

From: [REDACTED]
To: [Hearings](#)
Cc: submissions@golder.co.nz
Subject: Notifications Consent Submission: Group 422
Date: Tuesday, 4 June 2019 10:42:59 AM
Attachments: [Quarry-submission.docx](#)

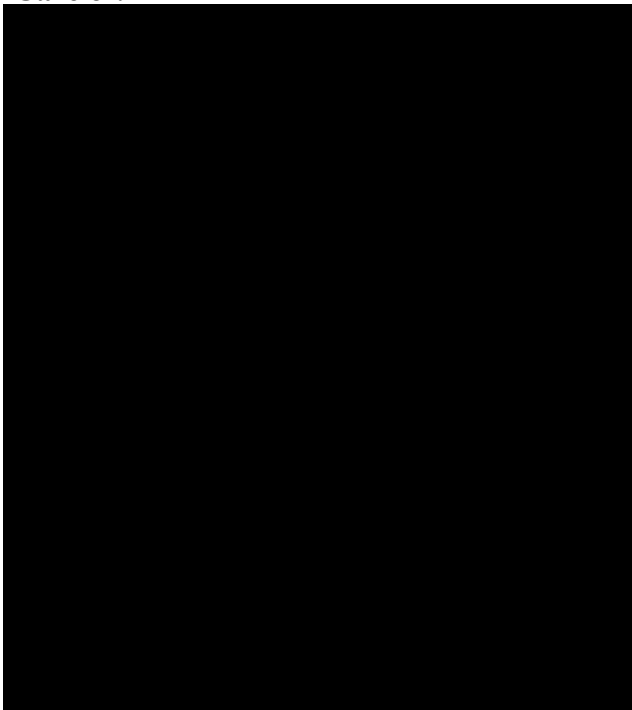
Group ID: 422

Consent name: Fulton Hogan - Roydon Quarry

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

Name: Dr Tamsin Sheen

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 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:

Please see attached document.

Consent comment:

Deny all consent applications. In the event that the applications are approved, I ask that the following conditions be imposed: 1) All heavy vehicles are prohibited from using local roads within and around Templeton. These roads include, but should not be restricted to, Dawsons Road between Jones Road and Maddisons Road, Maddisons Road between Dawsons Road and Barters Road, Barters Road from Maddisons Road to Waterloo Road, Waterloo Road from Barters Road to Kirk Road, Railway Tce, Jones Road from Railway Tce to Dawsons Road, and Kirk Road from Maddisons Road to SH1. 2) Pedestrians are provided with safe access to the surrounding area to maintain use of the local environment for walking and running. 3) All quarry activity, including vehicle movements, be strictly prohibited between the hours of 7 pm and 6 am. 4) Real-time dust monitoring stations be located within Templeton. If dust levels exceed the minimum safe levels, all activity should be ceased at the quarry site until safe levels can be guaranteed.

I oppose the following consents applied for by Fulton Hogan Ltd.: CRC192408, CRC192409, CRC192410, CRC192411, CRC192412, CRC192413, CRC192414, CRC182422, RC185627.

My reason for opposing the applications is that **the proposal does not satisfactorily avoid, remedy, or mitigate the more than minor adverse effects** of the proposed activity on the local environment. Specific concerns are addressed in the following paragraphs.

1) On application form CON570: CHANGE OR CANCEL A CONDITION OF A RESOURCE CONSENT, the applicant has not provided a response to section 3.3, Matters of National Importance (section 6): Do you consider your proposed activity takes into account Matters of National Importance?

I ask that the applicant provides information on whether the proposed activity takes into account matters of national importance.

