

**From:** [REDACTED]  
**To:** [Hearings](#)  
**Cc:** [submissions@golder.co.nz](mailto:submissions@golder.co.nz)  
**Subject:** Notifications Consent Submission: Group 422  
**Date:** Tuesday, 4 June 2019 9:57:26 PM  
**Attachments:** [Application.docx](#)

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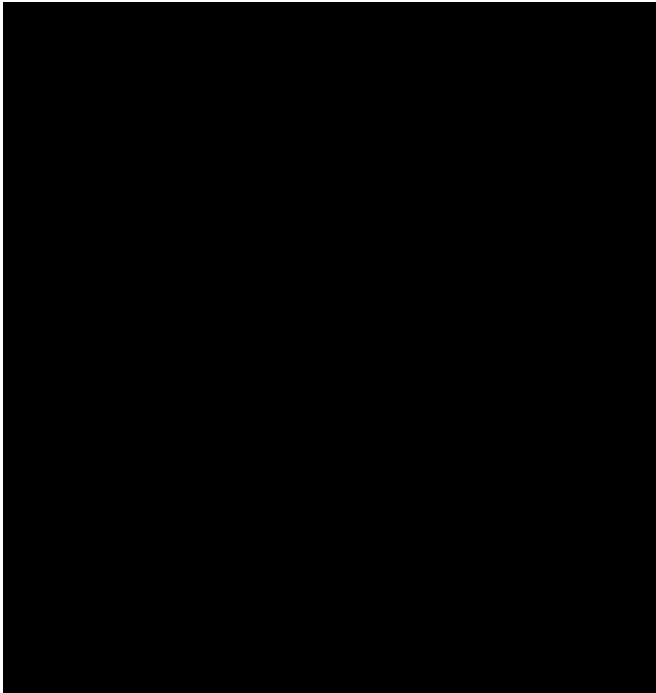
**Group ID: 422**

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

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

**Name:** Jeremy Ross

**Care of:**



**Contact by email:** Yes

**Is a trade competitor:** No

**Directly affected:** No

**Consent support/hearing details**

- CRC192408: oppose | WANT to be heard | WILL consider a joint hearing
  - CRC192409: oppose | WANT to be heard | WILL consider a joint hearing
  - CRC192410: oppose | WANT to be heard | WILL consider a joint hearing
  - CRC192411: oppose | WANT to be heard | WILL consider a joint hearing
  - CRC192412: oppose | WANT to be heard | WILL consider a joint hearing
  - CRC192413: oppose | WANT to be heard | WILL consider a joint hearing
  - CRC192414: oppose | WANT to be heard | WILL consider a joint hearing
  - RC185627: oppose | WANT to be heard | WILL consider a joint hearing
-

**Reasons comment:**

Refer attachment

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**Consent comment:**

Refer attachment

Jeremy Ross

RE: PROPOSED ROYDON QUARRY

I am making a submission to oppose Fulton Hogan's resource consent application to Environment Canterbury and Selwyn District Council to establish a new quarry (the 'Roydon Quarry').

I have lived in Templeton for ten years

We chose to live, and remain, in Templeton because we enjoy the lifestyle that living on the 'outskirts' of Christchurch offers, such as a rural feel, less traffic & congestion, less air pollution and an escape from the noise and general busyness of working in the central city.

Each of these benefits of living in Templeton are being threatened by the proposed 'Roydon Quarry'.

The primary concerns I have regarding the proposed quarry are the following:

1. Noise and light pollution
2. Impact on traffic and congestion of roads

#### **Noise and light pollution**

One of the reasons for moving to Templeton was the country feel that living in a suburb located slightly out of Christchurch would offer. While Templeton is close to Ruapuna and on the flight path, these are both factors that we took into account when moving here.

Having a quarry operate within 800 metres from our house was never something we thought possible when we purchased our house, and the very possibility that a quarry could be permitted so close to a large urban area (let alone less than 100 metres from some residential dwellings) seems inconceivable in a country such as New Zealand that prides itself on our 'clean green image' and that puts so much focus on protecting our natural resources.

Furthermore, the fact that Fulton Hogan's application seeks to run 24 hour operations at certain times of the year goes a step further, from inconceivable, to in my opinion, unconscionable. In a city still recovering from the effects of devastating earthquakes in 2010 and 2011, the mere possibility of quarrying activity running 24 hours is likely to cause significant distress to residents of Templeton and other areas surrounding the quarry.

The other form of pollution I would like to discuss is less serious, but still impacts on the amenity value of living in Templeton, and that is light pollution. As the quarry is proposed to operate 24 hours at times throughout the year, I am concerned that the lighting required to enable night-time operation will interfere with the dark night sky we enjoy – one of the advantages of living in a rural location.

#### **Suggested Condition – Noise & light pollution**

To somewhat alleviate the negative impacts of the proposed quarry, if Fulton Hogan's application was to be successful, I strongly believe that a condition should be imposed to limit any quarry activities to business hours (8-5pm) on weekdays only.

