



WDC S92 REQUEST & CLARIFICATIONS–

Gleeson Managed Fill Limited Resource Consent Application (LUC0233/20)

Council:	Waikato District Council	Application	Gleeson Managed Fill Limited LUC0233/20
Request	S 92 Request for Further Information & Clarifications	Date Received	22 December 2019
Information submitted to WRC: 24 June 2020			

Traffic (Naomi Minn – Gray Matter) <i>Information provided by Traffic Engineering and Management (Andrew Hunter)</i>			
Item (7) S92 Letter	A legible copy of Appendix A of the ITA (Crash History).	Please see Attachment C – s92 Request for Further Traffic Information including copies of the collision diagram and English listing.	Awaiting feedback from WDC
Item (8) S92 Letter	Sensitivity testing of the trip generation, we suggest testing 50% of fill loads as new trips (arrive full and depart empty).	The quarry current has 464 trips per day and the assumptions in the TIA meant that there were expected to 488 trips per day when the cleanfill activity was in operations. If 50 % of the cleanfill trips are new trips then it is anticipated that there will be 524 trips per day to and from the quarry. There for the number of daily trips to the site would increase by circa 7%. When this number of trips is spread over the whole operational day for the quarry and cleanfill the number of additional trips is low and unlikely to have a significant impact on the safe and efficient operation of the local road network. ¹	Awaiting feedback from WDC
Item (9) S92 Letter	Assessment of pavement impacts and provision of the current HV fees for the existing quarry activity and basis for calculation. <i>“Requesting a baseline calculation of the heavy vehicle impact fee and assessment of loading impacts on the pavement condition for the existing consent and applied to the proposal.</i>	The Heavy Vehicle Impact Fees associated with the quarry activities was originally calculated as part of the land use consent LUC0035_11 dated 17 November 2010. PC16 of LUC0035.11 states that the HVIF was calculated on the basis of a total resource excavation of 19.35MT. The relevant resource consent application (AEE - Burton Consultants) lists the Calculation for the HVIF as Annexure L. We have requested all applications and relevant annexures previously from the Council, but Annexure L is not included in the scanned copy that we have received. The only calculation that we have viewed was completed by the Waikato District Council as included in the WDC Planners Report relating to the s127 Variation application LUC0035/11.01. Please see Attachment – Huntly Quarry Land Use Consent Extracts relating to Heavy Vehicle Impact Fees.	Awaiting feedback from WDC

¹ WDC s92 Traffic Response, Andrew Hunter, TEAM, 25 January 2020



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<p><i>In the absence of a specific assessment, we can deal with that aspect and the HVIF as part of our review.” – Naomi McMinn</i></p>	<p>The HVIF has been updated a few times through variation applications as indicated in the table below. These changes were previously assessed and calculated by WDC.</p> <table border="1" style="width: 100%; border-collapse: collapse; margin-bottom: 10px;"> <thead> <tr style="background-color: #e0e0e0;"> <th style="text-align: left; padding: 5px;">Consent Reference</th> <th style="text-align: left; padding: 5px;">PC 16 - HVIF condition</th> </tr> </thead> <tbody> <tr> <td style="padding: 5px;">LUC0035/11</td> <td style="padding: 5px;">\$102,000.00 (plus GST) in 6 equal instalments over the next 3 years</td> </tr> <tr> <td style="padding: 5px;">LUC0035/11.01</td> <td style="padding: 5px;">\$122,777.00 (plus GST) in 6 equal instalments over the next 3 years</td> </tr> <tr> <td style="padding: 5px;">LUC0035/11.02</td> <td style="padding: 5px;">\$28,350.00 (in addition to the HVIF of \$122,777 already paid) in 3 equal instalments over the next 3 years</td> </tr> <tr> <td style="padding: 5px;">LUC0035/11.03</td> <td style="padding: 5px;">\$66,150.00 (in addition to the HVIF of \$122,777 already paid) in 3 equal instalments over the next 3 years.</td> </tr> <tr> <td style="padding: 5px;">LUC0035/11.04</td> <td style="padding: 5px;">Not applicable</td> </tr> <tr> <td style="padding: 5px;">LUC0035/11.05</td> <td style="padding: 5px;">\$66,150.00 (in addition to the HVIF of \$122,777 already paid) in 3 equal instalments over the next 3 years. <i>PC16A HVIF is to be reviewed and assessed every 19.35MT (approximately) of aggregate extraction, effective from the date the original consent (LUC0035/11) was granted.</i></td> </tr> </tbody> </table> <p>Further, the trucks associated with the quarry activities and proposed managed fill sites are for the most part owned by Gleeson & Cox Transport and all Gleeson Trucks comply with all legal requirements for heavy vehicles including Road User Charges (RUC). Gleeson therefore already contributes and invests in local road maintenance and improvements</p>	Consent Reference	PC 16 - HVIF condition	LUC0035/11	\$102,000.00 (plus GST) in 6 equal instalments over the next 3 years	LUC0035/11.01	\$122,777.00 (plus GST) in 6 equal instalments over the next 3 years	LUC0035/11.02	\$28,350.00 (in addition to the HVIF of \$122,777 already paid) in 3 equal instalments over the next 3 years	LUC0035/11.03	\$66,150.00 (in addition to the HVIF of \$122,777 already paid) in 3 equal instalments over the next 3 years.	LUC0035/11.04	Not applicable	LUC0035/11.05	\$66,150.00 (in addition to the HVIF of \$122,777 already paid) in 3 equal instalments over the next 3 years. <i>PC16A HVIF is to be reviewed and assessed every 19.35MT (approximately) of aggregate extraction, effective from the date the original consent (LUC0035/11) was granted.</i>	
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		through the contributions listed above as well as RUC charges which are allocated by the National Land Transport Fund.	
Item (10) S92 Letter	Assessment of the proposal against the relevant provisions of Appendix A and B of the Waikato District Plan.	An assessment against Appendix A and B of the Waikato District Plan is not considered relevant to this application as the onsite activities are all contained within an existing operational area that has functioned and operated on the site for decades. For example parking and manoeuvring on site is easily accommodated and there are ample opportunities for additional parking to be provided and this would be provided if there was a demand. There are no opportunities to park elsewhere near the site and therefore all parking must be provided on the site and it is current provided. ²	Awaiting feedback from WDC
Item (11) S92 Letter	Clarification of the timing and triggers for a second weighbridge.	The timing of the installation of a second weighbridge is an operational matter to be decided by the operator. Once there are consistently over 30 trips per hour during the day a second weighbridge will be required and once the sites are operating at the anticipated volumes a second weighbridge is anticipated to be required. ³	Awaiting feedback from WDC
Email – 10 Jun 2020	Can you please also clarify the split of existing quarry trucks that will be coming into the site full - I didn't think it was as high as 90%. I thought it was 20%? Or are you meaning 90% prior to 7am?	<p>Attachment – GMF Questions and Responses Email</p> <p>In terms of truck movements, the AEE stated:</p> <p><i>Considering the average capacity of a truck and trailer (28 tonnes) and the proposed operational days (276 days per year), the anticipated volume of 300,000 m3 of imported fill equates to 60 trucks per day. <u>It is anticipated that 80% of the trucks importing fill will be from the applicants own trucking business which at this stage is arriving empty on site to collect aggregate. This equates to 48 trucks per day which forms part of the already consented truck movements associated with the quarry and the extraction of aggregate.</u></i></p>	Closed out