2) I have significant concerns regarding the increased truck movements around our community as a result of the proposed activity. These are as follows:

- My property backs on to Jones Road. The applicant estimates that the proposed activity will result in an increase in 1,500 heavy vehicle movements (HVM) per day in the surrounding area. In the [Application Assessment of Environmental Effects Report](#), the applicant suggests that 90% of this traffic will access SH1 from the proposed new roundabout at the corner of Dawsons Road and Jones Road, therefore mitigating the increase of traffic through Templeton. However, the remaining 10% of HVM are not accounted for in the report. This 10% equates to 150 HVM per day that will presumably come through Templeton village. The addition of 150 trucks coming past my house will have a more than minor adverse effect on noise levels and my right to quiet enjoyment at my property.
- The applicant states that “Fulton Hogan is committed to minimising vehicle movements through Templeton as far as practicable”. I have concerns around the wording “as far as practicable”. This appears to allow the applicant to use their own discretion as to what is practicable. **I ask that all heavy vehicles coming to or from the quarry be prohibited from travelling through Templeton.**
- The applicant states that “Fulton Hogan controlled trucks will only travel into or through Templeton if a delivery is in the immediate vicinity” and that “Fulton Hogan will require any non-FH controlled truck drivers accessing the site to sign a code of practise committing to the same”. **What is considered to be “the immediate vicinity”? I propose that the immediate vicinity be defined as the area enclosed by Dawsons Road, Maddisons Road, Barbers Road, Waterloo Road, and Railway Tce-Jones Road. All vehicles not going to sites within this area should not come through Templeton. I also ask for confirmation on what the repercussions will be for drivers who continually breach the code of conduct.** I am concerned that there is no real-time monitoring of truck movements to confirm that trucks are not coming through Templeton and that there is no action plan to reprimand drivers not adhering to the code of conduct to prevent further breaches.
- The [Application Assessment of Environmental Effects Report](#) gives little attention to trucks coming to the quarry, mainly focussing on trucks leaving the quarry site. **Will vehicles coming to the quarry also be bound by the requirement not to travel through Templeton?**
- The applicant does not address vehicle movements between quarry sites (i.e. existing quarries in the vicinity to/from the proposed quarry). **Will trucks travelling between quarry sites also be prevented from travelling through Templeton?**
- The increase in HVM coming through Templeton is a safety issue. Our community is relatively small, and many community members (particularly children and the elderly) walk

and cycle to their destinations. The increase in vehicles will have a more than minor impact on traffic safety in the area. I regularly see trucks not stopping at the pedestrian crossing, using the railway crossing at the end of Kirk Road (which is not suitable for vehicles over 9 m), and travelling with uncovered loads. In October 2018, a quarry truck with an uncovered load spilled large rocks onto the road at the bend of Railway Tce and Jones Road (please see images 1 and 2 showing rocks moved off the road following the incident). The rocks covered most of the road and came within seconds of hitting other vehicles. The proposed increase in HVM will increase the probability of accidents such as this occurring in our community, which is a more than minor effect that is not avoided, remedied, or mitigated by the current proposal.

- The roads around Templeton are not designed for heavy vehicles. In the past 2 years, the increase in HVM associated with the Southern Motorway extension has already meant that Kirk Road has been in a continual state of disrepair. The required road maintenance is a safety issue for pedestrians attempting to cross the road and for vehicles and cyclists attempting to navigate around the road works. The proposed increase in HVM will likely mean that we as residents are going to be subject to these issues for the 35-year lifespan of the quarry. I feel that this is a major negative effect that has not been sufficiently addressed by the application.
- The applicant states that “Daytime traffic from the proposed quarry will not increase noise levels as traffic on both SH1 and local roads is currently relatively high.” I am concerned that the proposal does not take into consideration the fact that traffic levels are currently abnormally high as a result of the major alterations to the roading network in the area. This is a temporary situation and should not be used as a baseline for assertions made in the application. **I ask that the applicant provides a comparison of proposed HVM with those of a more “normal” traffic situation in the area (such as prior to the current roading network improvements).**

