Southland Wind Farm

Draft Construction Traffic Management Plan

Prepared for:
Contact Energy

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Prepared by:
Stantec NZ

Project/File:
310205859

Stantec New Zealand

Revision Schedule

Revision	Description	Author	Quality Check	Independent Review	Date
A	Draft for client	RB	CR	CR	
B	Draft for client	CR			

Limitation: This draft Construction Traffic Management Plan has been prepared for Contact Energy Limited (Contact) to inform the Expert Consenting Panel's consideration of Contact's application for approvals under the Fast-track Approvals Act 2024 and any subsequent regulatory processes

Prepared by: _____

Signature

Rebecca Tinga

Printed Name

Reviewed by: _____

Signature

Chris Rossiter

Printed Name

Approved by: _____

Signature

_____

Printed Name

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Abbreviations

Abbreviation	Full Name
Contact Energy	Contact Energy Limited
NZTA	New Zealand Transport Agency Waka Kotahi
CTMP	Construction Traffic Management Plan
vph	Vehicle movements per hour
vpd	Vehicle movements per day

1 Introduction

This Construction Traffic Management Plan (CTMP) describes the temporary traffic management measures that are proposed during the construction of the Southland Wind Farm. The construction works are being undertaken by [Contractor] for Contact Energy Limited (Contact Energy). This CTMP is required under Resource Consent Condition TR1 of the approved consent decision [TBA].

This CTMP describes the traffic-related requirements of the construction works, and includes specific consideration of:

- The traffic environment in which the works will occur;
- The anticipated construction traffic volumes and any impact of these on the road network;
- Coordination of construction traffic with other construction vehicles and other road users; and
- The proposed traffic control measures and mitigation during the construction works.

While the construction works will be primarily confined to the site, there are a number of interventions needed on the transport routes to accommodate the construction traffic movements. In particular, the transport of the turbine equipment components which are over-dimension with some being over-weight restricts the routes that can be used and requires some temporary alterations to the transport infrastructures.

The proposed temporary traffic management measures are designed to meet the intent of the New Zealand Guide to Temporary Traffic Management (NZGTTM).

This CTMP has been prepared based on information available at the time of writing. Changes to the construction staging will require updates to this CTMP and the updated CTMP resubmitted to the NZTA, Invercargill City Council, Southland District Council and Gore District Council as the road controlling authorities as appropriate for review and re-approval. This document is considered a live document and will be re-submitted at the time of any changes. For the reasons stated, this draft version of the CTMP is referred to as Version A. All subsequent versions will require to be sequentially numbered from 1.

2 Project Overview

Contact Energy proposes to construct a wind farm on the elevated land to the east of Wyndham. The wind farm is expected to contain up to 55 wind turbines, with a maximum possible turbine height of 220m.

Construction of the wind farm is expected to take between 24 and 30 months from the start of the initial works to all turbines being fully commissioned. Site rehabilitation works may continue on-site for up to a year after wind farm commissioning.

Construction works include the establishment of internal access roads within the site, the construction of the turbine hard stands, the erection of the turbines themselves, and the establishment of the power and communications cabling to connect the turbines to the supply and transmission networks.

Two access routes are proposed for construction of the wind farm. The northern access route is via SH93 and Kaiwera Downs Road. The western access route follows rural roads from Wyndham to the site including Mimihau School Road, Waiarikiki Mimihau Road and Venlaw Road.

2.1 Purpose

The purpose of the CTMP is to ensure that traffic operations during construction at the Southland Wind Farm site occur safely and efficiently, minimise the adverse effects on private access, and minimise damage to property and roads as a result of construction.

This CTMP is part of the wider documentation for the construction of the Southland Wind Farm and should be read in conjunction with the base condition report of affected roads, post construction condition report, and the construction stage site specific traffic management plans (**TMP**s). Construction stage specific TMPs will be prepared as needed, as part of the detailed design process.

This CTMP should be reviewed regularly or as new information becomes available such as when a change in methodology or stages is proposed. The CTMP will be updated to reflect any changes required.

2.2 Project Location

The Southland Wind farm site is located on elevated land to the east of Wyndham. Figure Transport-5 (Appendix A) shows the location of the wind farm and the proposed access routes from the state highway network.

2.3 Scope and Extent of Works

The initial phase of construction works will involve construction of wind farm internal site access roads, and the turbine hard stands. The internal site access roads are on private land but have connections to the public roading network.

The turbine hard stands require steel-reinforced concrete foundations with diameters up to 20m for the tallest turbines, requiring up to 1,000m^3 of concrete. Two concrete batching plant facilities will be established within the site during construction to avoid the need for concrete to be transported to the site. Aggregates will be sourced on-site or as nearby as possible. The locations of potential aggregate

sources outside of the site will require that aggregate haul routes will use both identified site access routes.

Power and communications cables will be installed in trenches beside or within the access roads to connect each turbine with a new substation located within the wind farm site. From here, the power will be fed into a 220kV transmission line that will be constructed between the wind farm substation and a new switching station or Grid Injection Point, which will provide the connection to the Transpower National Grid.

Once the turbine hard stands and foundations are complete, the turbine equipment which comprises the blades, tower sections, nacelle, hub, and drive will be transported to the site from Southport in Bluff and will be erected using cranes.

2.4 Road Network Function

Figure Transport-1 (Appendix A) shows the state highway network within the Invercargill City, Southland, and Gore Districts. State Highway 1 (SH1) passes through the urban areas of Invercargill, Edendale, Mataura and Gore and connect Southland to the rest of the South Island, and the rest of the country. State Highway 6 (SH6) provides an alternative route between Invercargill and the rest of the South Island via the West Coast. State Highway 98 (SH98) and State Highway 93 (SH93) provide local connections between regional centres. All of the state highways in the region are sealed and classified as suitable for use by High Productivity Motor Vehicles (HPMV).

