, and enable habitat restoration and protection of the area's many threatened and at-risk species.

An online submission form will be available on the Council website from 15 July, with hard copies of the forms available at the Council offices in Blenheim and Picton.

"This submission period is a chance for everyone to be heard on this proposal."

"Now it's time for the public, whether they agree or disagree with the current draft, to have their say," said Mayor John Leggett, who is Chair of the Environment Committee.

"I think everyone knows we have a problem to solve regarding public safety and environmental protection along this special stretch of coast. We all want the best solution moving forward."

Following the 7.8-magnitude Kaikōura earthquake in late 2016, the stretch of the coast became much more accessible, as the seabed lifted and wide new expanses of beach and exposed reefs were created.

The dramatic change to the coast is the biggest physical transformation observed of any earthquake globally in modern times. In places where access was previously restricted, it became possible to walk or drive at any time.

After considering several options and holding discussions with iwi, stakeholders, community groups, landowners and scientists, the Council is moving forward with a draft bylaw for community consideration.

In drafting the bylaw, the Council has considered vehicle types, new routes, speed limits and the area where it should apply.

The challenges with these alternatives are the feasibility of enforcement and the year-round complexity of this unique ecosystem.

During the consultation period, a sub-committee will appoint a Hearings Panel comprised of at least one councillor and two independent commissioners.

Following the submission period, the Hearings Panel will hear from the public and make recommendations to full Council.

Public submissions will be open for 40 working days and close on 8 September at 5.00 pm. For more information about the draft bylaw, including options considered and how to make a submission during the consultation period, go to: www.marlborough.govt.nz



Cape Campbell before and after the Kaikōura earthquake



www.marlborough.govt.nz

Marlborough's East Coast July 2021



Sign posts erected this year 2021, directing traffic into the intertidal zone, Canterbury Gully, approximately 12 kms drive S.E. of Marfells Beach. photo 28.4.21 Important feeding and nesting area for Banded Dotterel and Variable Oystercatcher.



Variable Oystercatcher chick. One of the few shore bird chicks to be successfully raised along this coast last year. The single chick was raised with its parents along the sand bank where the posts have been erected. This chick was seen feeding in the intertidal zone directly below where the posts are now on several occasions. Photo 10.1.20.



Fyffes Bay. Fresh wheel marks in dunes 9-10 kms south east of Marfells Beach photo 5.7.2021. Banded Dotterel nesting area and very important for numerous other shore and migratory birds.



Part of a group of 200 Black fronted terns roosting at Fyffes Bay 28.4.21. The area 1km west of Cape Campbell and 3kms south is a place of importance for numerous species of migratory birds.



Bar-tailed godwits feeding in the intertidal zone 1km south of the lighthouse photo 10.1.2020. These feeding birds are easily scared and fly very fast. Quickly leaving their preferred feeding ground when disturbed.



Old and fresh wheel marks. Ure/Waima River Mouth. Photo 4/7/21. This area had a large number of Raouli plants (coastal matt daisy) establishing. The estuary and sand banks are very important for many birds, including Banded Dotterels, Pied Stilts, Variable Oystercatchers, Caspian Terns, The Nationally Critical Black Billed Gulls have unsuccessfully tried to nest here in recent years.



Banded Dotterel Ure/Waima River mouth. Photo 4/7/21. These birds are just starting to pair off and look for nesting sites. The Ure River mouth is a site where the most Banded Dotterel pairs have been seen nesting.



Raouli (Coastal Matt Daisy) Plants north of the Ure/Waima River mouth. 4/7/21. These plants support a huge variety of very small insects that in turn support katipo spiders, geckos, skinks and other species.



Very fresh wheel marks in dunes north of the Ure/Waima River mouth photo 4/7/21.



Fast growing post-quake, Raouli plant protected by Canterbury University/ Marlborough District Council Beach Recovery Project -cordoned off area approx. 800m south of the lighthouse, planting endemic spinifex. Photo 24.3.21. It is extremely important that the sand dune plants be allowed to grow, with time the old dune areas are deteriorating, and the new areas will hopefully one day host species like the extremely rare Kiwaia, flightless moth, only known along this coast. (Previously at Rarangi) that lives exclusively on these Raouli.



Post quake spinifex Fyffes Bay, 2.2km south of the Lighthouse. Photo 25.4.2021

'Total nesting failure' for vulnerable bird

AMBER ALLOTT

North Canterbury researchers are devastated after the "total nesting failure" of a species of vulnerable native birds on a local beach.

Preliminary monitoring of the banded dotterel population at Kaikōura's South Bay revealed that the 2020 breeding season has been the worst on record.

For the first time, not a single chick has survived, mainly because they have fallen prey to cats, though nests have also been lost to hedgehogs and washed away by the tide.

Volunteer and researcher Ailsa Howard has been studying the birds for the past six years, and ramping up protection measures each breeding season to try to ensure their ongoing survival.

"I do this because I care deeply, so this cuts me right to the bone emotionally."

Just two years ago in 2018, 25 pairs of banded dotterels bred on the strip of beach, Howard said.

In 2020 the same area has seen a drop of 40 per cent, to just 15 pairs.

Banded dotterels are deemed nationally vulnerable, the total population thought to be in the order of 18,000 birds and declining.

Howard wants New Zealand to start looking at laws to address the problem of predation, but said she is aware public opinion among cat lovers is not on her side.



No banded dotterel chicks have survived at Kaikōura's South Bay this breeding season.

STUFF

She and her team even fielded death threats after a feral cat was trapped by a volunteer, even though it was rehomed rather than being put down.

"It's very much a cultural thing, it's enshrined that cats have a right to hunt.

Birds are protected by law too, but it's almost like anything done by cats is ignored.

"If someone let a dog out in a kiwi colony, it'd be an offence."

Howard would like authorities to consider making it mandatory to keep cats inside at night, spaying females and humanely removing feral cats from the wild.

"I'm aware stepping forward has a sense of danger ... I've had my private Facebook hacked.

"Cats are precious to people, but we have to change the nature of how we look after cats."

Howard will be presenting her data to Department of Conservation, Environment Canterbury and Kaikōura District Council staff on Monday night.

Of the 43 nests at South Bay, only three managed to get hatched chicks out of the nest.

Seven chicks were immediately killed by cats.

"Nine chicks were killed in the nest at hatching, with the additional loss of two adult birds," Howard said.

"Thirty eight of 43 nests have failed, and we currently have just five incubating eggs.

"So far we have recorded complete nesting failure at South Bay, with no fledglings."

Howard said there is an ongoing misconception in the community that banded dotterels are doing well in Kaikōura, so volunteers decided to check north of nearby Gooch's Beach with a thermal imaging scope.

