

NZ Transport Agency Waka Kotahi Reference: [2024-1621]

22 January 2025

Selwyn District Council  
C/- Tim Hegarty  
2 Norman Kirk Drive,  
Rolleston, 7643

Via email: [tim.hegarty@selwyn.govt.nz](mailto:tim.hegarty@selwyn.govt.nz)

Dear Tim,

**Submission on expansion of an existing quarry – 50 Bealey Road, Kirwee – Southern Screenworks Ltd**

Attached is the NZ Transport Agency Waka Kotahi (NZTA) submission on the expansion of the existing quarry that does not comply with setback and noise standards within the General Rural Zone - RC245428.

NZTA respectfully asks Council to receive this late submission and extend the time limit for providing the submission pursuant to Section 37 of the Resource Management Act 1991.

We welcome the opportunity to discuss the contents of our submission with the relevant council officers and the applicant as required.

If you have any questions, please contact me.

Yours sincerely



Jaclyn Phillott  
Planner – Poutiaki Taiao / Environmental Planning  
System Design, Transport Services

Phone: +64 7 987 2707

Email: [Jaclyn.Phillott@nzta.govt.nz](mailto:Jaclyn.Phillott@nzta.govt.nz)

**FORM 13, SECTION 96, RESOURCE MANAGEMENT ACT 1991**

---

**Submission on expansion of existing quarrying activity – 50 Bealey Rd, Kirwee – Southern Screenworks Ltd**

**To:** Selwyn District Council  
C/- Tim Hegarty  
2 Norman Kirk Drive,  
Rolleston, 7643  
  
Via email: tim.hegarty@selwyn.govt.nz

**From:** NZ Transport Agency Waka Kotahi  
44 Bowen Street  
Pipitea  
Wellington, 6011

---

**1. This is a submission on an application from Southern Screenworks Ltd for:**

A land use consent to expand the existing Screenworks Aylesbury quarry, together with associated extraction of aggregates, processing, rehabilitation of the site, associated vehicle movements and supporting activities including effects mitigation, into an additional area of approximately 66 ha of land along West Coast Road and Bealey Road, Aylesbury.

Stockpiling and processing of aggregates will be undertaken both within the expansion area and on the existing quarry site with vehicle movements utilising the existing heavy vehicle access.

Consent is required for the following rule infringement of the Partially Operative Selwyn District Plan – Appeals Version (POSDP):

- The expansion of a quarrying activity is a discretionary activity in accordance with Rule GRUZ-R21.3 of the POSDP.

Consent is also sought for any other activities, rule requirements or rule infringements arising from the activity which have inadvertently been omitted from this application.

An unlimited consent duration is sought.

**2. NZ Transport Agency Waka Kotahi (NZTA) could not gain an advantage in trade competition through this submission.****3. Role of NZTA**

NZTA is a Crown entity with its functions, powers and responsibilities set out in the Land Transport Management Act 2003 (LTMA) and the Government Roadway Powers Act 1989. The primary objective of NZTA under Section 94 of the LTMA is to contribute to an effective, efficient, and safe land transport system in the public interest.

An integrated approach to transport planning, funding and delivery is taken by NZTA. This includes investment in public transport, walking and cycling, local roads and the construction and operation of state highways.

#### **4. State highway environment and context**

- (i) The site runs parallel to State Highway 73 (SH73), with the KiwiRail line being located between the proposed quarry extension and the state highway.
- (ii) Access to the site will remain from the existing Aylesbury Quarry heavy vehicle access onto Bealey Road (local road). Access to the state highway is then gained via the SH73 / Bealey Road intersection, which has added conflict with the KiwiRail line, Aylesbury Road and Railway Road.
- (iii) SH73 has an annual average daily traffic volume of 5,601 vehicles per day, 14% of which are heavy vehicles.
- (iv) As the intersection is complex NZTA has plans to undertake an intersection upgrade, including a right turn bay and intersection speed zone review to address safety concerns in this coming NLTP.

#### **5. The specific parts of the application that this submission relates to are:**

Provisions relating to the state highway network, as outlined in section 6 below, to the extent that they impact NZTA's obligations in terms of ensuring an effective, efficient and safe land transport system in the public interest. This includes the proposed dust management plan and mitigation measures contained within; the landscape plan and associated bunding proposed; and management of, and response to, complaints.