There are two access routes to the wind farm site as shown in Figure Transport-5 (Appendix A). The northern access route is via SH93 and Kaiwera Downs Road. Kaiwera Downs Road is unsealed.

The western access route follows rural roads from Wyndham to the site including Mimihau School Road, Waiarikiki Mimihau Road and Venlaw Road. Waiarikiki Mimihau Road is sealed for a distance of about 7 km east of Mimihau School Road and then continues as an unsealed road. Venlaw Road is unsealed.

Ferry Road and Edendale Wyndham Road forms the primary connection between Edendale and Wyndham. Ferry Road meets SH1 at a roundabout that also provides access to the Edendale Dairy Factory. Wyndham Road provides a link between Wyndham and Mataura that broadly follows the true left bank of the Mataura River.

2.5 Height and Weight Restrictions

While the state highway network can readily accept HPMV traffic, the local road networks have height and weight restrictions that affect the selection of transportation routes to the wind farm site for over-dimensioned and over-weight vehicles. Power lines cross the roads in multiple locations across the district and are required to provide 5.5 metre clearance above the road surface. This is not achieved in all locations.

Locations with height restrictions include:

- Mataura Bridge (5 metre maximum); and,
- Rockdale Road, Invercargill (4.35 metre maximum).

Locations with bridge weight restrictions include;

- Mataura Bridge between Edendale and Wyndham.

2.6 Traffic Volumes

The urban section of SH6 between Invercargill and Lorneville carries the highest traffic volumes in the network with approximately 12,200 vehicles per day (vpd). Volumes further along SH6, north of Lorneville, decrease to about 5,300vpd. Where SH1 diverts to an east-west alignment along Tay Street within Invercargill, the traffic volumes remain relatively high at 11,100vpd and decrease to 5,400 vpd around Wyndham. Closer towards Gore, traffic volumes increase to about 10,800vpd and decrease away from the township. SH98 and SH93 carry comparatively low traffic volumes of 1,000 to 2,000 vpd.

The traffic volumes on the local roads that will be used as the site access routes and also the over-dimension vehicle routes are summarised in the table below. Traffic volumes have been sourced from the MobileRoad service.

Table 2-1: Local Road Traffic Volumes

Route	Road	Traffic Volume	% Heavy
Northern Site Access Route	Kaiwera Downs Road	< 100 vpd	19%
Western Site Access Route	Waiarikiki Mimihau Road	< 100 vpd	28%
	Venlaw Road	< 50 vpd	25%
Over-weight & Over-Dimension Load Routes	Elles Road	9,500 vpd	5%
	Avon Street	1,300 vpd	10%
	Richmond Street	1,300 vpd	10%
	Queens Drive	12,200 vpd	11%
	Kaiwera Road	300 vpd	21%
Blade Transport Routes	Ferry Street	1,100 vpd	5%
	Shannon Street	800 vpd	11%
	Balaclava Street	500 vpd	13%

3 Site Access Points and Travel Routes

3.1 Site Access Locations

The travel routes shown in **Error! Reference source not found.** show both the travel routes and site access points. The northern site access route will be used for over-dimension and over-weight access, as the western access route via Venlaw Road is unsuitable for the type of vehicles required to move turbine components to site.

Both site access routes can be used by all other site traffic including staff and standard freight and construction traffic.

3.2 Over-dimension Loads

Figure Transport-2 (Appendix A) shows the routes that will be used by over-weight and over-dimension loads travelling from Southport in Bluff to the site. Prior to the transport of these loads, minor works on the transport network will be required to accommodate the tracking of the transporter vehicles. The movement of these loads will be under special conditions which will set out:

- Any restrictions on movement times.
- Pilot vehicle operations.
- Local traffic controls, e.g. escort vehicles to manage temporary closures

The route through Gore has been based on feedback during conversations between Contact Energy and GDC and reflects the route used by Mercury for the Kaiwera Downs Wind Farm. The proposed route shown in Figure Transport-4 (Appendix A) avoids the need to cross the railway line that is crossed by the published Heavy Bypass Route, and simplifies the manoeuvres required. This route will involve construction of a temporary driveable surface between the SH1 / Hyde Street roundabout and southern end of Ardwick Street.

3.3 Construction Access Hours

[This section of the CTMP will confirm the times and locations when movement is prohibited, for example peak hours in Invercargill, and an indication of the times of day when deliveries are anticipated. These requirements will be developed by the contractor in discussion with Contact Energy and the District Councils. Initial placeholder requirements are below]

To prevent accidental public access to the site, [security barriers will be installed no more than [10] days in advance of construction works beginning. Advance warning signage will be installed in a location that provides sufficient space for a vehicle to turn around or an alternate route to be signposted.]

Staff movement will typically occur over about a two hour period in the morning and evening. It is anticipated that staff travel to the site will generally occur between 6:00 AM and 8:00 AM with departures being between 4:00 PM and 6:00 PM. [Contractor to confirm whether there may be a need for some staff to travel outside of these times.]

The nature and number of deliveries to the site will vary from day to day as the construction proceeds. Deliveries to the site can be expected between [7:00 AM] and [4:00 PM]. The Contractor will manage

deliveries so that the any change in volumes on the state highway network is less than 10 vehicles per hour at peak times, 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM.

Over-dimension loads will be moved during the night to minimise the effects on other road users. Travel times and restrictions will be specified as part of the special license conditions.

4 Construction Programme and Traffic Volumes

4.1 Construction Programme

The construction activities will comprise:

- staff travel;
- transport of construction vehicles such as cranes;
- building internal access roads to the turbine sites;
- constructing the substations and power lines;
- forming the foundations for the turbines; and,
- delivering and assembling the turbine components.

