

18 February 2026

Mackenzie District Council
c/- Core Planning & Property

Novo Group Limited
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Attention: Nick Boyes

By email: [REDACTED]

Dear Nick,

THE POINT SOLAR FARM [FTAA-2508-1100] TRANSPORT REVIEW

1. My name is Nicholas Peter Fuller and I have been engaged by Mackenzie District Council to review and comment on the transport effects of the above Fast-Track application. I am a Principal Transport Engineer with Novo Group Ltd and my qualifications are included as **Attachment 1**.
2. Although this is not an Environment Court Hearing, I have read the Code of Conduct for Expert Witnesses (contained in the Environment Court Practice Note 2023) and agree to comply with it. Except where I state I rely on the evidence of another person, I confirm that the issues addressed in this statement of evidence are within my area of expertise, and I have not omitted to consider material facts known to me that might alter or detract from my expressed opinions.
3. The documents I have reviewed are:
 - a. Transport components of the *Substantive Application for a Listed Project under the Fast Track Approvals Act 2024 for The Point Solar Farm* prepared by Williamson Water and Land Advisory and dated 25 August 2025;
 - b. The proposed Conditions (dated 5 February 2026);
 - c. The Subdivision Plan by Pattersons (Appendix N of the Application);
 - d. *Transport Impact and Construction: Traffic Management Plan* by Renewable Energy Group dated 28 January 2026), referred to as the TIA in the remainder of this letter; and
 - e. The Transport chapter of the Mackenzie District Plan.

Summary

4. I agree with the statement in the TIA that the traffic associated with the routine operation and maintenance of the project will be very low. I also agree that the focus of the assessment should be on the transport effects associated with the construction phase of the project and that these effects can be managed with an appropriate Construction Traffic Management Plan (CTMP).



5. The TIA satisfactorily assesses the construction traffic effects of the proposed activity, although I note that many of the recommendations made in that report are not included in the proposed conditions. These matters can be addressed in a CTMP, which I consider would need to be certified by Mackenzie District Council to ensure it meets the intended purpose.
6. Given the above, I have primarily sought to ensure that the proposed conditions adequately represent the recommendations set out in the TIA and that these conditions will lead to acceptable (and less than minor) transport effects. My suggested amendments to the conditions are included in **Attachment 2**.
7. The Application and TIA lacked details on the transport elements of the activity during the operation and maintenance stages of the project. I have undertaken an assessment of the likely non-compliances and concluded that these effects are anticipated to be less than minor, or else covered by conditions to achieve compliance.

Review

8. I have reviewed the TIA and generally agree with the findings, in particular the focus being on the construction phase of the project as this is when the more notable traffic effects are expected to occur.
9. The following sets out my suggested conditions relating to the information included in the TIA, as well as amending the draft conditions proposed by the Applicant. A summary of suggested conditions and amendments is provided in **Attachment 2**.

Management Plans

Naming & Certification

10. Table 1 in Condition 1 proposed by the Applicant includes a list of Management Plans to manage effects associated with the proposed development (including construction effects). The second to last plan is referred to as a Traffic Management Plan (TMP), with Mackenzie District Council providing the certification of that plan.
11. I am satisfied with this general approach, although I consider that the name of this plan should be changed to a Construction Traffic Management Plan. This is to make it distinct from any Temporary Traffic Management Plans (TTMP) that may be required by the NZ Transport Agency in relation to the State Highway 8 (SH8) access. Those TTMPs would need to be certified by the NZ Transport Agency as road controlling authority for SH8.
12. I have also suggested amending this wording where it covers conditions 81 and 82 to make it distinct from the Deconstruction Traffic Management Plan (conditions 83 and 84).

