



PROPOSAL FOR FORD ACCESS TO BEACH AT KOITIATA

With the Turakina river reverting back to a previous course the residents of Koitiata have been left with a lake that appears to be as attractive to wildlife as it is to the residents. We have noticed that the lake is teeming with fish and are excited by the resultant increase in bird-life (particularly the spoonbill herons). There would be no one in the village who is not keen to see the lake with all its flora and fauna flourish.

However, we live in the village to be near the sea and the lake does make access to the beach difficult. People will therefore attempt to gain access to the beach by whatever means available. After rain this tends to mean using several crossing points and driving around boggy areas making tracks ever wider. Inappropriate fill is dumped in a futile attempt to stabilise a tracks and gain traction. Once, as you are aware, the lake was lowered. All this tends to be destructive to the beauty of our wetland and its naturally evolving ecology.

If nothing is done this situation is likely to deteriorate with ever increasing damage.

It is therefore proposed that a **ford** across the lake will overcome all of these problems.

An upgraded all weather, all vehicle, track to the lake, together with a well marked ford, a guaranteed minimum water level and a single access path through the dunes, would restore beach access to better than it was prior to the river 'disappearing'.

The proposed ford would be of sand, 5meters wide, building up the bed of the lake and sandbagging it on either side (once the holes have been filled a depth of two sand bags is all that is likely to be required).

Arguments for a ford are:

- People are going to gain access to the beach come what may – better to provide one good all weather access route and maintain it, thereby minimising damage to dunes, wetland and farmland.
- It is in keeping with DOC policy of minimising damage.
- Minimal cost and work involved.
- Fire access to lake in the event of fire in front of the village.

- Allows summer access for everyone including the frail, the elderly and children.
- Slows traffic.
- Allows free water-flow through the lake all year round.
- No use of foreign material.
- Will not impede natural changes that will occur in the future.

No work would be undertaken during the nesting season.

Two sites have been surveyed. One option was to go over the hill and the north end of Rapaki Street and cross at the end of this track. After discussion with Bob Major, the landowner to the north, it was agreed that no matter what we did the stability of the hill at the end of Rapaki St. would remain at risk. Also, having to drive/walk back along the lakeside to get to the beach would be off-putting to many people as it is a substantially longer route.

This left the obvious route: the current beach access road and crossing (the site of the proposed causeway).

The advantages of this route are:

- Simplicity. Everyone is familiar with it and will use it.
- Ease of use. This is the shortest and quickest access.

Under the aegis of the coastal care group *Sands Alive* we are also proposing that we would undertake:

- The planting of a toi-toi, flax and cabbage tree 'hedge' each side of the track which will form a barrier to discourage people from straying.
- The planting of spinnifex and/or marrum on the beach side dunes to encourage a single track.
- Adequate signage urging use of the track and conservation of the dunes and wetland.
- Further plantings of appropriate native trees, shrubs and grasses in the future (all planting to be done consultation with and approval of DOC).

Peter Fraser (06-327-3754) and Peter Smith (06-327-3883) have been delegated by the village to explore the viability of this proposal with DOC, Horizons and RDC.

PROPOSAL FOR BEACH AND RIVERMOUTH ACCESS

Recent events have made it clear that at best the previous idea of a causeway will be tied up in seemingly endless beurocratic wrangling; at worst it is already dead in the water.

However, at a recent meeting with Keith Beautrais from DOC, it was proposed that a ford across the lake could satisfy DOC's reservations. This compromise would restore beach access to how it was prior to us losing the river. Keith Beautrais agreed that a ford *might* be a solution DOC could live with. This would be all the more acceptable if the village undertook a programme of preserving and promoting the dunes and wetlands in our district. Accordingly, with the consent of the meeting, Peter Fraser and Peter Smith agreed to co-ordinate a *Sands Alive* coastal care group.

