

Meeting 10.30 am 29 November – KCSRA, MDC and Marlborough Road representatives

Kenepuru Road - Operational Road Recovery matters

Attendees: Mark Wheeler (MDC CEO), Richard Coningham (MDC Assets and Services), Marianne Atikens (MDC/CDEM Recovery Manager), Steve Murrin (now MDC formerly Marlborough Roads (MR/NZTA)), Amanda Smith (MR), KCSRA Andrew Caddie, Kevin Bright **virtually** – Stefan Schulz, Alistair Cameron, Adrian Harvey.

An agenda had been prepared and circulated by KCSRA earlier. Mark Wheeler had immediately prior to the meeting requested that the last agenda item (update as to progress on the Terms of Reference LTR Plan) be shifted to the first item due to other commitments)

What follows is not necessarily chronological and is a summary of an intensive and relatively wide ranging discussion.

1. Update re progress with development of the Terms of Reference for the Long Term Recovery Plan.

Mark commented he had just received a letter on behalf of the KCSRA Committee from Tania Croucher. This noted some Committee members were of the view that at the Kenepuru public meetings attendees were given assurances they would be involved in **the development** of the Terms of Reference and seeking clarification as to current status and community engagement etc.

Mark noted he had not attended the public meetings but understood that Council presenters had made it clear that public engagement would occur **after** the Terms of Reference had been prepared. These were a fairly substantial package of documents. Mark advised he was hoping that at a meeting this Thursday (1 December) with NZTA the now developed Terms of Reference would be signed off by NZTA as meeting NZTA financial requirements.

Andrew appreciated Mark was not at the Kenepuru public meetings on 3 November and thus was not privy to the discussion. However, using the Committee as a reference group, the presentations and discussion on this matter certainly left many with the impression there would be community engagement **prior to finalization of the Terms of Reference**. Stefan and Alistair agreed that was their impression. Hence our (Tania's) letter of yesterday to you seeking clarification.

Given the advice now was that the developed Terms of Reference were to be finalised with NZTA this Thursday, clearly that expectation will not be met. Andrew noted this was most unfortunate – many wanted to be involved as opposed to being told. Accordingly, Andrew advised that the situation may, in due course, generate a need for some adroit communication from the Council should members of the community have gained the same impression as many of KCSRA Committee and react negatively.

Mark said that was unfortunate but noted that if the terms of reference for consultancy appointments included full community involvement that would add many months to processes. Given the complexity of this project that would be even more challenging. It was never intended that the development of terms of reference be a community driven process and apologized if that impression had been given.

Mark advised that once the terms of reference were finalized workshops would be run for the likes of KCSRA committee representatives and that a series of public meetings were planned for January. The project also included a survey of the affected communities covering social and economic matters as well as expectations/desires around levels of service etc. There would be a communication effort from Council about the project (newsletters). Mark confirmed the Council was the contracting party with Stantech.

Mark said this process was designed to elicit views on the terms once they're released and the process will be iterative to some degree noting Stantec was a highly experienced and competent international organization and have indicated they would be flexible in their approach. If the community engagement provided valid criticisms or suggestions to improve the work programme Mark said Council and NZTA will consider that and work with Stantec to achieve any accepted changes. Cost and compliance with NZTA's business case requirements would also have to be factored in when considering any such suggestions.

Stefan noted the need for all expenditure to be efficient given the budgetary constraints. Steve commented that in the future the procurement model for the provision of road maintenance and repairs may be more flexible than the current arrangements.

Andrew asked about the funding for the work (\$500K) and if alternative sources other than the July 2021 budget had been found. Mark advised this was still a work in progress but indications were some "Better off funding" (\$250K) might be available. Kevin noted it was important this process not be rushed as so much, from a community perspective, hung on its successful completion. After further discussion Mark left the meeting around 11am.

2. Improved Access Work Program

KCSRA thanked Steve for the earlier distribution of this set of documents and noted this was a useful and reasonably clear-cut set of documents. Steve noted that currently the work was progressing ahead of the indicative schedule but this may change depending on the difficulty of particular zones. After some questions and discussion Andrew noted two important matters dropped out of this – the planned approach to blocked culverts (not flush them) and the need to deviate from the strict sequential approach for clean up of obvious "hot spots" generating real concern as to road security, resilience and stability –eg Lake Solomon.

