

BEFORE

Independent Commissioners appointed
by Tasman District Council

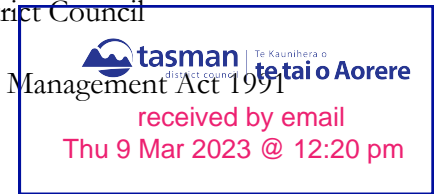
IN THE MATTER

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



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

7 March 2023

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 my 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) 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. My second supplementary evidence statement responded to three 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.

1.5 This third supplementary evidence statement responds to matters of clarification from the Commissioner's Minute 6 dated 23 February 2023 which is set out in Paragraph 2 through Paragraph 9. Paragraph 10 provides the Commissioner's direction as follows:

10. Against this background, I direct the following:

- a Mr Clark reconsider his evidence taking into account the fill material that will be brought to Hau Road for screening, handling and stockpiling prior to clean fill being transported to Peach Island. It appears that this is an additional layer of truck movements that has not been considered to date. This might include truck movements from Riwaka Quarry to Hau Road for instance;
- b. The Applicant clarify the source of the clean fill material as described in paragraph 8 and 9 above;
- c. The Applicant provide more information regarding the facility that will be created at Hau Road to screen potential fill material, reject unacceptable material, stockpile acceptable material and load/unload the material. Further to this, the Applicant shall clarify whether existing Hau Road consents allow for handling of fill material (clean and not clean – due to the fact that screening won't take place until the fill material reaches Hau Road) or whether other consents are required.

1.6 I will respond to the Commissioner's direction in Paragraph 10a.

- 1.7 In considering the information provided through the hearing and in particular the information provided by Mr Corrie-Johnston around the provision of fill for the gravel extraction operation, I make the following observations.
- 1.8 In preparation of the traffic assessment that formed part of my evidence in chief it was understood that the fill required for the gravel extraction operation would mostly come from the Depot at Hau Road. This fill was going to be transported by back loading trucks from the Hau Road site back to the gravel extraction site at Peach Island.
- 1.9 The existing operations at Hau Road include storage and processing of quarry products. These activities are permitted in the Industrial Zone (and consented on the adjacent Rural 1 Zone). There are truck movements associated with those activities. There is no limit on the number of truck movements associated with Industrial Zone activities, or under the resource consent. .
- 1.10 My earlier analysis did not closely focus on traffic movements at Hau Road, because truck movements are already authorised as part of the existing permitted/consented activities. In that context, I was not asked to provide analysis of the traffic effects of transporting clean fill to and from its source or storage/testing locations, because that activity is authorised. I was asked to focus on traffic effects associated with exporting aggregate from, and bringing clean fill to, Peach Island. In that context, I made the relatively brief comment that although some submitters had raised concerns about the increase in trucks using the applicant's depot in Hau Road, there are already truck movements that bring gravel to the Hau Road depot as part of their day-to-day business activities, and the number of truck movements on Hau Road is likely to reduce as part of this application due to the applicant purchasing new trucks to take heavier loads and more material, resulting in a more efficient operation and fewer truck movements that currently take gravel to the depot for processing.
- 1.11 Further information about the clean fill storage/testing component of the operation has been provided over the course of the hearing and is set out in Mr Corrie-Johnston's Third Supplementary Evidence.
- 1.12 The sources of fill will include existing consented quarries, subdivision earthworks and road maintenance work. The suitability of this fill will be assessed either at the source of the material or at Hau Road.

- 1.13 Where suitability of fill is assessed at source, truck and trailer units will move this material directly from these sites to Peach Island. The trucks will be required use the heavy vehicle designated routes of Motueka Valley Highway and Motueka River West Bank Road to access the gravel extraction site, as noted in my evidence in chief.
- 1.14 Where suitability of fill is assessed at Hau Road, there will be vehicle movements associated with bringing clean fill to Hau Road and taking clean fill from Hau Road to Peach Island.
- 1.15 The number of truck movements using Hau Road will be similar to those that occur on a normal day to day basis for this existing operation at the Hau Road Depot, and overall truck movements will reduce due to the change in truck configuration allowing more material to be moved.
- 1.16 I note that the Hau Road Depot will have seasonal and operational changes over time that will see the number of truck movements vary on a day-to day basis. This is a result of the changes in truck efficiencies and the closing and opening of different gravel sources over time. The changes arising from this application would be indiscernible against what is already occurring on a day-to-day basis on Hau Road, and what can occur as a permitted Industrial activity or under its existing consent.

Gary Clark

7 March 2023