

## MARTINBOROUGH SPATIAL PLAN

### SUBMITTER 148

### VERBAL PRESENTATION OF SUBMISSION BY ALISTAIR ABURN

TUESDAY 25 MAY 2021

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Your Worship and Councillors

1. Thank you for the opportunity to speak to our submission.
2. Appreciating that you will have read our submission, there are just two key points that I really want to emphasise.
3. **Infill Housing:** we support infill housing within ME (Inner Residential) BUT it must be of a style and quality that does not undermine the character of the existing residential area which is based on 'visually quiet streets', generous frontage setbacks and good on-site open space. Housing units should not come right forward to the street frontage, and there should be generous front yards with landscaping and low permeable front fences. Robust urban design controls will be critical to achieving quality medium density infill housing. Infill housing will also place additional demand on infrastructure, especially the 'three waters' infrastructure. The need to extend/upgrade infrastructure must be factored in.

Refer para 14 (a) of our submission.



Photo 1: viticulture at the heart of Martinborough's 'sense of place'

4. **Viticulture:** in our opinion Martinborough's economic and social wellbeing, and its character and 'sense of place', is inextricably linked to the future viability of viticulture. In our submission we referenced the Soil Bureau's 1979 soil map and the growth of viticulture since that time. The soils that have clearly been demonstrated to be highly suitable for viticulture must not be lost to residential growth. We would ask that no final decisions are made on the future residential growth options BEFORE you have undertaken/completed your further "*thinking and planning*" in relation to the rural zoning, and in particular the Rural Special zoning.

The Martinborough soils that have proven to be highly suitable for viticulture are not necessarily soils that will be protected under the proposed National Policy Statement on Highly Productive Land (NPS-HPL). However, they are certainly soils that must be protected (refer Figure 1) if Martinborough's rightful reputation as a leading wine growing region is to be sustained into the future.

A point that I need to stress is that soils that are not classified as "first class" or 'highly productive', and indeed may be classified 'low grade' (e.g. well-drained, stony soils), can, however, be very suitable for viticulture.

Martinborough's viticulture soils must be protected from inappropriate subdivision, use and development.

Thank you

Signed



Alistair Aburn

22 Vintners Lane  
Martinborough



Deyana Popova

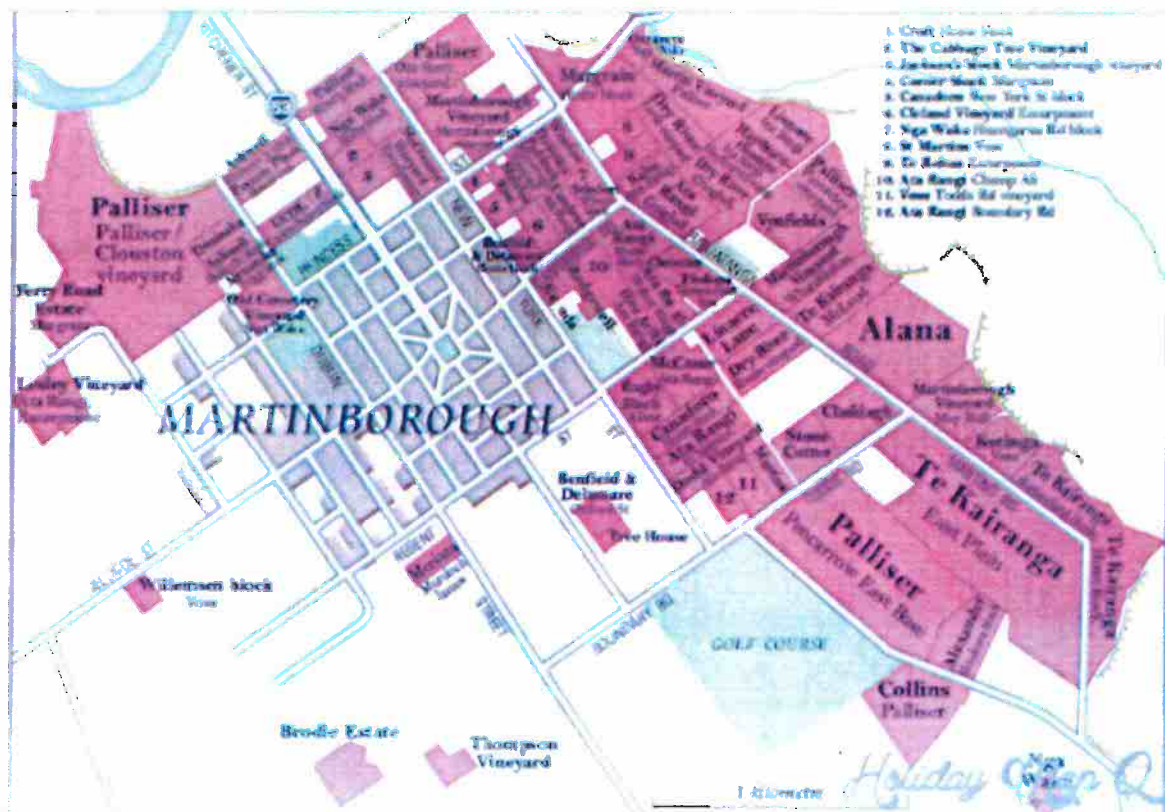


Figure 1: correlation between 'high terrace soils' and viticulture

## Notes from Souza - Corvea

### Media Information regarding Ruakokoputuna Road near Martinborough – home of the Patuna Chasm.

Ruakokoputuna residents are extremely concerned and frustrated by South Wairarapa District Council's proposal under their Long term Plan to backtrack on the desperately needed tarsealing of the Ruakokoputuna Road.