Construction Traffic Management Plan Provisions

13. The TIA identifies the following as being required to be included in the CTMP as a minimum:
 - a. Approved construction routes and delivery management measures;
 - b. Scheduling of deliveries within construction hours, and where practicable outside workforce peak arrival/departure periods;



- c. Driver induction requirements including:
 - i. speed management on unsealed and narrow sections
 - ii. safe passing protocols
 - iii. courtesy and safety for other rural road users (farm vehicles, cyclists, pedestrians)
 - d. Temporary warning signage (e.g., “Construction Traffic”, “Trucks Turning”, “Trucks Crossing”) at key locations
 - e. Provisions for over-dimension / overweight movements, including permits and escort requirements where necessary
 - f. Incident and complaint response procedure (including a project contact number if required)
 - g. Emergency access provisions
 - h. Road condition monitoring and trigger points for maintenance / repair
14. I agree with the inclusion of these measures in the CTMP and consider that these should be reflected in the conditions for the ease of reference for those preparing and certifying the CTMP.
15. Again, I note that provision of signage on SH8 (such as that suggested in clause d) would require the approval of the NZ Transport Agency as road controlling authority. That said, this could occur through the standard TTMP processes.

Traffic Generation

16. The heavy vehicle traffic generation during the construction phase has been estimated in the TIA as being a maximum of 30 movements per day (15 arrivals plus 15 departures). The Applicant’s wording of Condition 81 reflects this wording as *30 heavy vehicle trips (in and out)*, which I consider may lead to ambiguity as to whether this is 30 arrivals plus 30 departures. I have suggested changing the wording of this condition to *no more than 30 heavy vehicle trips per day, where a trip is either to or from the Site* to provide clarity.

Vehicle Access

17. Although vehicle crossing details were provided in the TIA that set out the access to the public roads network¹, only high-level details were provided regarding the access leading to / from the site through private land. It is stated that the final design of the access will be confirmed at detailed design stage and Condition
18. The TIA suggests that the access will be 4m wide, which is only sufficient to accommodate one-way traffic. Staff travel to / from the site will typically be tidal (i.e. predominantly arrivals in the morning and departures in the afternoon / evening) and the heavy vehicle generation is reasonably low. That said, there may be times when opposing vehicles meet on the access and the conflict will need to be resolved. As such,

¹ The access design to SH8 is under the jurisdiction of the NZ Transport Agency and I have no authority to comment on their behalf. As such, I do not discuss this access arrangement other than where it may affect the access through private property.



I have suggested condition 82.B that requires details of the access to be certified by Council prior to construction of the access commencing. The details required include:

- a. Confirmation sufficient passing space and gate setbacks are provided at the SH8 end of the access to avoid queuing onto the state highway;
- b. Confirmation of the length of sealed access to be provided to avoid material being deposited on SH8;
- c. Confirmation that the width of access (including widening at bends if required) is sufficient to accommodate the anticipated construction vehicles;
- d. Location and design of passing areas, plus confirmation that adequate forward visibility is available between passing areas (including around bends) so drivers can determine whether to proceed or wait to avoid conflict;
- e. Any signage (temporary or otherwise) proposed on the access to clarify who has priority when vehicle conflicts arise; and
- f. Details of other signage (temporary or otherwise) to manage vehicle speeds and provide warning of hazards, such as the water-race culvert.

19. I assume that this access will remain in place to service the activity for the duration of its lifetime. That said, I have included the need for details of the access arrangement during the operational / maintenance stages of the project to be provided as part of the certification.

Loading & Parking

Loading

20. The TIA states that all loading will occur within the Site, which I consider is likely given the distance between the Site and the public road network. The Applicant proposed two draft conditions that address loading, as follows:
 - a. Condition 76: All loading and unloading of trucks with excavation or fill material must be carried out within the Site; and
 - b. Condition 81 clause b: All deliveries (pick up and drop off) are to occur wholly within the site;
21. To avoid ambiguity, I have suggested simplifying this to one condition under Condition 81 clause b, with the following wording:

All loading and unloading is to occur wholly within the site.

