Before Independent Commissioners Appointed by the Canterbury Regional Council and Selwyn District Council

In the matter of	The Resource Management Act 1991
And	
In the matter of	Applications by **Fulton Hogan Limited** for all resource consents necessary to establish, operate, maintain and close an aggregate quarry (**Roydon Quarry**) between Curraghs, Dawsons, Maddisons and Jones Roads, Templeton

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SUMMARY STATEMENT OF KELVYN MARK JOLLY ON BEHALF OF FULTON HOGAN LIMITED

OPERATIONS

DATED: 13 NOVEMBER 2019

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Introduction

1. The focus of my evidence is operational and management matters for the Roydon Quarry proposal. In particular, I explain some of the operational features of the proposal and how, if consented, the quarry could be operated to ensure conditions and expectations are met.

2. I also comment on the Code of Practice for the alluvial quarrying industry in Canterbury (paragraphs 14-16).

3. I also prepared rebuttal evidence, which is summarised below.

Type, quality and quantity of aggregate resources at Roydon Quarry

4. The Roydon Quarry site has premium grade material which will be suitable for making good quality topcourse, basecourse and sub-base products. The products will be suitable for the New Zealand Transport Agency and Christchurch City and Selwyn District Council specifications.

5. My understanding is there is approximately 30 million tonnes of aggregate resource, equating to an expected life of the quarry of more than 40 years (depending on demand). The overall quantity of the aggregate produced will see consolidation of topcourse production primarily to one location and will include the production of additional topcourse blends.

Processing activities at Roydon Quarry

6. My evidence expands on Kevin Bligh's evidence to provide further details on what is involved in site preparation, extraction and processing activities at Roydon Quarry and the timing and stages of development (paragraphs 24-50). In summary:

    (a) **Site preparation** (paragraphs 25-34): will involve stripping the overburden (soil layers) above the saleable aggregate and the construction of bunds around the perimeter of the site. The bunds will be constructed to comply with the minimum bund widths, planting requirements and boundary conditions. The bunds proposed are very similar to those at Fulton Hogan's other quarries within Christchurch.

    (b) **Setbacks** (paragraphs 32-36): It is proposed that all fixed plant and associated stockpiling will occur within the 6.8ha Central Processing and Storage Area (**CPSA**), at least 500m from any site boundary. Any

mobile processing and associated stockpiling will take place at least 250m from the site boundaries. For mobile processing, Fulton Hogan has also recently committed to a setback of 500m from the Christchurch airshed boundary.

(c) **Extraction and processing activities** (paragraphs 37-42): Extraction will involve a loader working at a quarry face to bring gravels down, they will then be transported and loaded into the feed hopper. The extracted material will be transported by conveyor belt to the processing plant to produce a range of products in the CPSA. The products will be stockpiled, loaded onto truck and trailer units and sold via the weighbridge. After initial extraction, conveyors are generally expected to be used exclusively for the conveyance of material onsite.

(d) **Sequencing and staging** (paragraphs 43-50): Quarrying will be undertaken progressively. The method is best explained by reference to the diagrams in my evidence (pages 9-10, Figures 1 and 2).

7. There was an area of disagreement in the Joint Witness Statement on Noise relating to the setbacks for mobile plant. Mr Michael Smith considers that mobile plant should only be used in the CPSA (paragraph 16). Fulton Hogan's preference is to use mobile processing equipment to establish the CPSA.

8. Due to the costs of running fixed and mobile plant, I expect only one mobile plant will be used at any one time and would likely be limited to no more than 150 days per year, during times of high demand or to support the fixed plant (paragraph 39). Mobile processing equipment will be located no closer than 250m from the site boundaries (rebuttal paragraph 6) – and even further (500m) from the boundary with the Christchurch airshed.

Extended hours of operation (paragraphs 51-58)

9. We are seeking extended hours of operation because, increasingly, our customers are being required to work outside the hours of 6am to 6pm. They have to work to time constraints to minimise disruption to the road, port or airport network and, in turn, we have to work to their time constraints.

