

**From:**  
**To:** [Hearings](#)  
**Cc:**  
**Subject:** CM: Notifications Consent Submission: Group 592  
**Date:** Thursday, 19 November 2020 6:12:57 PM

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**Group ID: 592**

**Consent name:** Taggart Earthmoving Limited

**Consent number:** CRC204106, CRC204107, CRC204143, CRC211629, RC205104

**Name:** Kathy Preston

**Care of:**

**Mailing address 1:**

**Mailing address 2:**

**Suburb:**

**Town/City:**

**Post-code:**

**Country:**

**Mobile phone:**

**Work phone:**

**Home phone:**

**Email:**

**Contact by email:** Yes

**Is a trade competitor:** No

**Directly affected:** Yes

**Consent support/hearing details**

- CRC204106: oppose | NOT to be heard | will NOT consider joint hearing
- CRC204107: oppose | NOT to be heard | will NOT consider joint hearing
- CRC204143: oppose | NOT to be heard | will NOT consider joint hearing
- CRC211629: oppose | NOT to be heard | will NOT consider joint hearing
- RC205104: oppose | NOT to be heard | will NOT consider joint hearing

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**Reasons comment:**

As a nearby resident (Arlington), I am very concerned about the noise produced by the heavy machinery and trucks used for scraping and transporting the rock. I respect the work done by Marshall Day Acoustics in determining whether there would be adverse noise effects, but find a few issues contentious. Firstly, that the noise of a scraper operating 3.5

hours per day + one large excavator and one front end loader working all day + 32 extra truck and trailer units per hour accelerating, travelling and decelerating, with the associated loud "bumping" noises consistent with heavily-laden trucks, would not significantly increase the nuisance noise levels in the area, provided a bund wall was built. Secondly, that, because the District Plan permitted activity daytime noise standard is 50dBL (A10), a private venture should be allowed to work to this maximum level and consider that it have no significant adverse effect on the surrounding residential community. In a separate part of their report, it was acknowledged that the WHO Guidelines for Community Noise consider 50dBL of "Moderate Annoyance". It also reports that the current ambient noise has been recorded well over that level (up to 90dBL Aeq on Lehmans Rd and 63 on Huntington Ave/Westbelt with heavy vehicular movements). Thirdly, that mechanical and vehicular noise, particularly of moving heavy trucks, is a noise which would be "mitigated" by the existing ambient noise of birdsong and occasional aircraft drone. That has never been my experience, and surely noise is cumulative? Fourthly, was the fact that the prevailing wind in the region is westerly, ensuring that noise will probably travel well into the Rangiora township, taken into account? If my analysis of this information is incorrect, it demonstrates that even with a careful look at a professional report, there will be perceived deleterious effects of the quarry. So anyone looking to purchase property in the area will think twice, hence a very likely reduction in our property values (for thousands of households). Historically, the racecourse is an attractive component of a rural community, as well as a vital meeting and recreational hub, and therefore worth saving. However, a quarry will reduce the visual appearance, as well as potentially shatter the peace of this lovely part of Rangiora, for 15 years. At the end of this time, there is no guarantee that the racing industry will have survived, with currently growing feelings about animal welfare and gambling issues associated with the industry. I

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**Consent comment:**

I wish that the consent to extract gravel from the Rangiora Racecourse land not be granted.