They feel that the road has become very unsafe and it is only a matter of time before there is a fatality on the twisty and poorly maintained gravel road. There are multiple accidents on this road every year and it has been due to good luck that there hasn't been a very serious injury or fatality.



"We have all seen cars who have gone off the road and we have all endured multiple near misses from oncoming vehicles who have gone into the middle of the road to avoid the terrible pot holes and corrugations – which we all have to do - it is often very stressful driving this road" – Melissa da Souza, resident since 1997.

"The first ten or so years of being here the road was fine and well maintained but since then there has been a huge increase in traffic due to the quadrupling of the population who live here, the establishment of a large vineyard, the harvesting of the pine forest 10kms up the valley over a three year period and most significantly the 8000 visitors to the Patuna Chasm each year."



Over the years many residents have informed the Council about the dangerous and poorly maintained state of the road over and finally in 2019 after a Submission to the 2019/2020 SWDC Annual Plan the Council agreed to seal the road over a three year period in order to make it a safer road.

See Letter and Map attached to this email —

Despite a delay due to Covid 19 the first twisty section of the road was tarsealed over the 2020/2021 summer with residents anticipating the next areas being done over the following two years.

Then without any communication from Council, local residents discovered that the Council is proposing that under Option 1 of the Roding Section of the LTP that no more sealing of rural roads would occur and specifically mentioned that there would be no further sealing done on the Ruakokoputuna Road (page 7 of LTP) in order to save a rise in rates. This was stated as being the Council's preferred option rather than Option Two where the small amount of rural road sealing (1km per annum) would continue and presumably the Ruakokoputuna Road would continue to have its agreed on sealing programme completed.

The SWDC ratepaying community has been asked to complete a survey by April 30<sup>th</sup> indicating what they would prefer but with the majority of ratepayers being in the town the likelihood is that they would prefer not to have an increase in rates rather than rural roads continue to be improved.

"It is very concerning and disappointing – it is like the Council has chosen Safety Second" – said Burton Silver who lives 8km up the valley. "They have known for years that this is a dangerous stretch of road and having the new bit of seal has really highlighted how bad the rest of the road is. There have been no more accidents on the section of road that has been sealed but they still continue to occur on the gravel road."

Kim Lace from Ace Panel and Paint in Martinborough regularly pulls out vehicles from where they have gone off the road and into and through fences. He thinks it is a dangerous bit of road as there are a lot of drivers using it who are unfamiliar with gravel roads who get caught in the built up gravel on the sides of the road and then lose control.

Kim Lace: Ph 027 481 9888

Alan Wilkinson from Patuna Farm Adventures who runs the increasingly popular and much loved Patuna Chasm walkway says the road is a real concern for his customers. They are frequently notifying the Council about the poor state of the road. He says there customers are often late and miss their time slot as they have been delayed by the state of the road. These visitors must bring in a lot of business to Martinborough and so making sure that they can make the trip up the road to the Chasm safely should be important to the Council.

(Please confirm this with Alan Wilkinson – phone 027 530 8883 – or [alan@patunafarm.co.nz](mailto:alan@patunafarm.co.nz) ) He is happy to answer questions.

Ruakokoputuna residents will continue to lobby the Council to keep to its promise to seal the rest of the Ruakokoputuna Road and also to seal a couple of the other dangerous corners which have seen multiple accidents further up the valley.

For years they have watched other far less dangerous and less used rural roads get tarsealed while they have missed out and so they are not going to give up.

The Council talks about this as though it is a comfort and inconvenience issue for road users – it is not – it's a safety issue. We have all lived with the gravel road for decades and it used to be maintained and cope with the use it got – it is no longer fit or safe for purpose and needs to be sealed to keep road users safe –  
Melissa da Souza.

Other contacts:

