

## Transportation Conditions

1. I have considered various transportation conditions of land use consent as proposed by OGNZL, Council and the NZ Transport Agency and provide further comment. In making further comment I have considered whether the proposed conditions are practical, reasonable, in proportion to the identified effects and consider the baseline condition. In respect of the baseline condition I highlight that the TA is based on baseline traffic characteristics for the last seventeen years. That is the routine traffic movements associated with the site have been operating without any reported issues and no conditions are considered necessary associated with these movements.
2. It is only the additional movements associated with the supply of aggregate to site that will result in an increase in heavy traffic movements to the site and even then the numbers of trucks are moderate at a maximum forecast of 7 to 8 truck movements per hour (less than one every eight minutes). Moreover, the supply of aggregate to site is also covered by a baseline condition as set by the previous Correnso Consent. The approach taken in the TA was to reproduce previously accepted conditions as part of the Correnso project through to this project.
3. On the basis of 1 and 2 above, I consider that many of the variations that the NZTA has requested with respect to the preferred conditions by OGNZL (reference Appendix A of the evidence of Joy Morse) are not warranted. More specifically:
  - a. Condition 100: Proposed NZTA change not required with reference to the baseline (as noted in 1). The proposed Council version of this condition is clear in this respect.
  - b. Condition 104: Typically a supplier would be responsible to safely delivering a product at least as far as the arterial / strategic road network and certainly the effects of any new quarry would be assessed as part of that consent. On the basis that the quarry used is a lawfully established quarry, there should not be a need to assess the effects of aggregate movements between the quarry and the arterial network (subject to individual criteria applying) and therefore the proposed changes to this condition are not considered warranted.
  - c. Condition 104 A in a similar manner to 104 need not apply, subject to the proviso that the Baxter Road gate only shall be used.
  - d. Condition 107: Additional clarification is accepted as useful.
  - e. Condition 108: As noted for 104 and 104 A this proposed change should only relate to use of alternative site access.
  - f. Condition 109: As set out in 1, this condition should relate only the movement of aggregate and the proposed changes are not supported.
  - g. Condition 109A: Not considered necessary but if it were to remain it should be specific to aggregate movement as under 109.
  - h. Condition 109B: While technically feasible this is considered unreasonable in the context of the expected movements. Gate logs at either the quarry or the site could be provided if deemed necessary to establish the rate of arrivals which would provide the NZTA data to demonstrate compliance. The route of vehicles will be established as part of the Traffic Management Plan (C. 109) and therefore an origin/destination profile would be of little additional use. I recommend OGNZL consider provision of gate log data in lieu of the proposed 109B.
  - i. Condition 109C : Subject to my proposed changes in 109 and 109 B I consider this condition would be reasonable.