It is expected that construction of the wind farm will take 2 to 2.5 years with a further year for post commissioning rehabilitation works. Table 4-1 shows the construction programme.

Table 4-1: Construction Programme [Contractor to update]

Activity	Construction Period (months)								
	3	6	9	12	15	18	21	24	27
Civil Works									
Foundations									
Electrical Works									
Turbine Deliveries									
Commissioning									

4.2 Construction Traffic Volumes

Table 4-2 shows the typical number of construction deliveries expected across the construction programme. There will be some day to day variations to meet specific construction activities. The deliveries include construction equipment delivery, earthworks bulk material movements, imported material and specialist component deliveries, and turbine component delivery. Overall, the construction works are expected to involve a total of about 28,500 deliveries to the site over the construction period. The civil and electrical works will account for the bulk of the movements and will occur over the first 18 months of construction works. It indicates the peak period of deliveries to the site, about 60 per day, will be over about a nine-month period starting nine to 13 months after construction work begins.

Table 4-2: Average daily deliveries expected across the construction period

Activity	Construction Period (Months)								
	3	6	9	12	15	18	21	24	27
Civil works	40	40	40	40	40	40			
Foundations			15	15	15	15			
Electrical works				5	5	5			

Turbine Deliveries							5	5	
Commissioning							4	4	4
TOTAL	40	40	55	60	60	60	9	9	4

[The contractor will provide a more detailed schedule of deliveries.]

The over-weight vehicles used for the transportation of the turbine components will undertake nine trips to site to transport the required equipment for each of the turbines. Three each of these over-weight loads will be over-dimension as well. These deliveries will be made over a period of 3 to 6 months towards the end of the construction period.

The transport of aggregates to the site will constitute the greatest volume of heavy vehicle movements over the construction period. There are currently four identified potential sources of aggregates to the north of the site, and three to the west. It is expected that truck volumes will be evenly distributed between the northern and western access routes. Figure Transport-3 (Appendix A) shows routes that will be adopted between the aggregate sources and site.

It is expected that the construction activity will typically involve up to 150 people being on site at any one time, peaking at up to 250 people. The route used to travel to and from site will be influenced by where the workers live and which areas of site the work is being completed in. Both of the site access routes are available for light vehicle access. For the construction traffic assessment, an average vehicle occupancy of 1.6 people was used, and that will be used in this CTMP as well. The average occupancy rate expects that 40% of vehicles attending site will have a single occupant. Based on this occupancy rate, the construction activity could generate up to 300 vehicle movements per day on the network, that is, 150 inbound at the beginning of the day and 150 outbound at the end of the day. It is likely that worker travel movements will be generally evenly distributed across both routes.

A record of all entry and exit movements to the site will be maintained. This will include entry / exit time and vehicle information such as licence plate or type. This information will be collated on a [monthly] basis to provide a summary of construction traffic volumes on the public road network using the northern and western access routes. A summary report will be provided to the relevant District Council on a [monthly/quarterly] basis.

4.3 Construction Traffic Impact Mitigation

The contractor may provide minibuses to transport staff from local centres such as Gore and Mataura to reduce light vehicle movement volumes but will be dependent upon the number of staff travelling from these centres.

Both access routes follow unsealed roads which have sections with a narrow-formed width that does not allow for two-way truck movement. Since the access routes are long, it will be necessary to accommodate two-way movement. Passing bays will be established on sections with long single-lane straights to ensure that two-way traffic is able to be maintained with minimal disruption.

As agreed in consultation with Gore District Council, the passing bays will be [30 m long and 6 m wide] and built on [x] parts of [x] roads, as detailed in the figure below. They will be prior to the start of the site construction works.] Following the detailed design phase, more specific dimensions, location and timing will be included.

[Placeholder: Insert figure once details developed]

4.4 Driver Protocols

The following driver protocols will be adopted to mitigate the traffic impacts of construction traffic.

- All construction traffic will be required to give way to school buses, to ensure that safe routes to school are guaranteed throughout the duration of works.
- Travel speeds will be controlled on routes where high speed travel is inappropriate. These include the northern access route (Kaiwera Road and Kaiwera Downs Road) and western access route (Ferry Road, Edendale Wyndham Road, Wyndham Road, Mimihau School Road, Waiarikiki Mimihau Road, Venlaw Road) where trucks speed will be reduced to [60] km/hour and 20 km/h when passing any school buses
- Two-way radio telephones will be used to communicate with critical traffic including school bus drivers to ensure all traffic is aware of construction vehicle movements.
- Temporary time restrictions for deliveries will be established in consultation with landowners to allow any stock driving to be undertaken without interruption by construction vehicles, ensuring the safety of farmers and herd animals.

4.5 Procedures for Movement Around Stock on Roads

The contractor will work with the respective landowners to coordinate construction traffic movements around permitted stock driving. This will involve the contractor getting in touch with landowners [10] days before roads are expected to be used.

Gore and Southland District Council both requires farmer to hold permits for droving over distances greater than 10km and prohibit droving in hours of darkness.

4.6 Procedures for Movement on School Bus Routes

School bus routes utilise roads the western access route to the site and part of the northern access routes. The contractor will work with the school bus operators to minimise risk to students travelling to and from school. In order to reduce this risk the contractor will:

- Avoid truck movements between [8:00 AM] and [9:00 PM] where it is practical to do so.
- Avoid truck movements between [3:00 PM] and [4:00 PM] where it is practical to do so.

The driver protocols apply where truck movements during these times cannot be avoided.

5 Over-weight and Over-dimension Loads

Many locations on the over-dimension transport route require modifications to ensure the longest turbine components can be transported through. The length of several of the components require significant swept paths that will require temporary pavement widening, intersection modifications, and the temporary removal of street lighting and traffic signal infrastructure.

