1. I provided evidence for the NZ Transport Agency regarding their submission on the resource consent application for Fulton Hogan to establish and operate a quarry at Templeton. I also sent an email on 19 November 2019, which provided an update of discussions which have occurred between the Agency and the applicant since providing my evidence. I understand that a copy of this email has been provided to the Hearings Panel but for ease a further copy is attached.

2. The intersection of Dawson Road and SH1 is being upgraded as part of Stage 2 of the Christchurch Southern Motorway project. A dual lane roundabout is being constructed and the roundabout will provide a functional point for a change in the speed environment between the Templeton area and the Motorway. For east bound traffic (approaching the roundabout from Rolleston) the roundabout will provide the first traffic calming measure for vehicles that have departed the Motorway. The roundabout will provide an important visual cue between the Motorway and built up area of Templeton. Construction of the roundabout commenced in September 2019 and is projected to be completed at the same time as the wider project, being April 2020.

3. The Main Trunk Railway runs parallel to SH1. At Dawsons Road there is an existing level crossing which includes bells and barriers. The distance between the level crossing and the roundabout on SH1 will be approximately 52 metres. This is the distance that will be the available for the queuing of vehicles that have turned from the State Highway into Dawsons Road, if the railway barriers are down.

4. The reason the Transport Agency submitted on the application was the potential risk of traffic queuing back into the roundabout when a train is passing through the level crossing. Given the volume of heavy traffic anticipated with the proposed activity, there was a concern that queuing back through the roundabout could potentially occur at an unacceptable frequency.

5. A large truck and trailer unit can be up to a maximum of 23 metres in length. Naturally truck lengths may vary depending on the type of truck utilised and it is understood there will be a range of vehicle types accessing the proposed Quarry site. That said, based on the maximum of 1200 heavy vehicles per day, issues of vehicles queuing back into the State Highway intersection are foreseeable.

6. The introduction of a significant volume of heavy vehicle movements through the State Highway intersection as proposed was not anticipated in the design of the Motorway improvements. If an activity of the nature proposed was existing or consented during
the Motorway design phase, with similar vehicle movements as proposed, it is likely that the Transport Agency could have considered an alternative formation arrangement for the intersection.

7. As set out in the email attached, the Transport Agency has engaged with the applicant's representatives to discuss the proposal and whether potential mitigation measures are available to address the concerns raised. This has resulted in agreement on a number of proposed conditions relating to the development of a Queue Management Plan. The proposed conditions and draft Management Plan have been prepared in consultation with the Transport Agency and we have had the opportunity to provide feedback at various points, with much of the feedback being adopted by the applicant.

8. Both the proposed conditions and draft Management Plan were discussed by the Traffic Experts as part of expert caucusing and again were discussed as part of the Planner caucusing. Many of the matters of minor detail with the draft conditions were resolved through the caucusing process. The conditions agreed through this process and included in the Joint Witness Statement generally address the concerns raised in the Transport Agency's submission. I have reviewed these conditions further and noted some minor editing issues that should be addressed in the final conditions. I have attached a copy of the relevant conditions with suggested tracked changes to assist the Hearings Panel.

9. The draft Management Plan has also been reviewed through this process and it has got to a stage that is generally acceptable to the Transport Agency. While it could be beneficial to complete the refinement of the draft Management Plan it is acknowledged that the conditions provide an appropriate mechanism for this to be finalised and certified following the granting of consents. I have reviewed the current version of the draft Management Plan and noted some minor details that could be addressed. These details have been sent through to the applicant's consultants to provide the opportunity for these minor matters to be addressed.

10. I understand that the conditions and draft Management Plan, as discussed above, have been volunteered by the applicant. If the Hearings Panel is of the opinion to include these provisions as conditions of consent (should they determine that resource consent can be granted) then it is considered any potential effects on the safe operation of the State Highway network will be less than minor.

11. Evidence for the NZTA was provided by David Scarlet, Ian Clark and myself. David is unfortunately unable to attend the hearing today, but Ian is here with me and between the two of us we are available and happy to answer any questions you may have.
Good evening

Since the Transport Agency lodged their submission on the publicly notified resource consent, for Fulton Hogan to establish and operate the 'Roydon Quarry', representatives for the applicant have met with the Agency to discuss the proposal and whether potential mitigation measures are available to address the concerns raised.

This has resulted in the development of a suite of potential conditions and also a draft Queue Management Plan. The draft conditions and Management Plan have been prepared in consultation with the Agency and we have had the opportunity to provide feedback at various points, with much of the feedback being adopted by the applicant. The draft conditions and Management Plan are generally consistent with the provisions submitted to the consent authorities by the applicant.

Both the draft conditions and Management Plan were also discussed by the Traffic Experts as part of expert conferencing.

I can confirm on behalf of the Transport Agency that the draft conditions and Management Plan include measures which will assist in addressing the concerns raised in the Agency's submission. We have reviewed the documents and note that any issues that remain will not affect the substance of the documents, with any changes likely to be matters of minor detail.

A point has not been reached whereby the Agency would consider withdrawing our submission or our wish to be heard at the hearing, but we acknowledge that substantial progress has been made to address the concerns which were raised. Our intention is to continue to work with all parties including the development of a potential agreed set of conditions (and Management Plan) and to attend the hearing to both respond to any queries the consenting authority may have and to provide an update on the draft conditions and Management Plan.

The willingness and effort to engage with the Agency to address the matters raised in our submission is appreciated. If you have any queries or wish to discuss matters further please feel free to get in contact.

