

**From:** [REDACTED]  
**To:** [Hearings](#)  
**Cc:** [submissions@golder.co.nz](mailto:submissions@golder.co.nz)  
**Subject:** Notifications Consent Submission: Group 422  
**Date:** Monday, 3 June 2019 7:04:00 PM  
**Attachments:** [Deb-Flanagan-Roydon-Quarry-Opposing-Submission-3-June-2019.docx](#)

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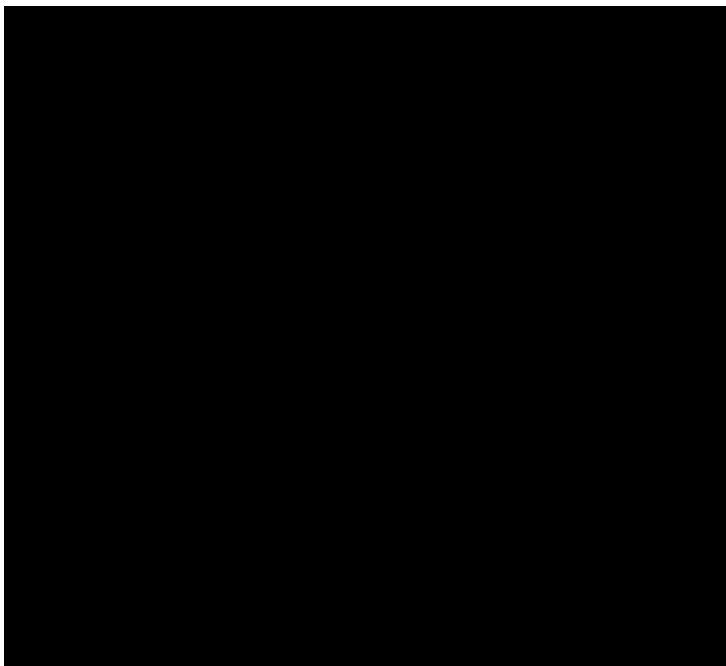
**Group ID: 422**

**Consent name:** Fulton Hogan - Roydon Quarry

**Consent number:** CRC192408, CRC192409, CRC192410, CRC192411, CRC192412, CRC192413, CRC192414, RC185627

**Name:** Deborah Flanagan

**Care of:**



**Contact by email:** Yes

**Is a trade competitor:** No

**Directly affected:** Yes

**Consent support/hearing details**

- CRC192408: oppose | WANT to be heard | will NOT consider joint hearing
  - CRC192409: oppose | WANT to be heard | will NOT consider joint hearing
  - CRC192410: oppose | WANT to be heard | will NOT consider joint hearing
  - CRC192411: oppose | WANT to be heard | will NOT consider joint hearing
  - CRC192412: oppose | WANT to be heard | will NOT consider joint hearing
  - CRC192413: oppose | WANT to be heard | will NOT consider joint hearing
  - CRC192414: oppose | WANT to be heard | will NOT consider joint hearing
  - RC185627: oppose | WANT to be heard | will NOT consider joint hearing
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**Reasons comment:**

I have serious concerns around the proposed Roydons Quarry location with regards to -the safety of myself and my family members using local rural roads- noise-the impact of the silica dust on our health & being on bore water I also have water contamination concerns and concerns around the loss of amenity value to my community