The transportation of all over-weight and over-dimension loads requires an Overdimension Permit. The permit will include any specific conditions for the loads being transported that are in addition to the NZTA standard requirements for transporting overdimension loads This could include:

- Travel time restrictions
- Bridge crossing procedures
- Piloting procedures
- Contingencies (adverse weather, delays)
- Coordination provisions (NZTA, Councils and Kiwi Rail)

Any permits required will be obtained at least ten (10) working days before the commencement of the transportation activities, and as needed thereafter. A copy of all permits issued to the Consent Holder will be provided to the relevant District Councils within one (1) working day of the permit being received by the Consent Holder.

Travel Time Restrictions

The movement of Overdimension vehicles on the public road network will be restricted to [2:00 AM] to [6:00 AM].

Bridge crossing procedures

When oversize vehicles are required to cross bridges enroute to or from the site, pilot vehicles will be required to temporarily stop the movement of other traffic.

Piloting procedures

NZTA will require a minimum of two pilot vehicles, one in advance and one behind the transporter vehicles. Additional support vehicles will be required to manage temporary road closures or prevent movement of local traffic or restricted sections of the access routes. Where necessary, the vehicles will wait in a safe location until the forward route has been cleared of traffic. These will be detailed by the haulage operator.

Contingencies

- Haulage of overdimension loads is only permitted when visibility exceeds 350 m. In the event that this is not available, loads will be parked in a safe location. The haulage operator will be responsible for identifying potential locations along the access routes for parking to minimise the risk of any movement being required outside of the approved transport times or in low visibility conditions.

In the event of a breakdown, bridge, pavement failure, or road works, the haulage contractor will be responsible for parking the vehicle in a safe location until the road has been cleared or repaired

In the event of a crash involving a haulage vehicle, the haulage contractor will communicate with emergency services. The vehicles will be moved to a safe location as soon as practical or as directed by emergency services.

Coordination provisions

The haulage contractor will coordinate transport times with KiwiRail to avoid conflicts at all railway crossings.

Overdimension vehicles will not be permitted on the road network while school buses are operating.

6 Temporary Road Alterations

6.1 Roading and Intersection Temporary Works

Temporary upgrades are required in a number of locations to facilitate the movement of over-dimension loads to transport turbine components to site, and in places passing bays will be created to allow two lanes of construction traffic to travel on narrow stretches of Kaiwera Downs Road, Waiarikiki Mimihau Road, and Venlaw Road.

A number of intersections in Invercargill, Gore, and Wyndham will require temporary reconfiguration works to allow the transport of the over-dimensioned turbine components. Some reconfiguration will be restored at the time of transport, such as the lowering and lifting of traffic signal poles, and some reconfiguration work will be reinstated after all transportation trips have been completed.

The following list summarises the temporary works required at affected locations on the transportation work:

- SH1 Blackwater Street/Shannon Street, Bluff – Temporary relocation of lighting and power poles and removal of roadside signage;
- SH1 Bluff Highway/Elles Road, Invercargill – Temporary removal of signage ;
- Construction of a driveable surface between SH1 and Ardwick Street in Gore.
- Alterations to raised islands on Norfolk Street in Gore.
- SH6 North Road/SH98 Lorne-Dacre Road, Lorneville – Temporary relocation of lighting and power poles and removal of roadside signage, additional pavement material may be required to make raised islands trafficable;
- SH98 Lorne-Dacre Road/SH1 Edendale-Woodlands Highway, Dacre – Temporary relocation of lighting pole;
- SH1 Edendale Roundabout, Edendale – Temporary relocation of lighting poles and removal of roadside signage, additional pavement material is required to make raised islands trafficable;
- SH93 Old Coach Road/Kaiwera Downs Road, Pavement and ground improvements will be required to ensure the shoulder and berm are strong enough to traffic over.

The Contractor will prepare detailed construction plans for all works and submit these to the relevant RCA for approval. Site specific TMPs prepared in accordance with the NZGTTM requirements will be submitted to the relevant RCAs for approval prior to implementing the works. The TMPs will detail:

- Start and finish dates for the works
- Hours of works
- Staging areas if required
- Parking areas if required
- Signage and controls– daytime and nighttime if different
- Contact telephone numbers

6.2 Temporary Works Construction Programme

The temporary interventions detailed in section 6.1 will be undertaken in advance of the transportation of the turbine components. The Contractor will set out a schedule for the works.

Where alterations to the road network are not required after construction, the Contractor will undertake the additional works to restore the network to its original condition. The Contractor will agree time frames for any restoration works with the relevant RCA.

7 Road Pavement Conditions

7.1 Pavement Maintenance

The pavement condition of local roads and highways could deteriorate during the construction works because of the increased volume of heavy vehicles using the roads. The approach proposed to mitigate this involves a pavement condition survey prior to the start of construction works, monitoring during construction and a pavement condition survey at the completion of the construction works to establish a programme for repairing any damage that can be directly attributable to the construction activity.

Appendix A includes a summary of pavement conditions prior to the start of any construction works.

Prior to the start of construction, a detailed inspection of all access roads to provide a baseline of existing road conditions will take place. This will include:

a) Classified traffic counts

b) High speed data capture

c) Profile, texture and roughness and falling weight deflectometer

d) Description of the existing condition of all roads used

e) Identification of all roads and intersections that require upgrading

The baseline road condition report will be provided to the relevant District Councils 20 working days before commencement of construction, and to Waka Kotahi.

Road condition inspections will be undertaken [Monthly] by the Contractor to ensure that the condition of all site access routes is maintained at an acceptable standard to meet the required consent conditions. The monitoring results will be provided to the relevant District Councils within [x] days of the inspection taking place. In the event that damage to a pavement is identified that that can be directly attributable to the construction activity, then this will be repaired to a level that maintains safety for all other road users within a reasonable time and subject to appropriate approvals being received from the relevant RCA. If staff or members of the public have any concerns with access roads, they will be able to contact [x] to provide information about the concern.