"We recorded three chicks and one fledgling in this area, which is still a very low number considering the number of pairs over this considerable stretch ... however it is a marginally better result than South Bay."

She said while nest mortality seems to be slightly lower on this beach, the chicks are reasonably small and not guaranteed to survive, and there were no multiple chick families.

"This overall trend has worrying implications for the dotterels, and other shorebird species, of Kaikōura ... there is little reproductive success regardless of the site."

Howard said despite the grim results, she is trying to stay positive.

"It's important to keep the hope alive, and use the information for change."

East Coast Beach Vehicle Bylaw

Council is proposing to regulate the use of motor vehicles on the beach and unformed legal road to and along part of Marlborough's east coast, between the Awatere River and southern district boundary. This Statement of Proposal has been prepared as part of consultation regarding the making of a Bylaw under the Land Transport Act 1998 (LTA) and the Local Government Act 2002 (LGA).

Where to get more information

Not sure how the draft Bylaw will affect you or have questions about the process?

This Statement of Proposal, Summary and Technical Report (v5, July 2021) are available:

- on Council's website at: www.marlborough.govt.nz;
- at Council offices at 15 Seymour Street, Blenheim or 67 High Street, Picton;
- at Council's libraries at 33 Alfred Street, Blenheim or 67 High Street, Picton.

If you have any questions about the draft Bylaw or need further information you can email:

EastCoast@marlborough.govt.nz or phone Council on 03 520 7400 and ask for Sarah Edmonds.

Have your say – Council wants your feedback

Let us know what you think about the draft Bylaw. Submissions close 5.00 pm, 08 September 2021.

The views of people who live, work and recreate in Marlborough are important. Anyone can make a submission.

Your submission can support or oppose the proposal, but you must give your reasons and what changes you want Council to make to the notified proposal. We encourage you to make a submission online at: <http://www.marlborough.govt.nz/> or

You can collect a paper submission form from Council offices at the Blenheim or Picton Service Centres.

What happens next?

If you make a submission you will receive confirmation of your submission and be able to view your submission online.

If you indicate in your submission that you would like to speak to the hearings panel about your submission we will contact you to arrange a time for you to speak. The hearings are likely to occur at the end of September to early October 2021.

Following the hearing, the hearings panel will make their recommendation to Council.

Timeline

DATE ACTION

15 July 2021 Consultation period begins.

08 September 2021 Submissions close.

September 2021 Submission summary will be released.

September-October 2021 Hearing panel holds a hearing for submitters that wish to heard.

October 2021 Hearing panel deliberates and make recommendations to Council.

To be determined Council makes a decision on whether to make a Bylaw is made, released by public notice.

A+F Bulletin Sept 2021

Community Information

STICK YOUR OAR IN HAVE YOUR SAY...

email all your letters to
editor@thefishingpaper.co.nz



Vital habitat vulnerable to vehicles

Dear Ed,
The 48.5 km of coastline between the Awatere River and the Waima (Ure) river is to be considered for protection from vehicle damage under the proposed East Coast Beach Vehicle Bylaw. But why should we care? Why shouldn't people simply drive vehicles where ever they please?

Over 28Km of this coastline is documented as being one of our most outstanding coastlines. It contains the Waima Lagoon, the Needles and Chancet Rocks, QEII covenants on private land significant early European history, Iwi archeological sites, a Geological Preservation Area, a very diverse set of habits, planet and insects that only occur in South Marlborough, extensive seaweed and shellfish beds and so much more.

Forty two years ago, the limestone outcrops at Chancet rocks were designated as a Scientific Reserve. Twenty-five years ago, Ward Beach to Chancet Rocks was identified as a Conservation Zone. Recommendations were made to restrict this area to walking. Eleven years ago the coastline from Marfell's Beach to Waima River was identified as containing very high natural character, ecologically significant marine sites, outstanding natural features and landscapes.

The private land adjacent to the coast was protected by a series of rules but the coastal strip was ignored.

This coastline is home to nesting shore birds, including Banded Dotterel, Variable Oystercatcher, Black Billed Gulls and White Fronted Terns. Blue Penguins historically nested here too but are now a rare sight. Many species utilise the coastline for feeding and roosting for part of the year. Some unique migratory species such as Bartailed Godwits, Ruddy Turnstones and Golden Plovers come from as far away as the Arctic. Others such as Black Fronted Terns and Wrybills come from our South Island braided rivers.

There are extensive shellfish beds at Mussel Point, with the shells of over 80 species found on the beach. Sadly recent surveys have found there to be very few juvenile shellfish left.

There are plants that are only found in South Marlborough's coastal

shoreline and hinterland, and some of these have highly adapted insects living within them that cannot live anywhere else. The rare Raouli flightless moth is an example. This coastline provides exceptional habitat for Kaitipo spiders and driftwood provides vital habitat for several lizard species.

Since the coastal uplift that occurred in 2016 earth quake, people have increasingly taken vehicles into this coastal area. The unintended consequence of this is that the naturalness of the area, the ecosystems and the biodiversity are increasingly vulnerable to loss and damage. For the individual plants and animals, this is their home, they don't have the option of going elsewhere.

Aside from the she wonder and joy the coastline brings to us individually, the people of Marlborough ha a strong legal obligation to protect it.

If we do not take the vehicle damage seriously, the biodiversity, the unique ecosystems and the outspend naturalness of the area will be lost forever.

East Coast Protection Group
For more information on our group please email eastcoastprotectiongroup@gmail.com

Community Notice

East Coast Protection Group.



Different types of seaworms (polychaetes) are found in the intertidal area along Marlborough's East Coast. Some form castes like these lugworms and some don't. They are a very important food source for long billed birds like variable oystercatchers (endemic and recovering) and the Bar-Tailed Godwit (declining) whose diet consists of 70% polychaetes in summer months.



Vehicle marks in the intertidal zone 25.5.21



Variable Oystercatchers feed in the intertidal zone on a variety of crabs, shellfish and seaworms. Their chicks also feed in this intertidal area and are extremely hard to see when they clamp down on the sand with approaching danger. Bar Tailed Godwits and Ruddy Turnstones feeding on the sandy beaches south of the Cape Campbell Light house. These birds migrate to the

northern hemisphere artic to breed. They are very easily scared off their preferred feeding zone, this area is very important for them to put on weight for a successful migration. The 2016 earthquake uplift has greatly changed Marlborough's East Coast with the intertidal zone being one of the worst affected areas. Huge die off of nearly all intertidal species has occurred. In some areas recovery is slowly happening. In other parts like on the crumbling papa rock platforms recolonisation starts with algae growth and feeding snails such as small blue banded periwinkles and top shells but is hampered by heat waves and storms which erode another layer of rock. This process will continue until the rocks erode down and are covered with the tide approximately 50% of the time then seaweed will survive. The geology shows that this process has happened before with previous uplifts special care is needed in this area so that the numerous native species are allowed to survive and rebuild as the area slowly stabilises.

