

25 July 2019



Fulton Hogan Ltd
C/- Don Chittock
PO Box 16064
Christchurch 8441

Dear Don

Request for Further Information

Applicant Name: Fulton Hogan Ltd

Response Required by: 9 August 2019

Record Numbers and Activity Description:

Selwyn District Council		
Reference Number	Consent type	Description
RC185627	Land Use (s.9)	Land use Consent to establish, operate and rehabilitate a quarry

Overview

As you are aware we have been processing your consent application. The Selwyn District Council's landscape, traffic and noise experts are presently preparing their assessments, and have identified a number of matters where additional detail is required in order to assist in their assessments. This information is requested under section 92(1) of the Resource Management Act 1991 (RMA).

As this is an additional request for further information, the time period for responding to this request is not excluded from the statutory timeframe in accordance with section 88(C)(1) of the RMA. Options available to you are detailed below under **Response Options**. Please complete one of these options by 9 August 2019.

This information is required so we can clarify and better understand any potential effects from your application.

Traffic Questions

Trip Distribution

The trip distribution set out in the Integrated Transport Assessment is based on truck origin/destination data, which has been assigned onto expected routes shown on Figures 11-1 and

11-2. This therefore represents the historic patterns of distribution and the assessment of traffic effects is based on this distribution. What consideration has been given to scenarios where this distribution does not occur? For instance (and these are just examples), what if:

- There were more than 3 vehicles per day on Weedons Ross Road, or
- Maddisons Road was used by vehicles travelling between Dawsons Road and Weedons Ross Road, or
- A new client established that was accessed by a road not presently assessed?

Should there be a greater degree of sensitivity testing on the potential routing? And/or is there a case for a regular review of routes to ensure that the vehicle numbers fall within the parameters assessed?

Control of Vehicle Routing

How will the applicant ensure that third party vehicles use the routes identified rather than other routes?

Reliance on Road Schemes

Some of the road schemes that are mentioned in the ITA ('Proposed Transport Projects') have a greater level of uncertainty due to recent changes in NZTA prioritisation of funding. To what extent does the proposal rely on these measures to mitigate possible adverse effects? If those schemes were not in place, would this change the assessment of effects (on capacity or road safety). Would it result in changes to the trip distribution and/or use of different routes?

Jones Road / Dawsons Road Intersection

In view of the Chch City Council submission, is Option 1 still being progressed?

Noise

1. The Marshall Day Acoustics (MDA) report dated 14 November 2018 contains an extensive discussion of the 'existing' ambient noise levels. The MDA ambient measurements are relied upon in part to formulate their "Recommended Assessment Criteria" for the project, including the day, evening and night time hours. It appears that all of these ambient noise measurements have been undertaken during a period where traffic on, for example, Maddisons, Currags and Jones Road is temporarily increased compared to a 'neutral' situation due to the in-progress construction of CSM2. Independent of this temporary increase, the traffic assessments completed for CSM2 also suggest that traffic volumes on a number of these same roads will decrease compared to a 'neutral' situation when CSM2 is complete due to modified traffic patterns. Please provide further analysis of the expected ambient noise situation when CSM2 is complete. We are aware that there is discussion in the MDA report of how noise from vehicles travelling on CSM2 is expected to modify ambient noise levels in the area, but that discussion is confined to the area in the immediate vicinity of the CSM2 / Main South Road confluence – and does not consider the more complex issues identified above.
2. With reference to section 4.4.2 of the MDA report, please provide further explanation as to how the fact that in the wider environment "traffic noise begins to increase from 0400 hours" suggests that a noise limit of 55 dB LAeq is appropriate from 0600 hours.

3. With regard to noise received at the Weedons New Zealand Motor Caravan Association - please provide further discussion as to whether more stringent noise controls are considered to be appropriate given people may be sleeping in spaces with very low external to internal sound insulation (canvas awnings, pop-up caravans etc).
4. Please provide a noise contour plot for Stage 5 rehabilitation.
5. With regard to 319 Maddisons Road – We note that the ambient noise levels (even without accounting for the issues above) are below 50 dB LAeq after 1830 hours, and the Selwyn District Plan night time period commences at 2000 hours. Please provide further discussion regarding noise effects in the period from 2000 to 2200 hours, when a noise limit of 50 dB LAeq is proposed, and excavation work when in close proximity could generate elevated noise from extended periods. Please consider whether a further restriction on excavation in proximity to this dwelling during the evening is appropriate.
6. Constructing the bund at the ‘100 metre excavation setback’ from 319 Maddisons Road rather than at the site boundary would reduce the noise and vibration received during the construction period. Are there any practical issues with this?
7. Section 10.3.3 of the MDA report states that the existing ‘outside of daytime hours’ noise level at 153 Curraghs Road is 56 dB LAeq(1 hr). Please provide the basis for this.
8. We agree that the vibration from individual quarry truck drive-bys may be indistinguishable from other heavy vehicle drive-bys. However the frequency of occurrence of vibration events will increase. Please provide further analysis relating to the likely effect on an increase frequency of vibration events. We note that when considering noise effects MDA have considered parameters which capture both the level and frequency of events associated with heavy vehicle drive-bys (Lmax and LAeq(1hr)).
9. Please comment on cumulative noise from operations on the quarry site, and quarry traffic on public roads. It appears this may be most relevant at 151 and 153 Curraghs Road during the period from 0600 to 0700 hours (noting the comments regarding ‘ambient’ noise levels above).
10. The landscape expert has queried whether the bund is essential from an acoustics perspective. Please provide analysis and comment as to the impact of having a partial or no bund.

Landscape Issues

At present planting is to occur on the lower slopes of the bund and therefore dependant on the bund being constructed prior to planting. Can the applicant confirm if there is the opportunity to decouple/ separate the proposed mitigation planting from the proposed earth bund along Maddisons Rd and Curraghs Rd?

Response Options

The options available to you are set in Section 92A(1) of the RMA. You must choose one of the following options.

A. Supply the requested information by 9 August 2019.

If the information can be easily collated and supplied by this date, please provide it in writing (via email is fine) to Andrew Henderson and Catherine deGraaff.

B. Agree in a written notice by 9 August 2019 to supply the information requested.

Sometimes technical information will take some time to collate or key contacts may not be immediately available. If you need a longer period of time to supply the information requested, please contact Catherine deGraaff to advise when you can provide the information. You can do this via email or letter.

C. Refuse in a written notice by 9 August 2019 to supply the requested information.

If you chose not to respond to this letter, then the process for Option C. applies.

Please address the response for Selwyn District Council matters to Andrew Henderson:
Andrew.henderson@beca.com.

If you would like to discuss this request in more detail, please don't hesitate to contact Andrew Henderson at Andrew.henderson@beca.com.

Yours sincerely/ Ngā mihi

A handwritten signature in blue ink, appearing to read 'Andrew Henderson', with a stylized flourish at the end.

Andrew Henderson
Senior Associate – Planning; Beca