Your Comment on the Oparure Quarry South-Western Pit

Please include all the contact details listed below with your comments and indicate whether you can receive further communications from us by email to substantive@fasttrack.govt.nz.

1. Contact Details			
Please ensure that you have authority to comment on the application on behalf of those named on this form.			
Organisation name (if relevant)	NZ Transport Agency		
First name	Nicola		
Last name	Foran		
Postal address			
Home phone / Mobile phone		**Work phone**	[redacted]
Email ***(a valid email address enables us to communicate efficiently with you)***	[redacted]		

2. We will email you draft conditions of consent for your comment			
☒	I can receive emails and my email address is correct	☐	I cannot receive emails and my postal address is correct

MEMORANDUM OF NEW ZEALAND TRANSPORT AGENCY WAKA KOTAHI ON THE OPARURE QUARRY SOUTH-WESTERN PIT PROJECT

27th October 2026

1. Introduction

1.1 This memorandum presents the assessment undertaken by NZ Transport Agency Waka Kotahi (**NZTA**) of the substantive application for the Oparure Quarry South-Western Pit project (**Application**) submitted by Graymont (NZ) Limited (**Graymont Ltd**) under the Fast-track approvals Act 2024 (**FTAA**).

1.2 The assessment has been prepared in response to an invitation from the Expert Panel (**the Panel**) to provide comment and includes a summary of preliminary findings relating to transportation.

1.3 NZTA thanks the Panel for their invitation to comment on the Application.

1.4 This assessment is based on the Application materials submitted to the Environmental Protection Authority (**EPA**).

2. Assessment

2.1 The application has been reviewed by NZTA's regional Asset and Safety team.

2.2 NZTA is neutral in regards to the proposed development.

2.3 The development is accessed via Oparure Road (local road), with no direct access to State Highway. The Traffic Impact Assessment (TIA), lodged as part of the substantive application, includes modelling of the State Highway 3/Oparure Road intersection. The modelling considers both the existing situation and a scenario with traffic volumes increased by 20% to represent potential future traffic growth over an unspecified timeframe. The modelling indicates that the intersection would continue to operate efficiently, with no intersection upgrades triggered.

3. Conclusion

3.1 In summary, NZTA's position on the substantive application is **neutral** on the basis that no impacts on the State Highway 3 network are anticipated.