The proposed ford would be of sand, 5meters wide, building up the bed of the lake and sandbagging it on either side (once the holes have been filled a depth of two sand bags is all that will be required). We would need to guarantee a minimum depth of water throughout the year.

Arguments for a ford are:

- People are going to gain access to the beach come what may - better to provide one good all weather access route and maintain it, thereby minimising damage to dunes, wetland and farmland.
- It is in keeping with DOC policy of minimising damage.
- There is minimal cost and work involved.
- Fire access to lake in the event of a grass fire in front of the village.
- Allows summer access for everyone including the frail, the elderly and children.
- Slows traffic.
- Allows free water-flow through the lake all year round. *
- No use of foreign material. *
- Will not impede natural changes that will occur in the future. *

* DOC requirements (also that any work does not interfere with nesting birds)

Since that meeting two sites for a ford have been surveyed. One option was to go over the hill and the north end of Rapaki Street and cross at the end of this track. After discussion with Bob Major it was agreed that no matter

what we did the stability of the hill at the end of Rapaki St. would remain at risk. Also, having to drive/walk back along the lakeside to get to the beach would be off-putting to many people as it is a substantially longer route.

This left the obvious route: the current beach access road and crossing (the site of the proposed causeway).

The advantages of this route are:

- Simplicity. Everyone is familiar with it and will use it.
- Ease of use. This is the shortest and quickest access.

Cons:

- Upgrading and maintaining the current track to the lake may be costly.
- Problems getting back from the river-mouth at high tide.

This proposal will allow for the natural evolution of the dunes and the wetland. It will also encourage new wildlife: the rare, the beautiful and the shootable. So, in keeping with this sentiment we are also proposing:

- A toi-toi, flax and cabbage tree 'hedge' each side of the track which, together with a drain, will form a barrier to discourage people from straying from the path.
- The planting of spinnifax and marrum on the beach side dunes to encourage a single track.
- Adequate signage urging use of the track and conservation of the dunes and wetland.
- Further plantings of appropriate native trees, shrubs and grasses in the future (in consultation with DOC and Horizons).

If we, as a village, agree in principle to this proposal, Peter Fraser and Peter Smith will be willing to call a meeting with representatives from DOC and Horizons to discuss the proposal from their point of view.

If there is agreement to proceed at this meeting, we suggest that no decision be made now, but a leaflet drop be made explaining the proposal to every resident. A further meeting then to take place to make a decision as to whether or not to go ahead and meet with DOC and Horizons. This will ensure that everyone in the village is fully informed and able to have their say.

19.03.01

Community Relations Officer (Planning)
Department of Conservation
Wanganui

Re: Koitiata Ford, Turakina

Dear Megan,

To elaborate our telephone discussion I have, as suggested, enclosed our proposal for a ford with sketches and plans. They show the proposed track upgrade and ford. The proposal has been circularised to all residents together with our intentions regarding planting and the protection of the flora and fauna.

Basically the proposal is to fill in some low spots on the existing track to ensure a dry access to the waters edge at the winter level and to fill the lake bed to a depth of 100-150 mm in the summer which will rise to 400-450 mm in the winter.

The proposed ford would be 5meters wide with a two layer sandbag fill on each side under the water to the above depths.

We estimate that approximately 200 cubic meters of sand would be required, and Mr. Bob Major on the adjacent farm has agreed to make this available.

After discussion with Horizons' Mr. Ted O'Connor, he advised us that the new proposal for a ford (rather than a causeway) removes the project from his department's concern/jurisdiction and future discussion would only be required with your department. He did consider that a consent fee would probably be required but thought this only a formality if we can meet your requirements.

For your information, we are meeting with Rangitikei District Council rural fire representatives on Wednesday the 21st of March to discuss our intentions, for they are keen to use this track to get water access for possible grass or other fires in this area.

Obviously these sketches, plans and measurements are meaningless without a site inspection and Peter Smith and myself would be available for a site meeting with you and any of your colleges you may feel necessary.

