BEFORE THE HEARING PANEL APPOINTED BY WAITAKI DISTRICT COUNCIL

IN THE MATTER OF	of the Resource Management Act 1991
AND	
IN THE MATTER OF	the Proposed Waitaki District Plan
HEARING TOPIC	Hearing Stream 2 – Energy / Infrastructure / Stormwater / Transport / Earthworks / Designations

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STATEMENT OF EVIDENCE BY MATTHEW CURRAN

OCEANAGOLD NEW ZEALAND LIMITED – SUBMITTER 295

14 September 2026

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1. INTRODUCTION

Qualifications and Experience

1.1 My full name is Matthew Peter Curran. I am employed by Oceana Gold (New Zealand) Limited ("**OGNZL**") as Environmental Lead Planner at the Macraes Mine. I have been employed by OGNZL since March 2024.

1.2 I hold the qualifications of a Bachelor of Science (Geography) and a Master of Planning, both of which I obtained from the University of Otago.

1.3 I have over thirteen years' professional experience in policy, planning and resource management.

Involvement in the Process

1.4 As part of my role, I provided internal planning advice in respect of the Waitaki Proposed District Plan – Exempt Version (the "**Proposed Plan**").

1.5 In preparing this evidence I have reviewed:

(a) The Operative Waitaki District Plan (the "**Operative Plan**") and the Proposed Plan insofar as they are relevant to OGNZL's submissions and further submissions on the matters addressed in this hearing stream;

(b) OGNZL's primary submissions and further submissions on the Proposed Plan;

(c) The following section 32 evaluation reports:

i. Section 32 evaluation report – Transport; and

ii. Section 32 evaluation report – Earthworks.

(d) The following section 42 reports (prepared by Briar Belgrave):

(i) Section 42A Report: Transport; and

(ii) Section 42A Report: Earthworks.

(e) Statement of evidence of Alison Paul for OGNZL that was prepared for Hearing Stream 1;

(f) Statement of evidence of Ethan Glover (planning) for OGNZL for both Hearing Stream 1 and Hearing Stream 2;

Code of Conduct

1.6 Although this is not an Environment Court hearing, I note that in preparing my evidence I have reviewed the Code of Conduct for Expert Witnesses contained in the Environment Court Practice Note 2023 ("Code"). I have complied with the Code in preparing my evidence. I confirm that the technical matters on which I gave evidence are within my area of expertise, except where relying on the opinion or evidence of other witnesses. I have not omitted to consider material facts known to me that might alter or detract from my opinions expressed.

Scope of Evidence

1.7 My evidence:

(a) Provides an overview of how the transportation network operates at the Macraes Mine;

(b) Summarises how the roading network has been modified by OGNZL to enable mining activities over the life of the Macraes Mine;

(c) Provides an overview how transportation infrastructure is designed and operated at the Macraes Mine; and

(d) Provides an overview of earthworks undertaken in association with mining activities at the Macraes Mine.

2. Transportation Network and Operation

2.1 The public road network within and surrounding the Macraes Mine is primarily made up of the following key roads:

- Macraes Road which runs uphill from State Highway 85;
- Hyde-Macraes Road which runs uphill from State Highway 87;
- Golden Point Road from which mine facilities are accessed, including office and workshop facilities and the Processing Plant; and
- Golden Bar Road from which open pit operations are accessed, including Innes Mills Pit and Golden Point Pit.

2.2 Key features of the transportation network identified above are presented in Figure 1 along with the location various mine access points.



Figure 1: Key features of the public road network serving the Macraes Mine

2.3 Predominantly mine traffic movements occur on OGNZL land within the mine site, off the public transport network, with effects internalised onsite.

2.4 The majority of traffic generated by the Macraes Mine external to the mine site is staff travel related. Most other light traffic generation is associated with contractors. There are typically 210 mining staff working the day shift (7:00am – 7:00pm) and 120 working the night shift (7:00pm – 7:00am), along with 65 office staff present through the day. OGNZL runs multiple buses daily to and from Macraes for both Dunedin and Oamaru staff. Traffic volumes peak in the morning before 7:00am when day shift staff and office staff arrive, traffic is more spread out in the late afternoon and evening.

2.5 It is estimated that the Macraes Operation generates in the order of 500 light vehicle movements per day and 120 light vehicle movements per hour, during the busiest morning shift changeover time, external to the mine.

