

## **Submission on behalf of the Port Underwood Association**

**Port Underwood Association**

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### **Application for Resource Consent - U140068 - Land Use (Land Disturbance), Land Use (River Surface or Bed Activity) and Land Use (Activity)**

**Applicant** - Alasdair Lorne Cassels trading as Trustee for Ambassadors Partnership

**Location** - Erie Bay, Tory Channel

The specific parts of the application that our submission relates to are—

That part of the application that proposes the transport of logs via Tumbledown Bay Road, Port Underwood Road and Waikawa Roads into Picton.

The submitter **opposes** that part of the application.

#### **Submission**

This submission is made on behalf of The Port Underwood Association Incorporated (the Association) which is open to persons having a meaningful interest in Port Underwood. Membership consists of permanent and part-time residents, bach owners, forestry owners, commercial fishers and marine farm owners. Current membership is in excess of 120 with each typically representing a household or family group. Members rely on the Association to keep them informed of the developments in the Port Underwood area and to act on their behalf in matters which affect the area.

It is our opinion that this activity would, if allowed, create an undue amount of large and heavy vehicle traffic on the public roads between Port Underwood and Picton to the detriment of safety, road condition and amenity values. It is our opinion that the Marlborough District Council has the right and the duty to prevent this from happening.

We acknowledge that the applicants are seeking to use public roads but we maintain that they do not have a right to use those roads which are narrow, hilly and winding in an unsafe manner. Large truck/trailer units heavily loaded with logs do not have the right to go around blind corners on the wrong side of the road. They do not have the right to force other vehicles off the road onto a narrow verge with either a steep dropoff or high bank to the side. While in most cases an injury causing accident will be avoided, damaging accidents do happen and the psychological impact can be quite high. Stressful situations such as these should not be allowed to increase.

The Council has previously prohibited the use of public roads for the carting of logs in the Port Underwood to Picton area and we feel there are no extenuating circumstances in this instance that would make it necessary to permit the additional logging traffic on public roads.

The applicant refers to a voluntary code of conduct limiting the number of truck trips per day along these roads. We think that, firstly, there is a large amount of uncertainty around the log transporting that would be included by this protocol as to who, how much and when. Secondly, we view the interpretation by this applicant of the exceptions to the daily limit of truck trips as one which would essentially allow any number of trips per day. This defeats the purpose of the protocol and renders it useless. Thirdly, there is no effective method suggested to monitor and control the actual total number of truck trips. As the desire of using the public roads by this applicant is based on financial matters we see those same financial matters as an incentive to disregard the protocol in certain instances.

A sample of comments from Port Underwood Association members indicate a range of opinions:

- On numerous occasions we have almost “been taken out” by either a logging truck or a mussel truck.
- Not all, but some trucks use engine braking coming down the hill at 5am. This just reverberates throughout the valley.
- The dust in summer reduces visibility to zero.
- Over the years we have been travelling the Port road we have only found them (the trucks) to be considerate and let you pass when they can. I would be more concerned over tourists in campervans.
- In general, there is more concern with the forestry workers and forestry road maintenance crews. It is our experience (and near misses) that these are the vehicles of concern safety as they generally can/do travel faster and want to ‘own the road’. This additional vehicle traffic is not factored into the application.
- As for the road itself, it is currently very corrugated with bad (exposed clay) corners. The maintenance, outlined in the application, in our experience, is somewhat overstated.
- This would create an additional hazard to the public users of the road and additional wear and tear on the road.
- It seems somewhat ironical that the proposal is to take logs past an existing barge loading site that is used by other log harvesting operators and then over roads that are unsuitable for sustained heavy traffic.
- The road was not built to carry anything like this amount of heavy traffic. It is an accident just waiting to happen. The times we have had to move onto the grass verge to let these trucks pass as they swing out so far is dangerous to us as the side of the road can drop away.

The Port Underwood Association interprets comments received for this application and comments made in the past on the subject of logging trucks on the public roads as an acceptance of the current amount of heavy vehicle traffic but further increase in numbers pushes the effects beyond what is reasonable and acceptable.

The Port Underwood Association submits that all logging transport from this application should be transported by internal roads and by the Opua Bay barge, not by public roads.

We offer the following suggestions as alternatives but they do not fully address the problems of increased heavy vehicle traffic.

- 1) As there is currently a cooperation among forestry land owners to share the use of private forestry roads, the Association suggests that the internal forestry roads to the top of the Whatamongo – Port Underwood pass be improved for usage thus bypassing Tumbledown Bay Road and parts of Port Underwood Road.
- 2) Should it be absolutely necessary to transport some of the logs via public roads, in the name of safety the trucks should be preceded by a pilot vehicle or use a truck only without a trailer. However this will not address the concerns of damage to the roading surface or the amenity problems of dust and noise.

We have read the submission of the Clintondale Trust, support it, and acknowledge that it contains more details on many of the points of concern which have been raise in this submission.

We wish to speak to our submission should a hearing be held.

Respectfully,

The Port Underwood Association