

16 October 2019

Alison Cooper

Consents Hearings

Environment Canterbury

Dear Alison

### **Joint Hearing of Resource Consent Applications**

#### **RC185627 – Fulton Hogan Limited (Roydon Quarry Application)**

I am writing to advise that KiwiRail is unable to attend the forthcoming hearing and to set out KiwiRail's position on its submission for the Hearings Panel. If the Panel have any rail related questions, I am more than happy to provide further information.

#### **Dawson's Road level crossing**

The Main South Line runs parallel to State Highway 1 and Jones' Road, and, once new network connections are developed, Dawson's Road will be the key access point for traffic to and from the quarry site. A Level Crossing Safety Impact Assessment (LCSIA) was prepared for the existing Dawson's Road level crossing to assess the effects that the 'change in use' (e.g. the additional quarry traffic) would have on this crossing. The reports findings and outcomes form part of the Integrated Transport Assessment submitted as part of the resource consent. The LCSIA report acknowledged that heavy vehicle movements to and from the quarry will predominantly cross over the Dawson's Road level crossing and require an upgrade at the Jones/Dawson intersection to address risks associated with the existing short distance between the railway and Jones Road ('short stacking'). The applicant has proposed new roundabout options to address the short stacking issue between the crossing and Jones Road, along with other crossing treatments, which were supported and addressed in the KiwiRails formal LCSIA approval.

#### **Section 42A report and recommended conditions**

KiwiRail's submission set out its concerns relating to construction timing and monitoring, summarised below;

- linking the commencement of quarry operations with the proposed roading improvements west of the railway line



- clarifying that the installation of LCSIA report mitigation measures at the Dawson's Road crossing are the applicant's responsibility
- seeking review provisions at peak quarry operations so that any safety issues can be addressed through the life of the quarry operations

The potential traffic effects of the proposal have been assessed for the Selwyn District Council by Mr Andy Carr of Carriageway Consulting. His recommendations are reflected in the draft proposed conditions appended to the reporting planners s42A report. Condition 16 proposes linking the road improvement works to the start of quarry operations. Conditions 17 and 18 require the formal approval of detailed roading designs and a road safety audit. These conditions cover the key concerns outlined in KiwiRail's submission and are fully supported.

#### **Comment on NZTA submission**

NZTA's submission identified that at times, when a train is passing through the Dawson's Road level crossing, vehicles may queue back from the railway barrier and onto the CSM2 roundabout intersection. Several projection scenarios have been provided about the frequency of this occurring and further work is sought to firmly establish traffic volumes and flows at this location. This may either confirm or negate the need to consider further mitigation measures to avoid adverse effects caused by vehicles queuing between the Dawson's Road crossing and the State Highway intersection. Safe road network operations at or near level crossings are a shared issue and KiwiRail is happy to work with road controlling authorities and the applicant to address any potential adverse effects on road safety on State Highway 1. Potential mitigation measures have been discussed with KiwiRail's Level Crossing Manager.

#### **Summary**

The Dawson Road level crossing operations can be addressed by the mitigation works covered in the LCSIA. KiwiRail's key submission points seeking to link the roading works with the start of quarry operations, and for design review and audit have been addressed in the proposed draft conditions appended to the s42A report.

KiwiRail also confirms that it supports measures to address and/or mitigate the potential effects caused by queuing on the surrounding road network from the operation of the Dawson's Road level crossing.



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