

Date: 5 July 2023
To: Susana Figlioli <susana.figlioli@pncc.govt.nz>
From: Chris and Ilze Bekker, [REDACTED]
Subject: Response to Commissioner in reference to request from minute 3

Purpose

Commissioner request from minute 3 of independent hearing commissioner:

Provide submitters with an opportunity to respond. In particular the submitters view on the extent to which the volunteered reduction in traffic numbers goes some way to addressing amenity concerns in respect to noise and vibration.

Response

Thank you for the opportunity for submitters to provide comment in relation to the above Commissioner.

For completeness sake, we will include correspondence between HiRock and Good Earth matters had previously as an Appendix, as we feel transparency on those conversations may provide greater clarity on our concerns and HiRock’s initial empathy/understanding when discussions first commenced 2021.

The proposed truck movements will continue to have a significant impact on the residents of Kendalls line. The reduction from 250 to 170 per day, will have minimal impact on the negative effects caused. In our experience the reality is residents were negatively impacted enough with the increase of movements in 2022 to seek council intervention.

Data to explain rational

Financial year end	Extraction of aggregate (cubic meters) <i>*Consented allowance = 105,000</i>	Truck Movements <i>*Consented allowance = 54</i>
2021	206,000	
2022	300,000	145 (average)
2023	263,000	
2024	24,000	

Extraction numbers provided by HiRock at the hearing 22 June 2023

During March 2021 Mr Vautier raised a concern with council due to the burden with increased truck movements on Kendalls line which rose significantly at that time when HiRock started their consent application. We understand a count was done, and on a daily average 60% (145) movements consisted of heavy vehicles.

During August 2022 HiRock engaged in further conversations with Chris and Ilze in acknowledgement of the negative effects we were experiencing because of the truck movements at that time. Mitigation of double glazing and a HRV were discussed at that time.

If the residents were aggrieved and affected by the 2021 truck movements (145), then an increase to 170 will continue to affect us.

We would also like to address a comment made around submitters unwillingness to accept the offer of an acoustic fence. This statement isn't entirely correct. Whilst it is not the preferred option, it is something that would have been given further consideration as Chris and Ilze mentioned at the hearing.

We'd like to seek clarification in relation to the applicants' noise expert that made a statement that limiting truck movements means noise levels will be below 55dBA. How has this conclusion been reached? We'd once again like to reference our experience as landowners living on Kendalls Line – noise, vibration and dust is a major concern, and will continue having an impact on our lives should consent be granted with an increase of truck movements by any number over the current consented 54 movements.