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**Consent comment:**

I 100% oppose the quarry and want the consent authority to reject the application. If the quarry does go ahead I would request the following conditions be applied- -Mandatory GPS tracking & cameras, on all Gravel trucks. -Fulton Hogan to be liable and to be fined \$100,000 dollars for every infringement (be it road usage-dust- noise violation-water misuse-even if a private contractor coming onto their site not complying with the rules still Fulton Hogan's liability and responsibility to monitor and report on to an independent monitoring body. -Fulton Hogan to fund the cost of the Council employing an independent 'Compliance Officer' to monitor daily the quarry sites operation-All infringements to be fined \$100, 000 per offence to go into local community projects -Trucks banned from using any back roads in and around Templeton- set routes in place that they are not allowed to deviate from -All trucks every single time to be fully washed before leaving site - All tucks every single time, to be covered -Equipment used on site to be upgraded to the latest industrial standards -no bringing old equipment from old quarry sites down the road that is noisy - must bring in brand new modern quiet operating machinery to minimize noise impact on local residents -Truck movements limited to Monday to Friday operating only between 8am to 5pm, no weekend operations allowing residents to be given a rest from all the noise and worry of large trucks on the road at the weekends -Fulton Hogan cannot be allowed to down the line to apply for additional consents to expand and or increase hours of operation or the right to bring additional trucks on to the Roydons site from other quarry locations over and beyond what they have applied for in this application. -Rehabilitation of the environment to be done stage by stage, as in, when one area ceases to be used they must immediately commence rehabilitation, not be allowed to leave it till the end of the consented quarrying timeframe (40yrs) -Must infill back to normal land levels, Fulton Hogan cannot leave a hole lower than when started at and it all must be clean fill. -Fulton Hogan to pay an agreed local road user levee directly to Selwyn /CHCH council separate for the usual commercial truck user levee paid to NZTA. This levee can be used to offset the costs of local rural road repairs in the area. Ensuring Fulton Hogan's profits are not made at the expense of the local resident rate payer.

## The reasons for making my submission are:

[REDACTED] we chose to move our family here 2.5 years ago as we were keen to live the rural lifestyle but still wanted to be within an easy half hour commute to the city, that area known as the rural/urban fringe. We brought for the horses and sheep in the surrounding paddocks, the peace and quiet. We did not buy to be in the middle of an industrial mining site, with dangerous dust and thousands of loud, aggressive double truck and trailers on our rural residential roads, posing a real risk to our road safety, physical & mental health. My primary concerns are outlined below.

### Reduced Road User Safety:

I have several serious concerns around the application for 1500 truck movements being allowed in the area which is already a high accident zone and existing ongoing issues with gravel trucks already rat running through the back roads of Templeton and the surrounding country side. [REDACTED] over the last couple of months I have lodged multiple complaints with 'Send & Solve' regarding gravel spilt onto the intersection making it a safety hazard, compounded by road surface damage, the gouging out of the road by heavy truck usage.

I have personally witnessed trucks with H labels coming down Newtons Road- which is only 2.7metres (prison end) in width, the minimum truck safety standard on this road is (NZTA) supposed to be ideally 3.5metres with a minimum acceptance width of 3metres but still they use it.

All truck movements on the surrounding back rural roads are a serious hazard for local residents in the area going about their daily business and make a mockery of safety. These roads have no berm, only grass, so the consequences of moving quickly out of the way of a fast approaching huge gravel truck when travelling at 80kmh to avoid a collision, is extremely dangerous. The truck & trailers are particularly hazardous; I daily see them cross over the white center line as the rural roads are too narrow or when they try to turn a corner they are unable to make the maneuver without crossing over the center line. Our local rural roads are not built or designed for these huge truck and trailer units. My daughter is a newly qualified driver I genuinely fear for her travelling on the same roads as these trucks. I personally have had to pull over at speed onto the soft berm, due to the speed at which a wide gravel truck was barreling down the road to avoid a collision. How will she as a new driver cope with 1500 trucks of this size in our residential area?

**Car damage** caused by hitting large pot holes created by the heavy trucks using the back rural roads which in my investigation I have discovered are just old dirt tracks covered over, not even properly built to withstand the weight of heavy gravel trucks. The road surface outside our property [REDACTED] is forever being patched over due to heavy trucks gouging out the road surface causing pot holes and humps. Recently within days of being yet again patched over (an ongoing never ending cost for the local council) the wheel steel rim of our station wagon split when I hit a large pothole at 80kms per hour and we now have to incur the cost of getting it welded.

