

Sol Quarries  
joint hearing  
7/12/2020

Before Hearing Commissioners  
at Wigram Base, 14 Henry Wigram Drive, Wigram

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*under:* the Resource Management Act 1991

*in the matter of:* application RMA/2019/373 for land use consent in  
relation to a Quarrying Activities at 81 to 83  
Conservators Road, Christchurch

*by:* **Sol Quarries Ltd**  
Applicant

Statement of Evidence of Nicholas Peter Fuller

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Dated: 04 December 2020

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## **SUMMARY OF EVIDENCE OF NICHOLAS PETER FULLER**

- 1 My full name is Nicholas Peter Fuller. I am a Senior Transport Engineer at Novo Group Limited, which is a specialist traffic engineering and planning consultancy that provides resource management related advice to local authorities and private clients.

### **SUMMARY**

- 2 The Applicant currently has resource consent to extract material at the application site, which permits a maximum of 300 heavy vehicle movements per day to use the Guys Road access. In addition, there is a maximum of 30 light vehicle movements per day that are permitted to use the Conservators Road access. There are a range of transport related conditions that cover the following matters:
  - 2.1 The maximum permitted traffic generation of the activity;
  - 2.2 The accesses that vehicle types are permitted to use;
  - 2.3 The direction of travel permitted at the Guys Road access by time of day (i.e. no heavy vehicles are permitted to turn right out of the Guys Road access from 07:00 to 09:00 and 16:00 to 18:00);
  - 2.4 Sealing of the Guys Road access for a length of at least 100m into the site, as well as construction of the access in accordance with a specific design (which has been completed); and
  - 2.5 Off-site road improvements that were required to be implemented prior to the operation of the Quarry (which have been completed).
- 3 The purpose of the truck routing restrictions is to minimise the truck volumes that would use the Ryans Road / Pound Road intersection at these times, as well as minimising truck volumes on Guys Road (south of Ryans Road).
- 4 Key from a transport perspective is that the quarry extension will not lead to an increase in the daily traffic movements compared to the consented development, which is a maximum of 300 heavy vehicle movements per day. Similarly, the vehicle access arrangements and truck routing requirements will be consistent with the consented activity.
- 5 I note that several changes have occurred on the surrounding road network, including:

- 5.1 The speed limit on Ryans Road has reduced to 60km/hr between Guys Road and Pound Road, where it was previously 80km/hr; and
  - 5.2 There is also a proposal to construct a roundabout at the Pound Road / Ryans Road intersection in 2022 to 2023. Construction of this roundabout would be expected to notably improve the safety record of this intersection as well as reducing the delays on the Ryans Road approaches.
- 6 Further to the above, alterations have been made to the Consent Conditions for the existing Quarry compared to those outlined in the ITA (following on from a Section 128 review). These have also been included in the latest set of Conditions as proposed by the Applicant as follows:
- 6.1 Conditions 52 and 53 require:
    - (a) All heavy vehicles exiting the site between the hours of 7:00am until 9:00am and 4:00pm until 6:00pm shall not turn right and shall turn left to exit from the site onto Guys Road. The vehicle access shall be designed with control gates that are operated between these periods to ensure that heavy vehicles turn left when exiting the site; and
    - (b) Appropriate signage shall be erected at the weighbridge and at the Heavy Vehicle exit reinforcing the requirement to turn left on to Guys Road during these hours and that vehicles shall not use Hasketts Road, School Road or the southern section of Guys Road (School Road to Ryans Road section). This signage must either be in accordance with the District Plan rules for signage or a separate resource consent for the signage must be obtained.
  - 6.2 Condition 56 specifies that SOL Quarries shall:
    - (a) Ensure all drivers are aware of the designated route, which avoids the use of Hasketts Road, School Road or the southern section of Guys Road (School Road to Ryans Road section), at all times, all drivers shall be inducted onto the site, have signed the induction acknowledgement and been provided with a copy of the Contractor Policy and Procedure Handbook, prior to driving heavy vehicles to the site. The Handbook shall include details of the designated route to be used when accessing and exiting the Quarry, and will include an instruction to not use Hasketts Road, School Road or the southern section of Guys Road (School Road to

Ryans Road section), at all times. The Handbook will also detail the 3-strike warning system and driver ban, should drivers take the incorrect route. Evidence of this shall be made available to Council monitoring staff on request. The Consent Holder shall maintain the sealed Heavy Vehicle Road in good condition, including the infilling of potholes as required.

- 7 The above conditions have been taken out of the Quarry Management Plan (where they are located in the Conditions for the consented Quarry) and are now standalone conditions.
- 8 I also understand the Quarry access road (the haul road) to Guys Road is sealed for the full length of approximately 1.5km from the Guys Road entrance to the Quarry Weighbridge Office, to eliminate fugitive dust related to truck movements on the haul road and to eliminate the potential for material from being deposited on the public road network.
- 9 I understand the only matter of difference between myself and Council's traffic expert is the Council transport engineer recommends that the Section 128 review condition becomes able to be enacted at any time, rather than on an annual basis for a limited time. I consider this to be a reasonable request, although I would assume that the key issue is to ensure compliance (and subsequent enforcement action) of the resource consent conditions rather than a review of the entire consent. In my opinion the strengthening of the consent conditions (as proposed) provides improved confidence that the transport related effects will be acceptable and the need to enact the Section 128 review at any time is not required.
- 10 The effects of the proposed Quarry are considered to be acceptable from a transport perspective given the existing traffic volumes are already being satisfactorily accommodated by the surrounding road network; the known improvement to the Pound Road / Ryans Road intersection; and the additional conditions proposed to better manage Quarry related traffic. For these reasons, I am satisfied that the effects of the proposed quarry extension remain less than minor and acceptable from a transport perspective.

Dated: 04 December 2020




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Nicholas Peter Fuller