Before I begin, I have been asked to read the following:

Davina Penny wishes me to address a potential error in her presentation yesterday. She was of the belief the shared driveway for heavy and light vehicles incorporated the driveway to the Lodge, due to this image being shown in an s92 response - and being linked to light vehicles. She now acknowledges she was incorrect in making this assumption, and understands it may be elsewhere on Jones Road. However she stands by her belief that the cycle way is still too close to the carriageway to allow for any road widening. And also believes vehicle movements on site on any proposed access road will still be a noise impact for those sleeping at the Husky Centre. She apologises for any misunderstanding she has caused and wished to correct this error.

**TABLED AT HEARING**

Application: 

Date: [date]

Hello.

My name is Sean McFarlane. My family moved to Railway Terrace in Templeton 40 years ago after my father retired from a 30 year army career. My 83 year old mother and brother still live in Templeton in that very same house. My parents chose Templeton for its connections to horses (my father had dreams of owning and training a trotter to a Rowe Cup victory and a free legged pacer to a NZ Cup win - interesting fact: it never happened). Also they just liked the vibe and saw it as a good place to be based while their children completed high school and the youngest (me) completed primary/intermediate before starting at high school.

Now fast forward and we have Fulton and Hogan asking to develop one of the largest quarries in the country, just down the road from essentially an outer residential suburb of Christchurch City with a population of around 2,500 and numerous immediate rural neighbours. Outrageous.

**Building Communities**

Before I get into the substance of what I would like to say, I have to address something that was mentioned at the beginning of the hearing. Brackenridge. A Fulton Hogan representative at this hearing stated, I hope with some level of embarrassment, that residents were not considered in their analysis of community impacts and needs because the residents of Brackenridge were not considered "reasonable people". What an insult. Brackenridge for its residents is home. It is their safe place. They are not criminal detainees. They call Brackenridge home through no fault of their own. Templeton is their home as it is for my mother and brother and many others I know. In the day of Templeton Hospital and then The Templeton Centre, my mother worked as admin support there. Our family had happy relationships with residents including those who were not considered for community care back when deinstitutionalisation was instigated. This meant the most vulnerable and those with the greatest 24 hour care were accommodated in Brackenridge. If Fulton and Hogan cannot consider the most vulnerable in the community for their notion of wanting to be a good neighbour and member of the community what does it say about the process they say they have engaged in. Mere box ticking. Quite frankly their attitude towards Brackenridge is beyond offensive.
As part of their hearts and mind campaign to respect the community (so long as you don’t live at Brakenridge), Fulton and Hogan ran a roadshow in a tent and ran information points in the Templeton RSA. At the road show I got to speak with Mr Don Chittock. It was there he promised me they were working to a 100% covered fleet, being at 60% at that time, and that their trucks from the quarry would be covered. Yet I see no mention of using only covered trunks in their application. He also informed me and others at the roadshow that the operation of the quarry would be Monday to Friday 6am to 6pm and Saturday mornings. Now we see they have applied for night operations as well. Also much was made of the single centralised processing plant. Now we are hearing potential for planets, the plural. How honest have they been in building their with their community. Simple lip service and again box ticking.

Traffic

A quarry on the Roydon Lodge site will see a vast increase in heavy tracking traffic for a mixed community of rural and urban. 1,200 truck movements a day is what is spoken of by Fulton and Hogan’s initial application. Now Fulton and Hogan talk of an average over a month calendar period of 800 truck movements a day. When one takes into account the quarry will be a 5.5 day a week operation plus periods of night quarry work, the average truck movements they are really talking about are more like 970 truck movements a day on average. Almost 200 more than they are trying to present by using the notion of calendar months.

Many in the community are greatly concerned for what this means for safety of road users and residents. The roads surrounding the site simply are too narrow and not designed for the potential heavy loads from a quarry. Loads up to 53 tonnes I understand. While Fulton and Hogan have made much play of the new motorway, they have said that depending on where the aggregate is required will dictate the chosen route. While they say they are happy to restrict use through Templeton, there was mention of 5% of truck travel via the community. Based on up to 1200 truck movements a day, that is a considerable number of very large trucks, empty or fully down roads such as Jones Road, or where why mother and brother live in Railway Terrace. If you have not seen it already, I invite you to go see where Jones Road meets Railway Terrace. They are joined by an ‘S’ bend where regular truck traffic from the likes of Midland Port and IZone can be seen crossing the centre line. Also Railway Terrace, for example, was narrowed some years ago to accommodate a drainage swale and to slow traffic.