A further concern at our intersection is that I have seen double gravel truck and trailer units trying to turn off Newtons Road onto Dawsons Road, being too long to make the turn they go onto the wrong side of the road into the face of oncoming traffic to get around at the same time they gouge out the corner of the road (which yet again was reported to 'Send and Solve') the corner has subsequently been repaired how long that will last who knows?

My final concern is around the financial burden of the ongoing roading repair costs to my local council that as a rate payer I pay for. I am literally paying (rates) to subsidise the gravel truck companies causing the damage to the roads around my home; What the trucking companies pay in road user costs is not truly reflective of how much damage and costs they actually cause to the local resident rate payers and the local council.

**Uncovered and over loaded gravel trucks** on a daily basis spill gravel all over the road a skidding hazard and are of great concern when travelling behind as large rocks bounce off and cause chips in window screens. I have had a near miss with this and know of many residents in Templeton who have had to have their car window screens replaced. I had the scare of my life travelling behind a gravel truck whose back trailer kept swerving off the road into the berm obviously something was wrong with the truck trailer attachment thank goodness no cyclists or pedestrians was walking along on that day- Did the driver stop and address the issue –NO.

Further general concerns with trucks and safety in the local area are about the standard of driving by the gravel truck operators. I regularly witness excessive speed, trucks' going 100kms in the 80km zone. Turning off Jones Road onto Dawson Road is especially dangerous and stressful; I personally have on numerous occasions been dangerously tailgated by Gravel Truck Drivers who have taken issue with me going 80 kms in an 80km zone and annoyed as I slow to turn right-scary stuff especially if a truck is coming towards you from the other direction as well.

### **Volume/Numbers of trucks**

When I travel into work at 7.00am Monday to Friday along Maddison Road via Railway Terrace, down to Pound Road intersection, I am surrounded by convoys of gravel trucks, mainly double truck and trailer units, backed up at the railway crossing one after the other, blocking the flow of the intersection. The worst I saw was 4 in a convoy causing a huge hazard to local residents in their normal cars trying to safely get to work and particularly dangerous with the railway crossing thrown in to the mix. The thought of having to negotiate additional gravel trucks travelling on these roads, 1500 of them as proposed in their application is just petrifying. In addition with the trailer units (noticed daily) they struggle to stay in their lane and the back trailer strays into the other lane, another hazard to negotiate daily.

1500 gravel trucks and trailers and private motor vehicles don't mix and this is just another hazard for me as a resident trying to go about my normal everyday living.

Industrial open casting mining vehicle operations and residential zoning do not mix.

### **Road noise**

Monday through Saturday my husband and I are woken most mornings between 5.00am sometimes earlier, by gravel truck drivers short cutting through the back rural roads to work, this again is not minor it has become major, impacting on my mental health, being woken from a deep sleep 6 out of 7 days of the week for weeks on end right outside our bedroom window. Initially it was just annoying with the recent road works on Kirks Road

over the last few months it has becoming a major issue impacting on my mental health it makes me angry that we brought our house for the rural lifestyle relative peace and quiet it is noisier here than our old home in central Christchurch.

The truck movements are impacting on the amenity value of our home and my peace of mind I dread to think of the noise impact of an additional 1500 trucks in the area and we aren't even on the main proposed truck route we are supposed to only get 0.3 truck movements per day but imagine if that is every day at 5am!

### **Amenity Value**

We brought our property 2.2 years ago –attracted by the rural / urban fringe setting, the surrounding agricultural fields- horse trainer operations - sheep and cattle farmers. We did our due diligence searched council plans regarding plans for the local area, we brought in good faith, 6 months later a company just out to maximize its profits has the ability to walk in and change the quality of our lives and the lives of 2000 other Templeton residents . Our house is over 130 years old dating back to 1886 it has been here a very long time; we were here first, which must count for something. Templeton Township has a long history of farming and horse training it is not renowned for open cast mining.