#### **6. The submission of NZTA is:**

- (i) NZTA is neutral regarding the quarry expansion to the extent outlined in this submission.
- (ii) Dust on the state highway can have adverse effects for road users in terms of reduced visibility and if enough dust settles on the highway, it can limit visibility of road line markings. In this instance limited visibility for motorists is the major concern as the site is located adjacent to SH73 and on the corner of a busy and complex intersection where visibility is vital to reduce the risk of crashes with oncoming traffic or vehicles turning right onto Bealey Road. It is noted that the applicant has volunteered a number of mitigation measures as part of the dust impact assessment including the following:

“Avoiding earthworks activities during periods when strong winds (>10 m/s as a 10-minute average) occur from the north and northwest. On-site monitoring of winds and automatic SMS alerts will provide notification to staff of these periods;”

NZTA considers this mitigation is limited to only north and northwest winds and recommends that the wording be reconsidered to ensure that wind in any direction greater or equal to 10m/s results in operations ceasing unless it is raining.

The reason NZTA recommends the above amendment is due to concern with the sporadic but often gusty southerly and south-westerly wind events that (prior to rain falling) could result in excessive amounts of dust blowing onto the carriageway and affect the efficient and safe operation of the state highway. Further, dry westerly winds could also result in dust being blown onto the state highway carriageway. Although these wind events are not overly frequent, they have the potential to give rise to adverse effects on the state highway includes reduced visibility for motorists.

- (iii) Again, the dust on the highway is an issue and NZTA notes that the bunding proposed as part of the landscape plan only stretches along stage 1 and half the distance of stage 2. It is understood that the bunding is proposed while shelterbelts establish along the site boundary, which might take several years for plants to reach the required maturity. NZTA would recommend this bunding be extended to the full length of the boundary of Stage 2 along SH73 to future proof operations and allow sufficient time for the vegetation to be established to such a stage as it is sufficient to block any extra dust. Alternatively, restrictions should be placed on later stages of quarrying during the stage 2 (where operations have

passed beyond the bund) until such time that the vegetation has matured and the shelterbelt has been fully established.

- (iv) It is also noted that the formation of the bunding itself has the potential to create excessive dust. Therefore, NZTA recommends the applicants consider undertaking the works to form the bund in the winter period when rainfall is higher, or during periods when soil moisture is high enough in general for dust generation to be well controllable, to help reduce dust effects on the state highway as vegetation will not have grown to a sufficient size to provide a screen initially. Dust generation from the bunds will need to be managed until such time that they are vegetated or otherwise consolidated (e.g., dust suppressants).
- (v) It is unclear from the application if there have been any complaints arising from the quarrying and clean filling operations to date. NZTA would recommend the applicant establish formal complaints register to log any complaints, as well as responses, and make this available to council and NZTA upon request.

**7. NZTA seeks the following decision from the consent authority:**

- (i) Conditions to avoid dust on the state highway by restricting earthwork operations in situations where wind speeds are equal to or greater than 10m/s in all directions and not limit this to just northerly and north westerly directions.
- (ii) Conditions to extend the bunding to fully along both stages 1 and 2 to allow sufficient time for the vegetation to be established.
- (iii) The establishment of a complaints register to be available upon request.
- (iv) Any other relief that would provide for the adequate consideration of potential effects on the state highway and motorists.

**8. NZTA does wish to be heard in support of this submission.**

**9. If others make a similar submission, NZTA will consider presenting a joint case with them at the hearing.**

**10. NZTA is willing to work with the applicant in advance of a hearing.**



Jaclyn Phillott  
Planner – Poutiaki Taiao / Environmental Planning  
Pursuant to an authority delegated by NZ Transport Agency Waka Kotahi

Date 22<sup>nd</sup> January 2025

Address for service: NZ Transport Agency Waka Kotahi  
44 Bowen Street,  
Pipitea,  
Wellington, 6011

Contact Person: Jaclyn Phillott  
Telephone Number:   
Email: EnvironmentalPlanning@nzta.govt.nz