

BEFORE THE EXPERT PANEL

FTAA-2507-1089

**UNDER
IN THE MATTER**

Fast-track Approvals Act 2024
of the Bendigo-Ophir Gold Project

**STATEMENT OF PETER MARTINEAU ON BEHALF OF SUSTAINABLE
TARRAS**

Dated 20 August 2026

Julian Miles KC
Richmond Chambers
miles@richmondchambers.co.nz

SALLY GEPP KC

M +64 21 558 241 — SALLY.GEPP@MILLSLANE.CO.NZ
MILLS LANE CHAMBERS, 3 BROOKSIDE, NELSON 7010
PO.BOX 537 SHORTLAND ST, AUCKLAND 1140. MILLSLANE.CO.NZ

TO THE EXPERT PANEL

1. My name is Peter Martineau. I provided a report on behalf of Sustainable Tarras Inc in relation to Matakanaui Gold Limited's (MGL) transport assessment in April 2026. My qualifications and experience were set out in that statement.
2. The purpose of this statement is to respond to MGL's new information on traffic/roads provided in response to RFI 9.
3. I have reviewed information provided by MGL in response to RFI 9 and in Abley's response letter of 23 June. I agree with the points raised in the Abley letter and add the following responses.

Ardgour Rise Design and RFI Response

4. As noted in the Abley response, the information provided has not addressed concerns raised in the JWS or information requested by the Panel.
5. Insufficient information has been provided to support statements in MGL's response. Most notably, the Landpro memo included as Attachment C to the response details a significant reduction in the length of road with grades of over 16.7%, however no long sections with gradients to detail this new route have been provided.
6. The requirement to provide like for like replacement for Ardgour Rise is clearly stated and no information has been provided to demonstrate that this is achievable. To achieve a true like for like design would likely require considerably more cut and fill along the route which in turn may have property and environmental implications.

Ardgour Road carriageway width

7. No further information has been provided detailing the size, weight and frequency of heavy plant and equipment being delivered to site. This was discussed during conferencing on 15 May. Additional detail should have been provided that considers mine establishment and operation traffic movements, not just averages. This road is not suitable for mine traffic and should be upgraded before mine works commences.
8. The Ardgour Road is not suitable as a mine access road. This is currently a low volume access road with high recreational use and farm traffic. Mine operations completely change this. The carriageway should be widened and upgraded before any significant mobilisation works commence to ensure safety for all road users and longevity of the existing pavement. The condition of the existing road should not be a factor in this decision and a design suitable for mine access should be a clear requirement and consider 12-year operation and demobilisation of the site.

SH8 / Ardgour Road intersection

9. The design of this intersection needs to be reviewed. The review should also consider impacts on the single lane bridge adjacent to the intersection. This needs to consider size, frequency and weight of vehicles accessing the road during mine establishment, operation and decommissioning. If consent is granted, this work along with upgrade to Ardgour Road should be completed **before** mine establishment works is commenced. "Reasonably practicable" should be removed as this is required for safety reasons. If consented, this

will be the primary access to site for the lifespan of the mine (16+ years) and it should be designed accordingly.

10. The use of "average" traffic flows is misleading and does not consider the large number of traffic movements during mine mobilisation works and the scale and frequency of overweight and oversize vehicles. This information was discussed at conferencing but has not been provided. There have been a number of traffic accidents in this location in recent years, most notably a truck rollover on 2 May 2026:¹



11. This is a long term and substantial change in how people access and use Ardgour Road. A design should be approved and built before any significant mine operations commence.

20 August 2026

Peter Martineau

¹ <https://www.rnz.co.nz/news/emergencies/594038/sh8-near-cromwell-closed-after-truck-rolls>