

16 November 2015

S L Curtis  
[fyi-request-3298-c6dd771f@requests.fyi.org.nz](mailto:fyi-request-3298-c6dd771f@requests.fyi.org.nz)

Dear S L Curtis

**Local Government Official Information and Meetings Act 1987CAS-139569-S1J5D3**

Thank you for contacting Auckland Transport on 30 October 2015 requesting information regarding the designation for use of HPMV on Glenbrook Road from the junction of SH20 to near the junction with Mission Bush Road.

Your request is for all engineering reports or assessments that were made in conjunction with this designation and any correspondence from NZ Steel/BlueScope requesting such a designation.

We are not certain we fully understand what you are seeking, but here is our response to what we think you are asking.

You suggest that Glenbrook Road has been **designated** for use as an HPMV route. The word designated is usually associated with a formal Council process or legal process, where land use zones (Residential, Commercial, Industrial, Parks etc.) are established under the District Plan to control or regulate growth, or to purchase land for road or utility works or recreation reserves etc.

Under a designation process it is usual to have background reports, consultation reports, options and a recommendation for the decision makers to consider.

When a Road Controlling Authority (RCA) decides to issue a High Productivity Motor Vehicle (HPMV) permit, there is no requirement to designate the road. The land upon which the sealed carriageway is formed is already designated as **Road**.

The HPMV permit system is simply a way for the RCA to control which of roads the HPMV vehicles can use.

When considering an HPMV permit application for a defined vehicle mass and a defined route the RCA must take the following matters into consideration in terms of the Land Transport Rule: Vehicle Dimension and Mass 2002 Clause 5.1(2)

"A permit may be issued under this clause if the road controlling authority has given due consideration to:

- (a) The safety of the vehicle; and
- (b) The safety of road users; and
- (c) The durability of roads and bridges on which the vehicle may operate."

The New Zealand Transport Agency (NZTA) issues all HPMV permits in New Zealand, however when the proposed route involves travel on local RCA roads, for example roads under the control of Auckland Transport (AT) such as Glenbrook Road, then NZTA consults with the local RCA (AT in this case) to gain approval for the applicant to use those local roads.

The HPMV permit allows a specific vehicle to travel on specific roads.

When considering

- (a) the safety of the vehicle,

NZTA will check to see that the vehicle is strong enough carry the proposed load. They check that the load is within the manufacturers maximum allowable load limits, and that the vehicle has suitable brakes and lights etc.

- (b) The safety of road users,

Both NZTA and AT check that the vehicle will fit on the road without interfering with other vehicles, and that it can keep up with normal road operating speeds, otherwise special conditions may need to be imposed.

- (c) The durability of roads and bridges on which the vehicle may operate.

AT check that the local AT road carriageways and bridges are strong enough to support the proposed load. If they are then AT will recommend to NZTA that a permit is issued for the proposed route. There is no requirement designate the route as an HPMV route.

HPMV permits are usually applied for by the truck owners or operators, and not the owners of the cargo, or the owners of the properties at the origin or destination of the route ( i.e. not NZ Steel.)

The HPMV permit is an approval to carry a specified mass on a named route. It is not a land use permit and it is not tied to a land use activity. It is a transport permit.

As described above there is no designation process involved in approving HPMV permit applications in Glenbrook Road, and therefore there are no "engineering reports or assessments that were made in conjunction with [a this] designation".

When an HPMV application is lodged by the truck owner, or agent, a permit application is completed in paper form or more recently via a web portal. The application form contains information about the applicant, the truck, and the route.

When that application is processed the vehicle attributes are checked against the official vehicle specifications to check if the vehicle is suitable.

Next the axle weights are checked against the VDAM rule to check that they are compliant.

Finally the proposed route is checked to see if the roads and bridges are strong enough to support the proposed load.

If the application passes all three checks, (vehicle safety, public safety, road and bridge assets OK) then a permit is issued by NZTA.

You have asked for copies of "any correspondence from NZ Steel/Bluescope requesting such a designation". As there is no designation process for HPMV permits or routes there is no associated correspondence. Your request for this information is therefore refused under section 17(e) of the LGOIMA as the information requested does not exist. New Zealand Steel did write a letter on 25 Feb 2014 in support of a Gleeson & Cox Transport application for a new HPMV permit from Glenbrook to their super yard in Noel Burnside Road Manukau (See attached). This is the only correspondence that we can find from NZ Steel on this matter.

We do not know anything about Bluescope, and we are not aware that they have applied for any HPMV permits, or supported any HPMV applications.

We trust that we have interpreted your requests correctly. If not, please get back to me and supply more information so that we can help you further. Should you believe that we have not responded appropriately to your request, you have the right in accordance with section 27(3) of the LGOIMA to make a complaint to the Office of the Ombudsman to seek an investigation and review in regard to this matter.

Yours sincerely



Al Christ  
**Manager Road Corridor Access**

Enc. Letter from NZ Steel in support of Gleeson and Cox HPMV application to transport Iron Sand from Glenbrook Noel Burnside Road dated 25 Feb 2014



New Zealand Steel Limited  
 Mission Bush Road, Glenbrook  
 Private Bag 62121, Auckland 1142  
 P +64 9 3758 690 | M +64 21 241 6865  
 E [redacted]@nzsteel.com

25 February 2014

RECEIVED  
 - 5 MAR 2014

[redacted]  
 Project Manager  
 Gleeson & Cox Transport  
 145 Kears Road Wiri  
 Auckland

Dear [redacted]

**NZ Steel - Ports of Auckland Ironsand Export - Alternative HPMV Routes**

Gleeson & Cox Transport has recently submitted an application for an HPMV route to and from their Super Yard, 25 Noel Burnside Road, Manukau. New Zealand Steel wishes to lend its support to the application.

The Super Yard facility is utilised to stockpile New Zealand Steel Ironsand destined for export out of Ports of Auckland. The facility provides a number of benefits by continuing shipments out of New Zealand Steel's site at Glenbrook during the periods when an Ironsand ship is not in port:

- Reduced impacts of the export campaign on the local community through fewer truck movements.
- Reduced impacts of the export campaign on the local community through shortened trucking hours.
- Reduced congestion on the Southern Motorway by reducing trucking hours to avoid peak traffic.

New Zealand Steel understands that a further reduction in truck movements can be achieved by utilising the Gleeson & Cox Transport HPMV fleet to full capability between Ironsand shipments out of Ports of Auckland.

Utilising HPMV trucks in movements to the Gleeson & Cox Super Yard, in addition to the existing Glenbrook-Ports of Auckland route, would add further benefits for our local community, our roads, and our business:

- Community & Environmental Benefits (reduced noise, reduced emissions)
- Safety (fewer trucks on the road, newer and thereby safer trucks in the fleet)
- Operational (reduced road maintenance, better freight logistics efficiency, reduced campaign time)

The addition of an HPMV route to and from Noel Burnside Road, would not only support New Zealand Steel's road safety objectives, but as we understand would also support the intent of NZTA's HPMV policy. It is on the basis of the above that we support the Gleeson & Cox HPMV application.

Please do not hesitate to contact me if you have any queries in relation to this matter. We look forward to your support on this issue delivering better road safety and reduced community impacts.

Yours sincerely,

[redacted signature]

Vice President Mineral

