

Q8

Remote Transfer Stations

In the following comments I will in particular be referring to the proposed site in Duncan Bay where we have a family property. The comments/questions are in random order.

Many of my comments/questions may also apply to other remote proposed locations which I have not personally investigated.

Duncan Bay, Tennyson Inlet.

[1] What is the land status of the proposed site? → E.g. Foreshore reserve, esplanade reserve, sea bed, D O C land, accretion to adjoining private land?

Each of these has their own legislative differences and peculiarities.

[2] Will each site be separately surveyed, and is a resource consent required to use the site as a rubbish transfer station? → If not why not?

[3] Is the access to the site suitable for the heavier trucks that will be required to facilitate rubbish removal?
This could mean the general arterial access to the general location and/or in the case of Duncan Bay the current physical access is currently already compromised for larger vehicles.

[4] In Duncan Bay, is the current access to the proposed site through private land?
If so, has permission been given by the property owner?

[5] Is the site and access physically secure from items such as flooding, falling trees, traffic etc?
In Duncan bay what is the altitude of the site above mean high tide as well as proximity to a stream which often floods in a catchment where the annual rainfall is reported to be around 2500mm?

[6] Will the site produce visual pollution in a so called "natural environment"?
This proposal in Duncan Bay appears in my view, to be going against a Council's own Commissioner's description of the site. This current public proposal in my opinion suggests the council may think the commissioner was wrong?

[7] Is the site central for potential users?
In the case of Duncan Bay my opinion is NO!
It would potentially increase traffic on the narrow access road into Duncan Bay where many including myself often walk.
Should council insist on a site location for Tennyson Inlet in general, a better location would be in **Harvey Bay.**
A safe site I'm sure could be found and could be close to the arterial route with what appears on the surface to be adequate locations to put a site on unused road reserve, D O C land or purchase from the local land owner.

Suggestion

A more cost effective solution for council would be a transfer station at Rai Valley which could then service the wider North West Sounds locations especially in the shorter term where many roads are partially compromised.
Has any provision been given to those who have boat access only?