

FTAA 2504-1046

4 December 2025

Oceana Gold (New Zealand) Limited

Sent via Email: substantive@fasttrack.govt.nz

Waihi North Draft Conditions – Oceana Gold (New Zealand) Limited (FTAA 2504-1046)

Thank you for inviting NZ Transport Agency Waka Kotahi (NZTA) to comment on the draft decision and draft consent conditions for the above application. NZTA has no comment to make on the draft decision, however upon review of the document submitted titled 'Appendix B1: Conditions Common to the Hauraki District Council and Waikato Regional Council Resource Consents' (Appendix B1), and 'Appendix B2: Conditions for the Hauraki District Council Land Use Consent' (Appendix B2) NZTA makes the following comments to some of the draft conditions.

Appendix B1: Conditions Common to the Hauraki District Council and Waikato Regional Council Resource Consents**Proposed Condition 44:**

As addressed under proposed condition C44, the purpose of this condition is to ensure that tunnelling and mining activities do not cause surface instability or differential settlement that could damage infrastructure not owned by the Consent Holder. NZTA is supportive of the inclusion of proposed condition C44 and recommends that this is included as written within Appendix B1.

Proposed Condition 46:

NZTA note that the applicant has addressed the reporting of the dewatering and settlement monitoring plan within the Proposed Condition C46 of Appendix B1. NZTA deem that if effects and risks affecting NZTA infrastructure are identified, then this information is to be provided to NZTA. It is considered that the inclusion of C46 as written, specifically the inclusion of 1. (g). *Evidence that the results of the monitoring have been provided to the owners of any infrastructure or buildings adversely affected*, is necessary to retain and its inclusion is supported.

Proposed Conditions C50-58:

As written, Proposed Conditions C50-C58 address the need for a peer review panel to provide independent advice to the consent holder to ensure the appropriate assessments, mitigations and monitoring has been prescribed. NZTA consider Conditions C50-C58, as they have been proposed in Appendix B2, to be necessary in assessing and mitigating potential risk and further support the inclusion of these conditions as written.

Appendix B2: Conditions for the Hauraki District Council Land Use Consent**Proposed Condition 72:**

In relation to Proposed Condition 72, NZTA considers that the Right-Turn Bay treatment will aid to sufficiently manage traffic movements within the vicinity of the intersection, as outlined in the TIA. NZTA wishes to reiterate that the intersection is required to be sufficiently upgraded.

NZTA wish to highlight the following amendment to the proposed condition 72 (1):

1. The Consent Holder must upgrade Willows Road and the intersection of State Highway 25 and Willows Road at its cost in accordance with Conditions 73 and 74:
 - a. Prior to heavy vehicle movements as measured at the entrance to the Willows SFA reaching greater than 40 vehicle movements per day; or
 - b. No later than ~~six~~ twelve months after any construction activity listed in Condition 6 begins in Area 2; whichever occurs first.

NZTA requests that the timing of the upgrade to the intersection of State Highway 25 and Willows Road is reverted back to no later than six months after any construction listed in Condition 6 begins in Area 2, as initially proposed. Upon review of the documents notified as of 25th November 2025, it is unclear as to the justification for the proposed extension in time in relation to the requirement for the SH25/Willows Road intersection upgrade. As it has been assessed, the forward sight distance at the intersection is hindered for southbound traffic around the inside of the curve on State Highway 25 adjacent to the intersection. Sightlines at this intersection are obstructed due to vegetation and an embankment directly opposite the intersection. It is considered that the proposed right turn bay will provide mitigation for the reduced forward sight distance and reduce potential safety risks at the intersection as a result of the increased traffic movements associated with the project. Based on the above, NZTA considers that the intersection upgrade should be completed prior to the majority of the bulk earthworks occurring at the site.

In addition to this, the preference of the NZTA is for the intersection of State Highway 25 and Willows Road to be upgraded accordingly to accommodate the proposed traffic volumes, and further to ensure that temporary traffic management at the intersection is not in place for any longer than six months.

NZTA therefore seeks the following amendment to proposed Condition 72 (1):

1. The Consent Holder must upgrade Willows Road and the intersection of State Highway 25 and Willows Road at its cost in accordance with Conditions 73 and 74:
 - a. Prior to heavy vehicle movements as measured at the entrance to the Willows SFA reaching greater than 40 vehicle movements per day; or
 - b. No later than ~~six~~ twelve months after any construction activity listed in Condition 6 begins in Area 2; whichever occurs first.

NZTA considers that condition 72 (2), as proposed is necessary to be retained to ensure that NZTA have been provided of the adequate documentary evidence that all works associated with the intersection upgrade have been completed in accordance with the requirements of condition 73, and to the satisfaction of the NZTA.

Proposed Condition 73:

As discussed previously, NZTA considers that the inclusion of proposed Condition 73 is required to ensure that the relevant transportation concerns are addressed and included within the detailed design, and subsequent construction, of the SH25 and Willows Road intersection upgrades. As part of the 'MEMORANDUM OF THE NEW ZEALAND TRANSPORT AGENCY WAKA KOTAHU ON THE WAIHI NORTH PROJECT' dated 25th August 2025, NZTA requested that Condition 73 incorporated specific requirements in relation to the wider intersection upgrades such as lighting and pavement design etc. It is considered that the inclusion of points (a)-(g) within condition 73 as proposed within Appendix B2 is required to ensure that adequate engineering input and appropriate detailed design plans/documentation will be undertaken.

The inclusion of Condition 73 is crucial to ensure the relevant documentation is reviewed and approved by NZTA prior to the associated intersection upgrades. As part of the requirement to provide detailed designs, NZTA considers that matters such as pavement and stormwater/drainage details will be provided as part of this process. This will ensure the associated

work will be sufficiently addressed and in accordance with NZTA design standards. On this basis, NZTA is comfortable with the inclusion of Condition 73 as written.

Proposed Condition 73 Advice Note:

Prior to any construction within the state highway corridor, the consent holder is legally required to apply to NZTA for a Corridor Access Request and for that request to be approved. On this basis, NZTA consider that the proposed advice note as part of Condition 73 shall be retained as written within the proposed conditions to address this requirement

Proposed Condition 73A:

NZTA considers inclusion of Condition 73A is required to ensure that the Applicant will prepare and submit a Temporary Traffic Management Plan (TTMP) to NZTA and Hauraki District Council a minimum of 40 working days prior to the commencement of works associated with the upgrade. NZTA therefore seeks that the condition be retained as proposed to address this matter.

NZTA supports the intent of the proposed conditions, however, it is considered that the proposed amendments and inclusions as addressed above are necessary to ensure that NZTA is suitably informed of transport and geotechnical matters, and NZTA assets are suitably protected within the general vicinity of the proposal. NZTA welcomes further discussions with OceanaGold regarding the intersection upgrades at State Highway 25 and Willows Road.

If you have any queries regarding the above information, please feel free to contact the Environmental Planning team at environmentalplanning@nzta.govt.nz.