

Aramac Trust

4 Okura Rd
Mangakuri Beach

We are Joan & Max Chatfield.

We oppose the proposed Subdivision

I have recently retired and was a Registered Engineering Associate for 40 years, and have worked for and with Consulting Engineers all my working life as a draughtsman. I worked for a Construction Company for 20 years as a designer and quantity surveyor and project Manager. I also had my own Building Design Business for the past 22 years. I was registered as Design 2 Building practitioner.

~~We are Max and Joan Chatfield and~~ *where the roads split.* We live permanently at 4 Okura Rd, Mangakuri Beach and have done so for the past 12 years.

We have owned the property since 1995 and prior to this my wife Joan's parents have camped on our pre building site since 1985.

Joan is a direct descendant of Henry Williams, who is the father of Samuel Williams. Samuel Williams purchased Mangakuri Station in 1876, and when the original holdings was subdivided in 1915, his son Samuel R Williams became the new owner of Mangakuri Station.

In 1958 Samuel opened the property to gain access to the beach and gifted land to friends and family at Mangakuri Beach. Joan's family was one of the original families at Mangakuri and she has been visiting the beach since 1958.

We are very disappointed at the lack of consultation from the Mangakuri Station Trustees concerning the proposal of additional residential sections at Mangakuri Beach. As I understand there has been 4 separate consent applications for the development, and as local residents, no one has spoken to us. We have only known about the consent applications by word of mouth, and the first indication of any proposal was a conversation with a visitor to the beach on May 19, 2019, searching for the sections for sale. The first subdivision plan was dated July 2018, so clearly plans have been in motion for sometime prior to this.

Mr Yule was invited to a meeting in January 2021 with the Mangakuri Incorporated Society Members where he outlined the proposal and the reasons behind it. The reason was to enhance the farms water supply and provide funds to put in forestry to parts of the farm. At this stage the lamb schedule was in good shape, so farming was reasonably profitable.

The Mangakuri Beach community had a very good relationship with the Mangakuri Station but the way these proposals have come forward has somewhat diminished that relationship.

The latest proposal to add 7 sections at the top of Williams Road with one other lower down and with a provision to continue to add further residential sites on lots 11 and 12 is, in our view, far from adding a 'few' sections. The 8 sections alone represent an increase of 30% of residential housing, which will make a significant change to the Mangakuri Beach community.

2)

Geotechnical Effects have have been vastly explored by the various geotechnical agents.

The Hawkes Bay Hazard portal states that "this land is within a severe earth flow risk zone". Most of the reports recognise this as highly unstable ground.

The Mitchell Daysh Ltd application paragraph 2.3.1 "Hazards" states "rainfall induced landslides present as shallow rotational or transitional landslides .The paragraph also states "seismically. Induced landslides are much larger and deeper and are the likely primary cause of instability that encompasses the subdivision."

The report goes on to clarify "High landslide risk" and 'Moderate and low" landslide risk on various slopes. (Note low risk is on slopes less than 10%) most of the building sites are steeper than 10%.

Mr Tim Forde. In his report states "at a recent site inspection with Lawrence Yule we were able to see the evidence of considerable soil movement throughout the coastal margin resulting in significant erosion in these areas".

Mr Forde goes on to say planting of open spaced poplars, native and eucalyptus will significantly reduce the erosion. Planting may reduce erosion temporarily, but it won't stop it.

The soils are highly expansive as mentioned in the geotechnical reports, which means the soil swells and shrinks.

It is in drought or dry periods (such as our recent autumn) that the land shrinks causing slumping, and upon wetting again the land does not resume to the original position.

Cracks in the land over 25mm is not uncommon in periods of dry weather.

This is clearly illustrated by two road repairs on Williams Road, with 1 repair being opposite Lot 4 and another on the bend opposite Lot 3.

I regularly walk over Williams Road to collect mail etc and am familiar with the road slumps continually and slowly slumping further. Poplar trees have been planted to assist in prevention of slumping, but won't stop the land movement.

The road North down from the crest of Williams Rd by Lot 4 was washed out by Cyclone Bola in 1988. Another slump formed about 8 years ago further down the road. This was a gradual slump and 5 years ago it dropped about 400mm. This area was repaired 2023 and again it has started to move.

Further down hill opposite Lot. 3 on the corner is another serious slump that has been moving for the last 4 years. This slump appears to be on the head of a slip that runs down past Lot 1.

Both of these slumps have moved at a greater rate in dry periods of weather

In 2011 a weather event occurred dropping 350mm of rain in 30 hours causing the road to drop out opposite Lot 10.

The access to Lot 1 cuts along and across the rear of ⁴⁰~~50~~ Okura Rd, and I read that the access way is to be sealed and stormwater diverted out to the sand dunes. This land in wet conditions becomes very saturated and I am far from convinced that the design has not addressed this.

3)

The proposed sections Lots 3, 4,6,7, and 8 are generally at the head of past landslides with existing beach residences at the base, or in some cases on the landslide itself. The design has not demonstrated that excavating these sites will not be problematic to the existing Okura residents below.