Burton Silver – 06

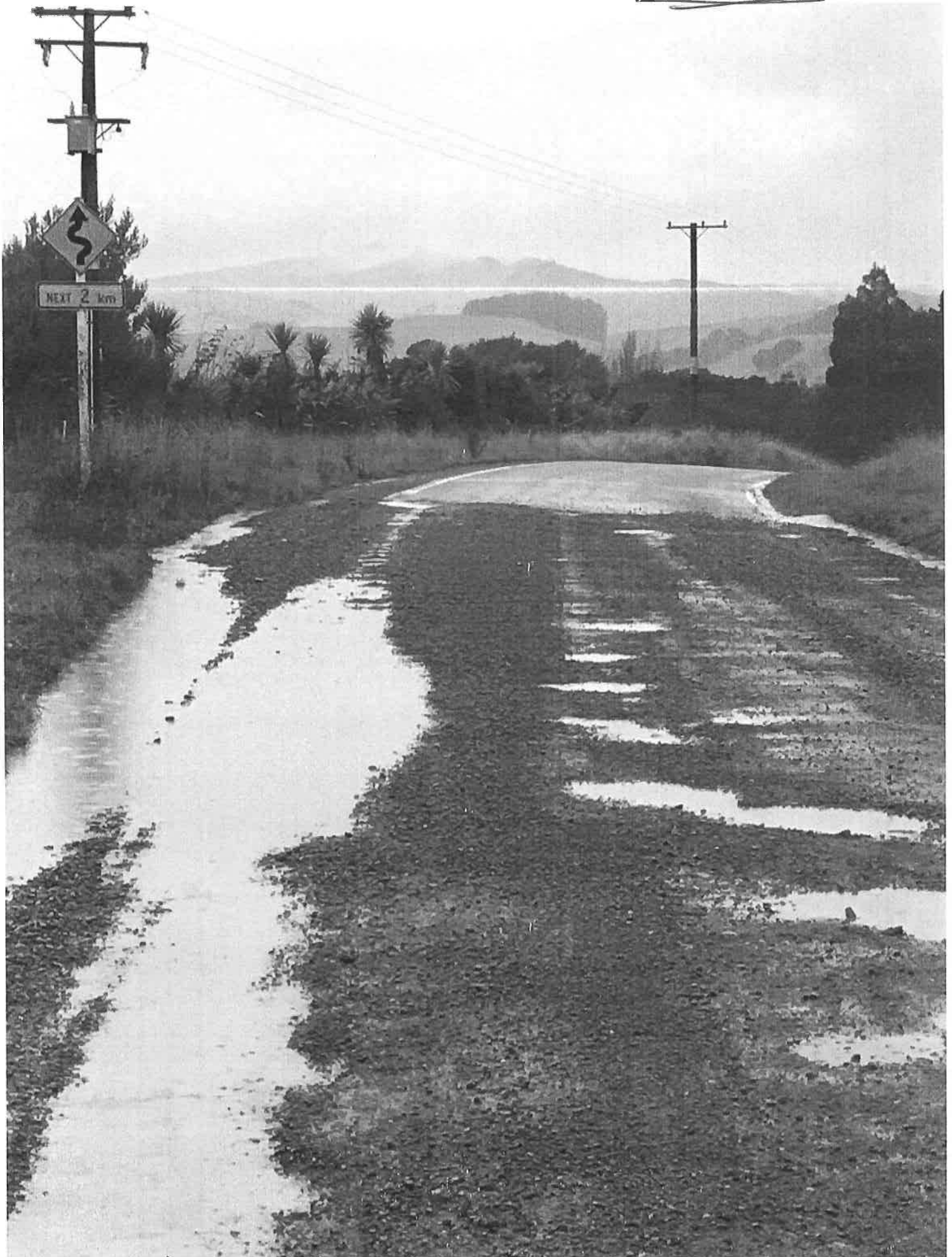
Melissa da Souza –

Darlene Adams –

Darlene has a daily commute to Masterton and has been in regular contact with SWDC about the state of the road.

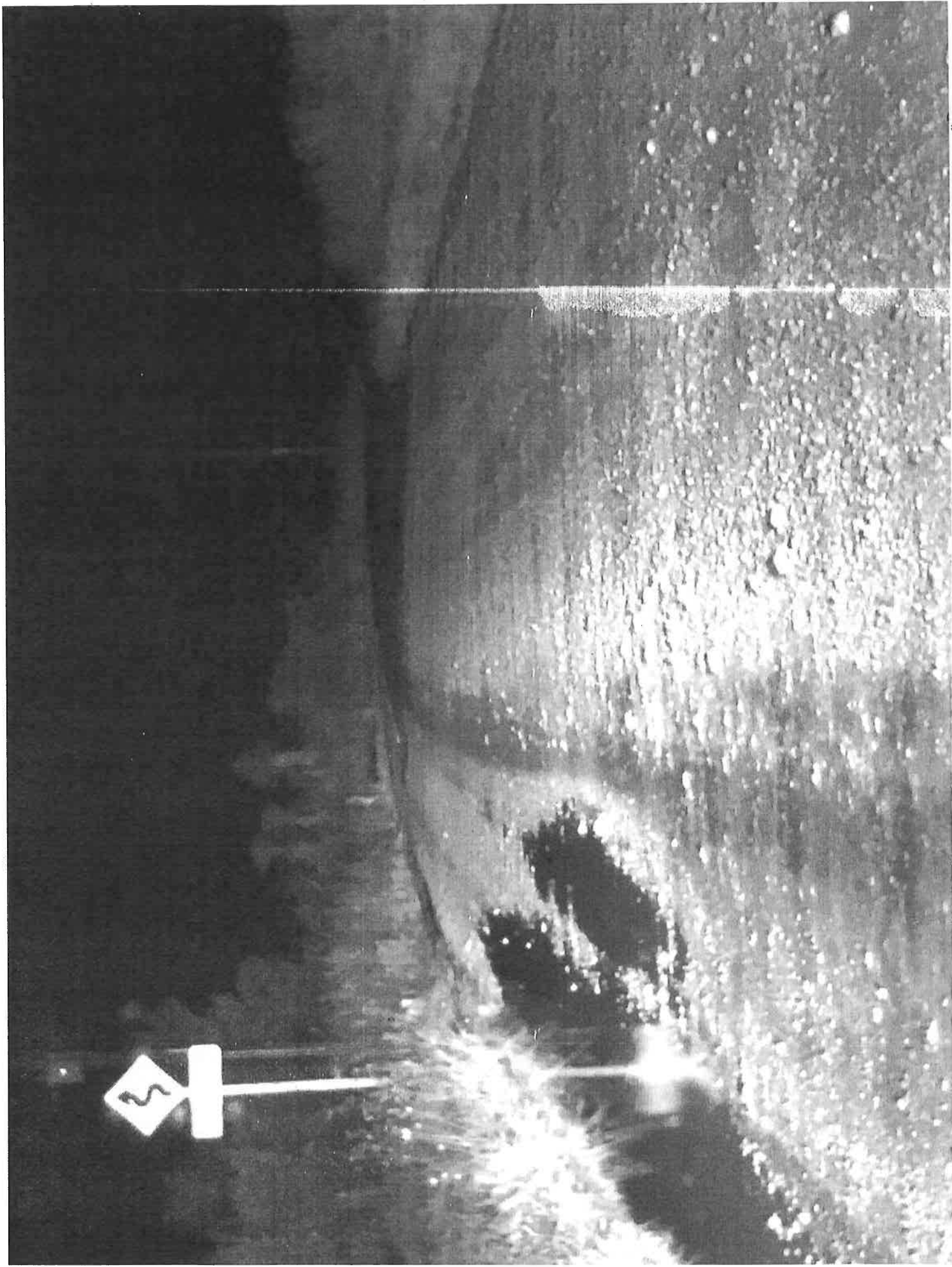
May 17<sup>th</sup>.

