

Variation 2 to Proposed TTPP – Coastal Natural Hazards Mapping

Submission form

Clause 6 of Schedule 1, Resource Management Act 1991 (RMA)

Your details:

Are you submitting as an individual, or on behalf of an organisation?

Individual

Organisation

First Name: David & Janice

Surname: McMillan

Organisation (if applicable): N/A

Would you gain an advantage in trade competition through this submission Yes No

If you could gain an advantage in trade competition through this submission please complete the following:

I am/am not directly affected by an effect of the subject matter of the submission that (a) adversely affects the environment; and (b) does not relate to trade competition or the effects of trade competition.

Postal Address: 6 Main Road

NGAKAWAU 7824 NORTHERN BULLER

Email Address: gidday2u@xtra.co.nz

Phone Number: 03 782 8176 m 0273156745

Signature: DCMcMillan J.M. McMillan Date: 28 August '24

My submission: Note, two sheets of paper involved and portion of map TOTAL 3 sheets
(Include whether you ~~support~~ or oppose the specific provisions or wish to have them amended, and the reasons for your views.)

As permanent long-time residents living and observing the motion of the sea and the rhythm of nature and its varied weather patterns and instabilities. We would venture to say that we are "far more" qualified than AI modelling and estimates incorrectly "glossed over" as being accurate information. There is no science to backup this proposed data. We record daily weather in detail, storm or sea surges in our daily lives.

Prior to the shingle (temporary) seawall, we were prone to the rare storms. Waves would lap into the carpark or occasionally the waves would venture as far as the edge of the road. The true test and the logical "gauging point" was the cyclones of "FEHI" (02/02/18) and "SITA" (21/02/18). Both events we had strong waves and swells cont over

fuelled by strong winds, driving rain, intensified wind gusts. Here at #6 we came thru both events unscathed. At worst a total overall of three waves trickled into the gutter. "No Threat" We believe this is due to our unique geographical position due to the way the sea and air movements are here. In a number of cases large S.W. storms sail on by out to sea. Since the "temporary" sea wall was formed sea patterns have remained contained. Recent Historicals! - A special supermoon & King Tide on 3rd Feb '22 washed into the carpark and into ditch. A storm on 13th June '22 around 10am brought sea foam and wood to spill onto the road. Wall reformed on 10 Aug '23. On 11th Feb 2024 2 rogue waves leered over the worn down wall, landing on the edge of the road. If the wall is maintained regularly, that event would have stayed contained behind the wall. NZTA have to protect and maintain their asset and currently this is working well. Their obligation is to keep road open.

→ In the way of protecting our asset here at 6 Main Rd, mitigation in the form of natural planting with 6 mature large trees underplanted with a double row of solidly large secure agapanthus. Added to this we have a protective shield we can affix to our gate in preparation for a possible breach. There is a protective ditch and bund at rear of property. Inside there are raised areas and further drainage protection with an inbuilt submersible pump.

Future mitigation if ever needed includes 900x500 Gabion Baskets on a rib to front. To the Northern boundary imbedded full width corrugated iron fixed to fence

(Please feel free to use additional sheets) ✓

see next page CONTINUES →

I would like the following decision(s) to be made with respect to this Variation:

see next sheet for our decision

(Please feel free to use additional sheets)

All submitters have the opportunity to present their submission to Commissioners during the hearing process. Please indicate if you wish to speak to your submission

I wish to speak to my submission

I do not wish to speak to my submission

(please note that with this option you will not receive correspondence in relation to the hearings but you can keep up to date on the TTPP website)

Continued Submission and decision to variation

The southern boundary fence is already been well protected,

the house was built back in 1951 by Ministry of Works to a high and safe standard on a Govt. surveyed and developed land parcel. It is built on a concrete continuous rim with concrete piles approx 500 above ground level.

In all that time there have been no events from the sea or flooding that have created a risk to the Property. Sure, some other residents have had surface flooding events but in hindsight they have not created a "mitigatory" strategy like us to combat large rain events.

The houses on the Eastern side of the State Highway have and always should be highly sought after and safe dwellings. We should not be put at risk and held to ransom by the likes of Realtors, Banks and Insurers using this information to downgrade the value or prevention of selling or insuring the Property due to

→ this highly inaccurate information that you have persevered with. therefore we strongly and vehemently "oppose" this variation in its current form.

We totally disagree with the TPP Coastal Hazard severe overlay shown currently on my property and the Coastal Hazard Alert as well as Coastal Hazard Set Back THEREFORE ↓

(Please feel free to use additional sheets)

→ I would like the following decision(s) to be made with respect to this Variation:

→ Based on our accurate data ^{given} we require you to remove the severe overlay to maximise risk, with the line being drawn at the Western edge of State Highway not its current position shown, which is 3rds cutting into our property.

