

From: [REDACTED]
To: [Hearings](#)
Cc: submissions@golder.co.nz
Subject: Notifications Consent Submission: Group 422
Date: Thursday, 6 June 2019 8:01:48 AM
Attachments: [Joanne-McMaster-Submission-FINAL.docx](#)

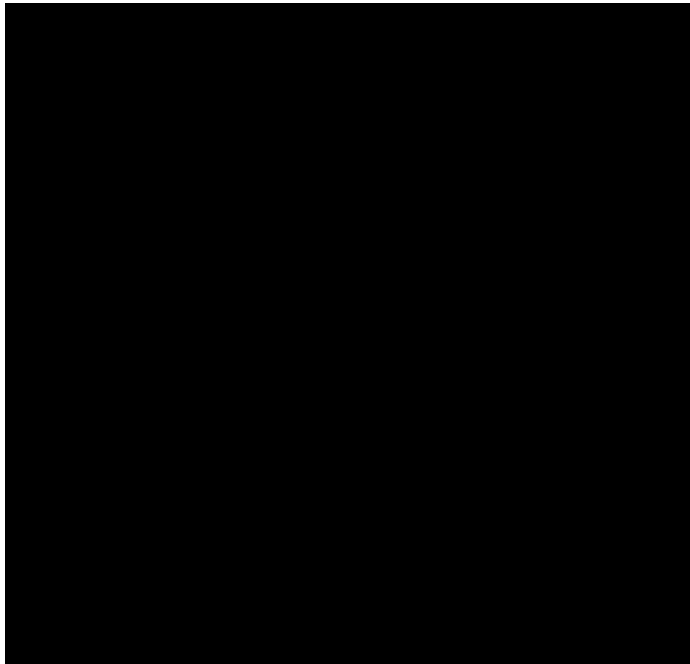
Group ID: 422

Consent name: Fulton Hogan - Roydon Quarry

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

Name: Joanne McMaster

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
-

Reasons comment:

See attachment

Consent comment:

See attachment

]My name is Joanne McMaster.

1. I am 47 years old and live at 24 Globe Bay Drive, Templeton with my 15-year-old daughter.
2. 10 years ago, I decided to move to the Templeton area as I liked the peaceful rural environment located close to Christchurch city.
3. I support economic development and understand the many benefits that such development brings to a residential area.
4. I have also been supportive of growth and development in the wider region, when
 - a. on balance, the benefits outweigh the downside; and
 - b. when risks are being shown to be managed.
5. I oppose Fulton Hogan's application ("Application") for the quarry on the Roydon Lodge site ("Quarry"), on the following grounds:
 - a. Transport safety on secondary roads;
 - b. Quarry site strategic to future area development;
 - c. Fulton Hogan's inability to self-monitor;
 - d. Historical significance of the Roydon Lodge site to Harness Racing industry;
 - e. Evidence that all critical information has not been made available by Fulton Hogan and ECAN during this process.

Transport

6. Since moving to Templeton, I have observed the substantial growth that has occurred in the surrounding areas such as Rolleston, Lincoln, Prebbleton, West Melton and other areas.
7. While many of these areas have seen an increase in the residential dwellings that have generated more domestic cars, the substantial growth in Rolleston has resulted in a substantial increase in the number of trucks movements from the area to Christchurch City.
8. While many of these movements are on State Highway 1, an alarming number of movements occur daily along Jones Road to Railway Terrace, turning right at Kirk Road, before travelling to east on Waterloo Road.
9. These roads are narrow and were not constructed to support the number of trucks that currently use them.
10. The accident statistics in the Application show that there have been 17 accidents in five year period between 2013 – 2017.
11. 15 of these accidents were cars failing to give way.
12. Two other injury crashes were on Jones Road, when cyclists were injured by overtaking cars.
13. It is a fact that more people are living in the areas adjacent to the Quarry site.
14. The introduction of 1,500 NEW truck movements per day, with vehicles wider than cars, on many roads that are narrow and without pedestrian or cycleways will increase the likelihood of accident and death on these roads.
15. At this time, it is dangerous on these roads with the traffic generated from the existing commercial and industrial activities in Templeton. It will only be a matter of time before a fatality occurs on these roads.
16. The establishment of the Quarry will result in 1500 additional truck movements per day, representing 750 movements to the site and 750 movements from the site.

