

RESOURCE MANAGEMENT ACT 1991

**Submission on an Application for Land Use Consent (RC185627)
By Fulton Hogan Limited**

To: Selwyn District Council
P O Box 90
Rolleston 7643

By email to: hearings@ecan.govt.nz; submissions@golder.co.nz

Name of Submitter: KiwiRail Holdings Limited

Address for service:

Level 1
Wellington Railway Station
Bunny Street
PO Box 593
Wellington 6140
Attention: Pam Butler
Ph: 04 498 2127
Email: Pam.butler@kiwirail.co.nz

Name of applicant

Fulton Hogan Limited

Address of proposal

The subject property is legally described as Rural Section 6475 and Rural Section 6324; Lot 1 Deposited Plan 4031; Rural Section 6342; Section 7 Survey Office Plan 510345, and Rural Section 5381 and Section 6 Survey Office Plan 510345.

Description of proposal

Resource consent is sought from Selwyn District Council (RC185627) to establish a new quarry, including associated processing facilities, at a site which will be accessed from Jones Road. The site is approximately 170 hectares in area and will result in up to a maximum of 1,500 heavy vehicle movements per day.

KiwiRail could not gain an advantage in trade competition through this submission



Pursuant to Section 96 of the Resource Management Act 1991 (RMA), KiwiRail Holdings Limited (KiwiRail) hereby makes this submission in opposition in part to an application by Fulton Hogan Limited for land use consent to establish an aggregate quarry (known as 'Roydon Quarry') at a site bounded by Curraghs, Dawson's, Madison's and Jones Roads.

KiwiRail's submission relates to the timing of the proposed access road improvements and arrangements for monitoring the operation of the Dawson's Road level crossing during quarry operations.

KiwiRail's submission is:

Fulton Hogan Ltd has consulted with KiwiRail and provided an Integrated Transport Assessment (ITA) and a Level Crossing Safety Impact Assessment (LCSIA) with the consent documentation. These reports acknowledge that the increase in heavy vehicles caused by quarry activities will require an upgrade at Jones/Dawson intersection, particularly to address the safety risk associated with the short distance between the railway and Jones Road (short stacking).

The LCSIA considers risk on operations at the Dawson Road level crossing and the interrelationship between the two roundabout options to address short stacking west of the railway line. The LCSIA findings are that both roundabout design options improve the Level Crossing Safety Score (LCSS) in the short-term, even with the increase in heavy traffic. In the future, the LCSS of Option 1 stays lower than existing, and the LCSS of Option 2 increases slightly. In all cases the risk band is Medium-Low which satisfies a key criterion of KiwiRail for an upgraded level crossing; of the upgraded crossing being a Medium-Low risk following the change of use. The LCSIA containing risk mitigation recommendations for each roundabout scenario has been formally approved by KiwiRail.

The applicant's proposed Site Access 'Condition 6' states 'Roading upgrades shall be undertaken in accordance with the Stantec ITA (Appendix C of the AEE). This shall include provision of a roundabout on Dawson's Road and roading upgrades on Jones Road' however this does not include a timeframe for when the proposed road improvements will be installed/operational, and it is considered that this should be linked to the commencement of quarry operations. If not, the risk is that quarry activities might commence without addressing the risks created by the current Dawson's Road layout, and level crossing related road accidents could increase.

KiwiRail also seeks that the applicant provides for the review of level crossing operations once the quarry is in operation. The LCSIA recommends that the applicant conducts additional user volume surveys (including % heavy vehicles) within two years after the opening of the facility and review whether a change in control is required. It also recommends subsequent surveys and reviews. This recommendation is not reflected in the proposed conditions and is considered reasonable to provide for a review of level crossing use, preferably at peak operations, to ensure that the level crossing mitigation measures and the proposed roading movements continue to be effective, and risk levels remain low.

Relief sought


The applicant's resource consent should contain conditions which;

- a. Link the commencement of quarry operations with the applicant's proposed roading improvements west of the railway line;
- b. Require the installation of the Stantec LCSIA report mitigation measures at the Dawson's Road crossing at the applicant's cost;

- c. Require monitoring of level crossing use at peak operations (as recommended by the LCSIA Safety Review Team) with a requirement that the crossing will be maintained at the 'Medium-Low risk' level at the applicant's cost.

The above relief will address KiwiRail's concerns about Dawson Road level crossing operations.

KiwiRail is aware of the New Zealand Transport Agency's concerns about the relationship between the operation of the Dawson's Road level crossing with the CSM2 and proposed Dawson's/Jones roundabout and would support appropriate measures to address any wider land transport network issues.



Pam Butler

Senior RMA Advisor

KiwiRail Holdings Limited

06/06/2019