Hot Spot.



Brow of hill - if you avoid the pot holes you go straight into oncoming traffic - who cannot see you as coming up hill.

Broad of hill by Ruakopuwhana Hall.

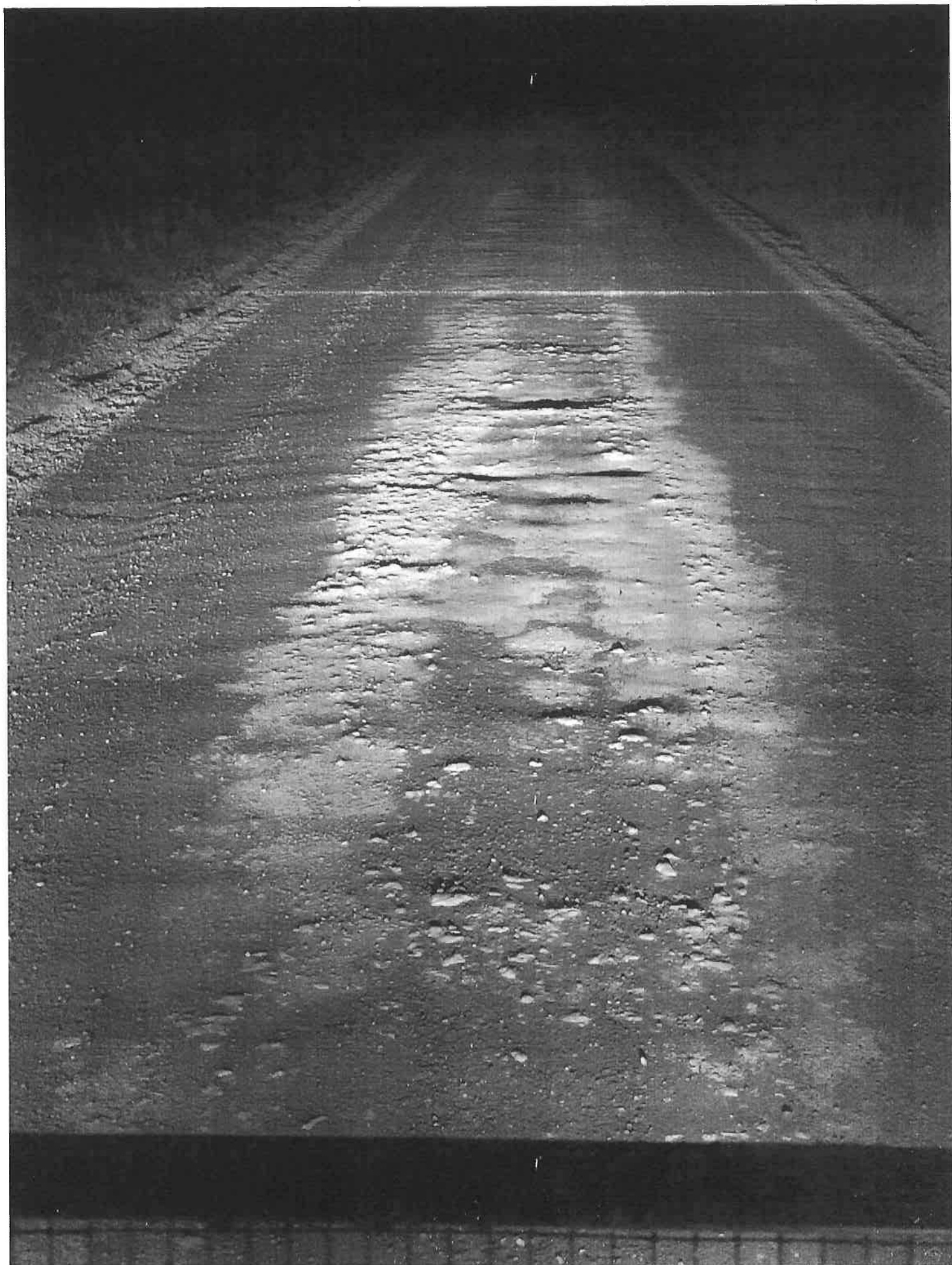


Pot hole comes halfway over road :- winter - go into oncoming traffic







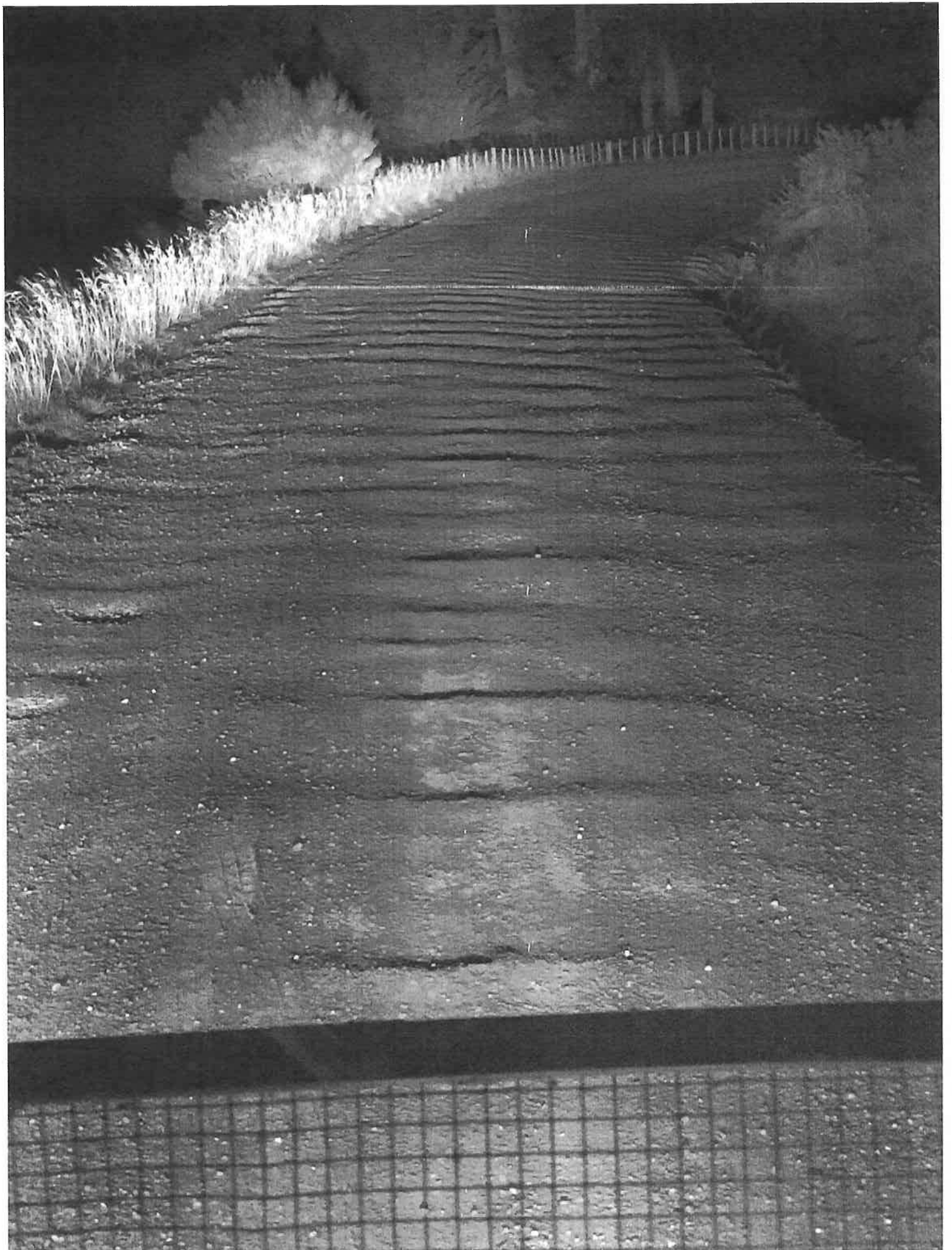


14<sup>th</sup> May. Last graded @ mid April.  
More Bedrock.



Bedrock - in desperate need of more gravel.  
~~not~~ May 142.





Dangerous bend - just after new seal.  
many accidents at this bend. 14<sup>th</sup> May.





## Road in ruin

9:30 AM Thursday Apr 29, 2021



*Residents are concerned about the condition of Ruakokoputuna Rd. PHOTOS/SUE TEODORO*

**'A fatality waiting to happen'**

**Risky road's future not sealed**

SUE TEODORO

sue.teodoro@age.co.nz

Potholes, rutted surfaces, precipitous drops to the river below, hairpin bends, broken fences and piles of loose gravel. This was not a rarely used unmarked private road – Ruakokoputuna Rd, off White Rock Rd, was a 15-minute drive from Martinborough.