² WDC s92 Traffic Response, Andrew Hunter, TEAM, 25 January 2020

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		<p><i>The remaining 20% is proposed to be imported by approved subcontractors which equates to 12 trucks (24 vehicle movements).</i></p> <p><i>The additional trips per day is likely to add in the order of two additional trips per hour onto the local road network and this is less than the hourly variations that currently occur along Riverview Road</i></p>									
<p>Email – 15 Jun 2020</p>	<p>Attachment H – GMF Questions and Responses Email</p> <p>WDC requested Marshall Day to clarify a few matters relating to the change of the State Highway location:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 35%;">WDC questions</th> <th>Marshall Day responses</th> </tr> </thead> <tbody> <tr> <td style="padding: 2px;">1. Does the noise information / report need to be updated due to the relocation of the State Highway?</td> <td style="padding: 2px;">1. No, I don't think an update to the noise report is required</td> </tr> <tr> <td style="padding: 2px;">2. Can the conclusions of the report still be relied upon to say that no persons are affected along Riverview Road?</td> <td style="padding: 2px;">2. Yes, the conclusions are still valid in my opinion</td> </tr> <tr> <td style="padding: 2px;">3. Can you please describe if there is a difference in vibration of trucks if they are full or empty?</td> <td style="padding: 2px;">3. Vibration: there is a potential for vibration levels to differ depending on full or empty trucks. As preface, vibration is generally caused when the road surface is not well maintained and smooth. So any pot holes, rutting or other unevenness causes vibration when trucks drive over them. Where there are such faults with the road surface, a full truck will cause more vibration as it has a greater mass impacting on the fault. Speed is also a factor, the faster the truck, the higher the comparable vibration on the same road fault. – Overall, if the road is well maintained (which is the road controlling authority's responsibility), then vibration should be minor.</td> </tr> </tbody> </table> <p>WDC Planner indicated that there are no changes in effects on neighbours along Riverview Road.</p>		WDC questions	Marshall Day responses	1. Does the noise information / report need to be updated due to the relocation of the State Highway?	1. No, I don't think an update to the noise report is required	2. Can the conclusions of the report still be relied upon to say that no persons are affected along Riverview Road?	2. Yes, the conclusions are still valid in my opinion	3. Can you please describe if there is a difference in vibration of trucks if they are full or empty?	3. Vibration: there is a potential for vibration levels to differ depending on full or empty trucks. As preface, vibration is generally caused when the road surface is not well maintained and smooth. So any pot holes, rutting or other unevenness causes vibration when trucks drive over them. Where there are such faults with the road surface, a full truck will cause more vibration as it has a greater mass impacting on the fault. Speed is also a factor, the faster the truck, the higher the comparable vibration on the same road fault. – Overall, if the road is well maintained (which is the road controlling authority's responsibility), then vibration should be minor.	<p>Closed out</p>
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**APPLICATION TO WAIKATO DISTRICT COUNCIL FOR
RESOURCE CONSENT ASSOCIATED WITH
EXPANSION OF THE STEVENSON GROUP HUNTLY
QUARRY**

