

Dear Richard

Kenepuru Road – Field Inspection – 23 September

Thanks very much for incorporating myself and other KCSRA committee members (Stefan Schulz and Kevin Bright) into your field inspection of parts of Kenepuru Road on Friday. It was great to meet and talk with you, Steve Murrin (Marlborough Roads), Grant Maxwell (Stantec geotec engineer) and Andrew Adams (Marlborough Roads Project manager roading engineer).

As can be appreciated this was not your usual office meeting so what follows are just a couple of highlight points from our perspective. You may have additional comments.

After assembling at Willow bay we made three further stops as decided by MDC/MR– Watertank slip, Torea Bay Road, Portage heights (where we had a cuppa and a useful opportunity to get know members of the group more one on one.

Willow bay

At Willow bay we made some general points around our concerns re leaving the overslip material on the road, blocked water tables & culverts, that if these were not cleared urgently, there would be considerably more damage to the road.

We expressed our concerns re there not being pre-organised spoil dumping areas. It was suggested they consider using the section of the Sumbly land (on U shaped section of road, where previous logging had taken place) and also area on the upstream side of the road, that could be a possibility – Grant had also identified this area. Also, that some material should be able to be put on the downstream side of the road in certain places, as has always been previously done. Appreciate the RMA difficulties but I think everyone agreed that the road is very fragile and would not sustain a large amount of truck movements.

In turn MDC/MR explained that they were due to meet with two senior NZTA staff in approx. 2 weeks time to discuss further funding to see

what/if any work can be done on the section from Mahau to Portage.

Watertank Slip

I had a very useful chat with Grant at this stop and traversed some of the background as I saw it. Namely, a key reason that we lost this section of road was that the culvert was blocked for a long time and the water table full of water, and the result was the outside edge of the road collapsed. This was what Scott Watson brought to their attention at the time explaining that it was extremely urgent work. Unfortunately this was not attended to in a timely fashion. I discussed with Grant the possibility of removing approx.1 meter of rock off the face to provide more road widening and possibly get a water table re-instated. There was a discussion re overhanging trees and Grant explained the pros/cons of either leaving or removing.

Torea Bay Road

As you will recall Murray Robson another KCSRA committee member joined us here. We inspected the very large and deep scour as per the photos previously supplied. KCSRA expressed the urgency of getting this deep scour repaired as soon as possible noting the strategic importance of this road to the Torea Bay Jetty and barge ramp.

Both Steve & Grant accepted that it was **extremely urgent to remediate the damage**, and there was a discussion as to how best to repair it. There was agreement that the cable the subject of earlier email discussion was not a fibre optic cable as MDC had thought.

Portage Heights

A number of useful one on one discussion took place over a cuppa.

We were very pleased to hear from Steve that they had recently had a resource consent granted to extract gravel out of the Kenepuru River, - Rod Hopkinson was agreeable to access through his property, but as I understand it the neighbouring property (deer farmer) may not be so accommodating. All agreed locally sourced gravel is a vital strategic asset to progressing the Kenepuru road network. KCSRA suggested that MR seriously consider involving the suitably experienced locals in some of

the organisation of the work, eg Adrian Harvey as a site supervisor, rather than just leaving it to the past contractors who in our view have not run an efficient cost effective operation.

In terms of the damaged and closed Waitaria Wharf matter, it was great to hear that work to reopen the facility will be start in the week beginning **26th September**. This is a much used and important facility for the local community. Steve suggested there might be a load restriction put in place, but given the importance of the facility it was agreed that this seemed a reasonable interim approach while the repair/remedial work is progressed.

Urgency of undertaking Immediate Remedial Work

KCSRA stressed the need to get in and clean up blocked culverts and water tables, get water off the road in order to stop further deterioration/damage. This was straightforward recovery work, not complex nor expensive if locally based contractors were deployed. Further the July 2021 storm event had shown in KCSRA's view that if these relatively simple works were not tackled quickly the cost of the **future repair work escalated**. This was not appropriate at any time but particularly so when funding was said to be so tight.

I also had a more detailed chat with Andrew around a relatively simple fix to facilitate easier light vehicle egress around the likes of the slumping above Tara Bay.

I confess to once again stressing my concerns/frustration that a major problem KCSRA saw from the aftermath of the July 2021 storm event was that the MR recovery team give instructions to the various contractors, but the break down seems to be that there is not adequate organisation of these contractors - eg as evidenced by putting far more equipment on to the site than what is prudently required, along with a major disconnect with men doing the work and the temporary traffic management crews.

Funding Issues

I think it is fair to say a common theme from MDC/MR over the course of the day was the

- issue around funding the recovery of the Council road network after the August 2022 event and

- the status of funding already allocated for a number of the Kenepuru road event sites (but not completed) from the July 2021 storm event.
- KCSRA expressed their real concerns that if July 21 storm event allocated monies was to be “taken away” this seemed most unfair and needs to be explained to the community ASAP.

As noted MDC had advised that a very important meeting was scheduled with NZTA on this topic in the next couple of weeks. Post this meeting **it was agreed** that a further meeting was to be held with KCSRA. Preferably the week beginning 10 October.

Finally once again thanks for the opportunity to meet and discuss these crucial matters on behalf of a very stressed community opportunities. We are looking forward to the planned debrief/funding update meeting in the hope we can get the recovery of the Kenepuru road on foot so that it is open for Resident light vehicles and trailers as soon as possible.

Regards

Alistair Cameron
Vice President KCSR (roads)
26 September 2022

Attachment: Handed to MDC/MR
representative on Site.

- A rapid clean up of obvious from the August event – blocked culverts, water running down the road, type stuff. – stop further deterioration
- It is **grossly inequitable** to pull the July 2021 recovery money/budget from the recovery of the impacted but not remedied July 21 sites. Use the remaining July 2021 money allocated for the July event to **FIRST FINISH** the outstanding sites they never got completed **AS PROMISED**. This includes for starters the four major sites – water tank, the rock, Portage drop out around the Torea road area, plus the drop outs around the Solomon's area.
- Use the remaining July 2021 money to recover those sites worked on with the July 2021 money, but that have failed completely or partially.
- The Kenepuru road network share of the August 2022 event monies/budget to remedy those NEW event sites that stand in the way of the Objective.