



Memorandum

To: Bendigo-Ophir Gold Project Expert Panel

From: Santana Minerals

Date: 14 September 2026

Re: RFI 9 Response to Matters Raised by Peter Martineau Regarding Ardgour Road Suitability, Carriageway Width and SH8/Ardgour Road Intersection

Mr Martineau raises concerns regarding the suitability of Ardgour Road to accommodate Project traffic, including carriageway width, heavy vehicle movements, the SH8/Ardgour Road intersection, and the timing of road upgrades. These comments are primarily directed at information provided by Matakanui Gold Limited in response to Request for Information (RFI) 9 on 12 June 2026 and should be considered in the context of the transportation assessments, subsequent RFI responses and proposed conditions now before the Panel.

These matters have been comprehensively considered through the transportation evidence, subsequent RFI responses and proposed conditions before the Panel. Mr Martineau's concerns largely relate to whether Ardgour Road and the SH8/Ardgour Road intersection, in their current form, are suitable to accommodate Project-related traffic. However, the Project does not propose to rely on the existing road network without modification or mitigation.

The Project includes a range of upgrades, management measures and monitoring requirements intended to address Project-related transportation effects. Accordingly, the suitability of Ardgour Road and the SH8/Ardgour Road intersection should be considered in the context of the mitigation measures, design refinements and proposed conditions that form part of the Project, including conditions relating to road upgrades, construction traffic management and intersection improvements. These measures will be implemented by Matakanui Gold and are reflected in the proposed D.01 Land Use Consent conditions.¹

¹ Conditions 58-73 of D.01 – Central Otago District Council Land Use Consent and Conditions (28 August 2026) – Clean Version





It is noted that the conditions relating to the upgrading of the SH8/Ardgour Road intersection (including the timing of that upgrade) have been agreed with the New Zealand Transport Agency (being the relevant road controlling authority).²

Mr Martineau also expresses concern regarding the scale and frequency of Project traffic, particularly during mine establishment and construction activities. These matters have been specifically assessed through the transportation assessment process, which distinguishes between construction, operational and closure phase traffic and identifies management measures appropriate to each phase of the Project.

Mr Martineau's statement further suggests that average traffic volumes may not adequately reflect peak construction traffic demands. However, construction traffic effects, including the movement of heavy, oversized or abnormal loads, have been considered through the transportation assessment and associated traffic management framework. The relevant assessment is therefore not limited to average daily traffic volumes but considers Project traffic effects across the full life of the Project.

Ultimately, Mr Martineau's concerns relate to matters that have already been identified, assessed and addressed through the transportation evidence before the Panel. The transportation assessment does not conclude that Ardgour Road and the SH8/Ardgour Road intersection can accommodate Project traffic without modification. Rather, it identifies the upgrades, mitigation measures and management controls necessary to ensure safe and efficient operation of the transport network throughout the Project lifecycle.

Accordingly, the transportation evidence, subsequent RFI responses and proposed conditions before the Panel provide the appropriate basis for assessing the suitability of Ardgour Road and the SH8/Ardgour Road intersection in the context of the Bendigo-Ophir Gold Project. Mr Martineau's concerns should therefore be considered in the context of the mitigated Project proposed for approval, rather than the existing road environment in isolation.

² Conditions 58-61 of D.01 – Central Otago District Council Land Use Consent and Conditions (28 August 2026) – Clean Version