Melissa da Souza-Correa was one of about 50 households using the road regularly. She and others were worried South Wairarapa District Council was backtracking on a promise to seal the risky route.

She said the council had agreed to a three-year programme to seal the road but had seemingly reneged on that promise.

Da Souza-Correa said the road was an accident hotspot and needed to be adequately sealed.

"The maintenance of the road used to keep up with the use of the road, but the last 10 years has seen a big increase in population and an equally large increase in tourists," she said.

"It's not a safe road, particularly for people that are not used to driving gravel roads.

"We've been complaining to the council about it for at least 10 years. The council has known about our concerns. Why have they sealed other roads and not this road? We watched while other roads in the area that got far less traffic than this road, got sealed," she said.

The number of nearby residents had increased from about six households to more than 50 in the past 20 years.

While the speed limit was 100km an hour, she said about half that speed was safe for the conditions.

Drivers regularly lost control and ended up down the bank towards the river, 40 metres below.

"You drive into the middle of the road to avoid the potholes, but then you're driving into oncoming traffic.

In summer, users swelled by thousands as tourists poured in to walk the popular Patuna Chasm and stay at glamping spots. Wineries and traditional dairy farming and forestry added to the activity.

"It's not safe for all those tourists or the workers who come to work at the vineyard. Then there's all the forestry. The road is no longer fit for purpose," she said.

Alan Wilkinson owned Patuna Farm with his wife.

"In relation to the chasm walk and people coming down the road there is a safety factor," he said.

"A good proportion do not have experience driving on gravel roads. It's easy to say you should go slower, but they brake on the corners and do all the things you shouldn't do on gravel roads.

"It's just a matter of time before someone gets seriously injured."

Dave Shepherd, who had managed nearby Ruakokoputuna Vineyard for eight years, said the road should be sealed and widened.

"It's an accident or fatality waiting to happen."

Kim Lace had owned Ace Panel and Paint in Martinborough for more than 30 years. The collision and repair shop had plenty of experience with crashed cars on the road.

"It's a very narrow windy road and it's always been well known for not being very well kept," he said.

Lace estimated his company would deal with about six crashes a year on the road.

"Normally, it's cars upside down or in the ditch. Some people are helicoptered out."

He said traffic on the road had increased with more visitors coming to the area.

"Some of those Wellington people don't know how to drive on a gravel road. They get totally out of control. Two cars come towards each other, they get too close and they both get on the brakes. Once you get on the brakes, you've got no steering whatsoever and you'll just skip straight ahead. If they're pointing towards the bank, they'll go straight over the bank," he said.

Council chief executive Harry Wilson said the council wanted feedback on the issue as part of its LTP process.

"Council currently budgets to seal 1km of unsealed rural roads each year. This previously cost \$126,000, but roading cost increases mean that the budget would need to increase to \$400,000 to continue to seal 1km of road.

"In order to minimise the rates increase, we propose to remove funding for rural road seal extensions from the LTP. Only sealing of road sections that pose health and safety concerns would continue to occur in the meantime. This would mean the current sealing of Ruakokoputuna Road would not continue once current fund allocations are exhausted," he said.

"The reseal of this particular road is entirely dependent on council's decision after considering submissions to the LTP."

Wilson said council staff inspected the road on April 20.

He said the council relied on ground moisture to bond graded gravel with the road's subsurface, but the ground had been too dry.

"Cutting deeper to remove potholes while the road is dry does more damage to the road," he said.

