

# Kenepuru & Central Sounds



## Residents Association Inc.

Kenepuru & Central Sounds Residents Association Inc.

Nicole Chauval  
Long Term Plan submissions

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10 May 2018

Dear Nicole

### **Submission One - LTP 2018 - Review of KCSRA submissions over the last 4 years for Funding Allocations in the Council Annual and Long Term Plan Funding Cycle**

This submission to the MDC Long Term Plan is made on behalf of the Kenepuru and Central Sounds Residents' Association. We are a voluntary community organization with scarce resources that has nevertheless, since 1991, endeavored to represent the interests of our many members on a variety of local issues. Among other things we look to identify areas where new infrastructure or upgrades of existing infrastructure in the Kenepuru and Central Sounds area is required.

### **Review of Engagement in the Annual/Long Term Plan Cycle**

As can be seen from our website ([www.kcsra.org.nz](http://www.kcsra.org.nz))<sup>1</sup> the Association has faithfully answered the call, year after year, for community organization to engage in the Council's Annual and Long Term Planning cycle. Some of our more worldly committee members have queried the usefulness or otherwise of a busy voluntary organization diverting scarce resources to an area where things seem, at best, to move very slowly.

Accordingly this year the committee decided to split our submissions up. This submission looks at what we have, in good faith, gone to the Council year after year, to seek an allocation of funding and where matters are at.

Where progress seems to have stalled or the issue fallen off the Council table we recap the need and case for that allocation. As appropriate we **attach** what we previously submitted on the matter for ease or reference.

### **Public Toilet Facility in the vicinity of the Torea Bay jetty**

In a nutshell since 2014 the Association **strongly** believed that a public toilet facility located in reasonable proximity to the Torea Bay jetty is long overdue. We point to the significant year round flow of people (residents, New Zealand and overseas visitors), vessels and vehicles to and from this busy jetty, due in part to its strategic importance as a transport link between the two main Sounds.

1 Click on the tab entitled Public Documents and then open the folder entitled "General Submissions by the Association."

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Council has at long last accepted the Association's view that the case for this community facility is clear and eminently justifiable - to a degree.

In a decision of remarkable bureaucratic elegance the Council has formally decided that once such a facility is constructed and installed it will commit to maintaining the facility. As can be grasped the rub is it must **first be** constructed. The Council's view is thus that funding for construction must come from a successful application to the Central Government Tourist Infrastructure Fund (TIF).

We have been liaising with the Minister for Tourism's office seeking assurances there will be another round of TIF and as to the timing.

We have been informed that the latest round for that fund has now opened. The Association is in close contact with the Council Officer tasked with putting this application together. We will see where the Council gets.

Unfortunately we must accept that the Council may **not be** successful with its application. Accordingly, the Association seeks an assurance that if this, unfortunately, proves to be so Council will commit from Council reserves the relatively small sum needed to construct the facility. We submit accordingly.

### **Log Barge site to take pressure off Kenepuru Road**

Again the start of this project goes back to 2014.

Members became alarmed at the increasing numbers of logging trucks on a road not designed to take such volumes. As a result of close work with Council staff to establish the size and scale of the problem, the threat to both the stressed Kenepuru road and the health and safety of road users the Council agreed to put funding aside for a log barge site. Its purpose is to divert the projected increasing volumes of logging truck traffic away from the soft, narrow and windy Kenepuru Road.

We are pleased to report that work as to identifying a suitable site is proceeding.

Accordingly we submit that the money currently allocated for this project be retained as such in the Long Term Plan.

### **Sealing of a small section of Kenepuru Road**

Some years back following repeated and extensive discussions and submissions with Council a sum was formally set aside for the sealing of a six km stretch of the Kenepuru Road between Taradale and Waitaria Bay.

For various reasons, for example the Kaikoura earthquake, resource constraints with Marlborough Roads contractors, difficulties experienced by Marlborough Roads in obtaining gravel, the project has been put back and back.

We understand that there is a good chance the work should happen this summer.

Accordingly, we submit that the allocation for funding of this project be retained in the Long Term Plan.

### **Small Scale Road Maintenance in the Kenepuru**

An ongoing source of intense frustration with committee members has been the apparent inability of the current contractual set up for the maintenance and upkeep of local roads to efficiently address small-scale roading maintenance jobs.

This seems particularly acute in more distant parts of the network such as the Kenepuru Sound. The issue is that if the small jobs are not attended too they escalate into large scale and costly jobs.

For ease of reference **we attach** our last submission on this matter and our strategy as to how this issue might be tackled.

We understand from our local ward Councilor that this concept is gaining traction and we may see such an initiative take shape in the near future.

Accordingly we submit that a sum be allocated for this matter in the Long Term Plan on an ongoing basis.

### **Campervan Discharge Station – Head of the Kenepuru**

We made the case for the above in 2015 and again in 2016. For ease of reference we **attach** a copy of that submission.

