



BEFORE

Independent Commissioners appointed by Tasman District Council

IN THE MATTER

of the Resource Management Act 1991

AND

IN THE MATTER

of an application by C J Industries Ltd for land use consent RM200488 for gravel extraction and associated site rehabilitation and amenity planting and for land use consent RM200489 to establish and use vehicle access on an unformed legal road and erect associated signage

SECOND SUPPLEMENTARY EVIDENCE OF GARY PAUL CLARK ON BEHALF OF CJ INDUSTRIES LTD (TRANSPORT)

19 December 2022

1. INTRODUCTION

- 1.1 My full name is Gary Paul Clark. I hold the position of Director of Traffic Concepts Limited. My qualifications, experience and involvement in the project are outlined in by evidence in chief dated 15 July 2022.
- 1.2 The applicant has applied for resource consents authorising the extraction of gravel, stockpiling of topsoil, and reinstatement of quarried land, with associated amenity planting, signage and access formation at 134 Peach Island Road, Motueka:
 - (a) RM200488 land use consent for gravel extraction and associated site rehabilitation and amenity planting and
 - (b) RM200489 land use consent to establish and use vehicle access on an unformed legal road and erect associated signage
- 1.3 The applicant has also subsequently applied for a discharge permit (RM 220578).

- 1.4 My evidence in chief addressed the effects of the activities for which consent is sought on transportation matters and responded to issues raised in submissions and in the Tasman District Council's (TDC) s 42A report. My first supplementary evidence dated 4 November 2022 related to the s 42A Addendum Report (TDC report number REPC22-11-21A) dated 28 October 2022 including a supplementary technical report on traffic effects from Ari Fon in Attachment 5.
- 1.5 This second supplementary evidence statement responds to two questions of clarification from the hearing (22 November 2022):
- (a) The route for truck and trailer units carrying clean fill.
 - (b) Truck and trailer movements at Hau Rd

2. EVIDENCE

What is the route for trucks carrying clean fill?

- 2.1 All clean fill associated with the gravel extraction application will use Motueka Valley Highway and Motueka West Bank River Road (from Alexander River Bridge to the site).

Truck Movements

- 2.2 Paragraph 7.42 of my evidence in chief states that truck movements at Hau Road will reduce with this application. The Commissioner asked for clarification.
- 2.3 The trucks that are taking gravel material for processing at Hau Road will back loaded to return clean fill material back to the application site. The truck and trailer units that have recently been purchased by the Applicant allow for heavy loads to be carried (they are HPMV) which will reduce the number of movements that have been using Hau Road in the past associated with its gravel extraction sites. I note that the truck and trailer units can carrying more clean fill volume as this is lighter than the extracted gravel material. Weight is the limiting factor, so from a volume perspective, more clean fill can be loaded in to the HPMV heavy vehicles than gravel material.
- 2.4 In addition, some of the Applicant's sites are due to close soon.
- 2.5 There may be some other clean fill material that comes to the Hau Road Depot from other locations as part of the day-to-day activity of the depot. This is authorised and is anticipated with the closure of the Douglas Road site. This will lead to an increase in

movements to and from the Hau Road Depot as part of that business, and this is going to occur regardless of this application.

- 2.6 Overall, the delivery of gravel material and picking up of clean fill from the Hau Road Depot associated with the application will be less as a result of truck and trailers being able to carry heavier loads. There will be an increase in some movements to Hau Road Depot, but this is a result of changes not related to this application.

Gary Clark

19 December 2022