The Contractor will also undertake repair works as necessary to address safety concerns in response to reports from the public. The cost of any improvement works to accommodate access to the Project Site will be met by the Consent Holder.

The movement of over-weight and over-dimension transporters has greater potential to damage the road pavement, particularly at intersections.

As a result, the consent holder may decide to undertake an additional road condition assessment before turbine component transport begins. This report should be provided to relevant District Councils and NZTA 20 working days before the turbine components are transported.

A post construction condition report will be prepared and provided to NZTA and the relevant District Councils within [x] days of completing construction. This report will address the condition of all roads and highways covered in the baseline road condition report.

An independent plan reviewer (appointed by the consent holder) will confirm its adequacy and provide that to the relevant District Councils for certification.

Once certified, the consent holder will provide the report to NZTA.

The consent holder will be financially responsible for restoring the roads to a standard consistent with the baseline road condition report, with the Councils' agreement.

7.2 Site Access Debris Tracking

Systems will be in place to reduce tracking of any construction material out of the site and on to the public road network. Under the direction of the Site Traffic Management Supervisor (STMS), the areas around the site will be inspected on at least a daily basis to ensure that the construction process has not created any hazards for the public. In the event of material being tracked from site, immediate clean-up will be commenced. Dependent upon the nature and scale of the cleanup, an additional TMP may be required.

8 Communications and Complaints

8.1 Project Contacts

Table 8-1: Construction Contacts

Name	Position	Phone	Email
	Project Manager		
	Transport Manager		
	Community Liaison		
	NZTA		
	Kiwi Rail		
	Invercargill City Council		
	Southland District Council		
	Gore District Council		

8.2 Community Liaison

The community liaison will maintain regular contact with landowners / farmers to advise them of planned construction vehicle movements typically on a weekly basis so that any potential conflict with farming activity such as stock movements can be managed. This may involve some alterations to the construction schedule or temporary suspension of deliveries to the site.

Oversize load movements, road works and any temporary road closures will be advertised through local media including newspapers and council websites.

The CTMP will be available on the project website and will record a list of people and organisations that will be notified electronically of updates to the CTMP. This will include:

a) Community groups in Wyndham, Edendale, Mataura and Gore;

b) Waka Kotahi NZ Transport Agency;

c) Invercargill City Council;

d) Southland District Council;

e) Gore District Council;

f) KiwiRail;

g) Forestry logging companies;

h) Fonterra, as operators of the Edendale factory;

i) School bus operators in the relevant districts;

j) Mataura Valley Milk;

k) Open Country Dairy;

l) Transporting NZ; and

m) The Community Liaison Group.

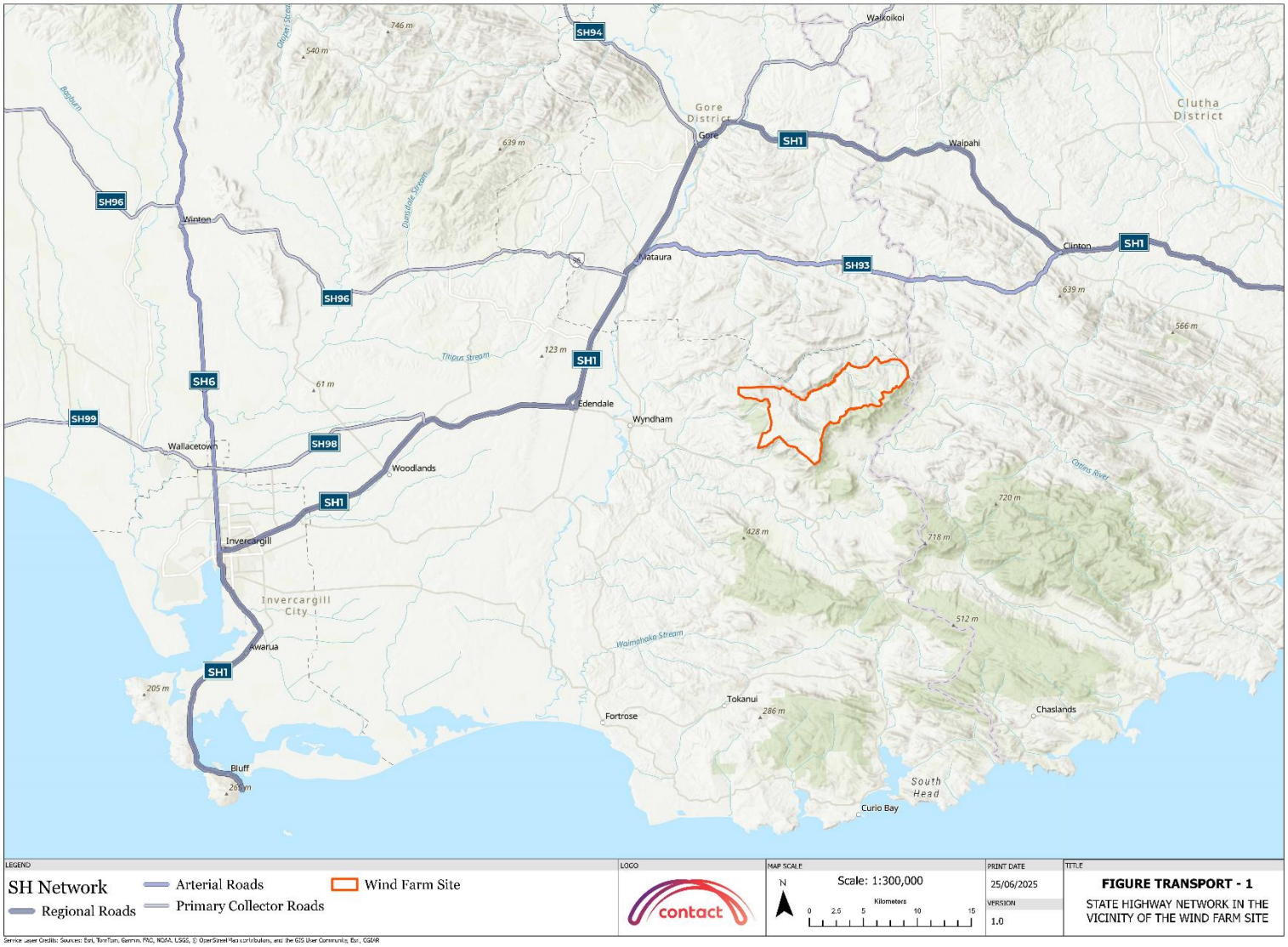
Any amendments to the CTMP, as approved by Council, will be forwarded to those named on the list.