Parking

22. The TIA estimates a parking demand for 80 staff vehicles, based on an anticipated car occupancy of 2.5 people per vehicle. I have recommended a condition that seeks to ensure a suitably sized car parking area is provided to accommodate these vehicles (condition 82.C).
23. The TIA also recommends that, where practicable, the contractor undertakes measures to reduce private vehicle travel. These measures include:
 - a. carpooling incentives;



- b. shuttle transport from local accommodation hubs; and
 - c. staggered start/finish timing if needed to reduce concentrated movements.
24. I accept that implementation of these measures is dependent on a variety of factors and that it may not always be practicable to implement these recommendations. That said, I consider there is benefit in providing these measures if possible, to minimise the effects of staff travel during the construction phase and have also included this as suggested condition 82.C.

Transport Non-Compliances Sought

25. The Application has not sought consent for any transport non-compliances with the Mackenzie District Plan. Consent would not typically be sought for the construction arrangements of site access, parking and loading. However, there may be a need for Resource Consent approvals associated with the operation of the activity. That said, transport details of the final development have not been included.
26. **Attachment 3** sets out the transport rules of the Mackenzie District Plan and comments on whether I anticipate the activity would likely comply with these requirements. In summary, the following non-compliances are anticipated:
- a. **TRAN-R4: Vehicle Accessway:** The access is required to have a minimum legal width of 6.5m (10m minimum is proposed), carriageway width of 5m minimum (4m proposed), turning areas are required (may not be proposed) and passing bays are required (not currently proposed);
 - b. **TRAN-R6: Parking, Manoeuvring, and Loading Areas Associated with a Non-Residential Activity**
 - i. **TRAN-S1: Minimum Parking Space Requirements:** The closest activity in the District Plan parking requirements table to the proposal is Industrial activity. This requires 2 spaces per 100m² workshop area plus 1 space per 100m² storage space. There will be control room buildings at the site, although the GFA of these is unknown. Therefore, there may be a car parking requirement for the activity;
 - ii. **TRAN-S7: Surface and Drainage of Parking and Loading Areas:** The surface of parking and loading areas is anticipated to be metalled, although details of drainage are unknown;
 - iii. **TRAN-S8: Landscaping:** The landscaping around car parking areas may not comply with the District Plan requirements.
 - c. **TRAN-R7: The Development of a New, or Expansion of an Existing Activity that Generates Equivalent Car Movements that Meet or Exceed the Thresholds Outlined in TRAN-Table 1:** There is potential that the existing site that uses the proposed access location exceeds this threshold and an assessment is required.
27. The following sections provide a brief assessment of the potential effects from the above non-compliances.

Accessway Arrangements

28. Figure 3.8 of the TIA indicates that the access will have a carriageway width of 4m, whereas the District Plan requires a carriageway of 5m width. I am satisfied that a 4m carriageway will satisfactorily accommodate one-way traffic on a reasonably straight



alignment. However, additional width may be required at bends to accommodate the tracking of large vehicles turning. I have requested that confirmation sufficient access width is provided (including at bends) as part of Condition 82.B and consider this can adequately address this matter during detailed design. Similarly, I have requested that confirmation of passing bays be provided during detailed design.

29. With regards to the lack of turning heads, I consider it unlikely that errant drivers will travel the access and need to turn at the ends. The sites illustrated on the subdivision plan are sufficiently large that I would expect vehicles to be able to turn on-site. I also consider it highly unlikely that the lack of a turning facility on the access itself would lead to adverse effects on the public road network. As such, I have not suggested a condition regarding this matter.
30. The Applicant's proposed condition 119 states that the proposed right of ways must be formed in accordance with TRAN-S11, except for the sealing of the accesses. I consider my suggestions to Condition 82.B are still required, given the requirements of the District Plan are not sufficiently specific to lead to acceptable outcomes. For example, there is a requirement for a passing bay to be provided and the access is approximately 4.8km long from the SH8 road boundary to the furthest point. More than one passing bay would be required to provide a satisfactory arrangement.