As far as we can gather this project has not found favor to date. That is unfortunate as the visitor campervans keep on rolling into the Kenepuru **in increasing numbers**.

Accordingly we submit that Council should allocate funding to progress (or at least investigate and report back) the installation of this fundamental piece of infrastructure in the Kenepuru.

### **Provision for a Council Land Scientist**

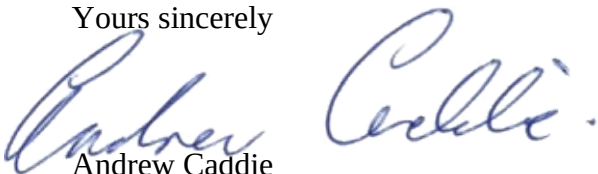
Following advice that the Council was looking to employ a Land Scientist last year we submitted in support of the concept. However, we have heard nothing as to progress and have seen no indication that such a position has been advertised or filled.

At the hearing we request an update as to where things are at as the Association still supports the Council seeking to up skill itself and provide in house competency and expertise in this area of pressing need. To be clear we submit in favour of a funding allocation accordingly.

### **Attendance at Hearing**

The Associations thanks the Council for the opportunity to make submissions on the Long Term Plan. The Association wishes to talk to the above submissions at the hearing.

Yours sincerely



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5 May 2017

Dear Nicole

**Kenepuru and Central Sounds Residents' Association**  
**Submission for Funding Allocation**  
**Bring back the Road Man for Kenepuru - Annual Plan 2016**

This submission is made on behalf of the Kenepuru and Central Sounds Residents' Association.

**Who we are:** The Association was established in 1991 and currently has approximately 280 household members whose residents live full time or part time in the Kenepuru and Pelorus Sounds. The Association's objects include, among others, to coordinate dealings with central and local government and promote the interests of residents of Kenepuru Sound and adjacent areas and to promote and act in the best interests of residents, ratepayers and persons associated with the Kenepuru and Central Sounds area. AGMs of the Association are well attended.

### Submission

At the Association's recent AGM there was vigorous discussion on one of the recommendations from our Roading Sub Committee's annual report.

The AGM unanimously directed the committee to make a submission to the Council's Annual Plan hearing to the effect that a funding allocation be made in the Annual Plan for a Road Man to undertake regular inspections and small-scale repairs and maintenance over the Kenepuru Road and nominated ancillary roads.

This is that submission.

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## **Why the need for a Road Man?**

The current roading repairs maintenance and upgrade structure (Council, Marlborough Roads (a division of NZTA) and HEBs - the operational delivery contractor)) works well for more medium to large-scale works. The great recovery job this structure delivered following the recent earthquakes and latest deluge is testimony to that. As a Sounds community organization, we **acknowledge and appreciate** that delivery.

We also acknowledge the challenges created by having a sizeable road network with a mix of sealed and unsealed (gravel) roads in a **high** rainfall area (unlike that of the general Blenheim area).

However, where this structure falls down is on more minor repairs and maintenance. It is a source of much frustration to the community to see small jobs like: clearing out a partially blocked culvert, removing a small slip, cleaning out a section of the water table as required, trimming back a problem tree, fixing potholes before they become sink holes, not being attended to in a timely fashion. In a gravel deficient area it makes no sense to see gravel placed on a road being washed off for want of small maintenance work!

We understand the reasons why, for example, it is expensive to have a crew come out from Blenheim (or even Havelock) and go deep into the Kenepuru for small jobs. However, ultimately, all ratepayers pay the price as small preventive work morphs into large must-do repairs.

Unfortunately, it is the local community (and the ever increasing visitor traffic) that experiences first hand the adverse and largely avoidable impacts of this blocked thinking approach.

We have a solution.

## **The modern version of the Road Man**

We are fortunate in having two experienced civil contractors on our committee who have given the matter some thought and the following represents their suggestions.

A simple cost effective way would be for the Council to procure the employment of a locally based (north of Portage, say) person with the necessary practical skills, supplied with a small mini tipper vehicle that can be driven on a class 1 license (i.e. a car license). The vehicle would be equipped with the necessary paraphernalia - a flashing light, head board brackets to contain road signs, directional arrows and shovels, chainsaw etc. We can supply further details as to equipment and other operating details such as meeting Health and Safety requirements as required.

We **stress** that work requiring an excavator or loader to clear slips and install culverts is **out of scope**, apart from the Road Man reporting in such higher grade /complex work to the overall maintenance contractor.

## **Precedent**

We understand a similar scheme or variant of it is already being operated by HEBs (the main operational Sounds road contractor) at the requirement of Marlborough Roads/Council in the French Pass area.

One of our committee members has been in touch with a small North Island District Council (Ruapehu) who are very pleased with the operation of three such Road Man schemes. We can supply more detailed information on that scheme as required or supply contact details if the Council wishes to make its own enquiries.