8.3 Complaints

The project website will include a complaints submission tool. The project team will respond to all complaints within 2 working days. Where a complaint identifies a potential need for any physical works, this will be investigated and a plan established to address the concern. Timing for implementation of any works will be subject to achieving any necessary approvals from the relevant RCA

Appendices

Appendix A Figure Set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SH96
SH1
SH93
SH6
SH99
SH98
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Gore District
Gore
Clutha District
Waipahi
Clinton
Mataura
Winton
Wyndham
Edendale
Wallacetown
Woodlands
Invercargill
Invercargill City
Awarua
Tokanui
Fortrose
Chaslands
Bluff
South Head
Curio Bay
Titipua Stream
Dunsdale Stream
Waimahaka Stream
Oreti River
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Wind Farm Site
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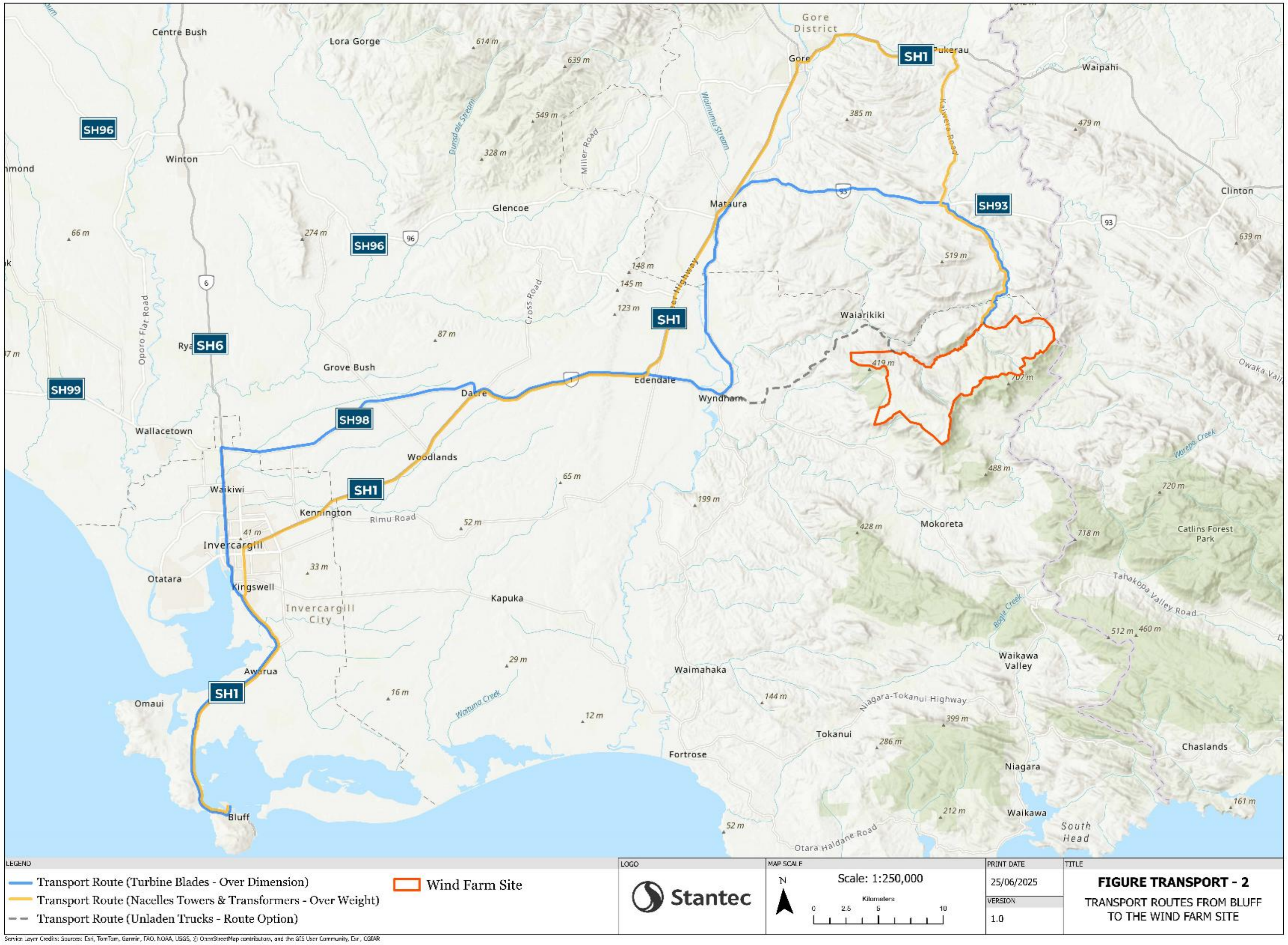
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Transport Route (Nacelles Towers & Transformers - Over Weight)
Transport Route (Unladen Trucks - Route Option)
Wind Farm Site
Stantec
