

My name is Andrew Mackintosh and I am here to speak on behalf of the residents of the Mt Cass Road.

Mt Cass Residents reply to Transwaste wanting to change and or cancel condition 22 of RCO20069.

As residents of the Mt Cass Road we are totally against both proposals.

We feel the road quality is not good enough for the amount of traffic that travels in and out of it now. There had been 51 repairs to the road thru to Mid August. This is not including the complete rebuilding of the first 2km's of the road. The road crews walked the road then marked another 158 sections needing repairs at about early September. I travelled up their access road at the same period and counted only 4 repairs that had been carried out. Easy to see which road is theirs and has been constructed properly and the Public one, to which they weren't going to have to pay much money for maintenance to the Council, maintenance is going to have to be paid by the rate payers. Transwaste might have extended that to two years but we, the rate payers, will have to pick up the bill for the next 20-25 years.

On numerous hot days last summer, the tar was coming through the bitumen to such extents that they were having to put fine gravel on it to stop the tarseal being pulled up by their trucks. And only two weeks ago, they had another go at resealing the Omihi Stream Hill, was this the fourth or fifth time, I have actually lost count as it is always been worked on.

The design of the road from the Omihi Stream to the landfill access road doesn't allow for any safe over taking at all. With the opening up of Tiromoana Bush Walkway the number of vehicles going all the way out there will also put more pressure on the road. These numbers will increase as signage and promotion material becomes available. In Gareth James own words there could be 500 people or more out there in weekends.

Paragraph 15 of Donald McKenzie statement of evidence states that there have been no safety issues brought to either Transit or Hurunui District Council, this is an untrue statement. Transit has been phoned as has Judith Balchelor, Jamie McFadden has taken it to two council meetings and we (the residents) have meet with Council Members and Transwaste. Judith Balchelor was to arrange another meeting but this has not happened yet. Irena of Transwaste was also phoned regarding a truck pulling out on to Mt Cass Road from their access road and not giving way to the car. A reply has been received from Canterbury Waste Services.

We have also noticed that some trucks have been leaking leachate out the back doors when they have been going up Omihi Stream hill especially after a rain. So their door aren't totally able to hold in the leachate. Would this increase with an increase of truck numbers?

Martin Pinkham's report states that Transwaste own both sides of land along the road, this almost indicates that they think they own the road as well. Eg: The sign posts stating that trucks can't pass and that private cars can't go into Kate Valley x2 should be on their road and what with the cones, road works and 30km's notices etc the visual rubbish seems never ending.

As far as the Mt Cass Residents are concerned Forestry, Petroleum, Stock and Fertilizer trucks are all a different issue and these need not be brought in to stack up the numbers.

Gravel Trucks are supposedly the primary reason of the requested changes to 800 movements, why can't these be hauled in low waste times and stock-piled, these can surely be counted by them having Dallas tags to go over the weigh bridge, the same as the waste trucks: Press cutting.

Gareth James stood up at the 1st hearing and said that sufficient material was on site and with all their expertise and resources to find this suitable site, then obviously they all knew what was under the landfill. No Sand/Gravel. As Martin Pinkham also states in his report cell construction occurs during summer months, the potential for liner protection gravel haulage to coincide with the maximum seasonal waste volume haulage in the Pre-Christmas period is high. This for the second cell is incorrect as the liner wasn't being laid to the end May early June a very late Christmas? (Summer)

In the original conditions hours of operation were imposed to limit the effects on the Mt Cass Road Residents, this has not worked as trucks still use the road early and wait at access road gate up to 3/4 hour.

Under consent conditions Euro emission standards for waste trucks apply, should not the same apply to shingle and leachate trucks as they are going to increase, surely they should be subjected to the same conditions. Will this increase as the trucks numbers increase. Paragraph 117.3 of Nigel Williams report states 'for residents on Mt Cass Road, these impacts are singular events leading to cumulative distress and feeling of disconnection from their community!!'

In relation to their misunderstanding of the consent conditions ie truck movements, it is thoroughly understood by other parties for example wine growers and tourist operators as the conditions are stipulated in the resource application to operate their businesses. Alpine Pacific winery is allowed 140 movements per week which means 70 in and 70 out for cellar sales. As for Transwaste how can their legal advisors miss this point. We feel that this type of mistake is only a diversion on their part to increase waste to the Kate valley landfill.

In conclusion to the Officers report.

Section 79. How can Judith Batchelor make these assumptions. On what basis as Judith does not live on Mt Cass Rd nor has Judith consulted with anybody who lives on Mt Cass Rd. This is effecting our lives!

Finally we agree with Judith Batchelor , with paragraph 80 and 81 of the conclusion of the section 42A of the officers report.

Thank you for your time to hear our concerns of Mt Cass Residents.

Chris and Carol Parker: 133 Mt Cass Road, Waipara



Steve Ellis: 135 Mt Cass Road, Waipara



Robin and Chris Gardiner: 1051 Mt Cass Road, Waipara

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Andrew and Leigh Mackintosh: 1304 Mt Cass Road, Waipara

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