

# Maraekakaho Quarry, Kereru Road

## Russell Roads Transportation Memorandum for Referral Application

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<b>Prepared for</b>	Russell Aggregates Limited
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Abley has been commissioned by Russell Aggregates Limited (**RAL**) to provide a high-level transportation memorandum outlining the transport-related features and potential effects of the proposed extraction activities on the two sites adjacent to RAL's existing aggregate processing site located on Kereru Road, Maraekakaho, Hawkes Bay.

The purpose of this memorandum is to support an application by Russell Aggregates Limited for referral under the Covid-19 Recovery (Fast-track Consenting) Act 2020.

We have conducted a preliminary assessment of the proposal in accordance with the Hastings District Plan, Chapter 26.1 Transport and Parking rules and standards (refer to A1.1). A substantive transport assessment will be completed in support of any application for resource consent to an expert consenting panel.

The two proposed excavation sites are proposed to connect to State Highway 50 (SH50), also known as Roys Hill Road via a recently consented access road. The posted speed limit on SH50 is 100km/h (source: Waka Kotahi's Mega Maps). There are no footpaths, cycle facilities or bus routes serving the site. The existing quarry operation is located on a site adjacent to the river, also accessed from State Highway 50.

The access road to the existing quarry site from SH50 was granted resource consent in January 2019 (RMA20210119), which provides an 8m wide carriageway within a 30m road reserve corridor. This road is used by Russell Aggregates to access the quarry processing site, and external contractors (i.e. Higgins) who use it to access aggregate stored east of the existing process area. The access road is owned, administered and maintained by the Hawke's Bay Regional Council.

It is anticipated that the two proposed extraction sites will have vehicular access to the existing access road. The location and specifications of the access will be finalised as part of the primary resource consent application and set out in a detailed traffic assessment.

Overall, truck movements associated with the extraction activities will be restricted to: (a) between the Russell Roads' sites using the access road, and (b) within Russell Road's sites. There will be no impact on SH50 as there are no increases in truck movements outside the site anticipated from the extraction activities of the quarry. Vehicle types that will be used on the excavation sites include excavators, loaders, dump trucks and other support vehicles, which will be stored on-site on a long-term basis, and is considered typical for extraction and quarry activities. These vehicles will be used for excavation, to transport material around and between the sites for stock-piling and processing, and for other general operational activities.

In terms of vehicle movements within the extraction site, it is proposed that there will be a ring route established on the western extraction site that will integrate with the existing processing site. This will enable vehicles to efficiently move around the site, and also to appropriately manage health and safety. The location and details of this ring route will be assessed in detail in support of an application for resource consent, but an indicative layout is shown on the indicative site plan included in the referral application documents.

The intention of Russell Roads is to satisfy transport requirements in respect of the proposed as specified in the Hastings District Plan, and as deemed necessary by the Minister for the Environment.

Overall, it is anticipated that the scope of likely traffic effects associated with the proposed extraction project to be limited in scale and nature. Our preliminary view is that there will be minimal adverse traffic and transportation effects arising from this project. All traffic generated from the two extractions sites is going to be contained within the Russell Roads sites and have no impact on SH50.

As noted above, a substantive traffic assessment will be prepared to support an application for resource consent if this Project is referred, which will include a thorough analysis of traffic generation and effects on the wider transport network.

## Appendix A. HDP 26.1 Transport and Parking Assessment

The proposal has been assessed against the relevant transport rules of the Hastings District Plan (HDP) (Partially Operative with the Exception of Section 16.1 & Appendix 50). The rules are listed below in Table 1 with comments on the compliance of the proposal with each standard. Where there is a non-compliance further assessment has been undertaken against the criteria set out in the HDP.

Note that standards not listed in the table are considered irrelevant to the proposal.