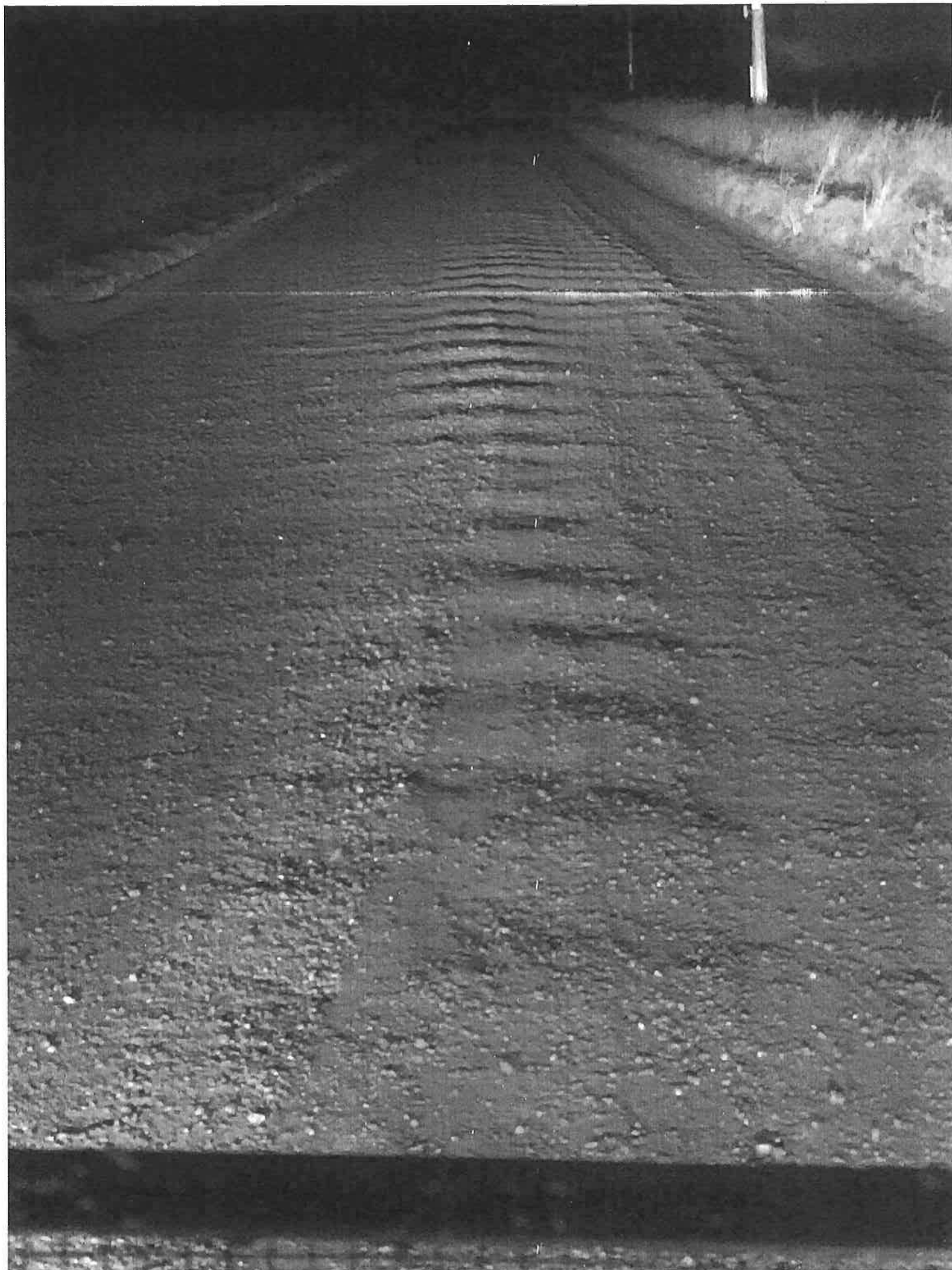
"To do this job to a high standard, rain is required to moisten the soil and create a long-wearing surface that can last until the next scheduled maintenance."

The council asked people to be patient, drive to the conditions and report dangerous areas. Unsealed roads would be repaired once conditions were favourable.

The LTP can be accessed at [swdc.govt.nz/ltp-consultation-2021-2031/](http://swdc.govt.nz/ltp-consultation-2021-2031/). Submissions close tomorrow.



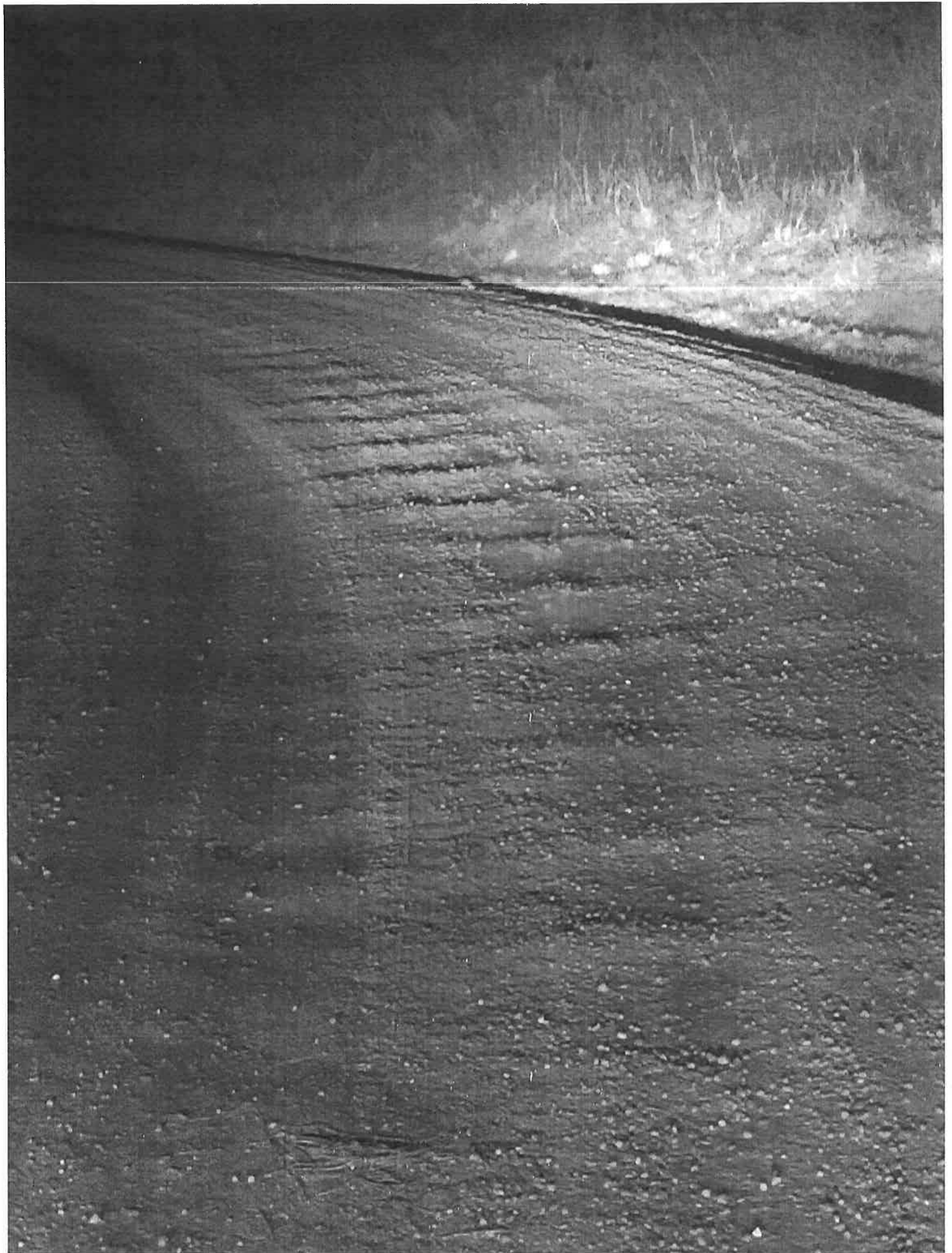
*Melissa da Souza-Correa at the start of Ruakokoputuna Rd near Martinborough.*