**APPLICATION AND ASSESSMENT OF
ENVIRONMENTAL EFFECTS UNDER THE RESOURCE
MANAGEMENT ACT 1991**

Prepared by: Burton Consultants
P.O. Box 33 817
Takapuna
Auckland

27 August 2010

- Annexure D **Huntly Quarry – Proposed Quarry Expansion Preliminary Geotechnical Assessment – Tonkin & Taylor Ltd**
- Annexure E **Huntly Quarry Expansion Project: Assessment of Landscape and Visual Effects – LA4 Landscape Architects**
- Annexure F: **Ecological Values & Issues of the Area associated with the Stevensons Huntly Quarry Proposed Expansions – Boffa Miskell**
- Annexure G: **Tangata Whenua Interests on W.Stevenson & Sons Ltd Quarry Operation in Huntly – Waahi Whaanui Trust**
- Annexure H: **Letters forwarded to Waahi Whaanui Trust and Waikato Tainui**
- Annexure I: **Preliminary Base Noise Assessment – Hegley Acoustic Consultants**
- Annexure J: **Vehicle Movements (One Way) Huntly Quarry 2004-2009**
- Annexure L: **Outline of Staging of Huntly Quarry Development for Heavy Traffic Impact Fee Assessment Purposes**

Report on Application to Change Conditions of Existing Resource Consent

Section 127 and 104 of the Resource Management Act 1991

Visit on:	N/A	LUC:	LUC0035/11.01
Reporting Planner:	Karleen Kingsford	Property Ref:	1011819

Applicant:	Stevenson Resources Limited		
Property Address:	Riverview Road HUNTLY		
Legal Description:	PT LOT 9- 10 DP 1278, CT SA922/109 – 45.8ha DP 25272, CT SA656/223 – 23.1ha Lot 9 DP 1278 and Part Lot 10, DP 1278, CT SA149/243 – 68.69ha Pt lot 11 DP 1278, CT SA 200/118 – 4047m ² Lot 1 DPS 75436 CT SA 57C/382 – 374.77ha Pt Lot 11 DP 1278, CT SA 200/119 – 50.58ha Pt Lot 12 DP 1278, CTSA144/120 – 80.74ha Lot 1 DPS 4285 CTSA29C/651 – 10.12ha		
Site Area:	As above		
District Plan Zoning:	Aggregate Extraction Policy Area (AEPA) High voltage electricity transmission lines.	Map #:	0
Proposal:	S127 to change conditions PC14 (tonnage) and PC16 (heavy impact fees)		
Activity Status:	Discretionary		

1.0 INTRODUCTION

Pursuant to Section 127 of the Resource Management Act 1991 (the Act) Burton Planning Consultants (the Applicants Agent) are applying on behalf of Stevensons Resources Limited (the applicant) for a change of condition to PC14 of approved land use consent LUC0035/11 granted on the 17 November 2010.

1.1 Proposal

The applicant seeks to change condition PC14 of LUC0035/11 to increase the tonnage from 550, 000 tonnes over a five year period to 650,000 tonnes. They have provided a traffic impact report prepared by Traffic Engineering and Management Ltd in support of the application to increase tonnage.

Under section 127 of the Resource Management Act changes can be made to conditions of consent provided the change does not relate to the duration of the consent and for subdivisions provided the survey plan has not been deposited. Section 127 applications are assessed as Discretionary Activities and sections 88 to 121 apply in the assessment.

3.2.1 Traffic Effects

The proposal is to increase the 5 yearly average production from 550,000 tonnes to 650,000 tonnes and was supported by a Traffic Impact Assessment (TIA). The TIA was reviewed by Council's Consultant Development Engineer who is satisfied that the report addresses the key traffic related issues and adequately predicts increased heavy commercial vehicle volume. The increased HCV volumes as a result of the increased production (from 550,000 tpa to 650,000 tpa or 18.2%) are:

Vehicle Movements		Increase
Current HCV VPD measured north of quarry	155	
Current HCV VPD measured south of quarry	73	
Current average HCV VPD (journeys) related to quarry	196	Incr. of 36 HV
Expected average HCV VPD (journeys) related to quarry	232	
Current average peak hr HCV related to quarry	20	Incr. of 3 HV
Expected average peak hour HCV related to quarry	23	
Current maximum peak hour HCV related to quarry	36	Incr. of 9 HV
Predicted maximum peak hour HCV related to quarry	43	

