

## PROPOSED NZTA LAND USE CONSENT CONDITIONS – PROJECT MARTHA

**Black** indicates conditions proposed by the applicant

**Red** indicates conditions and amendments proposed by NZTA

### TRANSPORT

100. At least two months prior to the commencement of haulage of aggregate for the manufacture of cement aggregate fill for backfilling the Martha Underground Mine, and haulage of other materials required for the consent holder's activities, the consent holder shall engage a suitably qualified road maintenance engineer to prepare a programme to record the condition of the existing road pavement, and the bridge, on Baxter Road and submit this assessment to the Council. This programme shall be submitted to the Council for approval before the assessment is conducted. The inspection and recording of the road pavement condition, and bridge condition, shall be undertaken in consultation with the Council's Transportation Manager.

The road pavement condition rating shall be used as the baseline (including vehicle counts) for assessing the works required during the period in which mining activities authorised by this consent are occurring, to return the road pavement to at least its standard / condition prior to the commencement of the aggregate / backfill haulage activity.

101. The consent holder shall in conjunction with a Council representative undertake an annual road pavement inspection of Baxter Road during the period that the road is used for the aggregate / backfill haulage activity.
102. The consent holder shall reimburse the Council for the cost of the road pavement maintenance (potholes / surface rutting etc) caused by the cartage of aggregate and backfill material along Baxter Road during the period in which mining activities authorised by this consent are occurring. The maintenance cost will be calculated on a pro-rata basis against the baseline heavy vehicle traffic volumes and taking into account any financial assistance received by Council for maintenance.

#### **Advice note**

*The Council will invoice the consent holder for any maintenance costs annually in arrears commencing one year from the receipt of the pre-commencement road pavement condition survey by the Council.*

103. At the completion of the aggregate / backfill haulage activity associated with this consent, the consent holder shall return Baxter Road to the agreed road pavement condition as identified in the road pavement condition survey carried out in accordance with Condition 100 of this consent at the consent holder's expense and to the satisfaction of the Council, where not otherwise reimbursed in accordance with Condition 102.
104. If the aggregate / backfill material required for the Martha Underground Mine is not sourced from the Waitawheta Quarry on McLean Road, the Council shall be advised at least one month prior to the commencement of the aggregate / backfill haulage activity of the location of the source of the material and the expected haulage routes and the vehicle configurations to be used for transporting the aggregate / backfill. The consent holder shall demonstrate to the Council that the proposed haulage route(s) will accommodate the proposed vehicle configurations without the vehicles crossing the centrelines and/or edge lines of the roads that comprise the haulage route. If the proposed haulage route (including intersections) cannot accommodate the proposed vehicle configuration, the consent

holder shall upgrade the haulage route to the satisfaction of the Council to accommodate the proposed vehicle configuration. Where the haulage route includes a State Highway, the consent holder shall provide the Council with written confirmation from the NZ Transport Agency that the Transport Agency accepts the route proposed by the consent holder.

104A In the event that the consent holder uses Hauraki District Council roads (apart from Baxter Road) for the cartage of the aggregate / backfill, the requirements of Conditions 100 to 103 shall also apply to those roads.

**Advice note**

*Conditions 105 to 108 relate to the intersections of State Highway 2 with Baxter and Crean Roads. The proximity and configuration of these intersections make them unsuitable for heavy vehicles with a tracking curve wider than an 11 m long rigid heavy vehicle (e.g. multi-unit) to manoeuvre safely between the two. The conditions do not apply to travel utilising only one or the other of the intersections but rather utilising both (i.e. exiting Crean Road and turning directly into Baxter Road, and vice versa).*

105 No heavy vehicles associated with the Martha Underground Mine that are larger than a 11 m long rigid heavy vehicle shall travel via Baxter Road, State Highway 2 and Crean Road (in either direction) prior to the intersections being upgraded in accordance with Condition 106.

106 Where necessary, the consent holder shall upgrade the intersections of State Highway 2 with Baxter Road and Crean Road (at its cost) prior to the first use of these intersections by heavy vehicles larger than a 11 m long rigid heavy vehicle associated with the Martha Underground Mine. The intersections shall be designed to accommodate the largest heavy vehicle configuration proposed to be utilised; the design shall be in accordance with the requirements of the relevant standards set out in the New Zealand Transport Agency's Register Network Standards and Guidelines ISBN 978-0-458-3821 (Online), and submitted to Hauraki District Council for approval together with evidence to demonstrate that the requirements of the road controlling authorities have been met.

**Advice note**

*It is recognised that the New Zealand Transport Agency intends to upgrade State Highway 2 between Waihi and Omokoroa as part of its safe roads programme. As such, the exact scope of upgrade works required to the intersection of State Highway 2 with Baxter Road and Crean Road in order to accommodate heavy vehicles associated with the haulage of aggregate for the manufacture of cement aggregate fill for backfilling the Martha Underground Mine will be dependent on the completion of the upgrade works proposed by the New Zealand Transport Agency as part of its safe roads programme.*

107 The design of the proposed upgrade of the intersection of State Highway 2 with Baxter Road and Crean Road, when required by Condition 106, shall be subject to an independent design safety audit and post construction safety audit. The audits are to be carried out by safety auditors experienced in highway intersection design, appointed in consultation with the New Zealand Transport Agency. Any changes recommended as a result of the safety audits, including design changes and post construction changes, shall be agreed with Hauraki District Council in consultation with the New Zealand Transport Agency.

108 No heavy vehicles associated with the Martha Underground Mine that exceed one or more of the dimensions of the largest heavy vehicle configuration the intersection has been designed to accommodate in accordance with Condition 106 shall travel via Baxter Road, State Highway 2 and Crean Road (in either direction) following the intersection being upgraded in accordance with

Condition 107. The requirements of this condition also apply to any other roads identified as part of the haulage route for aggregate / backfill and designed in accordance with Condition 104.

109 The consent holder shall submit a Traffic Management Plan for the haulage of aggregate to the site for the manufacture of cement aggregate fill for backfilling the Martha Underground Mine and the haulage of other materials to or from the site to the Hauraki District Council for certification at least 20 working days prior to the haulage of aggregate first occurring. The Traffic Management Plan shall provide details of at least the following

- a. Imported material source locations;
- b. Exported material destination locations;
- c. Heavy vehicle transport routes;
- d. Daily and peak hour traffic volumes;
- e. Driver inductions;
- f. Maximum size vehicles to be utilised;
- g. Measures to managed peak departure traffic to minimise loss of service; and
- h. Process for review of the Traffic Management Plan.

109A This consent shall not be exercised contrary to a Traffic Management Plan approved in accordance with Condition 109.

109B The consent holder shall maintain a log for the duration of this consent which records details on the following which are associated with the Martha Underground Mine:

- a. Daily heavy vehicle movements at the intersection of State Highway 2 with Baxter Road and Crean Road;
- b. The time of the aforementioned vehicle movements; and
- c. The origin and destination of those heavy vehicles using the State Highway 2, Baxter Road and Crean Road intersection.

109C The consent holder shall make the log required by Condition 109B available to the Hauraki District Council within ten working days of a request being received.