**Table 1 HDP 26.1 Transport and Parking Assessment**

Transport Standard	Standard Requirement	Comment
26.1.6A Access (1) Access to property	(a) Every owner or occupier shall provide a legal, safe and effective vehicular access to any activity undertaken on a site, and required parking or loading areas from an existing, formed legal road, to enable vehicles to enter the site, except where the site has Designated Retail Frontage (see Appendix 30) or where the site is within the Flaxmere Commercial Zone.	The access road will be used to enter and exit the site. The extraction sites are accessible by one vehicle crossing (each) onto the access road.
26.1.6A Access (2) Distance of Vehicle Accesses from Road Intersections	(a) Residential, Industrial and Commercial Zones The distance that a vehicle access to any property may be sited from any Access Road intersection as defined in the Roding Hierarchy in Appendix 69, shall be a minimum of 15m or the extent of the property boundary whichever is the least. Where there are two adjacent accesses, vehicle crossings shall be offset from the legal property boundary (side boundary) by 1.5 metres. Vehicle access to any property shall not be sited within 30 metres of an intersection of a State Highway.	The access road is already authorised and has been constructed under an existing resource consent. For completeness, we note that AustRoads SISD requires a minimum of 262m clear lines of sight for roads of 100km/h. This is achieved for the intersection of the access road and SH50. The offset between adjacent crossings will be more than 1.5m or as deemed appropriate with design and visibility requirements.
26.1.6A Access (5) Distance of Vehicle Access	a) New Vehicle Accesses The distance that any new vehicle access from a site created after 12 September 2015 to a property	No rail crossings are on or near the site.

Transport Standard	Standard Requirement	Comment
from Railway Level Crossings	<p>in any zone shall be located a minimum of 30 metres from a rail level crossing.</p> <p>(b) Existing Vehicle Accesses</p> <p>Existing vehicle accesses within 30 metres of a railway level crossing must be maintained so that the sightline standards detailed in standard 26.1.6B2 are complied with.</p>	
26.1.6B Safe Sightline Distances (1)	Intersections shall be located to ensure that Safe Sightline Distances are maintained.	No new intersections are proposed. Two new vehicle crossings are proposed on the access road.
26.1.6C Loading (1)	<p>(a) Provision of Loading Spaces</p> <p>(i) Every owner or occupier who proposes to construct or substantially alter, reconstruct or add to a building on any site, or change the activity carried out on the site shall provide a Loading Space. The Loading Space shall provide for the suitable or efficient accommodation of any loading or fuelling of vehicles which are likely to arise from the use of any building or activity carried out on the site, except where a service lane is designated or provided, or where the site has Designated Retail Frontage (see Appendix 30). Separate Loading Spaces shall be provided for each occupier of the site if there are more than one. The Loading Space shall be additional to the parking required in Table 26.1.6.1-4.</p> <p>(ii) Every Loading Space, together with access, shall be designed so that it is not necessary to reverse vehicles either on to or off the street. The Loading Space shall not be stacked or located within vehicle manoeuvring areas.</p> <p>(iii) The provision of a Loading Space in respect of any site may be made as part of the side and/or rear yard space, but not as part of the front yard space of that site.</p> <p>(iv) The method of loading shall ensure that the footpath or access to adjacent properties shall remain clear at all times and ensure traffic safety is maintained on the roads.</p> <p>(b) Design of Loading Spaces</p> <p>The design of Loading Spaces and the layout adopted will depend on the area and shape of the land available, the purpose for which loading is required, and the functional design of the building. The layout shall be of sufficient size to accommodate the following design vehicles:</p> <p>(i) Activities requiring loading facilities or servicing from heavy vehicles: A "Single Unit Bus / Truck" as defined in the "Austroads Design Vehicles and Turning Path Templates Guide" AP-G34-13, Austroads, 2013 - refer to Appendix 73 for the dimensions of this vehicle.</p> <p>(ii) Where articulated vehicles or trucks and trailers are anticipated: A "Prime Mover and Semi-Trailer" as defined in the "Austroads Design Vehicles and</p>	<p>Detailed design of loading spaces has not been prepared at this stage.</p> <p>All vehicles will be able to enter and exit the site in a forward direction, without requiring any reverse manoeuvring on the access road.</p> <p>The site will be designed to accommodate the needs for the largest heavy vehicle anticipated to use the site, and all reverse manoeuvring will occur outside of the loading/stockpile area to minimise risk for on-site employees.</p>

