

29 November 2023

RC235522

Burnham 2020 Ltd
C/- Winstone Aggregates
PO Box 17-195
Greenlane
AUCKLAND 1546

Sent via email: dan.mcgregor@winstoneaggregates.co.nz

Dear Dan

s92 - Request for Further Information

I have reviewed the application by Burnham 2020 for resource consent application **RC235522** to develop an aggregate quarry at the junction of Aylebury and Grange Road, Burnham. More information is needed so that I can better understand your proposal and its potential effects.

Further information

In accordance with section 92(1) of the Resource Management Act 1991 (the RMA), I request the following information:

Noise Assessment related Questions (previously sent on 14 November 2023)

(i) Heavy vehicles on roads

We note that there is some difference between the distance that the SEL was measured at (10 metres), and the distances to some of the facades where noise levels are predicted.

It is unclear how the levels of 56 and 49 dB L_{Aeq} , for 10 x HV movements in an hour at the façade of 168 and 146 Aylesbury Road, have been derived from an SEL of 84 dB measured at 10 metres from a truck. Can MDA please provide more information about how these levels were calculated.

(ii) Night-time vehicles on roads

Existing noise levels measured at some locations include both traffic and environmental noise such as leaves rustling and the like. The MDA report states at MP2 Noise levels begin to increase at 0500 to a high of 50 dB L_{Aeq} at 0800hrs. (average 45 dB L_{Aeq} 2200 – 0700 hours)

Can MDA please add a column to tables 19 – 21 showing the expected range of existing noise levels in the relevant time period at each receiver.

Transportation Assessment

- (iii) Please confirm that “truck movements” means a one-way movement (either into the site or out).
- (iv) Table 4-2 of the ITA sets out pedestrian and cyclist numbers. Please confirm what day of the week these were undertaken. If they were undertaken during a weekday, please comment on the potential for Aylesbury Road to be used by recreational cycling groups during the weekend, and whether any further assessment is required to account for these.
- (v) Please advise whether any of the measures at the level crossing listed in paragraph 6.1 have been installed already or whether they are confirmed to be installed in future. If there is no commitments to them being installed, please comment on whether these measures should be carried out as part of the proposed quarry reading improvement.
- (vi) Figure 10-1 does not suggest that auxiliary turning lanes will be provided at the site access. Please provide an assessment of the warrants for auxiliary turning lanes, taking into account the proportion of heavy vehicles as appropriate.
- (vii) Please provide comment on the adequacy of the SH73 / Bealey Road intersection under an increased truck loading.
- (viii) Please provide comment on the adequacy of the Bealey Road / Aylesbury Road intersection under an increased truck loading, taking into account the railway level crossing.
- (ix) Please advise whether any improvements (widening) of Aylesbury Road are required between Two Chain Road and the military camp. In this regard, the proposal is to widen Aylesbury Road to 8.0m, but Figure 3-1 shows that parts of Aylesbury Road (‘near camp’) is less than 8m in width. Would it be more appropriate for the whole road between the site and the highway to simply be upgraded as necessary to provide an 8.0m carriageway width rather than having narrower sections?
- (x) In addition to the widening, given the large increase in heavy vehicle numbers, can any further detail be provided regarding the pavement strength of the Aylesbury Road, and whether it is sufficient?

- (xi) Given that trucks will be exiting Aylesbury Road and turning left onto the highway, please comment on whether there will be an adverse road safety effect arising from laden, slow-moving trucks pulling out into higher-speed traffic.
- (xii) Please advise whether the Sidra modelling uses Users Class 2 or 6 ('heavy vehicles' or 'large trucks') for modelling the effects of the quarry traffic.
- (xiii) Although a roundabout at the SH1 / Aylesbury Road intersection has been "proposed" (paragraph 10.5.1), it is also at a very early stage (paragraph 6.2). What would be the outcomes if the roundabout was not to proceed, or be delayed? Are any other short-term measures required to improve the capacity of the existing priority intersection, such as extending the right-turn bay to allow for longer vehicles to queue here? In this regard, it would be helpful to understand the changes in the queue lengths for the existing right-turn bay (Table 10-3 only addresses the side roads).
- (xiv) Please can a further table be provided, similar to Table 10-4, which shows the effects of one third of the quarry traffic (ie the intersection performance under the proposed interim threshold).
- (xv) The ITA suggests a number of minor improvement schemes (such as localised widening to allow for the movement of heavy vehicles), but some are 'suggested' rather than 'recommended' or 'required'. Please confirm that those measures that will form volunteered conditions of consent, if the quarry was to be approved.
- (xvi) Please comment on employee travel, in terms of numbers of vehicles, times of travel, directions of travel, and whether these vehicles have any effect on the modelling carried out.
- (xvii) Please clarify the wording of paragraph 10.9 that refers to widening the "narrow section of Aylesbury Road between Two Chain Road and Aylesbury Road" - presumably the second reference to Aylesbury Road is not correct and should read 'site access'?
- (xviii) The report states that Kerrs Road and Sandy Knolls Road should not be used, but the proposed condition of consent notes the "Implementation of a Transportation Route Management Plan that achieves as far as practicable ... no use of unsealed sections of Kerrs Road or Sandy Knolls Road". Please clarify the wording, as the Plan would seem to include a degree of flexibility.
- (xix) How is it proposed to robustly monitor the proposed thresholds of 45 vehicles per day on Two Chain Road, 10 heavy vehicle movements per day turning between Aylesbury Road (north) and Two Chain Road (east), and 10 heavy vehicle movements per day at the Wards Road / Aylesbury Road intersection?

You must respond in writing to this request before Wednesday 11th January 2024 and do one of the following:

- (a) Provide the information; or
- (b) Tell us that you agree to provide the information, but propose a reasonable alternative date; or
- (c) Tell us that you refuse to provide the information.

Please note that as you have requested public notification of our application, the notification will occur after the receipt of the further information.

I have put processing of your application on hold until we receive your complete response. Please contact me if you have any questions.

Yours faithfully

A handwritten signature in blue ink, appearing to read 'A Henderson', is positioned above the printed name.

Andrew Henderson

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