Looking after the habitat and predator control are the only long-term solutions to these declining species. Conservation does work – none of these species want to become extinct. For any business, school or individual that would like to get involved, become a member or a trap can be purchased and can be watched over time to do their bit for predator free NZ 2050. Or planting days which the public are invited to join and watch the progress of the coastal planting into the new areas created by the quake of 2016. Field days are well advertised and new members are welcome. **Get to know the unique biodiversity this coastline holds.** limestonecoastrestoration@outlook.com

Coastal planting to bring back wildlife

A programme of planting on Marlborough's East Coast aims to combat an invasive grass and bring native forest to areas uplifted in the Kaikōura earthquake.

Several planting days have been held along the 'Katipō Coast', south of Cape Campbell, under the auspices of Beach Aid. This is a collaboration between the Council, Canterbury University and East Coast landowners.

Volunteers from Kono Wines and the local community planted 3,600 kowhangatara (spinifex) grass seedlings and 1,000 ngaio trees. These have been dug into open sand in new beach areas uplifted by the Kaikōura earthquake to replace invasive marram grass.

Council's Biodiversity Coordinator Mike Aviss said, once established, the kowhangatara will seed naturally. "The ngaio trees are planted into areas smothered by marram grass and other plants; they will eventually grow into a native forest which shades out the marram."



Volunteers plant kowhangatara (spinifex) and ngaio on Marlborough's East Coast to help encourage native wildlife

"Marram grass grows so densely that most native wildlife struggle to live in it."

"Numbers of katipō and lizards are higher in the native vegetation than in the marram and the dunes are a gentler, more natural shape."

"Native plants were naturally common in the area once but grazing by livestock and rabbits wiped them out."

"Now that the coast is fenced to exclude livestock, it is hoped these plants can once again flourish," said Mike.

24/8/21

Quad bike accident rate on way down

Chris Valli

Marlborough quad bike users are leading the way with the lowest reported accident rate since 2018.

According to latest figures released by WorkSafe New Zealand, five people die in work related quad bike accidents each year and many more are injured.

Seventeen people on average are killed in workplace accidents on farms every year making it one of the most dangerous occupations in NZ. ACC pays for approximately 20,000 farm-related injury claims each year.

But local Agsafe health and safety compliance trainer Marks Wills believes a change of mind set and more readily available information is making a positive difference, with just one reported serious harm notification to WorkSafe.

"We have definitely turned the worm," Mark says.

The comment comes after two Timaru businesses were sentenced under the Health and Safety at Work Act 2015 following the death of an employee in September 2019. Dairy Holdings Limited and Coryston Limited were sentenced under the Health and Safety at Work Act 2015 following the death of their employee in September 2019.

The employee, Stacey Rodgers, died as a result of crushing injuries that occurred during a quad bike roll-over.

A WorkSafe investigation found that the condition of the quad bike was consistent with an ATV that had been in regular use but had not been serviced for a prolonged period. The quad bike's brakes, steer-



Agsafe health and safety compliance trainer Marks Wills.

ing, suspension and front bull bar/bumper were all in need of servicing/repair.

The investigation concluded that the quad bike was not fit for use in a farming environment as it needed mechanical repairs.

Mark says safety courses, education and media coverage have been instrumental in the declining accident rate.

Agsafe's farm safety procedures help avoid minor incidents to more serious accidents on the farm, which can result in disability or death.

Groups like Recreational Access with Education (RAWE), made up of predominantly quad biking fishing enthusiasts, is helping lead the way around the safe use of quad bikes, he says.

"There are far too many preventable quad bike accidents happening across New Zealand. This is another tragic reminder that farm vehicles such as quad bikes must be regularly serviced and adequately maintained," says Area Investigation Manager Steve Kelly.

Unlikely mast could be respite for native wildlife

Matt Brown

Pest levels are expected to be relatively low in Marlborough as calm weather means less food for rodents and stoats.

NIWA climate modelling suggests a low chance of beech forest seeding next summer in Marlborough, which could be good news for the native wildlife.

But predator control will still go ahead in the region, with a planned aerial 1080 drop over 9573 hectares of Tennyson Inlet. DOC Sounds operations manager Dave Hayes says aerial application of cereal pellets containing 1080 is the most effective predator control method over large areas and the only viable method in remote, rugged terrain.

Trapping, too, will continue. "A beech mast not being expected in Marlborough next year will not reduce trapping work in the region which usually is ongoing, year to year, and is mostly done by community groups," Dave says. "Groups such as Rarangi Dawn Chorus, East Coast Protec-



tion Group, Picton Dawn Chorus and the Te Hoiere Bat Recovery Project are doing great work trapping predators to help native wildlife to thrive."

When forests seed, it provides food for native species but can also fuel an upsurge in rodents and stoats, predators which have devastating impacts on native species if not controlled.

Dave says the planned aerial 1080 drop is due to start as soon as

there is a suitable period of fine weather.

"This control of rats, stoats and possums will help protect vulnerable native species in the area including the giant land snail *Powelliphanta hochstetteri* obscura, pikirangi/red mistletoe, tītipounamu/rifleman and toutouwai/bush robin," he says.

"For the most part the operation will use aerial application of 1080 pellets but bait with Cholecalcif-

erol toxin in bait stations on trees will be used at four sites around private properties. Pellets containing 1080 will also be laid by hand beside, but not on, roads in some places."

This is the only confirmed DOC aerial predator control operation in Marlborough at this time.

DOC principal scientist Dr Graeme Elliott says modelling shows a beech mast is very likely in southern Fiordland next year

and may also occur in parts of North Otago, South Westland and North Canterbury, as well as in the central North Island.

The temperature difference is not as big outside of southern Fiordland, so there is less certainty full seeding will result in those areas, says Graeme.

In 2019 DOC responded to the biggest beech mast in 40 years with predator control over a record 908,000 ha.

Smaller but significant mast events also occurred in 2017, 2016 and 2014. There is some evidence climate change is increasing the frequency of forest seeding.

The Department of Conservation uses data from NIWA's virtual climate station network to predict beech seeding or masts, which are triggered by a significant temperature increase between two consecutive summers.

DOC's Tiakina Ngā Manu programme for 2021 is for about 500,000 ha of priority conservation areas, including about 80,000 ha of trapping.

7/9/21

NEWS *briefs*

Beach bylaw: Time is running out to have your say on the draft East Coast Beach Vehicle Bylaw as submissions close at 5.00 pm on Wednesday 8. The draft bylaw proposes to prohibit motor vehicles on the beach. The aim is to improve public safety and enable habitat restoration and protection of the area's many threatened and at-risk species. Have your say via Marlborough District Council website or contact them on 520 7400 for help.

