

BEFORE THE CHRISTCHURCH CITY COUNCIL

RMA/2017/2111

IN THE MATTER of the Resource Management Act 1991
("the Act")

AND

IN THE MATTER of an application to expand an existing
quarry.

BETWEEN **ROAD METALS COMPANY LIMITED**

Applicant

AND **CHRISTCHURCH CITY COUNCIL**
ENVIRONMENT CANTEBURY

EVIDENCE OF ANTHONY JOHN SPOWART ON BEHALF OF THE NZTA

March 2018

1 Introduction

- 1.1 My name is Anthony John Spowart. I am a Principal Traffic & Safety Engineer in the Christchurch Office of the New Zealand Transport Agency (NZTA). I have some 50 years experience in the fields of roading design, safety and traffic engineering and planning for the State Highway network. My qualifications include the Certificate in Transport Planning Management and Control (NSW), and a Diploma of Management.
- 1.2 The NZ Transport Agency (NZTA) was established on 1 August 2008 through amendments to the Land Transport Management Act 2003 (LTMA). The NZTA is a Crown entity created by combining the roles of Land Transport New Zealand and Transit New Zealand.
- 1.3 It is also responsible for allocating land transport funding and has a requirement to undertake its functions in a way that contributes to an affordable, integrated, safe, responsive and sustainable land transport system. NZTA's mandate is set out under the LTMA. It has a statutory responsibility to give effect to the Government Policy Statement (GPS) on Land Transport Funding.

2 Expert Witness Practice Note

- 2.1 While not a Court hearing I note I have read, and agree to comply with, the Code of Conduct for Expert Witnesses as required by the Environment Court's Practice Note 2014. In providing my evidence all of the opinions provided are within my expertise and I have considered and I have not omitted to consider any material facts known to me which might alter or qualify the opinions I express.

3 Scope of Evidence

- 3.1 A resource consent application has been lodged by Road Metals Company Ltd to expand an existing quarry. Aggregate is proposed to be extracted from land at 581, 619 and 635 Buchanans Road and transported through internal haul road back to the main quarry site at 394 West Coast Road for processing. Detailed descriptions of the activity have been included in the application, further information, planners report and evidence provided by the applicant. I rely on these descriptions rather than repeat them in my evidence.
- 3.2 The submission of the Agency was in opposition to the proposal on the basis that issues with the vehicle access should be further considered and suitably addressed as part of the resource consent application process. It was sought that the current access arrangement is reviewed and any identified improvements made within a specific time period. In addition it was sought that procedures were established to minimise the dropping/tracking of material on to the State Highway as vehicles

depart the quarry. This evidence expands on the issues raised in the submission and is to be read in conjunction with the evidence of Mr Stewart Fletcher, Consultant Planner, for the Agency.

4 Existing Situation

4.1 The current access to the site, at 394 West Coast Rd, provides the primary access to the quarry and has been historically formed and upgraded for this purpose. Characteristics of the current access include:

- A right turn bay is provided for west bound vehicles turning right into the site;
- There are widened sealed shoulders on 3 of the 4 approaches to the access. These allow for the acceleration and deacceleration of vehicles in all but one direction;
- On the True Right (access side) the road corridor is constrained by the Selwyn District Council water race which runs along the edge of the sealed widening; and
- The surfacing of the access is in average condition with maintenance required.

4.2 There has been a history of loose gravel on the highway relating to this operation and it appears to come the following potential sources:

- Trucks dropping loose material from the vehicles themselves. This might include material on the drawbars of vehicles which may fall off as the vehicle accelerates;
- Trucks running on the unsealed shoulders of the access;
- Poor maintenance of existing widenings and right turn bay such as cracking; and
- The access can be difficult to sweep due to there being a soft shoulder / no edge for that section of the access against the water race

4.3 The current layout basically works for the operation but there are some improvements that could be undertaken to address the recurring issues of loose gravel on the highway. These are as follows:

- The true left shoulder heading west could be widened as an acceleration lane for fully laden trucks turning right when exiting the site. This area is currently unsealed and is a source of loose material, dust, and low shoulder; and
- The true right shoulder heading east along the water race needs to be improved to minimise cracking and edge break.

5 Recommended Improvements

5.1 In order for the access to operate safely and efficiently it is recommended that the applicant undertakes improvements to the access and in addition management procedures need to be established to avoid the tracking of material on to the State Highway.

5.2 On the basis of a review of the existing access arrangement, and the matters discussed above, it is recommended the following improvements to the access are made:

- The installation of quadrant kerbs/headwall protection at that point of the access adjoining the culvert to prevent damage to the edge of seal at exit point;
- The shoulder needs to be strengthened and raised immediately adjacent to the water race for 50m. This should include the installation of kerb and channelling to maximise the available width of the acceleration lane and also make sweeping easier;
- The east bound shoulder needs to be remarked as an acceleration lane (rather than current shoulder bars); and
- The remaining unsealed shoulder should be fully constructed and sealed to allow for an acceleration lane for west bound right turning trucks exiting the quarry.

5.3 If the above works are undertaken this will address the concerns of the Agency regarding the formation of the access. It is suggested that the above improvements should be required to be undertaken by the applicant by way of condition of consent. Mr Stewart Fletcher has recommended specific wording for conditions of consent to accommodate the above. .

5.4 In addition to the above, it is noted that the Agency intends to undertake other works regarding the access as part of its' obligations in maintaining the State Highway. These include:

- Resurfacing the main area of the right turn bay as soon as funding is available; and
- Undertaking further maintenance including patching and pre-seal repairs.

6 Deposition of Material on Highway

6.1 Regarding the depositing of material on to the State Highway, evidence has been provided by Mr Andrew Metherell which recommends the development of a

management plan to control the depositing of material on to the State Highway. As part of his evidence a draft management plan has been included as Attachment B. I have reviewed the draft plan and I am generally supportive. It provides direction in assisting to minimise the deposition of material on to the highway.

- 6.2 In order to provide the opportunity for a robust management plan to be developed without the additional pressures of the hearing process it is recommended that a condition is imposed requiring the submission of a management plan for the approval of Council within three months of the approval of resource consent. As part of any plan submitted, evidence of consultation with the NZTA would need to be included. I note this would also provide the opportunity to potentially incorporate those measures recommended by Council Officer, Mr Mike Calvert.

7 Summary

- 7.1 The NZTA has submitted in opposition to the resource consent application by Road Metals Company Ltd to expand an existing quarry. The reason for the submission was to ensure that the vehicle access to the site is appropriately formed and maintained including the avoidance of the deposition of material on to the State Highway.
- 7.2 My evidence identifies that minor improvements to the access, as listed earlier, can be made and that, together with the incorporation of a management plan, will suitably address the concerns of the Agency.
- 7.3 It is recommended these issues are addressed through the conditions recommended by Mr Stewart Fletcher in his evidence on behalf of the Agency.

Tony Spowart

21 March 2018