Scale: 1:250,000
25/06/2025
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TRANSPORT ROUTES FROM BLUFF TO THE WIND FARM SITE
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SH93
SH96
SH6
SH99
SH98
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Mataura
Edendale
Wyndham
Invercargill
Bluff
Woodlands
Kennington
Waiarikiki
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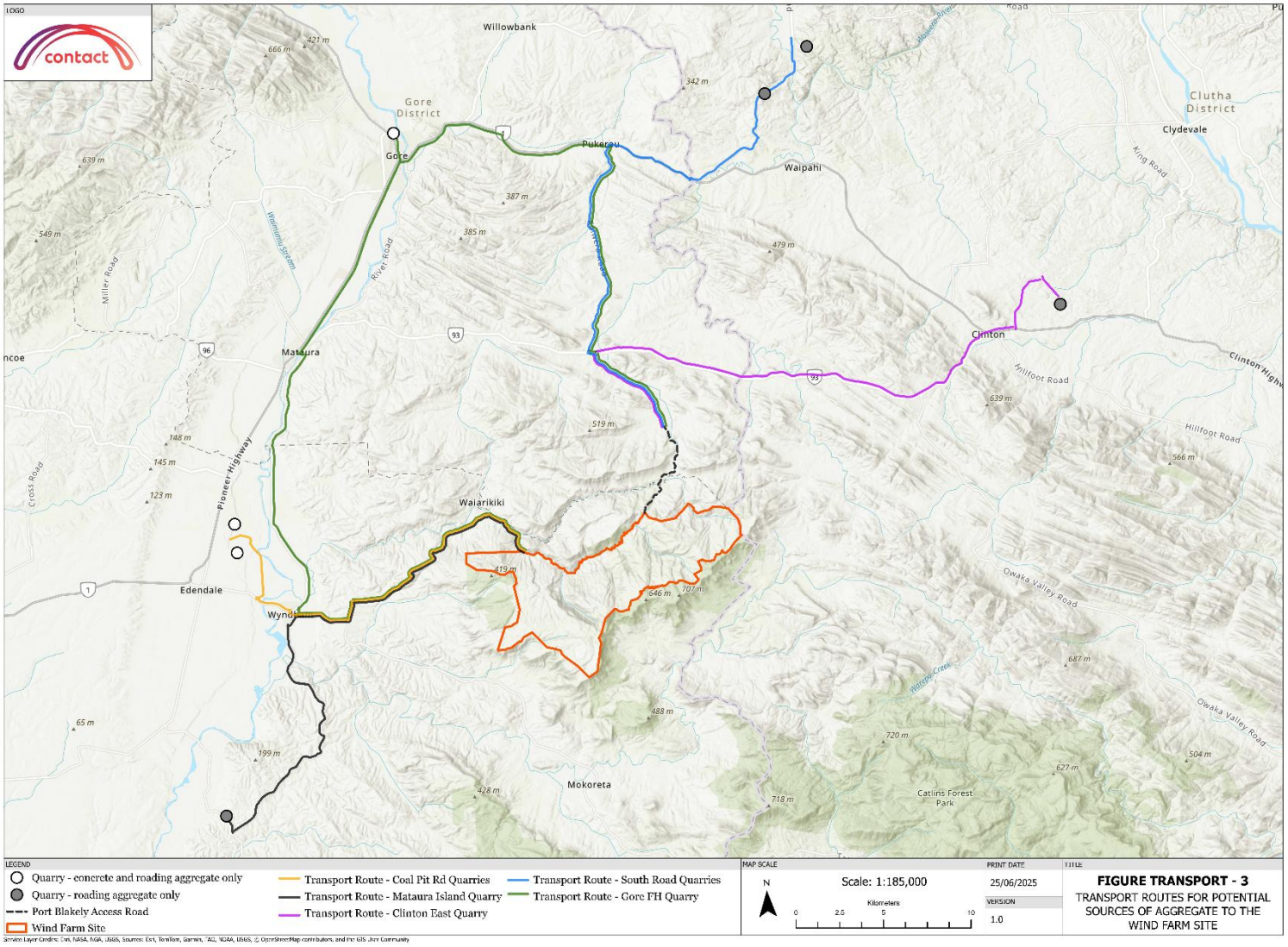
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Wyndham
Mokoreta
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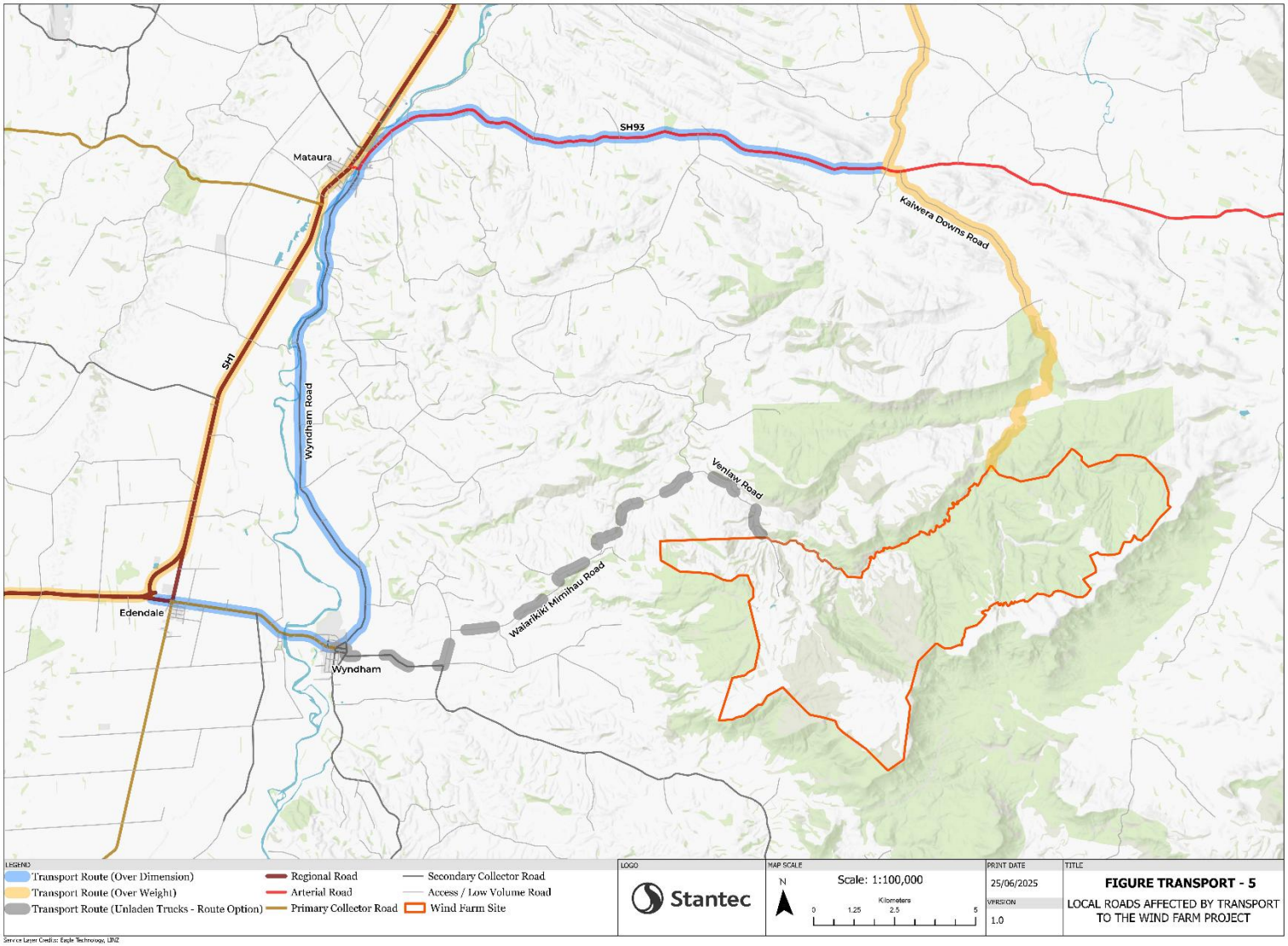
Pioneer Highway
Miller Road
River Road
Hillfoot Road
Owaka Valley Road
King Road
Clinton Highway
LEGEND
Quarry - concrete and roading aggregate only
Quarry - roading aggregate only
Port Blakely Access Road
Wind Farm Site
Transport Route - Coal Pit Rd Quarries
Transport Route - Mataura Island Quarry
Transport Route - Clinton East Quarry
Transport Route - South Road Quarries
Transport Route - Gore FH Quarry
MAP SCALE
N
Scale: 1:185,000
Kilometers
0 2.5 5 10
PRINT DATE
25/06/2025
VERSION
1.0
TITLE
FIGURE TRANSPORT - 3
TRANSPORT ROUTES FOR POTENTIAL SOURCES OF AGGREGATE TO THE WIND FARM SITE


