

SUBMISSION DOCUMENT: RICHARD AND DONNA DAY

HEARING OF CONSENTS LU6962 and APP-20222039991.00

As a brief introduction I have lived at [REDACTED] for 23 years and have been a neighbour of the quarry for that time.

We have seen the massive increase of truck movements in the 2020/2021 season and that was relentless, dust, noise and vibration from the trucks was excessive. With this consent for additional truck movements, above and beyond what we have already experienced, would add to the already decreased amenity that we experienced then let alone the noise and dust issues. The current Truck movements are 54, that is where want them to stay.

With the dust monitoring that was recently done, dust generation was at an all time low, weather conditions, and reduced truck numbers would have impacted on the results. I do understand that it is a baseline for further measurement, but to reach a conclusion that dust generation and dust emissions are not expected to increase dramatically is an assumption. It has been recommended by K2 Environmental to monitor over the summer months.

What will be the additional conditions or mitigation if the dust levels are more than expected? And expected time frames for remedial action?

Vibration from the trucks can be felt sitting at my dining table. With the proposed increase in truck numbers the frequency of vibration events will increase causing unnecessary movement on the house and foundations.

Has any data on Kendall's line been gathered? Reading through the information from Marshall Day Acoustics it looks like they are using historical data from other locations. How is this pertinent to Kendall's line and, as residents, what we experience?

Noise:

Our house is at the start of the road on the corner of SH57 and Kendall's line. We experience noise from the trucks turning into Kendall's line from SH57 and then accelerating up the road to the quarry. Obviously, we also get them decelerating past our driveway, so basically, we get impacted by noise 4 times for any 2 truck movements.

There has been talk that double glazing was offered to some of the residents of the road at the start of this consent process. This was not offered to us at number 11, and we are one of the houses closest to the road.

I read in one section of information sent to us, that a recommendation is to build a 1.8 noise reduction fence along the front of our property, this is stated in the context of amenity. A 1.8m high fence would not enhance any of our amenity, in fact this would add to the loss of amenity that we feel we are already losing from the potential increase in truck movements.

In Summary:

The main factors that will impact on our lives and amenity value will be the increased frequency of trucks going past the front gate, 200 truck movements per day up to 250 is unacceptable.

If this consent is granted, not only will it industrialise our road, but it will also turn our road into a conveyor belt of trucks weighing up to 40 tonnes going past our gate at close to 40 trucks/hour.

Other concerns we have is the impact on our property value, who wants to live on a road that has that many trucks operating on it?

Safety concerns appear to be in hand with the possible widening of the exit from Kendall's line to the highway.

There has been a suggestion of a footpath along the northern side of Kendall's line. This will add no amenity value to myself or Donna. If some people wish to have a footpath to access the woolshed on their side of the road, have the path on the southern side.