With the advent of development at IZone and the Midland Port, not to mention the residential expansion of Rolleston, traffic has greatly increased down Jones Road and Railway Terrace. My brother regularly complains about not being able to drive out the driveway into Railway Terrace at various times of the day due to the traffic. My brother’s issue is worse when roads such as the Main South Road are closed by accidents or, as last week, fire. Then this alternative Jones Road and Railway Terrace route is just crazy. Where will the Fulton and Hogan trucks go under such circumstances? Will they just join the queues in Jones Road and Railway Terrace. My mother says since the quakes, her 1950s era house shakes with the passing traffic. Imagine adding extra heavy trucks to that?

Fulton Hogan has said they will construct a roundabout at the Dawsons Road Jones Road intersection to aid the arrival and departure of truck at the quarry and to improve safety for other road users. Fulton and Hogan trucks can be heavy and long. I went and measured the distance between the centre of the
railway track out to Jones Road on Dawsons Road. The distance is 17 metres. The distance from the rail barrier arm makes that distance less. Let's say the barrier arms removes a minimum of 1.5 meters giving a distance of 15.5 metres. Any truck and trailer stopped by the rail barrier would hang out past Jones Road and create frustrations for all traffic, be they on Jones Road or Dawsons Road. There just is not the room between the railway line and the roundabout for safe queuing.

Some of the previous submitters have brought to your attention the crash history of the area. But all I will say is are Fulton and Hogan proposing to rebuild the local roads as well? No. They are not.

Mr Officer, from Allied Concrete, who presented to this hearing last Thursday, I think said a couple of interesting things when questioned by Commissioner Thompson. One was that as a rule his company trucks, when driving to jobs, take the most direct route. I merely use his company as an example of a profit making company looking to be most efficient to maintain a profit. Any company looking to make a profit would surely do the same? In a discussion I had with Don Chittock at the Fulton Hogan roadshow in the tent in Templeton, he said to me Fulton and Hogan would have full control over their own drivers as to routes they would take to and from the quarry, but this would not be the case for non-Fulton and Hogan trucks and drivers from customers for the aggregate from the quarry proposed. Surely these non-Fulton and Hogan drivers and customers would operate in the same way as Mr Officer suggested and use the most direct routes for the benefits of their financial bottom lines? Any company trucks that are not Fulton and Hogan will effectively go where they please. So driver ‘A’ from company ‘B’ leaves Roydon with a load of aggregate which he is to take out to the northwest, but he is hungry and his favourite café with those pies he likes is in Waterloo Business Park. What is there really to stop him turning left out in to Jones Road to travel down Jones Road, into Railway Terrace, across Kirk Road into Waterloo Road and down to his favourite café in Waterloo Business Park before turning off to continue his delivery? Nothing I believe. His actions may cause concern for Fulton Hogan in their relationship with residents of Jones Road, Railway Terrace and Waterloo Road and maybe an ear bashing when next at the quarry, but remember he is not a Fulton Hogan driver or truck and I was told that Fulton Hogan would have little control over such drivers and companies.

Does this quarry need to be here?

Fulton & Hogan’s own directors Faulkner and Bruyn in an update to shareholders earlier this year stated that the current government’s funding priorities had seen a slowing and reduction of expected New Zealand Transport Agency work and that they would be moving to smaller projects. The gravel and quarrying industry is directly affected by a change in roading construction focus. Civil Contractors New Zealand chief executive Peter Silcock was quoted by Radio New Zealand as saying “There’s quite a few of those Roads of National Significance which are due to finish over the next two years and of course the employees are looking around going ‘where can I get an equivalent job in the future?’” He said around $4.8b worth of major road projects were due to finish in the next two years but only around $1.1b worth would be starting.’ Members of the industry fear for their jobs and their futures. (https://www.rnz.co.nz/news/national/382174/roading-contractors-nervous-as-projects-finish-all-of-a-sudden-we-see-a-dramatic-ramp-down) So is there a need for a 170 hectare hole in the ground in Templeton? Will it be for 40 years? Or 50 or 60?

Recently there has been reporting of North Island road and building construction companies looking into a future need to import aggregate. (https://www.rnz.co.nz/news/national/399508/crunch-time-
Maybe Fulton Hogan has an eye on potential to export Roydon aggregate to North Island regions. If so why would a quarry have to be here?

Some months ago I spoke to a friend of a friend who is a geologist and soil scientist. At the time he said to me “Sean that proposed quarry development should not go in that site and it doesn’t need to”. He wouldn’t say much more than that as the firm he worked providing reports and studies for the likes of quarries and to speak would not be beneficial for continued work. But the key thing he said to me was, “If shingle were oil, Canterbury would be Saudi Arabia. You could put a bucket in the ground virtually anywhere across Canterbury and establish a quarry”. This is the second thing Mr Officer said in his submission “Canterbury is gifted with aggregate”, or words to that effect.