2.6 Heavy vehicle movements on the road network are limited, they include daily freight and fuel delivery movements, and then less frequent but still regular deliveries of expendables, such as lubricant, blasting agents and explosives, and product transportation.

2.7 It is estimated that there are less than 10 heavy vehicle deliveries to the Macraes Operation per day, or 20 heavy vehicle movements per day utilising public roads.

2.8 Higher volumes of heavy vehicle movements occur during construction and maintenance periods, including during three-day plant maintenance shut-downs which occur three to six-

monthly. These activities are occasional in nature, but remain a routine and anticipated component of the established operational environment.

3. Public Roading network changes

3.1 The public road network described in Section 2.1 and depicted in Figure 1 has been modified by OGNZL throughout the life of the mine to accommodate mining activities. Included below is a summary of notable changes to the roading network.

a) Realignment of Golden Point Road to relocate it off the line of strike – constructed late 1980's prior to mining;
b) Realignment of Macraes Road to enable the construction of a bridge over a haul accessing Frasers Pit – constructed in 1998;
c) Realignment of Macraes Road to enable mining in Innes Mills Pit – constructed in 2002;
d) Realignment of Macraes Road to accommodate the construction of the Top Tipperary Tailings Facility – constructed in 2013;
e) Realignment of a Macraes Road to enable the construction of the underground workshop facilities – constructed in 2021; and
f) Realignment of Golden Bar Road multiple times to accommodate open pit mining and waste rock stack construction.

4. Challenges Complying with District Plan Transportation standards

4.1 Included below are examples of how the design and operation of transportation infrastructure at the Macraes Mine has the potential to conflict with district plan transportation standards.

4.2 The majority of vehicle access points to the mine are restricted to inducted OGNZL staff and contractors. Access is controlled by locked (key or swipe card) gates. In addition to public access restrictions, access to certain areas of the mine is further restricted to mine staff and contractors who have the necessary training to operate vehicles in those areas, this includes most loading areas at the mine.

4.3 Pedestrian and cycling access are not features of the Macraes Mine transportation network and are unnecessary for its operation. If pedestrian and cycling access was required, it would likely be designed outside the road reserve to ensure the health and safety of OGNZL staff and individuals visiting the mine site.

4.4 The terrain and surface conditions within the mine site make provision for access by FENZ

fire appliance design vehicles impractical. To respond to fire emergencies the Macraes Mine has its own Emergency Response Team comprising of between 40 and 50 volunteer personnel with access to firefighting vehicles equipped to access the mine and other resources that can be used to fight fires, including water carts, bulldozers and excavators.

4.5 All vehicles parking on any OGNZL premise are required to reverse park, meaning there should never be situation where a vehicle accesses a public road in reverse. Included in Figures 2 and 3 are images of the Top Office and Underground Office/Workshop parking areas to demonstrate the space that is provided for manoeuvring.