10. To meet our customers' - and ultimately society's - need for night operations, quarries are required to load trucks and accept cleanfill outside the hours of 6am to 6pm. Fulton Hogan made a decision, in response from feedback received, not to undertake processing activities prior to 7 am other than pre

start preparations Fulton Hogan is also proposing limits on what occurs outside day time hours (noting there is provision for some activities including dust suppression, security and light maintenance at all times):

(a) between 6pm to 8 pm Monday to Saturday it is only proposed to operate the fixed processing plant on up to 150 days of the year;

(b) processing will not occur prior to 7am;

(c) between 8pm and 6am it is proposed to only operate trucks on up to 60 nights of the year and movements will be limited to no more than 30 heavy vehicle movements (15 vehicles) in any one hour.

11. Fulton Hogan has refined the hours of operation sought in order to balance the needs of the company and its customers with the expectations and aspirations of the community.

Management plans

12. A number of management plans have been proposed in the consent conditions to inform and assist with the operation and management of quarry activities and potential adverse effects (paragraphs 59-60). A requirement for Management Plans has been included on Fulton Hogan's consents for a number of years now. They inform how our quarries are operated and managed and form an integral part of day-to-day operations.

13. We have a number of tools at our disposal to ensure compliance including staff training, induction and regular meetings, regular site inspections by senior management staff and management level environmental meetings (paragraph 63). Based on my experience, I am confident Fulton Hogan can implement and comply with the various management plans proposed.

14. Fulton Hogan does not oppose the requirement for an overarching Quarry Management Plan as suggested by Ms Gemma Conlon on behalf of Templeton Residents Association (rebuttal paragraph 4).

Conditions of consent

15. Since January 2018 I have been involved in regular, internal meetings about the conditions of consent and, in particular:

(a) Whether the conditions are practicable;

(b) Whether we are confident of our ability to comply with them; and

(c) How the conditions could be refined to better meet the needs of the community

16. Because it appears to be an important issue to the community, my evidence expands on how Fulton Hogan will meet certain commitments (paragraphs 66-89). In summary:

(a) **Cleanfill:** Fulton Hogan has a standard practice for accepting cleanfill which will also be followed at Roydon quarry (paragraphs 69-75). Based on current practices, I am confident the cleanfill accepted will meet the definition of "cleanfill" in the Land and Water Regional Plan And supported by the requirement of Annual Cleanfill agreements with our customers

(b) **Maximum extraction depth:** Fulton Hogan is well versed with the conditions which require monitoring measures to comply with a maximum extraction depth 1m above the highest recorded groundwater level (paragraphs 76-78). This restriction already applies across all of our sites within Christchurch.

(c) **Dust emissions:** To comply with the Dust Management Plan (**DMP**) Fulton Hogan will follow its standard structure for reporting and responsibilities (paragraphs 80-83). The dust control and mitigation measures proposed are similar to those at our other quarry sites, albeit with more stringent operational requirements on open extraction area, timing of rehabilitation, increased internal sealed roads and use of available technology for data capture of increased onsite monitoring capabilities I am confident that with its standard operating procedures, staff training and responsibilities, and managerial oversight the DMP will be complied with.

(d) **Rehabilitation requirements:** Fulton Hogan is proposing progressive rehabilitation, in parallel with staged extraction, in accordance with a Quarry Rehabilitation Plan (**QRP**), this aligned extraction and rehabilitation is used at our McLean's Island quarry now (not a consent requirement). The approach taken for the QRP is consistent with that for our other Christchurch quarry sites. We are familiar with working to such plans and implementing the rehabilitation measures.

(e) **Active open areas:** We have spent a considerable amount of time determining the smallest operational area Fulton Hogan can deliver.

Based on my experience, I believe Fulton Hogan can work within the 26 ha proposed, safely and efficiently (paragraphs 88-89).