The quarry community has talked of distance being the enemy of quarries. For every 30kms the price of aggregate would double. Why? This has been an often trotted out old chestnut. Surely this is incorrect? Once shingle/aggregate or whatever is quarried from the ground and stock piled it is quarried, full stop. Any increase in cost of the stone is surely purely marginal transport cost and not a doubling of the cost? Under a free competitive market, such as we have in New Zealand, shouldn’t competition come to bear? Company ‘A’ and company ‘B’ wish to supply a large contract with aggregate. Company ‘A’ is closer to the site than ‘B’, but the contract is a substantial one. Surely the competitive market would come into play and create a more even competitive purchasing environment for the customer? Or are we saying that the quarrying industry operates some sort of oligopoly or even a cartel? The only thing that should increase in the price should be a marginal transport cost which should be held in check, to some extent, by the competitive market. It is time that the quarry industry stops using the scare of the 30km doubling of price. All that would have this hold true would be some tacit industry approval of oligopoly market manipulation.

Environmental dust and noise

Many of the previous submitters have spoken of dust and I will not repeat what you have already heard. All I will say here is Dr Pink now concedes that PM10 is more than a nuisance. It effects people’s heath even if Ecan and the quarry industry wants to keep that under wraps.

We live in Canterbury. With the best will in the world nothing can really fight the mighty Nor’wester when it comes to dust. Even if dust discharge from the quarry is limited to low levels that dust will accumulate on property. It will continue to Accumulate for 5, 10, 20, 30 or 40 years. That is the danger. The dust produced today does not go away and it is added to tomorrow and so on and so on. That is the danger of dust to the community.

When Fulton Hogan went to the community they spoke of a single plant and mitigation of sound. Now we are hearing 2 or 3 plants operating and also night operation. The layman mind I have suggests to me that more plant and night time operation will mean more noise.
I live about a kilometre from a train track in Hornby. The interesting is Yaldhurst residents talk about
the noise sounding like a continuous train. I can tell you I can hear a train pass through that train
crossing at night at the distance I am I would hate to hear it all night.

**Land Remediation**

This is one of those points that have been well canvassed at this hearing. I will not repeat what has been
said, but just acknowledge there are accepted issues surrounding the material to be used and
availability. But the proposed mediation will still leave a bloody great hole in the ground. Admittedly a
grassy one.

**Potential Conflicts of interest/lack of enforcement**

People simply do not trust the relationship between quarries and councils. You have heard how
complaints against quarries are not taken seriously by the enforcing council Ecan. I myself laid a
complaint about vast quantities of dust leaving the Miners road quarry on 1st February 2018. It took
three weeks to hear back from Ecan and that was after getting back to them asking what was
happening. The day was a classic Canterbury Nor’west day. Wayne Tewnion provided you with video of
quarries during that time where you can see how bad it was with what seems to be little mitigation of
dust as required by consents. Eventually I got the following email from a Mr Chris Elsmore at Ecan:

"Subject: Dust event video
Date: Fri, 23 Feb 2018 02:16:28 +0000
From: Chris Elsmore <Chris.Elsmore@ecan.govt.nz>

Hello Sean,

Thank you for forwarding your video of dust at Fulton Hogan’s quarry by the West Coast road (Miners
Road).

Wind conditions on the 1st of February were extremely challenging for all consent holders with dust
management demands on their sites.

I am satisfied that Fulton Hogan’s dust management procedures and the decision to cease operations
and close the quarry during this event contributed to minimising the dust discharge from this site.

Fulton Hogan’s actions have been consistent with the site management plan that has been submitted
and accepted by Environment Canterbury.

I will not be taking any further action regarding this event.

Regards,

Chris Elsmore

Resource Management Officer II Monitoring and Compliance

Environment Canterbury"
I understand the extent of Mr Elsmore's investigation was a quick phone call to Fulton and Hogan days later after I had complained about not hearing back about my dust complaint. So because it was a windy day the poor quarries could not be held accountable for truly vast quantities of dust leaving the quarries even though consents require that dust mitigation is in place to prevent such events. After talking to my brother about this he got back to me and said "After combing through the conditions imposed on that quarry, I could find no instance of legal let-offs from the obligation to prevent dust escaping by watering and other means, on the grounds of particularly challenging conditions". Guess what, over the spring and summer months North West winds and gales are quite common in Canterbury. There are numerous days where this can and does happen and as a result Ecan seems to give quarries a free pass. If you ever look at the quarry complaints data on the Ecan site, you will see complaint after complaint listed with the note 'Unsubstantiated' and further along the record the reason it is unsubstantiated it is noted 'No site visit made'.

Ecan are seen as totally ineffectual in enforcing anything to do with quarries. Some believe that personal relationships and friendships between members of quarry management and staff and Ecan officers mean that actions are not taken that should be. Many have identified a regular exchange of personnel between the enforcement agency, Ecan, and the quarries. What affect does this have on the enforcement process?

