

Point	Submitter	NZTA Submitted Queries	FNSF Detailed Response
12.1	NZ Transport Agency Waka Kotahi (NZTA)	Amend Condition 45 (Traffic Management Plan)	Yes, and already addressed and consistent with the Appendix-2 REG Traffic Impact Assessment report under section 7.6
12.2	NZ Transport Agency Waka Kotahi (NZTA)	Limit heavy vehicle trips to no more than 15 one-way trips per day.	<p>Requirement is accepted.</p> <p>SAs per section 6.5.2.2 and 7.1 of Appendix-2 REG_FNSF RFI Response, already identifies an anticipated delivery rate of:</p> <ul style="list-style-type: none"> <li>-15 heavy vehicle arrivals per day; and</li> <li>-15 heavy vehicle departures per day;</li> </ul> <p>FNSF confirms that construction heavy vehicle movements will be limited to, no more than 15 heavy vehicle trips per day (i.e., 15 arrivals and 15 departures). And the volume is moderate relative to SH8's AADT (~2,964 vehicles per day, 18% heavy vehicles), which is not expected to adversely affect network safety or capacity.</p>
12.3	NZ Transport Agency Waka Kotahi (NZTA)	Require all deliveries (pick-up and drop-off) to occur wholly within the site.	<p>This requirement is accepted.</p> <p>As outlined in Section 6.2.3 and Section 7.6 of the REG Transport Impact and Construction Traffic Management Plan(Appendix-2) delivery vehicles will:</p> <ol style="list-style-type: none"> <li>1. Enter and exit via the upgraded SH8 vehicle crossing;</li> <li>2. Queue, turn, load and unload entirely within the Site boundary or designated internal laydown areas;</li> <li>3. Not stop, queue, reverse, or unload within the SH8 carriageway or shoulder.</li> </ol> <p>The access route to the site layout has been configured to provide sufficient internal queuing length and turning areas to ensure that no delivery vehicle activity occurs within the state highway corridor.</p>
12.4	NZ Transport Agency Waka Kotahi (NZTA)	Include erosion/sediment control and adjacent landowner liaison.	<p>This commitment can be reinforced through the Construction Traffic Management Plan (CTMP) condition. As part of detailed design and access upgrade works (refer Section 3.3 and Section 7.7 of the REG report</p> <ol style="list-style-type: none"> <li>1. Stabilised construction entrance treatments will be implemented and also be at part of final ESCP</li> <li>2. Measures will be adopted to prevent sediment tracking onto SH8;</li> <li>3. Drainage and surface runoff controls will be incorporated into the vehicle crossing upgrade;</li> <li>4. A pre- and post-construction dilapidation survey will be undertaken for affected public road sections.</li> </ol> <p>In addition, FNSF will undertake proactive liaison with adjacent landowners along the construction route, including:</p> <ol style="list-style-type: none"> <li>1. Advance notification of heavy delivery periods;</li> <li>2. Provision of a project contact for traffic-related concerns;</li> <li>3. Ongoing communication during peak construction phases.</li> </ol>
12.5	NZ Transport Agency Waka Kotahi (NZTA)	New Condition – Vehicle Crossing Upgrade	<p>These matters will be captured within the CTMP. Also share the final FSCP soon with NZTA</p> <p>This requirement is accepted.</p> <p>As detailed in Section 3.3 of the REG TIA.</p> <ol style="list-style-type: none"> <li>1. The proposed access has been designed in accordance with NZTA Planning Policy Manual Diagram E (Type E);</li> <li>2. The design provides 1:10 tapers, widened sealed carriageway, ≥15 m turning radii, and ≥300 m safe intersection sight distance;</li> <li>3. The access is based on a 100 km/h speed environment;</li> <li>4. The works will require approval under Section 91 of the Government Roadway Powers Act 1989.</li> </ol>
12.6	NZ Transport Agency Waka Kotahi (NZTA)	The southwestern vehicle crossing at Section 1 SO 432605 (Record of Title 634899) must be upgraded to NZTA Access Type E standard to the satisfaction of the NZTA Network Manager.	<p>Final report of TIA and detailed design drawings already submitted to NZTA and acceptance and addressed accordingly.</p> <p>Same as above</p>
12.7	NZ Transport Agency Waka Kotahi (NZTA)	<p>Three New Advice Notes</p> <ol style="list-style-type: none"> <li>a. Corridor Access Request (CAR) must be obtained from NZTA before any physical works on SH8</li> <li>b. Over-dimension / overweight load permits may be required; copies must be provided to Mackenzie District Council within 1 working day.</li> <li>c. Once the decision is issued and works completed, NZTA will register a new crossing place notice (per s91 Government Roadway Powers Act 1989) on the relevant titles.</li> </ol>	<p>All Accepted.</p> <ol style="list-style-type: none"> <li>a. CAR already shared with NZTA team as a TIA report.</li> <li>b. Where required, over-dimension and/or overweight load permits will be obtained from NZTA. Copies of any such permits will be provided to Mackenzie District Council within one working day of issue.</li> <li>c. Following approval and completion of the vehicle crossing upgrade, NZTA may register a new crossing place notice under Section 91 of the Government Roadway Powers Act 1989 on the relevant titles. FNSF acknowledges this statutory process.</li> </ol>