Road ~~#~~ days after grading. 23rd May.



May 23rd.



minor corrugations — only 4 days after grading  
— become increasingly big — drive in middle to avoid.

## Waiohine Action Group working with and for all stakeholders and raising awareness of these river and flood related planning topics:

1. Take advantage of the superb amenity being developed in and around the river for locals and tourists and plan to make the most of this. It will be a taonga for the whole region.
2. Be aware of proximity of flood risk to proposed Woodside intensification and the edges of Greytown until defences are finished.
3. Be aware of the impact of recent river management practices on the town water supplies.
4. Where we propose stop banks to be built. Town 1%. Rural 5%. Capital cost under \$2 million.
5. That there is advice on building on the flood plain and increased risk if unplanned earthworks or tree removal occurs there.
6. Check with GWRC: Surface treatment of effluent from the Greytown sewerage treatment plant is a concern - flooding will affect this.

[waiohineactiongroup@gmail.com](mailto:waiohineactiongroup@gmail.com)

Good morning Mayor and Councillors,

Thank you for allowing us to come and present our opinions on the proposed skatepark and playground area for Greytown.

My name is Zachary Henderson, I am the Head Boy of Greytown School.

Hi My name is Daniel Hodgson and I am a Year 8 at Greytown School.

Hi My name is Ethan Hunter and I am a Year 6 at Greytown School.

Together we would like to share with you why we believe your council should invest their money into the Skatepark and Playground proposed at the Governor's Green site in Greytown.

The schools in Greytown continue to grow. Our school has increased by 25% in the last 4 years alone and is projected to grow even more. We are starting the process of building new classrooms so our future school role will be 530. That is a lot of kids and does not even take into consideration the 670 kids at Kuranui College, which has growing as well.

Currently Greytown kids only have the small playground on Kuratawhiti Street and in summer the swimming pools provided by the council to have fun at. As a result children often have to travel to Martinborough, Featherston, Carterton and Masterton to have enjoyment in outdoor activities. This only happens if parents are available or kids are old enough to catch the bus. This also means that some kids ride down the main street and do not make the best choices which annoys residents or tourists visiting our beautiful town.



We believe that the Skatepark and the Playground will make a significant difference to our community. Here are some of our reasons why we think you should invest in this area.

- We wouldn't have to travel to Martinborough, Featherston, Carterton and Masterton.
- It will give children and families of all ages more equipment and places to play.
- It will enable children to play in a safe environment with their friends.
- It is safer to skate at the park than on the road or other people's properties.
- It will enable people to meet new people with similar interests eg: basketball, scootering, skateboarding etc
- More space as we won't all be at Kuratawhiti Street Playground.
- It will decrease crime or antisocial behaviour because people will have something to do that is focussed and a common interest that many children enjoy that they can share.
- It will help parents of older children to leave them in a safe place while they use the dog park and bike trail.
- It will increase children's fitness, ability to take risks and encourage them to spend more time outside.
- Encourage children to try new hobbies that they may not have thought of.
- Encourage them to take risks in a secure environment eg: For skateboarding this could mean going down bowls, learning new tricks like jumps, tail whips, bar spins etc

- Younger children could learn these tricks from older children and older children could teach younger children.
- It would encourage other families and tourists to come to Greytown which means local businesses would thrive more as they spend money.

We surveyed our school and asked 370 kids the following questions

**How many of you would use the skatepark and playground if it was built?**

The answer was 334 kids which is 95% of all our students would use it.

**Should the South Wairarapa Council invest money in this project?**

The answer was 100% Yes.

In summary we all believe that the proposed Skatepark and Playground is a great idea and we fully support it and want you as our council to invest in this project.