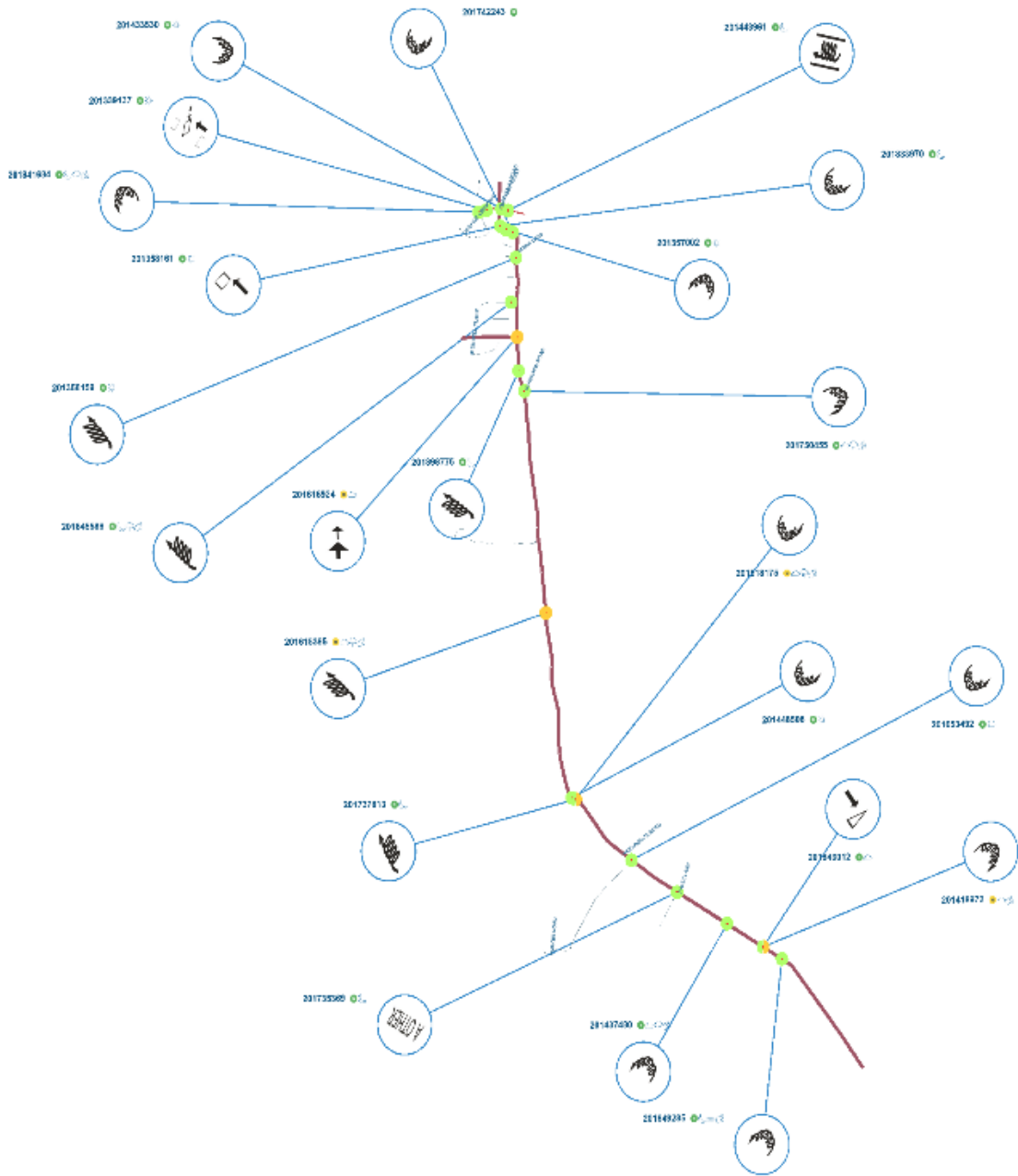
It is his view, that the increased activity will have no more than minor traffic effects upon the road network. The increase in tonnage will increase the heavy vehicle movements along Riverview Road. Although no real determination has been made as to the split in travel direction, based on the above figures a 60/40 – North/South Split seems appropriate, with 60% travelling North towards Huntly and 40% travelling south towards Ngaruawahia to obtain access to State Highway 1. Southbound traffic is generally travelling through a rural and industrial area with a small residential catchment. Northbound traffic is generally travelling through a rural/rural residential environment. Also within the vicinity is the O'Reilly's open cast mine. The TIA has conservatively put all traffic to the north over the Tainui Bridge. The reality is that a proportion of these vehicles do travel south. However based on the figures provided in the TIA this will result in an average peak hour increase of three trucks per hour. The effect on amenity in the vicinity, given that the quarry does form part of the existing environment and has done for a number of years, is considered to be less than minor as the direction of travel will vary and will be difficult to attribute directly to the quarry given other industry in the vicinity. Particularly as Riverview Road runs parallel to SH 1 and can be utilised as an alternative transport route.

Quarry production has generally increased to an average of 530,000 tonnes over the 2009-2014 period, still within the thresholds identified in PCI4. With the potential to supply aggregate materials to the Waikato Expressway, Stevenson Quarry wish to future proof their consent so that they are no limited by the consent threshold based upon earlier production levels. This will provide them with the ability to provide the material required, without being constrained by consent conditions.

Councils Asset Management Team Leader has reviewed the proposal to determine what the revised heavy impact fees should be based on the increased tonnage.

On the basis, of the supporting TIA assessment and Council's in-house experts, I consider that any effects will as a result of the increase in tonnage will be no more than minor.

Riverview Road Collision Diagram





Generic - Auckland (5 Year) (copy)

Crash year

2013 - 2018

Crash severity

Fatal Crash, Serious Crash, Minor Crash, Non-Injuring Crash

TLA (Territorial local authority)

Waikato District

Saved sites

Riverview Road 1

Plain English report

23 results from your query.

1-20 of 23

Showing 20 100 results at once.