#### **Impact on traffic and congestion**

According to Fulton Hogan's application there will be an additional movement of 1,500 trucks per day, but Templeton is not likely to be significantly impacted as only trucks working in the immediate vicinity will travel through Templeton, and that truck movements in Templeton will be limited to 3-5 trucks per day.

The method used to ensure compliance is proposed to be 'code of conduct' signed by non-Fulton Hogan controlled drivers.

I have serious concerns regarding this situation – how will monitor truck movements to ensure that no more than 5 trucks travel through Templeton per day? Who determines what defines 'Templeton'? If trucks are frequently seen travelling through Templeton and a resident makes a complaint, will they just be told that it was working in the immediate vicinity, and how will this be verified one way or another?

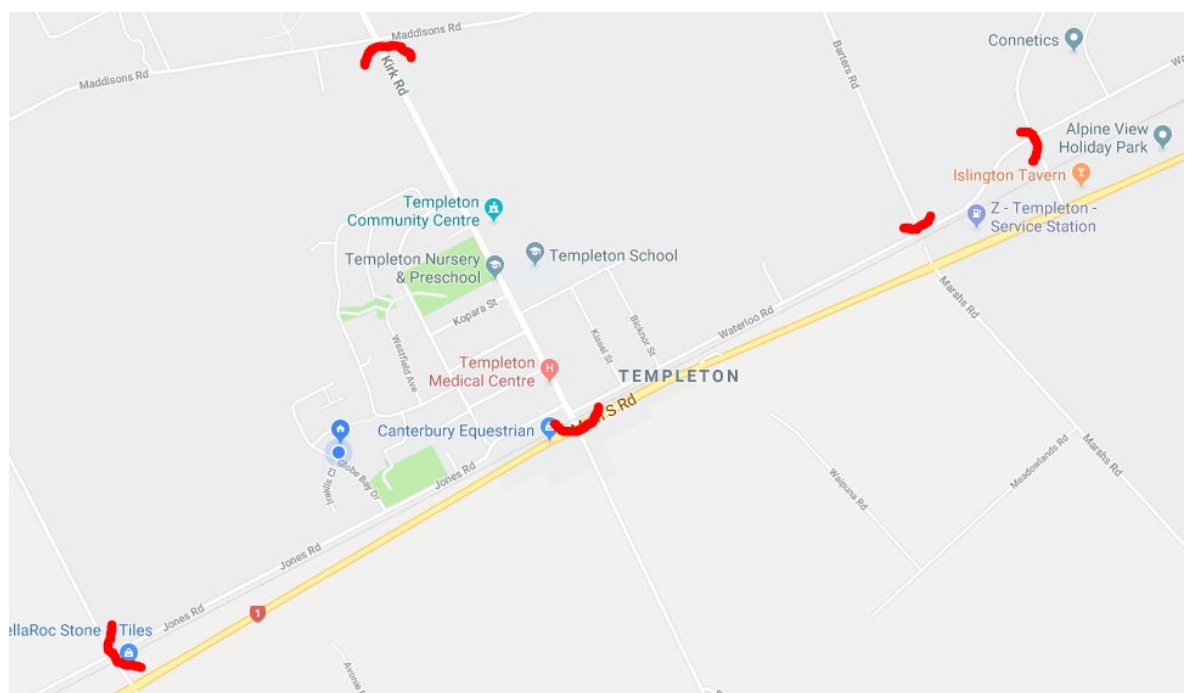
At a residents' association meeting held in January 2018, Tania Harris (ECan Senior Manager for Operations Support) stated:

*"Unfortunately there is just not enough resource...There is an element that we do need people in the community to tell us when they see things that they don't think are right that are going on."*

This quite clearly illustrates that the burden for ensuring that Fulton Hogan is keeping to their conditions (such as 3-5 truck movement through Templeton per day) will rest on Templeton residents, which I believe is unreasonable and unacceptable.

### **Suggested Condition – Traffic & congestion**

If Fulton Hogan's application was to be successful, I suggest that a 'no quarry truck' zone be implemented and NO quarry trucks (empty or full) be permitted AT ANY TIMES within the area marked on the map below. Any trucks required for work within this area (which I imagine would be extremely minimal) would be permitted but limited to certain times (i.e. between 10-2pm to avoid peak traffic times). This would remove an unnecessary burden to residents to monitor truck movements, and will also assist in alleviating noise concerns for residents.



**No quarry truck zone:** Jones Road (from Dawsons Road), Kirk Road (between Maddisons and Main South), Waterloo Road (from Kirk Road to Pound Road) – and all roads within.

In conclusion, I strongly believe that Fulton Hogan's application should be declined in full and an alternative location be used to source aggregate. A location further from residential houses and communities should be selected to ensure that convenience and financial gain are not given priority over people's health, wellbeing and quality of life.