

ROAD & TRAFFIC EFFECTS

OVERVIEW

Under Project Quattro, mine vehicle access will continue via existing access gates. We expect that mine-related vehicle activity will follow previous patterns in terms of workforce and traffic movements. All vehicle movements associated with the movement of ore and waste rock will continue to occur on roads within the mine site and will not use public roads.

To accommodate the Martha pit extension there will need to be some realignments of a few urban streets. These have been designed to cause the least possible impact to traffic flow and road users.

KEY EFFECTS

The traffic activity associated with Project Quattro is expected to be at similar levels to that associated with current mining activities.

Overall the traffic generated at the mine gates will not result in significant traffic effects on the current roading network.

The key effects of Project Quattro in transportation terms will be the:

- Realignment of a section of Moresby Avenue, Islington Terrace and Savage Road to accommodate the cutback of the pit's west wall;

- Road closure of the northern ends of Martha Street and Haszard Street resulting in two cul-de-sacs;
- Realignment of a portion of Cambridge Road and Bulltown Road (already consented as part of Project Martha);
- Relocation of some houses and buildings;
- Formalising existing physical road closures of roads already within and around the mine area;
- Extension of the mine's working life to 2034.

Note that relocating the Pumphouse should not have a direct effect on the road network, but may have secondary effects such as parking and/or travel generation changes.





MORESBY AVE/SAVAGE RD REALIGNMENT

The pit expansion will require realignment of:

- Moresby Avenue, between Martha Street and west of Savage Road;
- Savage Road, between Moresby Avenue and Governor Grove; and
- Islington Terrace at the intersection with Savage Road.

The realignment of Moresby Avenue and Savage Road does not change the general form of the network and therefore current traffic patterns in this area are not expected to change.

The alignment has been designed to fit within land already owned or managed by OceanaGold Waihi. It is acknowledged that there will be some localised minor changes to the berm and accesses to other properties in the vicinity, however. All landowners affected by the realignment will be directly consulted by OceanaGold Waihi.

During the construction phase, it is likely that partial or full road closures will occur for short durations to reduce the overall construction time. All temporary works will include consultation with neighbours and public communication of the programme.

MARTHA ST/ HASZARD ST PARTIAL CLOSURES

Martha and Haszard Streets are both local roads which provide access to the adjacent properties and provide a link between Moresby Avenue and Seddon Street. It is proposed to close the north eastern end of Martha Street resulting in a cul-de-sac around 55 m long, and to similarly

close the north western end of Haszard Street resulting in a cul-de-sac of about 80 m long.

The proposed road closures will result in a diversion of traffic currently using these streets as a link between Moresby Avenue and Seddon Street to alternative routes. This will likely involve using the roundabout at the intersection of Moresby Avenue and Seddon Street, State Highway 2. An assessment of the volume of traffic that is likely to re-route from the Haszard Street/ Martha Street link has been modelled and the intersection is expected to cater for the increased traffic without causing any significant delays.

CAMBRIDGE RD/ BULLTOWN RD REALIGNMENT

The realignment of this road was approved as part of Project Martha. The traffic effects of this realignment were considered to be minor.

UPPER SEDDON ST PARTIAL CLOSURE

A 100 m section of upper Seddon Street, east of Gilmour Street, is proposed to be closed to accommodate the relocated pumphouse and surrounding park land.

Properties with vehicle access to this street are Hauraki District Council's housing for the elderly and a house owned by OceanaGold Waihi. The Hauraki District Council housing will be relocated to a nearby site between Gilmour and Mueller Streets prior to relocating the pumphouse and closing off this section of Seddon Street.

OTHER ROAD CLOSURES

A number of other road closures are to be gazetted within the mine area to formalise existing legal roads that have already been closed to traffic movements. These closures are already physically enacted or involve unformed sections of road. There will be no changes to existing traffic patterns within Waihi as a result of the formalisation of the land zoning.

CONCLUSION

Overall, our initial road and traffic assessment found that the minor variations in traffic generated by Project Quattro at the mine accesses will not result in any significant traffic effects on the existing road network. The assessment also found that the proposed road realignments and closures would not change the general form of the roading network and therefore are not likely to impact traffic patterns. The works required to realign the roads will be designed and conducted in a way that causes the least possible impact on traffic flow and road users.

We welcome your input into developing Project Quattro.

If you have an idea, concern, question or opinion, we want to hear from you. You can contact us through our website;

www.waihigold.co.nz

or visit us at our Project Information Office;

86 Seddon Street, Waihi.

Or use our Community Engagement Line;

0800 924 444