



NZ TRANSPORT AGENCY
WAKA KOTAHI

RESOURCE MANAGEMENT ACT 1991

Submission on an Application for Land Use Consent (RC185627)

By Fulton Hogan Limited

To: Selwyn District Council
PO Box 90
ROLLESTON 7643

Submitter: NZ Transport Agency
PO Box 1479
CHRISTCHURCH 8011

Pursuant to Section 96 of the Resource Management Act 1991 (RMA), the **NZ Transport Agency** (Transport Agency) hereby makes this submission in **opposition** 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 Curragh's, Dawson's, Madisons and Jones Roads.

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.

NZ TRANSPORT AGENCY'S SUBMISSION IS:

Resource consent is sought 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.

The Transport Agency has statutory functions, as defined in section 95 of the Land Transport Management Act. In submitting on this proposal, the NZ Transport Agency is seeking to give effect to the following statutory functions:

- To contribute to an effective, efficient, and safe land transport system in the public interest;
- To manage the State Highway system, including planning, funding, design, supervision, construction, and maintenance and operations; and
- To assist, advise, and co-operate with approved organisations (such as regional councils and territorial authorities).

On this basis the Transport Agency has reviewed the application and has some concerns with the proposal as follows:

The resource consent application includes a traffic assessment which details the nature of anticipated vehicle movements, such as the likely volume and direction of quarry related traffic. The traffic assessment also details proposed changes to the transport network to manage the potential traffic effects including two options for a roundabout at the intersection of Jones and Dawson's Roads.

The traffic assessment suggests that the majority of vehicle movements will be via the intersection of State Highway 1 and Dawsons Road. This intersection is scheduled to be upgraded to a roundabout as part of the Christchurch Southern Motorway – Stage 2 project (CSM2). The timeframe for works is that the roundabout will be constructed in early to mid 2020.

The combination of the CSM2 highway upgrades and the applicant's proposed improvements at the Jones/Dawsons intersection will potentially result in an arrangement where there are two roundabouts in close proximity to one another with the main trunk railway line running between.

The Transport Agency has concerns about the relationship between the two intersections and railway crossing on the basis of the number of heavy vehicles which will pass through the intersection arrangement in accessing or departing from the proposed quarry, and their interactions with other vehicle movements. This includes the potential for heavy vehicles to queue up into a State Highway intersection which is within a high speed environment.

To better consider this matter and potentially address safety risks it is sought that the applicant undertake a detailed safety review and operations review, including traffic modelling as necessary, of the two roundabouts and railway crossing under heavy traffic conditions and any recommended improvements are incorporated into the design. Any safety review should include an emphasis on queue lengths and blocking back onto the State Highway and across the level crossing. The analysis should consider short, medium and long term scenarios through the life of the quarry and clearly demonstrate how conflicts can be avoided.


Any traffic conflicts have the potential to have significant consequences and must be avoided. If such analysis, as per above, is not undertaken or if the findings of the analysis determine there will be unreasonable effects on the safe operation of the State Highway and local roading/rail network, it is sought that either a suitable alternative access arrangement is determined, or resource consent is declined.

NZ TRANSPORT AGENCY WISHES THE CONSENT AUTHORITY TO:

Prior to the formal consideration of the resource consent application, as to approval, the Transport Agency seeks that the applicant undertake a detailed safety review and operations review, of the two roundabouts and railway crossing under heavy traffic conditions and any recommended improvements are incorporated into the design. If such analysis is not undertaken or if the findings of the analysis determine there will be unreasonable effects on the safe operation of the State Highway and local roading/rail network, it is sought that either a suitable alternative access arrangement is determined, or resource consent is declined.

The NZ Transport Agency does wish to be heard in support of this submission.

Dated at Christchurch this 4th day of June 2019.



Richard Shaw

PRINCIPAL PLANNER

Pursuant to authority delegated
by NZ Transport Agency

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