## **Funding Structure**

As we see it, the manner in which this is funded is up to Council. It could be by way of a Marlborough Roads /HEBs contract variation or by a direct allocation. We leave the most efficient funding mechanism to Council to work through.

## **Assistance**

Our Roothing Sub Committee, and in particular the experienced civil contractor members within, are willing to give up some of their time to sit down and assist Council - in much the same way our Working Group on the log barge site has been working collaboratively and successfully with Council

## **Conclusion**

We thank you for the opportunity to submit the Association's proposal and we would be pleased to speak to this submission at the hearing.

Yours faithfully

  
Ross Withell

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2 May 2016

Dear Nicole

## **Submission to Marlborough District Council 2016 Annual Plan – Campervan Discharge Station.**

This submission is made on behalf of the Kenepuru and Central Sounds Residents' Association.

### **Who we are**

The Association was established in 1991 and currently has over 230 household members whose residents live full time or part time in the Kenepuru and Pelorus Sounds. The Association's objects include, among others, to coordinate dealings with central and local government and promote the interests of residents of Kenepuru Sound and adjacent areas and to promote and act in the best interests of residents, ratepayers and persons associated with the Kenepuru and Central Sounds area. AGMs of the Association are well attended.

### **Background**

The pride New Zealanders exhibit in their clean, green and wonderful marine, freshwater and bush environments is well known. By way of example the MDC often promotes the Marlborough region using stunning photo shots of the Sounds and its environs in its publications. In turn Central Government and the Tourism industry are very excited as overseas-based tourists succumb to these and other publicity images and promises and flock to our shores in ever increasing numbers (over 3 million per annum at last count).

The Tourism industry is encouraging our overseas visitors to self-drive through New Zealand and they are heeding the message as the increase in campervans and similar on our roads attest.

It is clear we are good at attracting visitors, what is less clear is how good we are at providing basic infrastructure. The Association believes that many visitors to the Sounds come in campervans or similar for more than a day trip. The lack of basic infrastructure to adequately provide for basic

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human needs around waste disposal needs to be addressed at many levels – we address one area in this submission.

## Submission

**Issue:** Camper vans and lack of discharge of effluent facilities in the Mahau, Kenepuru and Outer Sound Area. The purpose of this submission is to seek an allocation of funding in order to identify and construct a waste dumping station situated closer to or in the Mahau Sound, Kenepuru and Outer Sounds Area.

**The Situation:** Over recent years the number of freedom campers and campervans using the Marlborough Sounds has increased dramatically. As noted Government has encouraged this both nationally and locally e.g. a recent DOC brochure, “Campsites”, shows 47 camp grounds in Marlborough, compared to 10 in Nelson/Tasman, and 10 in West Coast. Local DOC sources confirm that there has been a 100% increase in campground use in the last season. Clearly this promotional effort encourages tourists to Marlborough **but it** brings associated local infrastructure problems that **need addressing**.

One of the problems associated with campervan visitors is toilet waste and this issue is well documented New Zealand wide.

As we see it there are 2 main problems;

- **Campervans with Toilets - Dumping of Toilet Waste:** Rental van agencies insist on the holding tanks of vans to be clean when returned. Many holding tanks do not have a very large capacity. This leads to toilet waste being dumped on the side of the road due to a lack of dumping facilities or the occupants of the campervans do not use their toilets but use the bush or side of the road. Many campervans travel to the Mahau Sound, Kenepuru Sound and Outer Sounds via the Kenepuru Road. We submit that there is a pressing need for a Waste/Dumping station with water hosing facilities, to be developed by the MDC somewhere in this area for campervans.
- **Campervans without Toilets:** Small campervans have no toilets and their occupants are often seeking the least expensive options, so even staying at campgrounds with toilets are avoided. These vans should **have to** carry small portable toilets. These are effective and take little space. While there are dumping stations in Havelock, Picton and Blenheim, tourists often spend many days in the Outer Sounds area and need a dump station somewhere in that area. If there was a dumping station somewhere in the Kenepuru Road area, that was well identified, then it is much easier to encourage campervan users to use their campervan toilets/ portable toilets

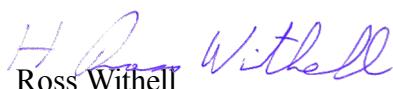
**Solution:** An MDC operated waste dumping station situated closer to or in the Mahau Sound, Kenepuru and Outer Sounds Area and associated publicity as to its (and other such facilities) existence would be a long overdue start.

## Conclusion

We believe that this project is of significance to residents and visitors to the Kenepuru Sound and Marlborough generally.

We thank you for the opportunity to submit the Association’s views and we would be pleased to speak to this submission at the proposed hearing.

Yours sincerely

  
Ross Withell

President



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