Mangakuri Beach suffered little damage from Cyclone Gabrielle. I measured approximately 100mm for 24 hours which is much less than other areas in the district. Compare this to 350mm in 2011. However to either side of Okura Rd there has been some serious landslides. The landslide at 277 Williams Road is particularly significant, and when walking south on the beach fresh landslides are obvious. These indicates volatility of the land in wet weather events, which according to the experts we are to experience more regular weather events. This could be catastrophic if a seismic event occurred at the same time, as did happen further down the coast at Pourerere and Aramoana in the 2011 weather event.

Wind is a weather event that has not been considered for this development. At times when walking over the hill on Williams Rd the westerly winds have been so strong that I haven't been able to cross over the crest due to the strength of the wind. Buildings would need to be designed to extra high wind or 'specific design'. The wind will also effect any plantings, and as will drought.

The land within this subdivision has been extensively stocked with both cattle and sheep which indicates productive land.

Mitchell Daysh Ltd (paragraph 2.1) states there are also several stock drink water ponds spread over the site.

Despite reports quoting low production or unproductive ground, to the contrary this land has been used as moderately productive land, otherwise why would there be several stock watering ponds.

I note that there is no mention of the loss of productive land in the creation of Lots 9 and 10 which too, have always been grazed.

The land of the proposed development between Williams Rd and Okura Rd residences has obviously been retired very recently, with the introduction of trees.

Visual Effects

As I have previously stated this is a 30% increase of residences with 6 sites across a small area of Ridgeline facing the coast.

'Wayfinder' states that it is just a few buildings scattered across the rural landscape and considers the effects low!

This will be a significant alteration to this area of landscape with not only residential housing but associated out buildings ,etc as well. Planting may soften the look, but I'm sure the sites will want low planting or vegetation to maximise their coastal view and therefore the properties will become very visible from the beach.

Driving up to the crest of the hill on Williams Rd is where the view of the ocean is first seen, and to almost everyone who is returning to the beach, that view is where the 'relaxing moment' occurs. This is recognised by both 'Wayfinder' and Ms Griffiths in their reports, and they recognise the importance of this view.

4)

Buildings on Lot 3 and 4 are definitely going to impact on this view and especially with all the planting proposals across this area. Having these buildings restricted to a height of 5m and set back into the hillside will mean a clear view of roofs and removing the feeling of remoteness.

Removal of the macrocarpas behind the existing residences will do 2 things. It will open up the view to the Ridgeline and possibly cause loss of erosion control, and the same with the old poplar trees until the new ones can grow.

The night sky is an extremely important feature to the beach community, and having a row of houses lit up on the Ridgeline will have a detrimental effect even when down lighting is recommended.

We consider the effects far more than low.

We strongly endorse Ms Griffiths report.

Transportation.

We live at the junction of Williams Rd and Okura Rd and the entrance to the beach access, so we are subjected to all traffic movements.

While I agree there may be little effect with normal road activities, but no consideration has been given to motorbikes, ATV's, tractors, boat towing vehicles that will use Williams Rd to access the beach.

We already have issues of safety in this area. There have been at least 4 unreported motor vehicle accidents since we have been permanent residents in the past 12 years.

The activity of these vehicles will increase traffic noise considerably and the safety of people using the public parking areas.

I note that Lot 11 is a 'roaming' area for walking or cycling, but nothing motorised, and I would expect strong rejection from Okura Rd residents if there was motorised vehicles allowed.

We see activity increasing to more than 30% which will definitely have a considerable effect on the traffic noise level and safety of residents and public.

Stormwater

Disposing stormwater to the north of Williams Rd will need further consideration to. Negate landslides.

In the 2011 weather event the road below Lot 10 dropped out and has been replaced using a timber retaining wall.

In Cyclone Gabrielle across the valley from the road a landslide occurred which has recently been planted with a few poplar trees.

In a flooding event Mangakuri is isolated by being cut off by floodwaters at the Mangakuri Woolshed to the South, and flood waters near the Okura yards heading North, and several other places on Mangakuri Rd heading towards Kairakau.

In the 2011 weather event the flood waters along the road under the cliffs reached 3 metres above the road, and consequently the road bridge across Mangakuri Stream was also compromised.

5)

Our point is, has there been any consideration for an increase of residents in an emergency?

Generally there is flooding event at least once a year where we can be cut off for 24 hours.

Mr Lee Paterson from Stantec in paragraph 10.17 raises significant concern over the liability of either the District Council or the Developer to cover any future damage effecting downslope properties.

Paragraph 10.20 states the developer has "suggested" that the effects of the proposed residential activity will be readily mitigated and could offer some improvements in terms of present stormwater controls.

These 2 paragraphs are of paramount importance to Okura Rd Residents.

It is all very well to say "suggested", but the issue of liability in the case of a catastrophic event has not been addressed.

We also agree with Ryan Oleary's assessment that the proposed development does not comply with the objective of the proposed District plan to limit the development of the coastal margin.

Approving this consent application in our view will create a precedent that would undermine the Proposed District Plan before it has even come into effect.

In conclusion this subdivision is not just a few sections, it is a 30% increase in residential housing with the possibility of Lot 11 and 12 also being developed in the future.

This is a significant change to Mangakuri Beach and will definitely have an impact on the dynamics of the Mangakuri township.

There appears to be very little support for this subdivision within a severe earth flow risk zone, and also subject to heavy rainfall and seismic events.

We strongly recommend that this subdivision proposal application be declined.