Crash road	Distance	Direction	Side road	ID	Date	Day of week	Time	Description of events	Crash factors	Surface condition	Natural light	Weather	Junction	Control	Crash count fatal	Crash count severe	Crash count minor
ALEXANDRA ST	40m	W	RIVERVIEW ROAD	2013-08-05	19/06/2016	Sun	00:24	Car/Wagon1 WDB on ALEXANDRA ST lost control; went off road to right; Car/Wagon1 hit fences, trees	CAR/WAGON1, other lost control	Wet	Dark	Light rain	Nil (Default)	Unknown	0	0	0
HAKARIMATA ROAD	700m	E	KAURI LANE	2011-08-12	12/11/2014	Wed	07:50	Car/Wagon1 SDB on HAKARIMATA ROAD lost control turning right; Car/Wagon1 hit cliffs, poles	CAR/WAGON1, lost control when turning; speed entering corner/curve	Wet	Overcast	Fine	Nil (Default)	Nil	0	0	2
HAKARIMATA ROAD	400m	S	KAURI LANE	2011-08-12	24/04/2014	Thu	13:00	Car/Wagon1 NDB on HAKARIMATA ROAD lost control turning left; Car/Wagon1 hit cliffs	CAR/WAGON1, lost control when turning; new driver/under instruction; speed entering corner/curve; swerved to avoid vehicle; ENV: slippery road due to rain	Wet	Overcast	Light rain	Nil (Default)	Unknown	0	0	0
HAKARIMATA ROAD	840m	E	KAURI LANE	2011-08-12	29/09/2016	Thu	05:00	Car/Wagon1 WDB on Hakarimata rd lost control turning left; Car/Wagon1 hit embankments	CAR/WAGON1, lost control - road conditions; ENV: fog or mist	Wet	Dark	Mist or Fog	Nil (Default)	Unknown	0	0	0
HAKARIMATA ROAD	70m	W	KAURI LANE	2011-08-12	21/03/2017	Tue	01:40	Car/Wagon1 WDB on Hakarimata road hunty overtaking Car/Wagon2	CAR/WAGON1, evading enforcement	Dry	Dark	Fine	Nil (Default)	Unknown	0	0	0

Crash road	Distance	Direction	Side road	ID	Date	Day of week	Time	Description of events	Crash factors	Surface condition	Natural Light	Weather	Junction	Control	Crash count fatal	Crash count severe	Crash count minor
HAKARIMATA ROAD	650m	E	KAURI LANE	201552101	18/06/2018	Mon	06:00	Car/Wagon1 SDB on HAKARIMATA ROAD, HUNTLY, WAIKATO hit obstruction, Car/Wagon1 hit animals	CAR/WAGON1, swerved to avoid animal, ENV: household pet rushed out or playing	Dry	Overcast	Fine	Nil (Default)	Unknown	0	0	0
HAKARIMATA ROAD	550m	W	PARKER ROAD	201552102	29/10/2015	Thu	16:30	Car/Wagon1 SDB on HAKARIMATA ROAD lost control turning left, Car/Wagon1 hit bridges/tunnels	CAR/WAGON1, lost control when turning	Wet	Overcast	Light rain	Nil (Default)	Unknown	0	0	1
HAKARIMATA ROAD	220m	W	PARKER ROAD	201552103	13/11/2016	Sun	16:00	Car/Wagon1 SDB on Hakarimata rd lost control turning left, Car/Wagon1 hit embankments	CAR/WAGON1, speed entering corner/curve, while returning to seal from unsealed shoulder	Dry	Bright sun	Fine	Nil (Default)	Unknown	0	0	0
HAKARIMATA ROAD	350m	N	PARKER ROAD	201552104	27/04/2017	Thu	22:02	Car/Wagon1 NDB on Hakarimata Road lost control; went off road to right	CAR/WAGON1, other lost control	Dry	Dark	Fine	Nil (Default)	Unknown	0	0	0
RIVERVIEW RD (HUNTLY)	190m	S	WAUGH LANE	201552105	19/10/2018	Fri	00:20	Car/Wagon1 NDB on Riverview Road lost control; went off road to left, Car/Wagon1 hit cliffs, traffic sign	CAR/WAGON1, too far left	Dry	Dark	Fine	Nil (Default)	Unknown	0	0	0
RIVERVIEW ROAD	15m	N	HAKARIMATA ROAD	201552106	16/11/2014	Sun	12:00	Car/Wagon1 SDB on RIVERVIEW ROAD lost control turning left, Car/Wagon1 hit bridges/tunnels corner/curve	CAR/WAGON1, alcohol test above limit or test refused, lost control when turning, speed entering corner/curve	Dry	Bright sun	Fine	Nil (Default)	Nil	0	0	0
RIVERVIEW ROAD		I	PORRITT AVENUE	201552107	13/09/2016	Sun	18:00	Car/Wagon1 NDB on Riverview Road hit rear end of Car/Wagon2 stopped/moving slowly, Car/Wagon1 hit fences	CAR/WAGON1, alcohol test above limit or test refused, over the speed limit; speed on straight	Dry	Overcast	Fine	T Junction	Give way	0	0	2
RIVERVIEW ROAD	150m	S	ROTOWARO ROAD	201552108	11/11/2013	Mon	14:50	Car/Wagon1 NDB on RIVERVIEW ROAD lost control turning left, Car/Wagon1 hit poles	CAR/WAGON1, medical illness (not sudden), other fatigue	Dry	Bright sun	Fine	Nil (Default)	Nil	0	0	0
RIVERVIEW ROAD	110m	S	ROTOWARO ROAD	201552109	04/03/2018	Sun	00:40	Car/Wagon1 EDB on Riverview Road lost control turning left, Car/Wagon1 hit trees	CAR/WAGON1, alcohol test above limit or test refused, speed entering corner/curve	Dry	Dark	Fine	Nil (Default)	Unknown	0	0	0
RIVERVIEW ROAD	400m	S	TAINUI BRIDGE ROAD	201552110	26/12/2013	Thu	14:05	Car/Wagon1 NDB on RIVERVIEW ROAD lost control; went off road to left, Car/Wagon1 hit kerbing, traffic sign	CAR/WAGON1, other fatigue	Dry	Bright sun	Fine	Nil (Default)	Nil	0	0	0
RIVERVIEW ROAD	100m	S	TAINUI BRIDGE ROAD	201552111	23/12/2013	Mon	08:52	Car/Wagon1 WDB on RIVERVIEW ROAD hit parked veh, Car/Wagon1 hit stationary vehicle	CAR/WAGON1, other attention diverted, too far left	Dry	Bright sun	Fine	Nil (Default)	Nil	0	0	0
RIVERVIEW ROAD	200m	S	TAINUI BRIDGE ROAD	201552112	12/06/2017	Mon	17:50	Car/Wagon1 EDB on Riverview Road, Huntly lost control turning left, Car/Wagon1 hit kerbing	CAR/WAGON1, alcohol test above limit or test refused, lost control when turning, speed entering corner/curve	Dry	Twilight	Fine	Nil (Default)	Unknown	0	0	0