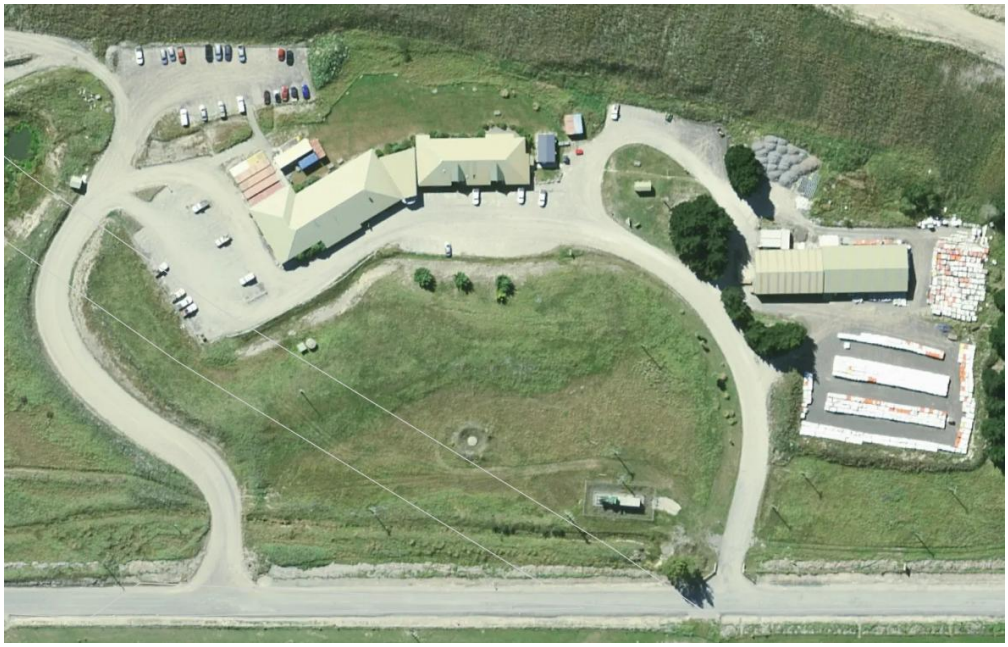


Figure 2: Macraes Mine Top Office parking areas



Figure 3: Underground Office/Workshop parking areas

4.6 Loading areas at the Macraes Mine are numerous and their design varies significantly across the site depending on the type of deliveries being facilitated, for example the loading areas at the Open Pit Workshop accommodate infrequent deliveries of large mining equipment, while the processing plant store receives frequent smaller deliveries. Figure 4 is a photograph of a DT235 dump truck being transported up Macraes Road. The facilities required to manage the loading and unloading of this type of machinery are unique to the Macraes Mine, they are designed by mine engineers to standards that do not align with district plan transportation standards.



Figure 4: Delivery of a DT235 dump truck to the Macraes Mine

4.7 Parking areas at the mine site accommodate additional health and safety requirements

outside of the traditional design requirements for a parking areas, for example all wheeled vehicles when parked at the Macraes Operation must be fundamentally stable, meaning car parks are designed with v-drains or parking humps.

4.8 Key parking areas are designed to accommodate the pickup and dropoff of staff from buses that transport staff from Dunedin and Oamaru to different parts of the Macraes Mine.

4.9 OGNZL uses traffic management measures to manage effects at certain locations where the public roading network interacts with mine infrastructure, notably where the Coronation haul road intersects with Golden Point Road (access to the Golden Point Historic Reserve).

4.10 Car parks at the mine site are generally larger in width and length compared to disttict plan standards to accommodate larger vehicles and the frequent loading and offloading of equipment which occurs across the mine site at numerous locations.

4.11 The demand for car parks varies significantly depending on what day of the week it is and what is occurring operationally in different areas of the mine. For example, the Top Office parking area is often at capacity on a Wednesday but empty on Monday and Friday, and the Processing Plant carpark is generally below capacity, but during a shutdown, overspill parking is required.

4.12 Currently there are no dedicated cycle parking facilities at the mine site. Commuting by bike to the mine site is not a practical method of transport and is not encouraged by OGNZL for health and safety reasons. Commuting to the Macraes Mine from Palmerston would involve a 38 km cycle with a 640 m climb.

4.13 The Macraes Mine is accessed from the public road network at number of different locations. A number of these accessways have existed for a long time. In my experience any proposal for a new or upgraded vehicle access at the Macraes Mine has been designed according to Austroad Standards, which I understand to be industry best practice.

OGNZL standards for the design of transportation facilities

4.14 To ensure transportation infrastructure at the Macraes Mine is designed to operate safety and efficiently in accordance with best practice for mine sites, OGNZL has its own Standard Operating Procedure (SOP) for Traffic Standards. Key design considerations in this document include appropriate surfacing, maintaining separation distances between light and heavy vehicles, use of mine site-specific signage, infrastructure protection and pedestrian safety.

5. Earthworks associated with mining activities

5.1 Earthworks at the Macraes Mine are generally undertaken at a scale that is scarcely observed elsewhere in New Zealand. Activities associated with earthworks at this scale, including the construction of open pits, tailings storage facilities and waste rock stacks, appropriately trigger a requirement for resource consent.

5.2 What is less obvious is the extent of activities that involve earthworks at a smaller scale, but are also a critical part of ensuring the mine operates in a safe and effective manner. These activities include:

- Small scale quarries;
- Fencing;
- Formation of laydown areas;
- Leveling and foundations for buildings and structures;
- Construction of berms;
- Maintenance of park and loading areas; and
- Drainage works.

5.3 These activities are often undertaken on disturbed ground within the active mine site and occur in conjunction with activities that do not currently require resource consent (permitted mining activities under the Operative Plan).



MATTHEW CURRAN

14 September 2026