3. Hot spots and Culverts

Alistair was concerned that there seemed to be an overly rigid adherence to a sequential approach ignoring areas of real resiliency concern such as Lake Solomon,

Nikau Cove, Torea Bay Road and Tui Cove. Steve commented it was not always so straight forward shifting gear around in a non sequential fashion. It may also not be that efficient. However in terms of the acknowledged situation at the Solomon's drop out Steve was confident that this would be addressed this week.

Alistair /Kevin would have further discussions with Steve on Friday. Kevin stressed the real concern of residents and the need to reassure them that hot spots would be addressed sooner rather than waiting for rain events to overtake matters or residents might take matters into their own hands. In this regard Steve said he would supply the paperwork for the assessment of the issues at Tui Cove.

Steve outlined the chain of command in terms of getting things done operationally – Steve to Tim McCoomb to the zone manager Mr Duffie to the contractors on the spot. Stefan was concerned that this line of command seemed to obscure as to who was ultimately responsible.

In relation to concerns raised by Alistair about the operational wisdom of piling large quantities of heavy wet spoil on soft outside road edges Steve noted there were two full time roving geo-technical engineers supervising such matters. In relation to the observations of some residents that too much time and effort was seemingly being spent on bunding rather than progressing forward, Kevin commented that – after a period of some observation - this was often a down time activity as the crew waited for a truck or similar.

Some discussion took place about the willingness of DoC (Mr Hayes) to assist with spoil sites. Mr Dean Heiford was supposedly chasing this up. However Steve noted that, suitability of possible sites aside (eg Torea Bay Saddle), other elements of DoC were now requiring more paperwork to use such areas – Conservation Plans vs the simple exchange of letters envisaged by Mr Hayes. Follow up required.

4. Culverts

Andrew outlined the bemusement of KCSRA (and many residents) to the stated IA plan approach of **not clearing/flushing** blocked culverts and how this might play out in the public arena. Discussion ensued.

Steve advised that blocked culverts 300mm or less in diameter were being noted for replacement by the work crews. He clarified that this was a job that would be addresses once funding could be confirmed. Steve confirmed that such details were being entered into an appropriate and available data base. Andrew recalled the culvert work program in place prior to the event and Steve confirmed something similar would be generated. The minimum culvert size now was at least 450 mm. Alistair commented on one case where a 600mm damaged culvert was to be replaced with a 450 mm culvert until the local residents remonstrated with the contractors.

5. Mass movement Areas

Steve supplied Andrew a map of the two areas (near Te Mahia and Tara Bay). Steve would supply an electronic one later. The geotechnical assessment work was still ongoing. Steve will advise as to when this work is likely to be completed.

Ongoing Communication Protocols with JV staff

Richard noted that the email of 25 November headed Tui Cove from Alistair to Mr Grant Bennet of the JV had generated some unfortunate feedback. It had been argued that it could be construed as appearing to give instructions to the JV.

To avoid this Richard requested that in future all KCSRA communications with JV desist and instead go through Steve. Steve's new work arrangements meant he would be more available to respond to emails etc. Andrew - with the subject email in hand - queried this interpretation and also noting that in the past JV personnel such as Mr Bennet had made it clear that they were open to contact. Richard reiterated that the email in question had been construed otherwise and that KCSRA please go directly to Steve and not the JV for these sorts of operational matters.

In the ensuing discussion Kevin suggested that there was a need for a smaller group of KCSRA representatives (eg he and Alistair) to have regular structured up date meetings - say fortnightly with Steve. Steve was open to this approach. **Kevin to arrange.**

Andrew noted that he had recently formed the view that there needed to be more KCSRA contact with key operational JV personnel (eg Mr Allen , Mr Bennet) but in light of Richard's request and suggested that a more structured approach where MDC and KCSRA met with the JV could be a useful process. Richard said he would give it consideration.

Torea Bay Barge Ramp

Steve advised that it now transpired **no design plan** had actually been completed despite expectations to the contrary. He was hopeful something could be produced **by** next week. Steve also suggested consenting issues would have to be addressed in due course. **KCSRA** to follow up Dean/Richard in 10 days or so.

The meeting ended at approx. 12.10pm.

Andrew Caddie
President
Kenepuru and Central Sounds Residents' Association.