PROPOSED



East Coast Beach Vehicle Bylaw

Summary

This summary describes the environmental and public safety issues on Marlborough's East Coast between the Awatere River and Waima (Ure) River; the options explored by Council to address these issues; and how to make a submission on the draft East Coast Beach Vehicle Bylaw.



From the sheltered bays of the Marlborough Sounds to the exposed coast south of Cape Campbell, Marlborough enjoys 1,800 km of diverse coastline. We all share a common responsibility to balance human activities in the natural environment, to ensure future generations can still enjoy the coast's abundance long into the future.

On the East Coast, people enjoy walking, bird watching, crayfishing, horse trekking, camping and earning a living from farming and the sea. It's also a place where half of the coast (28.5 km of the total 48.5 km) from the Awatere River mouth to the Waima (Ure) River mouth is recognised as ecologically significant.

Following the 7.8 magnitude Kaikōura earthquake in late 2016, Marlborough's East Coast became much more accessible, as the seabed lifted and wide new expanses of beach and exposed reefs were created.

The dramatic change to the coast is the biggest physical transformation observed by any earthquake globally in modern times. The high tide mark shifted by as much as 200 metres and the seabed lifted by up to 6.5 metres.

In places where access was previously restricted, it has become possible to walk or drive at any time. The damage caused by the earthquake, coupled with increased motor vehicle access, has led to mounting pressure on the area's unique ecosystems.

After exploring other options and discussions with iwi, community groups, landowners, beach users, scientists and Government agencies, the Council has decided to move forward with a Bylaw process.

The draft Bylaw would restrict motor vehicles on the coast between the Awatere and Waima (Ure) River mouths, with few exemptions. This would improve public safety and enable habitat restoration for the many threatened and at-risk species of flora and fauna that live here. Anyone can participate and make a submission from 15 July to 8 September (closing at 5.00pm).

Have your say ...

In Marlborough, our coastlines are central to our quality of life, which is why the proposed Bylaw considers the cultural, recreational, economic, scientific and ecological values of the area. The aim of the Bylaw is continued use of this significant natural landscape today, in a way that restores and protects it for future generations.

The Council encourages the public to participate in the Bylaw process by making a submission. Submissions open 15 July 2021 and close 8 September 2021 at 5.00pm.

You can complete an online submission at www.marlborough.govt.nz

Paper forms are available at the Council's offices at 15 Seymour Street, Blenheim, and 67 High Street, Picton.



Can you spot the banded dotterel eggs on this nesting site? Banded dotterels (threatened and nationally vulnerable) and variable oystercatchers (at-risk and declining) nest in coastal pea gravels between Cape Campbell and the Waima (Ure) River mouth.

What happens after I make a submission?

The submission period will be open for 40 working days. During this time, the Council will appoint a hearings panel. As part of the Bylaw process, public submissions will also help to shape the recommendations from the hearings panel and whether amendments are needed to the initial proposal.

Next steps:

- The Council appoints a hearings panel
- Public submissions close
- Hearings panel to review submissions and hold a public hearing
- Hearings panel makes recommendations
- The Council decides whether to make a new Bylaw



Biodiversity and Marlborough

Uncovering the national and international significance of our coastline

Following the Kaikōura earthquake, many researchers and scientists came to Marlborough's East Coast to assess the changes - and damage - to the ecosystems and landscape. The increased interest in the area led to new discoveries and a Technical Advice Workshop, held in July 2018.

Led by Department of Conservation and the Council, it brought together experts from a wide range of disciplines. Together, the group identified the values of the East Coast environment and the threats from human activities. More detail is available in the technical report prepared by the Council, which is available online at bit.ly/eastcoastmarlborough.



New Zealand has lost 57 land, freshwater and coastal bird species since human arrival - more than any other nation over the past 1,000 years. Today, the East Coast is home to seven indigenous bird species that remain threatened or at-risk. This stretch of coast also plays a national and international role for migratory species, which flock here each year to feed and rest - some from as far away as Siberia and Canada.

Post-quake, motor vehicle access has impacted the banded dotterel (left), which is nationally vulnerable.

49% of indigenous species in New Zealand are found nowhere else on earth – and some only in Marlborough.



The East Coast has one of the largest katipō spider populations in the country.

Naturally uncommon ecosystems - such as active sand dunes and braided riverbeds - covered less than 0.5% of the country's land mass prior to human arrival. The Cape Campbell dunes have largely escaped the impacts of human activity due to their remote location. As a result, they still hold populations of indigenous species such as the katipō, an at-risk spider that's declining nationwide.



Pīngao (an at-risk species) is important for reptiles to thrive in the area.

Throughout New Zealand, some threatened flora are key structural species for ecosystems, so impacts on these have significant consequences for entire systems. For example, specialist dune species *Pimelea prostrata* and *raoulia mat daisies* provide a home for the nationally endangered "Cape Campbell" *Pimelea looper moth*. On the East Coast, six indigenous plants have been identified as threatened or at-risk.



The Waiharakeke grass skink, found only in Marlborough, is at-risk and declining.

In New Zealand, around one in three indigenous reptiles are threatened with extinction and half are at-risk. Three lizard species call the East Coast home, where they are re-colonising new habitats following the quakes. Living in driftwood zones, the lizards' habitats shifted metres away and will not be replenished. A new driftwood zone will take time to establish.

Why is a Bylaw the best option?

Since public concerns over environmental damage began in 2017, the Council has explored several options for a potential solution.

Council considerations have included the types of motor vehicles, instating speed limits, nominating a different route, time restrictions of when vehicles can travel, and protecting the rights of the most vulnerable beach users. A full list of considerations and options can be found in the draft Bylaw's Statement of Proposal at marlborough.govt.nz.

The two key challenges of the alternatives considered come down to the feasibility of enforcement and the nature of habitats. The unique flora and fauna of the East Coast has been able to evolve because of the area's remote location and minimal human disturbances.

This remoteness poses challenges to enforce complex rules that may involve specific vehicle types or policing a nominated route, for example. The nature of habitats also poses a challenge for exploring alternatives, as different parts of the year are sensitive for different parts of the ecosystem.

Council has decided that a Bylaw is the most appropriate way of addressing public safety and environmental protection in the area. While protecting the environment and sites of significance to tangata whenua, a Bylaw also gives priority to the most vulnerable beach users, such as children and other people using the coast on foot. Prohibiting motor vehicles on this stretch would allow the natural recovery of this ecologically significant area, such as colonisation of plants and the creation of new habitats.

This draft Bylaw is prepared under the Land Transport Act 1998 and the Local Government Act 2002.