Crash road	Distance	Direction	Side road	ID	Date	Day of week	Time	Description of events	Crash factors	Surface condition	Natural light	Weather	Junction	Control	Crash count fatal	Crash count severe	Crash count minor
RIVERVIEW ROAD	1480m	S	WAUGH LANE	201704245	10/12/2016	Sat	17:05	Car/Wagon1 NDB on River Road lost control, went off road to left. Car/Wagon1 hit cliffs, ditches	CAR/WAGON1, other attention diverted, too far left	Wet	Overcast	Heavy rain	Nil (Default)	Unknown	0	0	3
RIVERVIEW ROAD	130m	S	WAUGH LANE	201704455	27/09/2017	Wed	19:00	Car/Wagon1 SDB on Riverview rd lost control turning right, Car/Wagon1 hit water	CAR/WAGON1, alcohol test above limit or test refused, lost control when turning, wrong way in one way street, motorway or roundabout	Wet	Overcast	Light rain	Nil (Default)	Unknown	0	0	0
ROTOWARO ROAD	80m	W	RIVERVIEW ROAD	201705117	16/10/2013	Wed	16:50	Car/Wagon1 WDB on ROTOWARO ROAD hit Van2 parking/unparking	VAN2, failed to signal in time CAR/WAGON1, following too closely	Dry	Bright sun	Fine	Nil (Default)	Nil	0	0	0

From: [Nicola Laurenson](#)
To: [Kate Madsen](#)
Subject: RE: Managed Fill Questions
Date: Monday, 15 June 2020 8:23:47 AM
Attachments: [image001.png](#)
[image002.png](#)

Hi Kate

I asked the following questions to MDA about the change in the location of the State Highway and below are the answers from them.

Questions:

1. Does the noise information / report need to be updated due to the relocation of the State Highway?
2. Can the conclusions of the report still be relied upon to say that no persons are affected along Riverview Road?
3. Can you please describe if there is a difference in vibration of trucks if they are full or empty?

Answers:

1. No, I don't think an update to the noise report is required
2. Yes, the conclusions are still valid in my opinion
3. Vibration: there is a potential for vibration levels to differ depending on full or empty trucks. As preface, vibration is generally caused when the road surface is not well maintained and smooth. So any pot holes, rutting or other unevenness causes vibration when trucks drive over them. Where there are such faults with the road surface, a full truck will cause more vibration as it has a greater mass impacting on the fault. Speed is also a factor, the faster the truck, the higher the comparable vibration on the same road fault. – Overall, if the road is well maintained (which is the road controlling authority's responsibility), then vibration should be minor.

I am happy with the answers received that there are no changes in effects on neighbours along Riverview Road. This obviously will have to be accepted by Wade as the Delegated Authority as well.

Kind regards,
Nicola

From: Kate Madsen <kate@pauaplanning.co.nz>
Sent: Wednesday, June 10, 2020 4:45 PM
To: Nicola Laurenson <nicola@laurensonplanning.co.nz>
Cc: 'Biance Schoeman' <biance@pauaplanning.co.nz>; 'Mark Pelan' <mark.pelan@gleesoncox.co.nz>
Subject: RE: Managed Fill Questions

Hi Nicola,

Perfect. Accepted as per your/Biance's email – great to have it so clearly in writing so thanks I will make sure these hours are correct in the Fill Management Plan also.

Kind Regards,
Kate Madsen
Director – Paua Planning



Environmental & Social Impact Assessments - Resource Consents - Planning Advice and Action

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From: Nicola Laurenson <nicola@laurensonplanning.co.nz>
Sent: Wednesday, 10 June 2020 4:25 PM
To: Kate Madsen <kate@pauaplanning.co.nz>
Cc: 'Biance Schoeman' <biance@pauaplanning.co.nz>; 'Mark Pelan' <mark.pelan@gleesoncox.co.nz>
Subject: RE: Managed Fill Questions

Thanks Kate,

The truck information you have provided below is exactly what I thought it was. You just threw me with the 90% comment.