Regards Richard

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Attachment 2: Minor amendments to agreed conditions 38A-38M

Roydon Quarry, SH1 / Dawsons Road Queue Management Plan

38A. Within three months of the date of commencement of this consent the Consent Holder shall submit a Roydon Quarry, SH1 / Dawsons Road Queue Management Plan ('the QMP') to the Team Leader - Compliance Environmental Services, Selwyn District Council (compliance@selwyn.govt.nz) for certification in accordance with condition 6.

38B. The QMP required by condition 38A shall be prepared by a suitably qualified, independent and experienced traffic engineer and shall be in general accordance with the draft Roydon Quarry, SH1 / Dawsons Road Queue Management Plan attached as [insert reference to draft plan provided to hearing panel] (prepared by Stantec: Version X November 2019).

38C. The objective of the QMP shall be to ensure that the operation of the quarry does not result in a change in safety risk at the roundabout on SH1 / Dawsons Road.

38D. Safety at the roundabout shall be assessed in accordance with a fit for purpose Safety Risk Assessment which is carried out in accordance with the approach set out within Section 2 of the draft Roydon Quarry, SH1 / Dawsons Road Queue Management Plan attached as [insert reference to draft plan provided to hearing panel] (prepared by Stantec: Version X November 2019) or any subsequent amendment made to that Section within the Plan required by condition 38M42A.

38E. The QMP shall include details relating to:

a. The monitoring required to identify any changes in the operation and safety risk at the SH1 / Dawsons Road roundabout arising from the impact of quarry operations on northbound traffic queuing back from the railway level crossing into the roundabout, and southbound traffic on Dawsons Road queuing back from SH1 towards the railway, including:
   i. baseline traffic monitoring (required to be undertaken prior to the quarry becoming operational);
   ii. monitoring after the quarry is established, operational and open to the public; and
   iii. where required, repeat monitoring for an established and operational quarry;

b. How it will be determined whether mitigation is required and the methods required to address the assessed safety risk arising from the operation of the quarry;

c. The procedures and timeframes for the installation of the mitigation measures (if any);

d. How any required mitigation will be monitored for effectiveness and any ongoing review requirements for the QMP; and

e. Reporting requirements.

38F. Prior to submitting the Final QMP Royden Quarry - SH1/Dawsons Road Queue-Management-Plan to the Council for certification the Consent Holder shall provide the New Zealand Transport Agency, KiwiRail, Selwyn District Council and Christchurch City Council with the opportunity to participate in a collaborative workshop with the Consent Holder to discuss a draft of the QMP ('Draft QMP').
38G. If the New Zealand Transport Agency, KiwiRail, Christchurch City Council and/or Selwyn District Council agree to participate in a workshop:

a. The Consent Holder shall provide a copy of the Draft QMP to these parties (depending on which attends) of the organisations at least 10 days before the workshop;

b. The Consent Holder shall circulate a record of the workshop discussion to the attendee(s) within 5 working days of the completion of the workshop.

c. The attendee(s) shall be given the opportunity to provide written feedback to the Consent Holder on the Draft QMP within 15 working days of the completion of the workshop.

d. If no feedback is received by that deadline the Consent Holder can proceed to finalise the QMP.

38H. If the New Zealand Transport Agency, KiwiRail, Christchurch City Council and/or Selwyn District Council decline the opportunity to participate in a collaborative workshop the Consent Holder shall provide a copy of the Draft QMP to the relevant organisation and they shall be given 15 working days to provide written feedback to the Consent Holder on its content.

38I. At the completion of the process set out in conditions 38F, 38G and/or 38H, the Consent Holder shall submit the completed QMP to the Consent Authority for certification that it is consistent with the objective set out in condition 38C. The Consent Holder shall ensure that all written feedback received from the New Zealand Transport Agency, KiwiRail, Christchurch City Council and/or Selwyn District Council on the Draft QMP Plan in accordance with conditions 38G or 38H is provided to the Consent Authority at the time the QMP Plan is submitted for certification, along with a clear explanation of where any comment has or has not been incorporated into the QMP and the reasons why.

38J. The Consent Holder shall ensure that a copy of the certified QMP is provided to the Community Liaison Group at the nearest scheduled meeting.

38K. Once certified, the Consent Holder shall implement the QMP.

38L. Once the QMP is certified, the Consent Holder shall report to the New Zealand Transport Agency, KiwiRail, Christchurch City Council, Selwyn District Council, the Community Liaison Group at the following times:

a. At the completion of baseline monitoring and prior to the quarry commencing operation;

b. Six months after the quarry is established, operational and open to the public; and

c. Annually thereafter for a period of three years, or until the New Zealand Transport Agency and KiwiRail agree no further monitoring and mitigation is needed to achieve the objective set out in condition 38C, whichever is earlier.

Each report shall contain the following details:

d. A description of the monitoring undertaken during the reporting period and analysis of the results;
e. A description of any mitigation measures implemented during the reporting period, or planned for the following reporting period; and

f. Any amendments identified as being necessary to the QMP for the following reporting period.

38M. The QMP is intended to be an adaptive document. It may be updated by the Consent Holder at any time provided that prior to doing so further consultation and collaboration occurs with the New Zealand Transport Agency, and KiwiRail, Christchurch City Council and Selwyn District Council. Any changes made to the QMP shall be consistent with achieving the objective set out within condition 38C. Any updated provisions shall only apply once the updated QMP has been re-certified by the Consent Authority.