What can I do and where under the proposed Bylaw?

The Bylaw would allow for the same, continued access along the coast for walking, cycling, horse trekking and other activities currently enjoyed. The only change would relate to motor vehicles, which would be prohibited on the beaches, reefs and dunes between the Awatere and Waima(Ure) river mouths.

Under this proposal, boat launching is still allowed in designated areas at Ward and Marfells beaches, and vehicles would be allowed south of the Waima (Ure) River mouth with a speed restriction.

This proposal aligns with other councils across New Zealand, where vehicles are commonly restricted or banned from beaches with exceptions, such as launching or retrieving a boat or carrying out emergency activities.

Commercial operations with consents, such as Dominion Salt Ltd, are exempt from this Bylaw. Authorised agencies may also continue their activities in the area, such as emergency services, the Council, any Central Government Department or Ministry, and research activities by the National Institute of Water and Atmospheric Research.

In the Proposed Marlborough Environment Plan, this stretch of coast is identified as an Outstanding Natural Landscape.



Cape Campbell before (left) and after (right) the Kaikōura earthquake.



All marine mammals are protected under the Marine Mammals Protection Act 1978 and the Marine Mammals Protection Regulations 1992. People on foot should stay at least 20 metres away from seals and sea lions, and motor vehicles should stay 50 metres away.

Community responds to draft East Coast Beach Vehicle Bylaw

One hundred and ninety people had their say on the draft East Coast Beach Vehicle Bylaw, with the submission period now closed.

Council Strategic Planner, Sarah Edmonds says the submission period provided a chance for everyone to be heard on the proposal.

"Of the submissions received 110 or 58 percent supported the current draft bylaw while 79 or 39 percent opposed it. Five submissions, or three per cent were neutral," Mrs Edmonds said.

"Of those opposing the bylaw, 15 wanted to see the status quo remain, while 58 submitters requested Council allow all-terrain vehicles with restrictions. These include using signs and education, nominating routes below the mean high water mark and introducing speed restrictions. Controlling users and types of vehicles, using a code of practice or exempting those that are gathering food or fishing, were also suggested as alternatives to a full ban," she said.

A hearings panel consisting of two independent commissioners and a councillor will soon be established to consider the submissions and listen to the 46 submitters who wish to be heard, before

making final recommendations to Council. The draft bylaw proposes to prohibit motor vehicles on the beach between the Awatere and Waima (Ure) river mouths, with a few exemptions.

The aim is to improve public safety and enable habitat restoration and protection of the area's many threatened and at-risk species.

The East Coast is known for its wide-ranging values from recreation and commercial fishing to ecological and cultural significance. Following the 7.8-magnitude Kaikōura earthquake in late 2016, this stretch of the East Coast became much more accessible, as the seabed lifted and wide new expanses of beach and exposed reefs were created. In places where access was previously restricted, it became possible to walk or drive at any time. The damage caused by the earthquake, coupled with increased motor vehicle access, has led to mounting pressure on the area's unique ecosystems.

You can read the submissions at: <https://data.marlborough.govt.nz/East-CoastSubmissions2021> or to find out more about the draft bylaw visit: www.marlborough.govt.nz/your-council/bylaws/proposed-east-coast-beach-vehicle-bylaw

neighbourly.co.nz

SEPTEMBER 25, 2021, THE SATURDAY EXPRESS

Moth feared extinct found on coast

MAIA HART

A tiny Marlborough moth that was feared extinct has been found further south from its known habitat.

The moth, a Kiwaia "Cloudy Bay", also known as a mat daisy jumper, is flightless, and tends to jump to get around.

It lives among Raoulia mat daisy gravel on Marlborough's eastern coast foreshore, and had previously only been seen at Rarangi.

Department of Conservation (DOC) biodiversity ranger Simon Litchwark said there was concern the moth had become extinct after none were found in three years of monitoring at Rarangi.

Litchwark said "on a hunch" there were populations they did not know about, they carried out searches for the moth further south, between Cape Campbell and the Kekerengu River mouth earlier this year.

"We were excited to find the moth in four, fairly small locations," Litchwark said.

He said further searches in Cloudy Bay (Rarangi), had not shown any moths, and it appeared to have gone from the area.

"We believe this is due to considerable die-off of its host Raoulia mat daisies, likely caused by drought and rabbit damage," he said.

"Potential predation of its caterpillars by non-native paper wasps may also be a cause of its



The Kiwaia 'Cloudy Bay' moth has been rediscovered at Cape Campbell and the Kekerengu River mouth.

ROBERT HOARE/SUPPLIED

rapid decline."

In the 1990s, Asian paper wasps invaded Blenheim, and it appeared to cause a decline in common butterfly species, including monarch and white cabbage butterflies, Litchwark said.

"Both Asian and European paper wasps are now prevalent at Rarangi," he said.

"The remaining host Raoulia

mat patches at Rarangi are in poor condition with very little new growth so are unlikely to be able to maintain a stable Kiwaia moth population.

"Fortunately, the Raoulia is growing well in other parts of the coast, including new areas uplifted in the 2016 Kaikōura earthquake."

The four discovered moth sites were on private and public

land, and DOC were in discussion with landowners to look at potential measures to protect and manage them and their rare habitats.

The searches for the Kiwaia moth and research were carried out with some funding from \$181.6 million allocated in the 2018 Budget for conservation initiatives over four years.