Councils and commissioners, when granting consents impose conditions. Yesterday you heard from Yaldhurst residents how quarries in Yaldhurt are carrying out operations that were not consented. There were examples of a quarry extension being consented for staged quarrying opening up almost the entire quarry floor. There were documented instances of quarries carrying out night time operations when they had no consent for such. There were examples of quarries requiring dust mitigation in the form of water carts during quarrying but none being present. Quarries do not fear Ecan and are exhibiting dishonest practises relating to their consents as a result. They are not to be trusted and Ecan is totally ineffectual for whatever reasons you choose.

At the first community meeting held in Templeton, Tina Harris of Ecan at least had the honesty to say they simply "did not have the resources to police quarries". So what's the point? With this application the applicant is asking to be able to self-monitor. My advice to Fulton and Hogan would be to withdraw the self-monitoring request and leave it up to Ecan and I guarrantee they will have very little if any policing of consent conditions and it would remove community doubts surrounding their honesty in reporting their own infringements.

Ecan have also been concerned to maintain the notion of PM10 'nuisance dust' even after Dr Pink had privately recanted on what he said at that press conference back in June. This is most clearly indicated in the email obtained and submitted by Davina Penny yesterday, where Nadeine Dommisse, Ecan Chief Operating Officer, asked that Dr Pink continue as their liaison so as to continue the health message they were projecting. This was a request made by Nadeine Dommisse after the meeting with Yaldhurst residents where Dr Pink recanted and that Nadeine Dommisse was present at.

As part of a group of residents who were looking into aspects of the application for the Roydon Lodge site, we discovered essential well data concerning well M36/0257, located on the proposed site, was
missing for the Ecan well information pages. This data was there when first looked at then mysteriously disappeared from the Ecan website at about the time people started looking into information for making submissions concerning the quarry. It was only due to the considerable technical skills and savvy of one particular Templeton resident that the information was discovered on the Ecan server. I am not saying that Ecan deliberately removed this data from their site in a fumbling attempt to assist Fulton Hogan, but I personally find the coincidental timing interesting.

Selwyn Council is not immune to pro quarry concerns within the local community. A Selwyn Council functionary incorrectly applied a townships ruling to remove over 100 submissions by members of the Buddhist Temple on Maddisons Road when it is in fact covered by rural rules in the Selwyn plan. Was this a simple oversight and misinterpretation or a deliberate act to limit anti quarry submissions? I don’t know. But it removed a significant number of anti-quarry submissions and just created more exasperated chatter in the community of the role of councils in the quarry debate.

I guess what I am rather cynically saying is, the Templeton community and it surrounds do not have any faith in the roles played by councils and quite frankly take what they say about quarries with bucket loads of salt. They have not shown any inclination to hold any transgressions by quarries to account.

**Future Christchurch City Council Developments**

Recently announced proposals for Christchurch City Council owned land opposite the Dawson Road quarry frontage extending along Jones Road and Madison’s Road. Christchurch City Council has announced potential plans to establish a cemetery to ease the need for burial options in the city and a sporting hub on this land it owns. Christchurch cemeteries are reaching a point of being totally full. CCC identified the need to create a mega cemetery and is talking of using the land it owns on Dawsons Road. This almost forgotten part of the city is lacking amenities such as a sports hub that would only be of benefit to the people of Templeton and surrounding areas. Dust, noise and heavy truck traffic will be nothing but detrimental to both proposed activities being investigated by Christchurch City Council. What use is a sports hub or for that matter a cemetery, that will be inconvenienced by some 1000 to 1200 truck movements a day and the risk that creates to users of the area. Who will want to bury their Aunty Flo and tend to her grave surrounded by heavy trucking, noise and dust?

**Conclusion:**

Needless to say I ask that you refuse this application for quarrying of the Roydon site.

- Time and again quarries have flouted consent conditions with impunity.
- Councils have failed in to enforce conditions imposed on quarries.
- Now we have a regional council effectively rewriting health standards around dust concerns even though their medical expert now concedes that PM 10 is indeed unhealthy and dangerous.
- Roads surrounding the proposed site are narrow and not fit for heavy trucking loads of up to 53 Tonnes and potentially 1200 truck movements a day.
- Noise will invade the lives of those who were quite simply here first enjoying a peaceful life.
- Residents even with the best mitigation in the world will have dust settle and have to deal with the effects of that dust as it accumulates over time.

This quarry is just wrong. Experts on behalf of Fulton and Hogan speak of effects being less than minor when in fact it is the opposite that is true.

- Traffic effects: more than minor.
- Dust and health: more than minor.
- Effects on local businesses: more than minor.

It will destroy businesses. Local businesses such as trotting and pacing stables, plant nurseries, market gardens and farms.

I understand that Fulton and Hogan are a money making business. As part of that they have to best serve their shareholders. It is only correct that they do so. But why should non-shareholding communities with no financial skin in the game take the health and safety risk for the dividend return distributed to Fulton and Hogan financial stake holders?