

APPENDIX I

Rhys Girvan Response

Project Martha: Cambridge Road Diversion

15 November 2018

Kathy Mason
Oceana Gold New Zealand Ltd.
43 Moresby Avenue
Waihi 3610
New Zealand

Boffa Miskell



Dear Kathy

Project Martha: Cambridge Road Diversion

This letter responds to a question from Commissioner Alan Watson during the hearing when I was asked to comment in relation to the tapering of Bulltown / Cambridge Road and the pedestrian refuge in relation to the proposed road realignment in this area.

I have since reviewed the evidence-in-chief of Mr Carlisle and listened to the presentation of his evidence during the hearing, including his response to questions from commissioners in relation to this matter. I have also discussed this aspect of the road design with him directly.

I am familiar with the concept road design included as Figure 8 of Mr Carlisle's evidence and note that this was used to simulate the proposed road realignment shown in Viewpoint 1 of my Landscape and Visual Effects Assessment. In addition, I understand that the detailed design shall include a crossing point for pedestrians between the northern side of Cambridge Road and the Pit Rim walkway. I acknowledge that this pedestrian access may also include a central pedestrian refuge island which is not currently shown in this visual simulation.

In terms of the existing landscape context, I recognize that the width of Cambridge Road narrows as it rounds the corner into Bulltown Road and changes from kerbs to grass berms. An existing footpath extends along the northern side of Cambridge Road separated from the road by a grass verge and kerb and channel. This footpath culminates in front of 77 Bulltown Road and accommodates part of the current diverted Pit Rim Walkway alignment. I concur with Mr Carlisle that this context expresses a transition from more urban aspects experienced on Cambridge Road to more rural characteristics along Bulltown Road.

In physical terms, I consider that the proposed change in road width and inclusion of a central pedestrian refuge as part of enabling pedestrian access through this area can be readily integrated within the sloping topography and adjoining noise bund characterising this area. This includes the ability for the pedestrian access to connect between the existing footpath along Cambridge Road and the reinstated pit rim walkway along the crest of the noise bund. As part of resolving the landscape treatment during detailed design, I consider the requirement to include planting designed to soften changes in landform and complement adjoining areas of vegetation remains appropriate in this context.

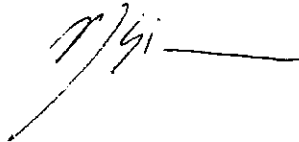
In landscape character terms, I consider a narrowed road corridor and crossing point located at the eastern end of Cambridge Road will be consistent with the existing road context and urban / rural transition apparent and will not generate any additional adverse effects. In this context, I consider the use of the crossing point as a threshold beyond which the road narrows into Bulltown Road an appropriate and legible response.

In terms of visual amenity, I note views will be predominantly from road users comprising transient views from vehicles and pedestrians passing through this area which will observe the proposed changes in access arrangement as appropriate in this context. The adjoining dwellings at 12 Cambridge Road and 77 Bulltown Road will be removed and the adjoining dwelling at 11 Cambridge Road is owned by OGNZL. Beyond this, viewing distance and intervening vegetation limits any further potential for private views.

Given the above, I consider the proposed change in road dimensions and inclusion of a pedestrian link and possible central pedestrian refuge between Cambridge Road and the Pit Rim Walkway can be designed to successfully respond to the existing context and become successfully absorbed in this local area.

Yours sincerely

BOFFA MISKELL LTD

A handwritten signature in black ink, appearing to read 'R/Girvan', followed by a horizontal line extending to the right.

Rhys Girvan
Senior Principal: Landscape Planner

cc: Stephen Christensen