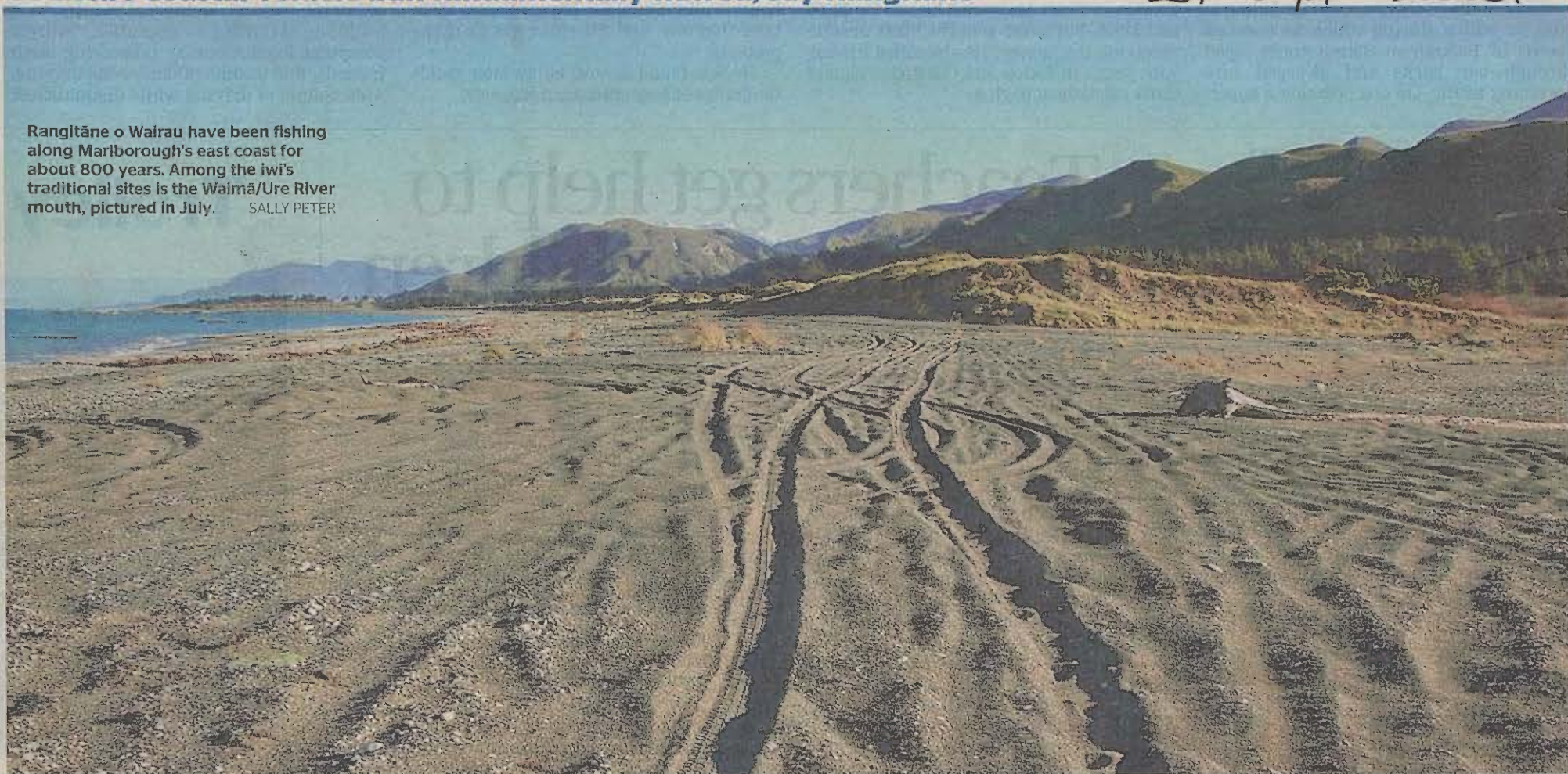
The research work included

trailing control of paper wasps at Rarangi before Kiwaia moths, if present, would emerge in late summer. Two DOC rangers found and destroyed 70 paper wasp nests over three days on a 400-metre section of beachfront.

DOC staff are considering options for controlling paper wasps to protect other threatened native moth species there.

29 Sept 2021

Rangitāne o Wairau have been fishing along Marlborough's east coast for about 800 years. Among the iwi's traditional sites is the Waimā/Ure River mouth, pictured in July. SALLY PETER



Iwi 'hurt' by beach bylaw



Chloe Ranford
Local Democracy Reporter

An iwi with an 800-year history with Marlborough's east coast was not considered tangata whenua when the council first proposed plans to ban vehicles from its beaches.

Rangitāne o Wairau wants the Marlborough District Council to scrap the "unlawful" bylaw - which would prevent them from using vehicles, such as quad bikes, to exercise their customary right to fish - and start again.

The rūnanga said in its submission on the bylaw that they had harvested food from the beach's waters for centuries, dating back to New Zealand's earliest inhabitants, who moved south from Te Pokohiwi o Kupe/the Wairau Bar.

The bylaw went out to public consultation last month, two years after it was first mooted. Submissions on the bylaw were made public last week



The Marlborough District Council is looking to ban vehicles from 45 kilometres of the region's east coast. STUFF

- all 191 of them.

Council strategic planner Sarah Edmonds said 58 per cent of submitters supported the council's draft bylaw proposals, while 39 per cent opposed. Three per cent were neutral.

Some opposers wanted the coast to remain unregulated, while others wanted a vehicle ban, just not for quad bikes. Quad bike users were willing to drive on routes below the high tide line and follow speed limits in compensation for continued use.

The bylaw proposed banning vehicles, including quad bikes, from Redwood Pass to Ward, a 45-kilometre

stretch of beach. The only exception was for fishers launching boats at Marfells Beach or Ward Beach.

Rangitāne o Wairau opposed because they believed the council had made some "serious mistakes" and these had left the bylaw and its process "fundamentally flawed".

The council considered only Ngāti Kurī (a subtribe of Ngāi Tahu) as tangata whenua of the coast when writing the bylaw, despite Rangitāne o Wairau having the same rights under its Treaty of Waitangi/Te Tiriti o Waitangi settlement, their submission said.

Rangitāne said they did not become aware of the "deeply hurtful" mistake until the council asked them to comment on the final draft version of the proposed bylaw in June this year - three days before it was due to be cleared by councillors. Rangitāne o Wairau were consulted earlier but felt the council had engaged with Ngāti Kurī differently throughout the process.

The rūnanga rushed to highlight the parts that worried them within the "very tight timeframe", only to find the council's solution was to scrub these parts from their final draft bylaw.

This did not address the "broader consequences" of the council's "legally and factually incorrect" decision to not recognise all tangata whenua, and made it look like the council was attempting to cover up its mistakes, their submission said.

"The process should start again and council should recognise, own and make amends for its mistakes. The cultural narrative cannot stand and is wrong," the submission said.

Archaeological evidence, coupled with oral retellings, proved the rūnanga had once inhabited Marfells Beach, Te Karaka/Cape Campbell, Oruamoā/Long Point, the Waiharekeke/Flaxbourne River mouth, and the Waimā River.

They had also inhabited a pā near Lake Grassmere/Kāpara-te-hau, which was still being used in the 1850s, and a kāinga (village) at Mussel Point, which members of Rangitāne o Wairau still returned to regularly.

Under the new bylaw, tangata whenua would need to walk or ride several kilometres to access these sites, or collect food, unless they had permission to cross a landowner's property.

From page 1 // Iwi 'hurt' by bylaw

The rūnanga said many whānau had physical limitations, so would not be able to safely or comfortably visit the area.

"The concept that tangata whenua be excluded from being able to visit and gather kai (food), as they have done for many hundreds of years, is outrageous and is unlawful.

"Council cannot, by bylaw, remove customary rights which are enshrined in law and which have been exercised by the Rangitāne people for centuries.

"There have been many attempts on our part to engage with council over this matter and express our concerns, but council failed to apprehend the concerns of Rangitāne o Wairau until the very last minute."