I've attached an email re noise that Bianca and I shared on 12 Feb.

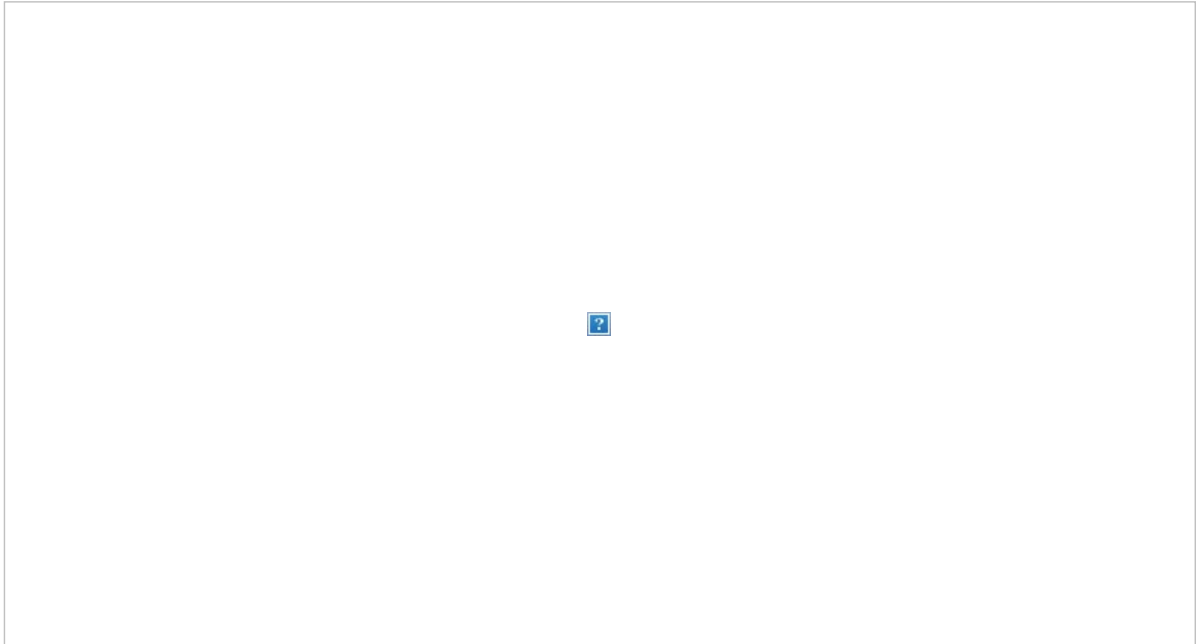
Kind regards
Nicola

From: Kate Madsen <kate@pauaplanning.co.nz>
Sent: Wednesday, June 10, 2020 3:31 PM
To: Nicola Laurenson <nicola@laurensonplanning.co.nz>
Cc: 'Bianca Schoeman' <bianca@pauaplanning.co.nz>; 'Mark Pelan' <mark.pelan@gleesoncox.co.nz>
Subject: RE: Managed Fill Questions

Hi Nicola,

That obviously got lost somewhere in translation I think – see attached email from Nevil stating that he anticipates no erect in regard to fill activities operating before 7am.

I must have missed the email update – do you have something? I think in the big scheme of things, Gleeson will accept 7am – however this would be more appropriate for FA3 and 4 than FA2, which is further away from neighbouring dwellings and contained within a gully system. (see map below). Let me check with Gleeson and confirm re 7am start – and let me know if you have any correspondence I can view to refresh my memory!



In terms of truck movements, the AEE stated:

Considering the average capacity of a truck and trailer (28 tonnes) and the proposed operational days (276 days per year), the anticipated volume of 300,000 m3 of imported fill equates to 60 trucks per day. It is anticipated that 80% of the trucks importing fill will be from the applicants own trucking business which at this stage is arriving empty on site to collect aggregate. This equates to 48 trucks per day which forms part of the already consented truck movements associated with the quarry and the extraction of aggregate. The remaining 20% is proposed to be imported by approved subcontractors which equates to 12 trucks (24 vehicle movements). The additional trips per day is likely to add in the order of two additional trips per hour onto the local road network and this is less than the hourly variations that currently occur along Riverview Road

Kind Regards,
Kate Madsen
Director – Paua Planning



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From: Nicola Laurenson <nicola@laurensonplanning.co.nz>
Sent: Wednesday, 10 June 2020 2:21 PM
To: Kate Madsen <kate@pauaplanning.co.nz>
Cc: 'Biance Schoeman' <biance@pauaplanning.co.nz>; 'Mark Pelan' <mark.pelan@gleesoncox.co.nz>
Subject: RE: Managed Fill Questions

Hi Kate,

Thanks for this and this is precisely why I wanted to talk to you before going back to Marshall Day

Regarding the operation hours the Council's noise expert was confident that any activity in the fill areas prior to 7am would likely result in some type of notification. I understood that the fill operation hours were amended to start at 7am as a result of this discussion. The assessment of noise resulting from fill operations have been based on work starting at 7am.

If I need to revisit this with Siiri I'll need to know exactly what you want and if this is going back to the original application or something else? I'll let you have a think about it and come back to me.