Gore
Johnston Street
Devon Street
Irwell Street
Medway Street
Ordsal Street
Richmond Street
River Terrace
Huron Street
William Street
Ardwick Street
Fairfield Street
Irk Street
Albany Street
Mersey Street
Wet Street
River Street
Ontario Street
Canning Street
Saint Marys School
Main Street
Gorton Street
Stratford Street
Eccles Street
Crombie Street
Elsie Street
Redmond Street
Kitchener Street
Main South Line
Rata Street
LEGEND
Transport Route (Nacelles Towers & Transformers - Over Weight)
NOTES
Images show selected 4.5 X 30.0 metre tower section vehicle tracking through Gore. See transport assessment report for assessment of other loads and road sections.
LOGO
Stantec
MAP SCALE
N
Scale: 1:5,000
Meters
0 50 100 200
PRINT DATE
25/06/2025
VERSION
1.0
TITLE
FIGURE TRANSPORT - 4
TRANSPORT ROUTE THROUGH GORE


SH93
Mataura
Kaiwera Downs Road
SH1
Wyndham Road
Venlaw Road
Waiarikiki Mirihau Road
Edendale
Wyndham
LEGEND
Transport Route (Over Dimension)
Transport Route (Over Weight)
Transport Route (Unladen Trucks - Route Option)
Regional Road
Arterial Road
Primary Collector Road
Secondary Collector Road
Access / Low Volume Road
Wind Farm Site
LOGO
Stantec
MAP SCALE
N
Scale: 1:100,000
Kilometers
0 1.25 2.5 5
PRINT DATE
25/06/2025
VERSION
1.0
TITLE
FIGURE TRANSPORT - 5
LOCAL ROADS AFFECTED BY TRANSPORT TO THE WIND FARM PROJECT

Appendix B Summary of Pavement Condition

Appendix C Title

Stantec

Stantec is a global leader in sustainable engineering, architecture, and environmental consulting. The diverse perspectives of our partners and interested parties drive us to think beyond what's previously been done on critical issues like climate change, digital transformation, and future-proofing our cities and infrastructure. We innovate at the intersection of community, creativity, and client relationships to advance communities everywhere, so that together we can redefine what's possible.

Stantec New Zealand
Level 3, 2 Hazeldean Road
Addington, Christchurch 8024
NEW ZEALAND
Mail to: PO Box 13052, Christchurch 8140
stantec.com