The council should have provided an exemption for tangata whenua, as it had for several businesses, the rūnanga said. They also thought that instead of a blanket vehicle ban the council should consider putting down barriers or banning larger vehicles, but not smaller ones, such as quad bikes.

A hearing committee made up of two independent commissioners and a councillor was due to consider the submissions, then make a recommendation to councillors.

A timeline on the council's website suggested the bylaw would be in place before summer.



The Sun 3/11/21

The Limestone Coast Restoration Project is gathering momentum

The Limestone Coast area is a hotspot of biodiversity and is home to many native and threatened species.

The objective is to restore the ecological balance of nature and protect flora and fauna for future generations from Marfells Beach to the Waima River.

This will include predator control, environment and wildlife monitoring, replanting of coastal vegetation and removal of weeds.

Project Administrator Limestone Coast Restoration, Shannon Patterson says the task is a big one but incredibly worthwhile.

"It's home to over 20 threatened species of flora and fauna and if we don't act now, we will lose many of them.

"Currently we have significant numbers of the nationally vulnerable Banded Dotterel nesting on the coast and with regular monitoring we are eagerly awaiting to see how many precious chicks will manage to hatch this season. The Limestone Coast is also home to the infamous endangered katipo spider.

"We need Marlborough to get behind it and gain an understand-

ing of what is achievable out here and what's worth protecting," she says.

The Marlborough East Coast Protection Group which owns the project received Jobs for Nature funding which gave them funding for three people for three years but it is not enough.

"We are halfway there with the predator trapping but we need 100 more traps and we don't have the money for them."

Predator Trapping will cover the area from the beach to 250m inland. This will help to minimize predator impact on the coast's birdlife.

Fundraising is ongoing and will allow the expansion of this area and further minimise predator impact on our precious wildlife.

The Kaikoura Earthquake damage remoulded the whole coastline.

It created habitats for some while destroying others.

"This is a long term project.

"This is the big question in terms of in five years time, where will it sit.

"We want to be able to pass it on to the next generation.

"Every step we take, every trap



BIG TASK: The Limestone Coast Restoration Project aims to restore the ecological balance of nature and protect flora and fauna for future generations.

we set, every monitoring line we walk has to be perfect because there is no room for mistakes," Shannon says.

Volunteers for planting are always vital.

Shannon says both time and money are important and both she and members of the group

are happy to walk people through the project so they can better understand the work being done.

People can get involved by going to the Limestone Coast Restoration facebook page, their Givealittle page or send them an email at limestonecoastrestoration@outlook.com

Fishing & Hunting Oct 2021

Kaikōura pāua fishery to reopen Hon David Parker

Kaikōura's pāua fishery, which has been closed since the November 2016 earthquakes disrupted local seabeds, is to reopen following a community-led rebuild.

The fishery will initially reopen for three months from 1 December and be closely monitored, Oceans and Fisheries Minister David Parker said.

"The pāua fishery in Kaikoura is a shared resource, valued by customary, recreational and commercial fishers. The community came together after the earthquake and has been an invaluable source of advice and support as we work back towards sustainability

"I would like to thank the Kaikōura Marine Guardians and our iwi partners, as well as the wider community for all of their work that got us to this stage."

This is the first time a fishery has been closed as the result of an earthquake. Since the earthquake, research and monitoring has shown that pāua is recovering and can support some limited harvesting.

"I am taking a careful approach by opening the fishery for a three-month period while also ensuring it can be monitored closely to understand how the pāua responds to fishing," David Parker said.

"The health of the fishery will be measured before and after

the initial reopening period to assess the effect on pāua populations. This will be supported by independent research of recreational fishing along the coastline. That work will give us the information we need to make a decision on next steps.

"An area-wide recreational limit of five pāua per person will apply and an accumulation limit of 10 pāua per person for a multi-day trip. The minimum legal size of 125mm will remain.

"New cautious commercial catch limits have been set to reflect the recently subdivided quota management areas, Kaikōura and Canterbury. Commercial fishers will also operate under a new fisheries plan which takes an adaptive approach and includes the collection of comprehensive fine-scale information and monitoring.

"I have also decided to reopen the wider Kaikōura area to kina fishing from 1 December 2021.

"There is evidence that kina populations can sustain harvesting again and reopening this fishery is supported by both iwi and recreational fishers."

These decisions were both publically consulted, with the pāua reopening receiving more than 200 submissions.

Visit <https://www.mpi.govt.nz/consultations/proposal-to-reopen-the-kaikoura-marine-area-to-paua-fishing>

The Sun 10/11/21

Panel appointed to consider East Coast bylaw submissions

A panel has been appointed to consider the 192 submissions received on the Proposed East Coast Beach Vehicle Bylaw.

The panel, made up of Commissioner Rob Enright, Commissioner Ma-rea Clayton and Councillor David Croad, will listen to the 50 submitters who wish to speak at the hearings, set down for three days from 23 to 25 November at the Marlborough Events Centre, 42 Alfred Street, Blenheim. The hearings will begin at 8.30 am each day and while they are open to the public, seating is limited due to Covid-19 restrictions.

Anyone who would like to hear the submissions can join the hearings via Zoom. Please email: eastcoast@marlborough.govt.nz to request a link to the hearing.

Following the hearings the panel will consider all submissions and presentations before making their final recommendations to the Council. Council will then decide whether to make a bylaw. If a bylaw is made it will be advertised by way of a public notice.



The draft bylaw proposes to prohibit motor vehicles on the beach between the Awatere and Waima (Ure) river mouths, with a few exemptions. The aim is to improve public safety and enable habitat restoration and protection of the area's many threatened and at-risk species.

You can read the submissions at: <https://data.marlborough.govt.nz/EastCoastSubmissions2021> or to find out more about the draft bylaw visit: www.marlborough.govt.nz/your-council/bylaws/proposed-east-coast-beach-vehicle-bylaw

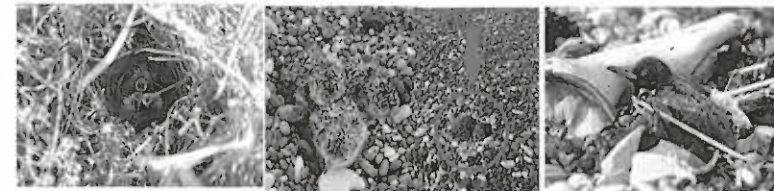
Aug 2021

A + F. Bulletin

Community Notice



Vulnerable Shore Birds Are Nesting Now!



N.Z Pippet (*at risk / declining*)

Banded Dotterel (*Threatened/Nationally Vulnerable*)

Variable Oyster Catcher (*Recovering*)

Pied Stilt (*not threatened*) **Waima (Ure) River & Lake Grassmere**

Please Tread Carefully. Nests and Eggs are very hard to see.