Transport Standard	Standard Requirement	Comment
	<p>Turning Path Templates Guide" AP-G34-13, Austroads, 2013 - refer to Appendix 73 for the dimensions of this vehicle.</p> <p>(iii) The following minimum dimensions are provided as a means of compliance:</p> <p>Warehouses, Transport depots, bulk stores and similar must have a minimum length of 20 metres and a minimum width of 3 metres.</p> <p>Retail activities, offices, manufacturing premises and similar must have a minimum length of 8.5 metres and a minimum width of 3 metres.</p>	
26.1.6D Parking (1)	The District Plan no longer contains provisions that require on-site vehicle parking, with exception to those included in the general and specific performance standards of this section of the Plan.	The proposal will comply and this will be addressed through a future Transport Assessment to accompany a substantive application.
26.1.6D Parking (3)	<p>Parking Spaces for People with Disabilities</p> <p>a) A minimum of accessible car parking spaces shall be provided according table below:</p> <p>Total Number of Car ParksNumber of Accessible Spaces</p> <p>1-20 Not less than 1</p> <p>21-50 Not less than 2</p> <p>For every additional 50 car park spaces</p> <p>Not less than 1</p>	No parking for people with disabilities has been considered at this stage but can be incorporated into the final design if required.
26.1.6D Parking (5)	<p>(a) Vehicle Dimensions</p> <p>All parking spaces and access and manoeuvring areas, including ramps shall be of a sufficient size and suitable layout to accommodate a passenger vehicle" as defined in the "Austroads Design Vehicles and Turning Path Templates Guide" AP-G34-13, Austroads, 2013 - refer to Appendix 72 for the dimensions of this vehicle.</p> <p>(c) General Design and Construction Details</p> <p>All public and required parking areas, and any outdoor display areas (such as car, caravan or boat sales yards) shall comply with the following general requirements:</p> <p>(i) Parking areas in any Commercial or Industrial Zone shall be formed and sealed with an all-weather surface.</p> <p>(ii) Parking areas shall be designed and constructed to ensure that stormwater runoff from the parking area does not adversely affect adjoining properties.</p> <p>(iii) Parking areas, together with access and turning space, shall be designed to ensure that vehicles negotiate the parking area at a safe speed and are not required to reverse either on to or off a street, provided that this requirement shall not apply in any Residential Zone where a single accessway serves not more than two residential buildings. Vehicles</p>	The proposal will comply and this will be addressed through a future Transport Assessment to accompany a substantive application.

Transport Standard	Standard Requirement	Comment
	<p>using the parking area shall only enter or leave the site by the accessway.</p> <p>(iv) Where a public or non-residential parking area is within or adjoins a Residential Zone, a 1.8 metre high, fully enclosed screen shall be erected or a landscape strip of a minimum width of 5 metres adjoining the boundary or the Residential Zone shall be provided. These requirements may be reduced or waived with the consent of the adjoining neighbour.</p> <p>(v) A reservoir space shall be provided within public carpark spaces to prevent vehicles queuing on the street.</p> <p>(vi) Provision shall be made for the illumination of access drives and pedestrian areas within public carpark spaces. Such illumination is to be directed away from adjoining residentially zoned sites.</p> <p>(vii) Non-residential parking spaces required to be sealed by standard 26.1.6.D.5(c)(i) shall be marked out and where there is a separate requirement for staff parking such spaces shall be clearly identified.</p>	
26.1.7B Infrastructure to support alternative transport modes (1)	<p><b>Bicycle spaces</b></p> <p>Where on-site car parking is required provision shall also be made for purpose built bicycle stands on site. These shall be provided at a rate of 1 bicycle stand per 5 carpark spaces that are required except for supermarket where the ratio shall be 1 bicycle stand per 20 carpark spaces that are required.</p> <p>The bicycle stands shall meet the following requirements:</p> <p>(a) They shall be securely attached to a wall or the ground and shall support the bicycle frame.</p> <p>(b) Each cycle stand shall be adequately spaced to allow a cyclist to manoeuvre and attach a bicycle to the stand.</p> <p>(c) They shall allow the bicycle to be secured.</p> <p>(d) They shall be visible and signposted.</p>	The proposal will comply and this can be addressed through a future Transport Assessment to accompany a substantive application.
26.1.7B Infrastructure to support alternative transport modes (2)	<p><b>Bicycle End of Journey Facilities</b></p> <p>Commercial or Industrial Activities which employ more than 15 FTE staff members shall provide one male and one female shower and changing facilities for staff to encourage the use of alternative transport modes.</p>	No shower or changing facilities have been considered but can be addressed through a future Transport Assessment if required.

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