17. It must be noted that one truck movement represents 3 car movements and a truck and trailer movement represents 6 car movements (referring to Selwyn District Council transport advice).
18. While Fulton Hogan advise that 90% of the movements will use the motorway they acknowledge that have no control over the transport route that contractors will use to access and leave the Quarry.
19. Furthermore, if the low level of 10% of truck movements was to be correct, this would represent additional 150 movements per day on internal roads adjacent to the Quarry, which based upon a 10-hour workday, will be an additional truck movement every 4 minutes.
20. In summary, based upon a 12-hour working day (6am to 6pm), and 1,500 truck movements a day, the Quarry will generate a new truck movement every 24 seconds.
21. Under the application, Fulton Hogan as sought approval to have 150 extended days, which would allow for truck movements between 6pm and 6am. As there is no quarrying during these hours, It would not be expected that the same number of movements would occur during the extended hours, however any truck movements during the extended hours will reduce movements during the day.
22. In any event, were the truck movements to be equally spaced, this would result in the Quarry generating a new truck movement every 48 seconds.
23. Fulton Hogan cannot be left in control of 'policing' the access to and from the Quarry by their contractors, not directly under their fleet control. The ultimate remedy for non-compliance to transport route requirements to and from the Quarry (eg not using SH1) would be cessation of supply.
24. It would not take too much thinking to realise that Fulton Hogan will not restrict the sale of the product from a commercial operation and reduce their ability to make money to enforce a transport requirement under a self-compliance and monitoring regime with no external oversight.
25. I will further address my concerns over Fulton Hogan's demonstrated inability to 'self-report to ECAN, from another quarry location in a subsequent section.
26. There will be many submissions from experts and locals on the impact of transport.
27. May I simply ask the Commissioners to look deeply at the concerns of the locals as we are the people who are living in the community, experiencing on a daily basis the increase in transport movements from Rolleston industrial areas and the inland ports.
28. We observe every day the dangers that the current level of transport movements are having on the residents living near the narrow streets of Templeton like Jones Road and Railway Terrace.

Strategic Location

29. Based on the substantial growth to the area south of Christchurch (encompassing Rolleston, Prebbleton and West Melton) in the last ten years and the associated motorway infrastructure that supports this growth, it would be logical to expect that the residential growth will continue in the area as residential subdivisions in fill between Templeton and Rolleston.
30. It is incomprehensible as to why any Council would ever consider consenting a 170ha quarry over 40 year period on land that will likely be strategic to future residential growth as the satellite areas of Rolleston, Templeton and West Melton merge together.
31. The Christchurch earthquakes demonstrated the Eastern suburbs were susceptible to liquefaction and sustained substantial damage, whereas Christchurch south came out relatively unscathed.
32. The Council's long-term plan and vision must consider the rezoning of this land for residential purposes.

Self Monitoring

33. ECAN have previously placed a number of conditions on quarry operators, including that of 'self monitoring and reporting'.
34. If this application is to be approved, there will therefore be a number of these requirements placed upon Fulton Hogan for the Quarry.
35. I will present evidence in my oral submission that Fulton Hogan have demonstrated that they have failed to monitor and report in the past.
36. There must be concerns that Fulton Hogan may not therefore comply with any future requirements.

Historical Significance of the Roydon Lodge/Quarry site to Harness Racing Industry

37. Roydon Lodge was the most successful stud and racing establishment in Australasia as detailed in the hall of fame - see link <http://www.hof.co.nz/Timeline.asp?Case=6&ItemId=606&AlphaId=18&CategoryId=2>
38. There is no mention in the Fulton Hogan Quarry Application of the horses that are currently buried on the site, demonstrating a total lack of respect for the heritage and history of these horses.
39. Sundon, the greatest trotting sire to have ever stood in Australasia is buried on the site along with other racehorses Roydon Glen, Roydon Scott and Arndon.
40. Scottish Hanover, Game Pride and Smooth Fella, all standout sires from the Roydon Stables are also buried on the site.
41. While there is a memorial to the horses, each individual horse is buried at a different location on the property.
42. There are over 25 horse breeders, trainers and owners in the vicinity of the proposed Quarry. The Quarry will have an economic impact on the racing industry, individual businesses, the safety of their employees and the horses that reside at these properties.
43. It is my understanding that the previous owners of Roydon Lodge were intentionally not advised that the land was being purchased for a potential quarry. Therefore, the owners had no idea that these iconic horses would be dug up by quarry machinery.

Release of Information

44. Following the Quarry application being submitted, I became aware that Templeton Primary School had written to Tania Harris of ECAN.
45. On 4 July 2018, I made application under the LGOIMA, to obtain this correspondence from ECAN relating to the Application.
46. ECAN provided limited information, that did not include specific information that we knew existed.
47. I made a further request to ECAN, which did not produce the communication.
48. A complaint was made to the Ombudsman, at which point, ECAN issued a written apology, citing that they had 'failed to review' the email of Tania Harris, a Senior Project Manager who had been working on the Quarry project since the beginning.
49. ECAN's failure to review the emails of a senior project manager working on the Quarry application, is evidence of an organization with limited ability to manage information, providing the public with little confidence that ECAN have made all relevant information available to the Commissioners to deliver a balanced decision.

50. The Commissioners require a balanced information set to make an informed decision, which has been frustrated by:

- a. Fulton Hogan withholding publicly available information which would hinder their application;
and
- b. ECAN being unwilling to deliver information under their control.

Conditions

If the proposed quarry is consented, the following conditions must be applied to the Consent:

- 1. All trucks leaving quarry sites are covered. This is current law in Australia, and there is no reason why this should level of safety should not be made compulsory in New Zealand when trucks will be able to travel close to and directly through residential areas.
- 2. The remains of the deceased horses at Roydon Lodge are given the dignity they deserve and relocated to another burial site.