Banded Dotterels prefer to nest in the open gravels, they are unaware of vehicle or human dangers, this is their Home.

Variable Oyster Catchers prefer to nest above and into the driftwood zone.

Both of these birds will try and lead you away from their nests, with calls, fake nesting acts and broken wing demonstrations.

NZ Pippets nest amongst the higher grassy verges of the beach. They will fly out and above you, it is very difficult to detect their nest.

Adult Oyster Catchers and their young feed in the wet sand tidal area searching for sea worms/shellfish/crustations in the soft beach sands.

Adult Banded Dotterels and their young feed in the wet sand tidal area and up into the driftwood zone, searching for sea worms, sand hoppers and insects amongst the seaweeds.

WHEN FRIGHTENED INSTINCT TELLS THE CHICKS TO CLAMP DOWN ONTO THE GROUND AND STAY VERY STILL, THEY ARE INCREDIABLY CAMOFLAGED AND CAN BE TRODDEN ON OR RUN OVER VERY EASILY.

PREDATOR FREE 2050 is it achievable?

I was bought up on a farm in the Waihopai Valley. My dad was an early member of Forest and Bird and taught us kids a love for nature. He grew up in Flaxbourne in the 1920s when the rabbit plague was still a huge problem. His brothers and many of his friends were employed as rabbiters, using gun, dog, ferrets, and poison.

As kids we were taught how to set a gin trap safely and encouraged to catch mustelids and possums and feral cats and also learn about their habits, knowledge that is not read in books but is learnt by practice.

Moving to Cape Campbell to live in 1986 we always had a trapping programme, but mostly situated at the front of the farm.

After joining the ECPG pest control along the coast seemed an obvious way forward to the protect all that lives in this environment. The success has been more than we expected. Volunteers monitor a number of kill traps in the Clifford Bay coastline, Ward Beach-Chancet Rocks and I look after traps south of the Lighthouse.

The traps that we have been using are second hand DOC 250s, along with a mix of Tims and live capture when possible.

Last year the ECPG was successful in receiving money from the Yealands sustainable fund, which we have used to buy 30 DOC 200 traps which we will add to some new DOC 250s. These will enable a wider area to be monitored with the hope of extending to the Waima River Mouth/Beach area.

FOR DECADES WE HAVE SHOT OVER 1000 RABBITS PER YEAR, NOW SHOOTING LESS THAN 50

2011:24 CATS, 1 STOAT, 24 FERRETS. 2012:17 CATS, 24 FERRETS

2013:23 CATS, 11 FERRETS, 4 HEDGEHOGS, 2 STOATS, 3 POSSUMS, 2 RATS

2014:11 CATS, 15 FERRETS 2015:27 CATS, 33 FERRETS, 2 STOATS

2016-17 EARTHQUAKE, NOTES LOST.

2018 10 CATS, 1 FERRET, 7 MICE, 1 RAT, 3 POSSUMS 27 HEDGEHOGS

2019: 8 CATS, 3 FERRETS, 16 RATS, 2 POSSUMS, 42 HEDGEHOGS

2020: 36 CATS, 2 FERRETS, 13 RATS, 4 POSSUMS, 137 HEDGEHOGS, 5 WEASELS

2021: -UNTIL 14TH JUNE = 10 CATS, 2 WEASELS, 1 STOAT, 2 POSSUMS, 62 HEDGEHOGS, 2 RATS.

WARD BEACH TRAPPING: UP UNTIL END OF 2020 – 100 HEDGEHOGS, 20 CATS, AND 15 FERRETS OVER A 2 YEAR PERIOD

MUSSEL POINT TO SNAPPER POINT: FROM SEPT 2019 TO MAY 2020 CAUGHT 44 HEDGEHOGS, 4 CATS, 1 FERRET AND 1 WEASEL.

Rabbits have reduced dramatically in the past 20 years which has made a difference to the ferret population.

The first cats and rats that came into NZ were from visiting European ships, from 1769, even the early whaling vessels sometimes had cats on board. Ferrets were imported around 1876. Ferret breeding was encouraged and many stations bred their own. One stud in Balclutha, contracted to Colonial NZ supplied 10,000 a year @ 7s and 6d. The Stud consisted of 200 full grown ferrets, consuming 30 rabbits a day plus milk from 3 cows. From 1st June 1887 to 8th June 1888 21,760 ferrets were contracted for supply to the government for distribution. Cats were used to control of rabbits and were bought from towns and taken into the rural areas and released.

(continued P 5)

In 1894 Mr Lyall, Stephens Island Lightkeeper had bought his cat Tibbles to the island. Tibbles single handily decimated the population of the Stephens Island Wren, now extinct because of this single cat.

If NZ is serious about Predator Free then the highly emotive subject of Cats will have to be discussed. There is a very significant fine in NZ for killing a native animal but you can do it freely with a cat.

Fact: 1 feral cats in 2010 killed 102 native short tailed bats in 7 days. Another cat was found with 17 undigested skinks in its gut. A feral cat can walk 6km in one night and can weigh up to 7plus kgs. This is an estimated 2.4 million feral cats in NZ and about 200,000 strays.

Cats in Kaikoura have been caught on camera revisiting Dotterel nests checking by smelling and turning the eggs waiting for when the chicks are well grown and then they break and eat the contents.

Hedgehogs, have a sweet heritage because of 'Mrs Twiggy Winkle' and it is hard to imagine the devastation they do in their evening strolls. I have heard frogs screaming as a hedgehog stalks it. I have seen them eat ground nesting birds' eggs, chicks and lizards

These predators love beach environments, where the temperatures are mild, have lovely warm shingle or sand and are places that lizards, shorebirds and ground wetas live. Braided river beds also offer the ideal homes for all these introduced pests.

Marlborough Express Newspaper: 28th July 1893

Stoats and Weasels – In course of a discussion at a meeting of the Philosophical society, Mr Canavan stated that some stoats and weasels which had been liberated on a sheep station 40 miles away had reached the Mahakipawa district, between Pelorus sound and Queen Charlotte sound, and destroyed the wekas and kiwis which used to live there. Mr W.M. Maskell (manager of Flaxbourne Station) thought that the fact that stoats and weasels neglected to kill the rabbits but turned their attention to native birds ought to become generally known. Mr W. T. L. Travers maintained that the stoats were very useful in exterminating rats, but he was afraid that as soon as the latter had gone the stoats would make great havoc amongst the fowls.

The East Coast Protection Group is gaining momentum with not only predator control, but also, restoration plantings and the monitoring of fauna and flora unique to this incredible wild, windswept but extremely important place in Marlborough.



Pippet nest



Gecko Lizard