The impact of an open cast mine down the road has a major impact on the amenity value of all Templeton residents and my family personally, for me if the quarry goes ahead it will no longer feel safe to walk my dogs/ or jog along the country roads, being passed by 1500 truck & trailer units or seeing a massive ugly hole in the ground whilst breathing in silica dust. The cumulative impact of this proposed Roydons Quarry alongside all the other existing quarries in the region is turning this residential – rural urban fringe setting into a heavy industrial site. Adding one more quarry can no longer claim to have a minor impact in the area when it will becoming one of many in the area turning minor impact issues –truck volumes- dust implications on health- noise- etc. all into major impacts on the local community.

### **Other concerns-**

**Water quality-** the impact of this industrial open cast mine on water quality- at our property we rely on bore water particular with water levels predicted to change with global warming remembering this quarry is proposing a 40 year life span

**Dust-** Silica dust, blowing off the proposed site impact on our lung health I have two teenagers in my household what damage will this dangerous dust have on them in the long term

### **Noise-**

The impact of Crushers, heavy truck movements operating 24/7 on mental health, It does not take a genius to realise a truck passing by once a day is a disturbance, multiply that to a large noise dusty truck coming to a complete stop outside your house and then taking off every single day early in the morning moves from a minor disturbance to ruining a person's peace of mind/ mental health. Even the airport has less impact on us than the quarrying in this area and the proposed Quarry will only increase the negative impacts tenfold.

**Environmental impact**-Habitat destruction, Lack of proper land rehabilitation

**3. I wish the consent authority to make the following decision: (give details, including the general nature of any conditions sought)**

**If the quarry does go ahead I would request the following conditions be applied**

- Mandatory GPS tracking & cameras, on all Gravel trucks.
- Fulton Hogan to be liable and to be fined \$100,000 dollars for every infringement (be it road usage-dust- noise violation-water misuse-even if a private contractor coming onto their site not complying with the rules still Fulton Hogan's liability and responsibility to monitor and report on to an independent monitoring body.
- Fulton Hogan to fund the cost of the Council employing an independent 'Compliance Officer' to monitor daily the quarry sites operation-All infringements to be fined \$100, 000 per offence to go into local community projects
- Trucks banned from using any back roads in and around Templeton- set routes in place that they are not allowed to deviate from
- All trucks every single time to be fully washed before leaving site
- All tucks every single time, to be covered
- Equipment used on site to be upgraded to the latest industrial standards -no bringing old equipment from old quarry sites down the road that is noisy - must bring in brand new modern quiet operating machinery to minimize noise impact on local residents
- Truck movements limited to Monday to Friday operating only between 8am to 5pm, no weekend operations allowing residents to be given a rest from all the noise and worry of large trucks on the road at the weekends
- Fulton Hogan cannot be allowed to down the line to apply for additional consents to expand and or increase hours of operation or the right to bring additional trucks on to the Roydons site from other quarry locations over and beyond what they have applied for in this application.
- Rehabilitation of the environment to be done stage by stage, as in, when one area ceases to be used they must immediately commence rehabilitation, not be allowed to leave it till the end of the consented quarrying timeframe (40yrs)
- Must infill back to normal land levels, Fulton Hogan cannot leave a hole lower than when started at and it all must be clean fill.
- Fulton Hogan to pay an agreed local road user levee directly to Selwyn /CHCH council separate for the usual commercial truck user levee paid to NZTA. This levee can be used to offset the costs of local rural road repairs in the area. Ensuring Fulton Hogan's profits are not made at the expense of the local resident rate payer.

5. I am not a trade competitor for the purposes of section 308B of the Resource Management Act 1991.
- I am directly affected by an effect of the subject matter of the submission that (a) adversely affects the environment; and (b) does not relate to trade competition or the effects of trade competition.

Deb Flanagan

Signature of submitter or duly authorised agent on behalf of submitter

Date 03/06/2019

**Notes to the submitter:**

1. *The person making this submission must send a copy to the applicant as soon as reasonably practicable after serving Environment Canterbury*
2. *A list of all submissions received will be provided to the applicant.*
3. *Please be aware that third parties may request a copy of submissions received and that request is subject to the Local Government Official Information and Meetings Act 1987.*

**The address for service of the applicant is:**

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