We are due to report any progress back to the village this coming Sunday the 25th and would, if possible, appreciate a meeting before then (anytime Wed., Thurs., Fri.). However we realise this is short notice and will be happy to meet at your convenience.

Peter Smith Ph: 06-327-3883 email: peter@wordsmith.co.nz

pp Peter Fraser Ph: 06-327-3754

Joint Coastal Care Group Co-ordinators

Department of Conservation
Te Papa Atawhai

Tuesday, 17 April 2001

Peter Fraser
50 Rapaki Street
RD11 TURAKINA

Dear Peter

KOITIATA PROPOSED FORD, TURAKINA

Thank you for inviting departmental staff to the site meeting on Friday 23rd March 2001. This letter, as requested, reiterates the discussions we had at this meeting.

Firstly, my apologies for the delay in getting back to you and best wishes for a speedy recovery from your recent accident.

The details of the proposed ford, as included in your letter to the department of the 19th March, are not expected to give rise to concerns by the department. This stance can be confirmed once the works required for the proposed ford have been decided on, such as the location and nature of the proposed culverts.

Permission for the proposed works may be required under the Resource Management Act 1991 (RMA). This should be discussed with horizons.mw.

Approval for works within the marginal strip, located along the seaward side of the Koitiata Recreation Reserve, will be required from the department under the Conservation Act 1957. This concession process is expected to be straightforward and can be done once the works required are confirmed.

Please feel free to contact Megan Patrick of the Wanganui Conservancy Office or myself if you require any further information or assistance.

Good luck with your proposal.

Yours sincerely

Dave Smith
Area Manager

(COPY)

Palmerston North Area Office
Private Bag 11010, 717 Tremain Ave, Palmerston North, New Zealand
Telephone 06-350-9700, Fax 06350-9701

**KOITIATA RESIDENTS' COMMITTEE
(TURAKINA BEACH)**

Horizons.mw

Attention: Grant Leggatt

02.05.01

Re: Application for Resource Management Consent for Koitiata ford

Grant,

Further to our discussions and our site meeting with Alan Cook
20.4.01. We wish to apply for a Resource Management Consent under RCP
rule 27 (section 12).

The legal description of this property is P.T SO15835.

The ford, classified by your department as a `structure`, will be built
as per the following specifications and attached sketches, under 27.3 as
follows:

27.3:

- a Materials will be sand filled polypropylene bags (approx. 600).
- b Refer sketch.
- c Approx. 33 metres long x 5 metres wide (refer sketch).
- d Across old Turakina river-bed, PT SO 15835.
- e As soon as consent received – estimate nine days' duration and
well before the nesting season (hopefully June '01).
- f Topping up/shifting of sand to maintain summer depth of
100mm and winter depth of 400mm.
- g At 2-3 sandbags in height under the surface of the water, we
consider the structure to be completely stable.
- h We foresee no problems in this area.
- i No problems are foreseen.
- j No problems are foreseen
- k DOC foresee no problems

We have discussed this proposal with Mr. Alexander Hinni Murray who, on behalf of the Hapu of Turakina, is happy to let his '*statement of persons or persons interested in or affected by resource consent application*' of 10.10.00 stand (see enclosed)

We have also enclosed:

A copy of the '*statement of persons or persons interested in or affected by resource consent application*' signed by Peter Duncan 03.10.00. (Both of these relate to the originally planned 'causeway', not the ford, but both parties have expressed their approval of the ford having a lesser impact on the environment than the causeway.)

A copy of a letter from Dave Smith of DOC expressing this department's approval for the scheme.

A copy of a letter from Alan Cook of Horizons, confirming the viability of our plans.

Sketch plans (3) of the proposed ford and track illustrating what we are planning.

If you have any further queries, please contact:

Peter Fraser: 06-327-3754

or

Peter Smith: 06-327-3883 email - peter@wordsmith.co.nz

Peter Smith – Chairman Koihiata Residents Committee