

Good morning, and thank you for the opportunity to allow the Cambridge Community Board to present to you again this morning.

As publicly elected representatives, our role is to advocate on behalf of the residents of Cambridge and to communicate their views to Council and beyond. With over 350 public submissions and numerous residents reaching out to the Community Board directly, it is clear that this issue is front of mind for many and holds significant importance within the community.

We have thoroughly reviewed the draft conditions and wish to provide the following considerations.

As you may recall, our primary concern centres on the impact of heavy commercial vehicles on both the character and amenity of Cambridge, as well as the safety of pedestrians, especially school children, who use urban mobility pathways in areas affected by high traffic volumes. St Peters Catholic school in particular, sits directly on one of the Cambridge routes identified in the draft conditions.

While we acknowledge that several transport-related conditions have been included in the Journey Management Plan, the Cambridge Community Board remains concerned about the vague nature and lack of enforceable detail in key parts of the proposed traffic management approach. We do not believe the conditions, as currently drafted, provide sufficient protection or the necessary assurances to our concerned community. And I want to make note again, that the Community Board is not against a sand quarry in this location, rather we are here to highlight these particular concerns on behalf of the community.

Some I would like to highlight are:

Truck movements

The Cambridge Community Board believes that the proposed truck movement limits are too high and do not adequately protect the community from the adverse effects of increased heavy vehicle traffic. While we acknowledge a reduction from 400 movements, a daily maximum of 300 truck movements is still excessive and would significantly impact the safety and character of Cambridge, particularly in residential and school areas. Even the proposed averages of 200 movements per day over two months, and 156 per day over a 12-month period, present a substantial increase in heavy traffic through and around our town.

These volumes will place considerable pressure on local roads, compromise pedestrian and cyclist safety, and undermine the quiet, village feel that makes Cambridge special

We urge a reassessment of these limits in favour of lower, more appropriate thresholds that better reflect the community's expectations and capacity.

Thoroughfare through Leamington Village.

The Cambridge Community Board is also concerned that there is no reference to Leamington Village in the proposed conditions. Once the surrounding growth cells are opened for development, it is inevitable that heavy vehicle movements will increase through this part of town. Without specific protections or route restrictions in place, truck traffic is likely to pass directly through Leamington, affecting the safety, character, and overall wellbeing of the village.

Leamington is a vibrant residential and community hub, and it must be safeguarded from the adverse effects of quarry-related traffic.

We strongly urge that the conditions be revised to acknowledge this risk and to include measures that prevent HCVs from using routes through Leamington village.

Reporting Conditions 42 and 43

The Cambridge Community Board is concerned that the timeframes set out in Conditions 42 and 43 are too slow to address the immediate impacts of quarry traffic on our community.

Requiring data collection only for the first two years, followed by an analysis conducted months after that time, does not reflect the urgency of the situation.

Waiting two full years before any formal data analysis is undertaken is simply too long. The community will experience the impacts immediately, and there needs to be a timelier way to monitor and mitigate those effects.

We request the inclusion of earlier reporting to ensure community safety and wellbeing are protected from the start of operations.

Truck Movement Levels Condition 44.

Once the threshold of truck movements per day is higher than the projected average, only then is action required.

We acknowledge this to mean that a formal safety review for pedestrians and cyclists will only happen after truck volumes significantly exceed predictions.

We believe the proposed traffic threshold is too high and request that safety planning be prioritised well before truck volumes reach this level.

Subcontractor Engagement Condition 28 a and b.

The Cambridge Community Board considers the proposed measures under 28 (a) and (b) to be inadequate and overly vague.

While education measures such as subcontractor evenings and driver flyers are a positive gesture, they are not nearly strong enough to address the serious and immediate impacts that heavy vehicle traffic will have on the Cambridge community. These provisions rely too heavily on voluntary compliance and offer no guarantee of consistent behaviour change.

Phrases like "encourage respect" and "promote courteous driving" are too vague and unenforceable. Without clear rules or meaningful consequences for non-compliance, these efforts amount to little more than goodwill gestures. The community needs enforceable conditions, not aspirational language, to ensure that safety and public wellbeing are genuinely protected.

We request that attendance to subcontractor evenings be mandatory.

Route

The Cambridge Community Board seeks clarification on how heavy commercial vehicle (HCV) movements will be **mandated** to use the designated Cambridge through routes.

Specifically, if congestion increases or travel times become longer along these routes, what mechanisms will be in place to ensure that drivers do not divert through alternative, potentially more sensitive residential streets? Without enforceable route controls or monitoring, there is a real risk that HCVs will seek shortcuts through areas not equipped to handle such traffic, undermining the intent of the designated route system and increasing safety risks and community disruption. How are the routes mandated?

We request that clear, enforceable conditions be included to prevent route deviation and ensure compliance with designated pathways at all times.

Sand dust on the Cambridge thoroughfare

While the draft conditions propose measures such as dampening or covering sand during transport through Cambridge, we remain concerned that these steps may be insufficient, particularly during the dry summer months. Residents with respiratory conditions, such as asthma, have already expressed their worries to us about the potential impact on air quality, especially with the prospect of up to 150 sand-laden truck movements per day.

We request stronger assurances that, given the high volume of truck movements through our town, including routes past schools, outdoor dining areas, and pedestrian areas, that effective monitoring of sand dust levels will be undertaken, and that further control measures will be in place to protect public health and wellbeing.

In conclusion, should planning requirements not be met as expected, and only be evaluated after a period of many months or even years, places like Cambridge are in the firing line for the entirely predictable negative outcomes of increased HCV movements in the town. Why should Cambridge residents and businesses be forced to suffer negative impacts of quarry operation, and endure them for months if not years, due to loose regulations at this very critical juncture in the resource consent process? Early and immediate compliance measurements and monitoring is essential to ensure the safety, vibrancy and character of the town. We ask that the commissioners ensure that all people's rights to a safe and liveable town and environment are upheld through rigorous planning and consent requirements. The consent requirements as they stand are inadequate to address the concerns of Cambridge residents which have been clearly communicated in the submission process, and require immediate alteration to allow for earlier monitoring, impact measurement, and compliance enforcement.