Quarry truck traffic

17. Concerns have been raised through the consultation process about truck traffic in Templeton. While the expert analysis shows the large majority of trucks will not travel through Templeton (paragraph 97), we have proposed a number of measures to control truck movements through the Templeton urban area and beyond. Fulton Hogan will ensure compliance with these commitments through its site induction process. We had vehicle restrictions on roads during the establishment of McLean's Island quarry. There is a requirement for all drivers to sign a code of practice and a prominent sign will be displayed inside the quarry gate (paragraph 90-94).

18. The behaviour of drivers using Roydon Quarry, or any Fulton Hogan quarry, is immensely important to us (paragraphs 99-106). A number of methods are used, and more are proposed, to influence driver behaviour. In addition to site inductions and signage, we can monitor actual driver behaviour using GPS tracking (for Fulton Hogan vehicles) onsite cameras and public feedback. I am confident Fulton Hogan's commitments can be met.

19. Two concerns have arisen in the submitters evidence and the Noise JWS relating to traffic – the use of tonal reversing beepers and engine breaking.

20. The use of tonal reversing beepers or flashing lights are required to meet workplace safety requirements. All Fulton Hogan equipment used in the operation of the site will have lights or beepers. Fulton Hogan can control the tone of beepers on its own aggregate transport fleet and guarantee the use of broadband reversing beepers.

21. Fulton Hogan's quarry sites supply to a range of customers with their own trucks/fleet. Their technology may not allow for tonal beepers to be controlled. The proposed site has been configured to minimise the need for any reversing while on site. The only reversing will occur when tipping-off material or using the consented wash facilities.

22. Audible engine brakes are mentioned by Dr Chiles (paragraph 32) and in the Noise JWS. Only a small percentage of aggregate cartage trucks in New Zealand have audible engine brakes. Over time, as the truck fleet is modernised, different braking technologies will be used.

23. In my opinion, engine brakes are unlikely to be used at this site given the topography of the site and access points (both flat). In any event, Fulton Hogan will include a requirement in the code of conduct that no engine brakes can be used while on site and should not be used in the immediate vicinity of the site. This will be supported by signage to that effect at the entry and exit of the proposed site.

Corrections and changes

24. **Para 36** (23 Sept) through air quality expert caucusing the location of where portable plant can operate within the proposed site has adjusted. '*The set back for mobile plant is 500 meters from the airshed boundary (eastern side of the quarry) and 250 meters from all other boundaries.'*

25. **Para 55** (23 Sept) initially proposed to operate the fixed processing plant in the central processing and stockpile area on up to 150 days of the year. Through further consultation 150 nights has been reduced to 60 nights per year.

26. **Para 59-60** (23 Sept) referred to a list of site Management Plans – through further consultation there has been the addition of Transportation Management and Routing Plan (K Bligh para 78 23 Sept) and Traffic Queue Management Plan, these would also be included in point below.

27. **Para 62** (23 Sept) and change in Para 4 (21 Oct) Site management Plans have long been used in the daily operation of our quarries, in response to evidence of Ms Conlon and Mr Michael Smith in my rebuttal we agreed to implementation of an overarching Quarry Management Plan that connects all site management plans.

28. **Para 69- 75** (23 Sept) Cleanfill – Fulton Hogan will also require the annual agreement by cleanfill customers to signing of an agreement on what they can bring to site as clean fill. This is a practice introduced through more recent cleanfill requirements (para 16 summary).

29. **Para 78** (23 Sept) refers to use of GPS data in the management of the maximum extraction depth, this can include handheld devices and use of loader control mechanisms.

30. **Para 99-106** (23 Sept) through consultation and discussion with our traffic Expert (Metherell) the inclusion as previous mentioned of a Transportation

Management and Routing Plan is in addition to my original evidence to the proposal

Kelvyn Jolly

13 November 2019