

5 August 2022

Leigh Robcke
Senior Project Planner
Hauraki District Council

Waihi North Transportation Assessment – sec 92 review to determine if further information is required - memo

Dear Leigh

With regards to anticipated transportation effects of Oceana Gold's Waihi North resource consent application, the following documents have been reviewed:

- WAI-985-000-REP-LC-0052_RevA, Technical Report, Waihi North Project – Assessment of Environmental Effects
- WAI-985-000-REP-LC-0024_Rev F, Technical Report, Waihi North Project - Transportation Assessment.
- Proposed Land use consent conditions

With regards to the potential impacts on the state highways, at a desktop level, these matters appear to have been considered adequately in the reports & by the proposed consent conditions. My local knowledge of the affected state highways (SH2 & SH25) combined with a site visit of the SH2/Baxter Rd and SH25/Willows Rd intersections confirms this opinion.

I have also carried out a site visit of the following publicly accessible Hauraki District Council roads, that are mentioned in the above Transportation Assessment Report; Willows Rd, Baxter Rd, Barry Rd, Moresby Avenue, Martha St & Haszard St.

For the majority of these roads, the applicant's assessment is sufficient and no further information is required.

With respect to the anticipated increase in traffic on Willows Road however, the following issues require further information as they may become an increased safety risk:

1. At Culvert 65 (appx. Chainage 0.66km), there is a narrow shoulder on the inside of a curve, with a 2m+ drop-off which is around 1m from the edge of seal. Currently this has a sight rail in place, which indicates this has been a safety concern in the past.



Figure 1 – Narrow & steep shoulder at Culvert 65, Chainage 0.66km

2. Just south of Culvert 65 (apprx. Chainage 0.62km), there is a 3-4m+ drop-off on the inside of a curve, which is within 1m of the edge of seal.



Figure 2 – Narrow & steep shoulder just south of Culvert 65, Chainage 0.62km

3. At apprx. Chainage 0.37km, there is an approx. 2m dia. Armco culvert crossing under the road (approx. 70m north of Highland Rd). The road shoulders in this location narrow to within 0.5m from edge of seal, with a 2m drop-off, both sides of the road. The road also narrows slightly at this point to 5.5m sealed width. There are currently sight rails in place, which indicates this has been a safety concern in the past.



Figure 3 – Narrow & steep shoulders at Armco Culvert, Chainage 0.37km

The ITA doesn't address the effects of safety or risk of incident relative to the extent and nature of the traffic movements for the above items – or identify measures to manage/mitigate such effects. Please provide an assessment and recommended conditions, for each of the above locations, to address such effects (where identified).

Regards,

John Kaczon, Technical Director
Chartered Professional Engineer (Transportation)