

**BEFORE HEARING COMMISSIONERS APPOINTED BY CANTERBURY  
REGIONAL COUNCIL AND WAIMAKARIRI DISTRICT COUNCIL**

**IN THE MATTER OF** the Resource Management Act 1991

**AND**

**IN THE MATTER OF** Applications CRC204106, CRC204107, CRC204143  
and RC205104 – to establish, operate and  
rehabilitate an aggregate quarry at 309 West Belt,  
Rangiora

**ATTENDANTS:** Chris Morahan (CM), WSP, engaged by Waimakariri  
District Council

Matthew Noon (MN), Abley Ltd, engaged by  
Taggart Earthmoving Limited

**Areas of Agreement**

1. That the existing traffic volumes on the local roads are low enough to sufficiently accommodate the estimated 32 heavy vehicle movements per hour generated by the proposed development and no adverse impacts relating to congestion and delays are expected on the adjacent road network due to the number of vehicles generated by the proposed development.
2. That if quarrying activities were to occur concurrently with racecourse events, these are expected to have little impact on existing road users in the surrounding road network. This is due to the quarry related movements using the River Road access and racecourse related movements using the Lehman Road access; which are approximately 1.7kilometres apart. Quarry related movements would almost all be travelling to and from the east of the site, so would not impact on the Lehmans Road crossing.
3. That the quarry proposal involves almost all related traffic travelling east of the River Road access and is not expected to exacerbate any safety issues in the area.
4. That specific movement controls measures, such as restrictions on heavy vehicle routes, are not required due to the need to maintain operational flexibility.
5. That while the proposed accessway complies with the District Plan requirements, a further upgrade in accordance with the WDC Engineering

Code of Practice "Typical Rural Zone Commercial Access" would be beneficial as it provides for further localised widening to allow trucks to decelerate and accelerate.

6. Pedestrians and cyclists would benefit from a safety upgrade in the vicinity of the West Belt/ River Road intersection, irrespective of whether or not the proposal goes ahead, however it is not considered to be necessary to mitigate the impacts of this proposal.
7. The proposed measures to seal the access road for no less than 50m from the site boundary vehicle accessway onto/from River Road and that a rumble strip is installed within that 50m strip, are considered sufficient to mitigate any localised maintenance impacts around the accessway.
8. That any increase in heavy vehicles will result in increased maintenance requirements in the wider road network. However as Lehmans and River Road have been recognised as a heavy vehicle bypass and that truck operators will be required to pay for this increased cost through the existing road user charges scheme, it is not necessary to mitigate this through the resource consent process.
9. That the assessment of on-site parking demand is considered accurate and that this non-compliance would have no adverse effects.

#### **Areas of Disagreement**


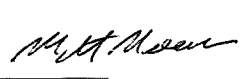
10. None identified.

#### **Conclusion**

11. Following the expert conferencing session, CM and MN are in agreement as noted above.
12. The further upgrade of the River Road access in accordance with the WDC Engineering Code of Practice "Typical Rural Zone Commercial Access" would be beneficial as it provides for further localised widening to allow trucks to decelerate and accelerate.

#### **Signatures:**

Date:

   
30/04/2021 30/04/2021