We require the Coastal Hazard Alert be pulled back off our property.

We require the Coastal Hazard Set Back be pulled back off our property.

See attached map for detail. Thankyou for your time *D. Millan*

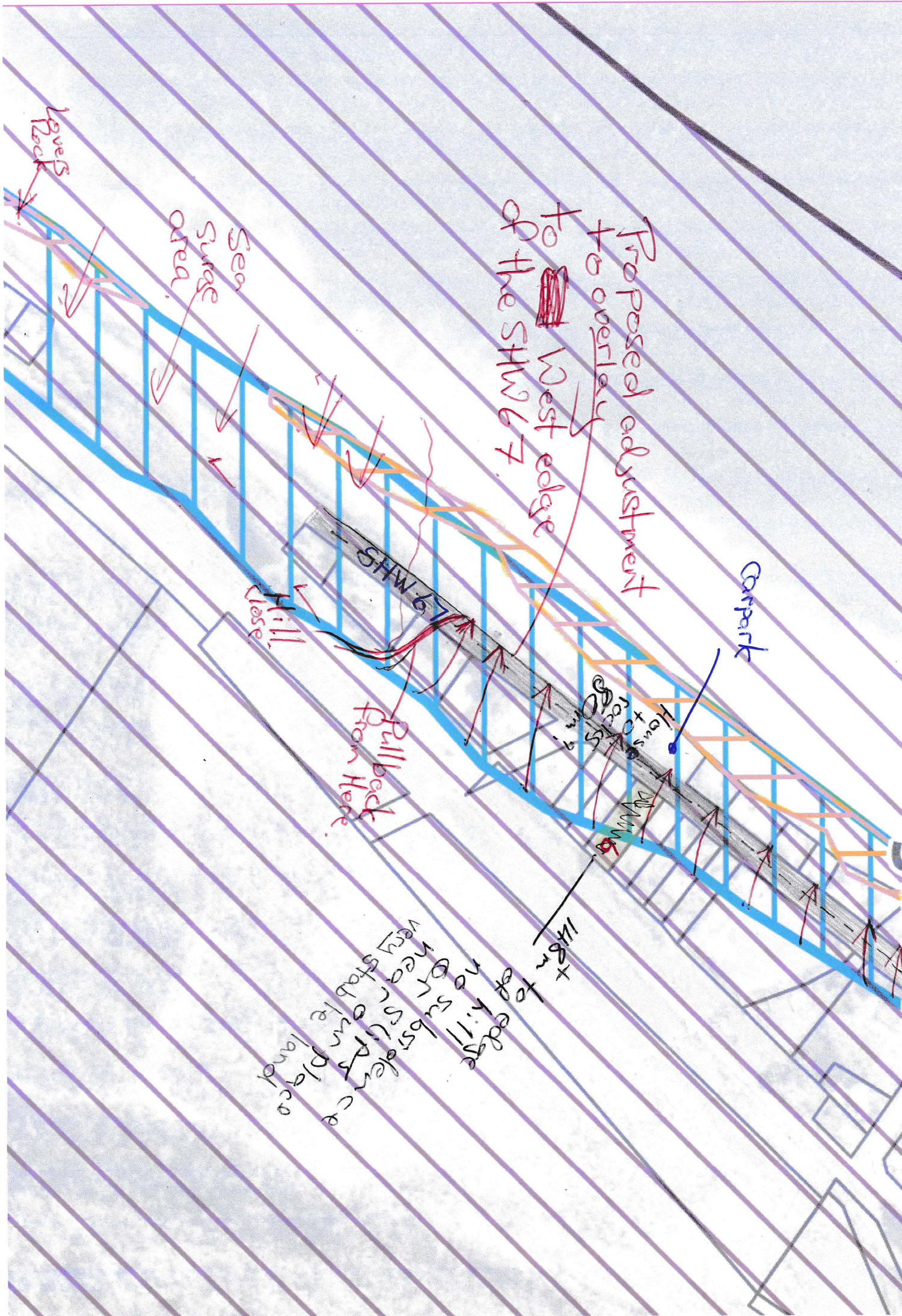
(Please feel free to use additional sheets)

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Proposed adjustment to overlay to West edge of the SHW 67.

Sea Surge area.

Lovers Rock

Carpark

Hill close

Pull back from Here.

Hous to rocks

148x to cop

no 4:1:17

very unstable land on bridge near SHW 67