

# CANTERBURY COAL MINE EXPANSION- RC185622/ RC185640

**Prepared for:** Bathurst Resources Limited  
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## Response to SDC comments

This note provides our (Abley Limited) responses to the transport related comments made by Bellbird Consulting Group Limited (Bellbird) on RC185622/ RC185640. Bellbird has been engaged by Selwyn District Council (SDC) to process the resource consent application.

### ***Abley Response to Bellbird Comment Paragraph 4***

We acknowledge that the consented SDC baseline is lower than the operational baseline traffic movements. Regardless, the consideration of effects is addressed in the Traffic Assessment (TA) based on the total traffic volumes on the key corridors including the current volumes and the increases in flows corresponding to the application traffic. Examples include section 6.1 of the TA where the total two-way volume is quoted as being less than 200 vehicles per day and the probability of vehicles meeting another vehicle is calculated based on the total traffic volume. The consideration of effects in subsequent sections is also referred to in a consistent manner as section 6.1. As such the difference between the SDC consented baseline traffic movements and the operational baseline movements has no bearing on the assessment of traffic effects presented in the TA.

### ***Abley Response to Bellbird Comment Paragraph 7***

The sight distance requirements listed in Rule 4.5.1.3 Table E10.4 applies to accesses on State Highway, Arterial and Collector roads with a speed limit of 50km/h or above. Bush Gully Road is a Local Road and has a posted speed limit of 40km/h therefore the above requirements do not apply.

Furthermore, the sight distance requirements apply to vehicle accessways/ crossings when motorists using the access needs to give way to traffic on the intersecting frontage road. In this instance the accessway is at the end of Bush Gully Road where through traffic rarely exists. Vehicle access is generally restricted to mine and seasonal forestry vehicles. In the vicinity of the access there is sufficient width for two trucks to comfortably pass each other. All mine and forestry traffic use radio communication from Malvern Hills Road intersection. Therefore, conflict between vehicles accessing/egressing the site and through traffic is not anticipated.

If deemed necessary by SDC, the applicant could erect an "[Intersection T junction controlled \(priority turns left\) — T junction](#)" sign to better define priority at the intersection.

### ***Abley Response to Bellbird Comment Paragraph 9***

The sign shown on P19 of the TA was an example. We confirm that we are only recommending the signage changes listed in Appendix B of the TA and the installation of a hoarding style sign such as the example on page 19 would be at the discretion of Council.

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