Can you please also clarify the split of existing quarry trucks that will be coming into the site full - I didn't think it was as high as 90%. I thought it was 20%? Or are you meaning 90% prior to 7am?

Thanks,
Nicola

From: Kate Madsen <kate@pauaplanning.co.nz>
Sent: Wednesday, June 10, 2020 1:21 PM
To: Nicola Laurenson <nicola@laurensonplanning.co.nz>
Cc: 'Biance Schoeman' <biance@pauaplanning.co.nz>; 'Mark Pelan' <mark.pelan@gleesoncox.co.nz>
Subject: RE: Managed Fill Questions

Hi Nicola,

Thanks for this – please see my comments in red below, which I hope are constructive and helpful! :)

Kind Regards,
Kate Madsen
Director – Paua Planning



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From: Nicola Laurenson <nicola@laurensonplanning.co.nz>
Sent: Tuesday, 9 June 2020 10:35 AM
To: Kate Madsen <kate@pauaplanning.co.nz>
Subject: RE: Managed Fill Questions

Thanks for that Kate,

I have added this information to the report.

As part of the peer review and my re-read of the report we have identified some potential changes in noise with the SH1 no longer being across the river. I need to understand if this changes the background noise levels and if the additional trucks will affect the land owners close to Riverview Road. I am going to follow this up with Marhsall Day today. **When you are looking at changes attributable to the SH**

relocation, please also consider the additional positive effects – such as truck driver’s and staff contribution to the Huntly economy etc. once you have something from Marshall Day, we would appreciate an opportunity for Nevil Hegley to review/comment also – thanks.

Before I do this and to avoid any misunderstanding between us I wanted to let you know where I am heading with noise conditions and hours of operation:

I will be asking MDA to address the effects of the additional 24 trucks associated solely with the managed fill operation (and these trucks will be on the road after 7am) and 48 existing quarry trucks arriving full instead of empty (and these trucks will be on the road after 7am). I will not be revisiting the noise associated with onsite filling activities.

You will be aware that there has been heightened interest in this application of late and I don’t want to invite scrutiny over the issue of the highway.

For my email to Sirii I will be sending her the proposed draft conditions as follows.

Hours of Operation We need to think about this – as the hours should be standardized with the quarry to a degree – as trucks can arrive from 6am for the quarry and the idea is that 90% are likely to arrive with fill and leave with rock. This condition could be interpreted as them having to wait until 7am to enter the site to drop off load of fill. If this restriction to 7am (rather than 6am as per quarry consent) only relates to trucks that are turning up and not taking metal away, then should be fine – but it needs to be clear. Having two different “operational” hours will make it very difficult to manage and operate.

2. The hours of operation for managed fill site activities (including truck movements solely relating to the managed fill activity, acceptance, disposal, compaction and moving of managed fill on site) within the site shall be limited to:
Monday to Friday (inclusive) 7am to 7pm (quarry hours are 12 truck movements (ie 6 trucks) only 5-6am and then general hours are 6am-8pm in summer and 6-6 in winter)
Saturday 7am to 2pm (quarry hours are 6am – 3pm)

No truck movements on Sundays or public holidays other than special events or emergency works.

Noise this condition is fine and as expected. The noise reports demonstrate levels at notional boundaries to be well within these levels – 37dB on Riverview Road and 34dB on Hillside Heights Road.

- 3 Any activity within Fill Areas 2, 3 and 4 shall be designed and conducted so that noise from the activity measured at any other site does not exceed:
 - a. 50 dB L_{A10} 7am to 7pm any day
 - b. 45 dB L_{A10} 7pm to 10pm any day
 - c. 40 dB L_{A10} and 65 dB L_AF_{max} at all other times

Noise levels shall be measured and assessed in accordance with NZS6802:1999 “Acoustics – Measurement of Environmental Sound” and NZS6802:1991 “Assessment of Environmental Sound”.

Please let me know if you have any queries/ issues with the above and I will get on to this asap.

Kind regards,
Nicola

From: Kate Madsen <kate@pauaplanning.co.nz>
Sent: Sunday, June 7, 2020 4:46 PM
To: Nicola Laurenson <nicola@laurensonplanning.co.nz>
Subject: Re: Managed Fill Questions

Hi Nicola,

The regional managed fill consents have been agreed for a duration of 15 years. It is unlikely the operation will take longer than 10-12 years to complete maximum. (each fill site 2,3 & 4 each only 2-3 years to fill).

The quarry itself definitely has 50 years left in it. We have Fill Area 5 application for overburden only (subject to consent and wildlife permit) - and the quarry are hopeful they can export some overburden (again, subjective to consents if required)

Kate Madsen

On 7/06/2020, at 4:22 PM, Nicola Laurenson <nicola@laurensonplanning.co.nz> wrote:

Hi Kate,

I’m working through the remaining peer review items and I want to understand from you and a phone call may be more appropriate- I’m just trying to get a better understanding of how everything is timed.

My understanding is that the operation of the managed fill is proposed to operate alongside the quarry. The applicants seek a duration of 25 years on their consents and the quarry could operated for a further 50 years.

If the quarry comes to an end before the 25 years will the managed fill also wind up at the same time? Have you proposed any conditions to this effect?

Thanks,

Nicola

<image002.png>