Based on these issues and the inability of the applicant to realistically control truck movements, if the application is approved, I ask for the following restriction: **all heavy vehicles be prohibited from travelling on Dawsons Road between Jones Road and Maddisons Road, on Maddisons Road between Dawsons Road and Barters Road, on Barters Road from Maddisons Road to Waterloo Road, on Waterloo Road from Barters Road to Kirk Road, on Railway Tce, on Jones Road from Railway Tce to Dawsons Road, and on Kirk Road from Maddisons Road to SH1.**

3) The proposed activity will have significantly negative impacts on the amenity of the area. I run the block comprising Jones Road, Dawsons Road, Maddisons Road, and Kirk Road several times a week. I take great pleasure in the existing rural amenity and feel that this activity is beneficial for both my physical and mental health. I currently have a view of farmland across to the Southern Alps (please refer to image 3). The applicant states that “within 5 years of planting, new areas of vegetation will provide substantial screening to a height of 5 m”. Bunding topped with vegetation to a height of 5 m will completely alter the current rural amenity and negatively impact my enjoyment of the area. I consider this a more than minor negative effect.

4) The proposed new roundabout at the corner of Jones Road and Dawsons Road does not take into consideration the safety of pedestrians, only addressing vehicles and trains. The [Application Assessment of Environmental Effects Report](#) does not provide any assertion that road shoulders will remain suitably large for pedestrians to safely use the area. As such, **I ask that the applicant provides confirmation that any roading changes will take into consideration pedestrian users and maintain safe pedestrian access to the area.**

5) The applicant states that “ecological values of the site are considered low. Consequently, it is not considered necessary to commission a specialised ecological study of the site”. Are the applicants aware of the eel population living in the water races surrounding the site? Can they confirm that these are not endangered native eels (*Anguilla dieffenbachia*, see website <https://www.doc.govt.nz/nature/native-animals/freshwater-fish/eels/freshwater-eels-in-new-zealand/>)? I feel that it is negligent to completely dismiss the ecological value of the site and **I ask that the applicant commissions a specialised ecological study to confirm which species need to be accounted for in their application.**

6) The proposed hours of operation include the statement “Allowing for operations outside of standard working hours provides flexibility to undertake work that requires night delivery.” This statement is concerning as it appears to give the applicant the right to carry out night work at their own discretion. I ask that in the event that the application is approved, the following limitation be imposed: **activity between the hours of 7 pm and 6 am be strictly prohibited.**

7) The applicant states that “dust nuisance is not expected to be significant”. However, there is no provision for dust monitoring stations outside the boundary of the quarry. How can the applicant confirm that there is no dust nuisance in the surrounding area if this is not being monitored? If the application is approved, I ask that the following restriction be applied: **dust monitoring stations be situated within Templeton with real-time monitoring of dust levels. In the event that levels exceed the acceptable minimum safe levels, all operations are immediately ceased at the quarry.**

Overall, I feel that the individual and cumulative negative effects of the proposed activity are more than minor, and that the application does not sufficiently avoid, remedy, or mitigate these negative effects. I therefore ask that the consents are denied.

However, if the consents are approved, **I ask that the following restrictions are imposed:**

- 1) All heavy vehicles are prohibited from using local roads within and around Templeton. These roads include, but should not be restricted to, Dawsons Road between Jones Road and Maddisons Road, Maddisons Road between Dawsons Road and Barthers Road, Barthers Road from Maddisons Road to Waterloo Road, Waterloo Road from Barthers Road to Kirk Road, Railway Tce, Jones Road from Railway Tce to Dawsons Road, and Kirk Road from Maddisons Road to SH1.
- 2) Pedestrians are provided with safe access to the surrounding area to maintain use of the local environment for walking and running.
- 3) All quarry activity, including vehicle movements, be strictly prohibited between the hours of 7 pm and 6 am.
- 4) Real-time dust monitoring stations be located within Templeton. If dust levels exceed the minimum safe levels, all activity should be ceased at the quarry site until safe levels can be guaranteed.