Parking & Manoeuvring Areas

31. It is possible that the proposed control rooms will trigger a requirement for car parking to be provided at the site. I note that the dimension requirements of car parking in the District Plan are not applicable to the General Rural Zone, so there are no minimum dimensions to be met. Given the size of the site, I would expect there to be more than sufficient space to accommodate the low number of vehicles parking associated with the operation and maintenance of the solar farm. Not formally identifying these spaces is consistent with my experience of other rural activities, such as quarries.
32. No details of the surfacing for the parking areas are provided, although I would expect there to be ample metalled surface to accommodate this. Ultimately, I would not anticipate that the surface of the car park would lead to people parking off-site given the geographic scale of the site.
33. I note that (if parking areas are proposed) the landscaping requirements of the District Plan may not be met. I consider this is best assessed by others and note there is a landscape assessment provided with the Application material.

High Trip Generator

34. My interpretation of the High Trip Generator rule is that it encompasses existing activities that may be using the access. Therefore, there is potential that the accumulation of these activities plus the traffic generated by the operational solar farm triggers a non-compliance against this rule.
35. The traffic generation of the solar farm during the operational and maintenance stages will typically be very low. Traffic associated with the existing activities is already occurring and I consider that the inclusion of this small amount of additional traffic would not lead to noticeable adverse transport effects.



Transport Non-Compliance Summary

36. I have identified there may be non-compliances with TRAN-R4, R6 and R7 with the operation and maintenance stage of the proposal, although insufficient information is provided with the Application to confirm this. However, I consider that the anticipated effects of these non-compliances are acceptable or have included conditions to ensure these matters are addressed at a later stage (with certification required by Mackenzie District Council).

Conclusion

37. Subject to adopting my suggested amendments to the conditions (or wording with similar intent), I consider the transport effects of the proposed activity would be acceptable and less than minor during the construction stage. The effects will also be less than minor during typical operation of the activity.
38. I trust this letter satisfactorily sets out my review of the transport effects of the proposal and suggested amendments to the conditions. However, please feel free to contact the undersigned if you have any queries regarding this.

Yours sincerely,

Novo Group Limited

Nick Fuller

Principal Transport Engineer

D: [REDACTED]

E: [REDACTED] | W: www.novogroup.co.nz

0012-003 - The Point - TL001



Attachment 1: Author's Experience



Nick Fuller

Nick Fuller is a Principal Transport Engineer with over two decades of experience in traffic and transportation engineering across New Zealand, the United Kingdom, Australia, and the Pacific Islands. He specialises in land development projects and has a strong background in providing transport advice to developers, as well as the New Zealand Transport Agency and local authorities in Christchurch and Auckland. Nick's expertise includes Integrated Transport Assessments, concept intersection layouts, and Road Safety Audits.

Throughout his career, Nick has worked on numerous significant land use development and Plan Change applications, providing expert transport advice and assessments. Some of the notable recent projects include:

- i. New Dunedin Hospital: The relocation of the Inpatient and Outpatient facilities for the Dunedin Hospital. This included consideration of construction traffic effects as well as the fully opened Hospital;
- ii. West of Rolleston Residential Plan Changes: Rural to Residential rezoning to permit 3,770 dwellings plus associated local commercial centres to the west of Rolleston;
- iii. TIGA Minerals: Establishing and operating a mineral extraction site on the West Coast north of Barrytown. This activity is predicted to generate 50 heavy vehicle movements pre day and included a range of Transport Management measures to mitigate the potential effects;
- iv. Lincoln South Plan Change: 1,710 dwellings plus associated commercial centres to the south of Lincoln, Selwyn; and
- v. iPort Extension Plan Change: Rezoning of 27Ha of Rural land to permit Industrial purposes to the north of Rolleston

Nick has provided Transport Assessments for a range of subdivisions, including industrial and residential developments. He has also completed training in Safe Systems Assessments and is a Road Safety Auditor and regularly undertakes Road Safety Audits for subdivisions.

Nick also has experience of providing Integrated Transport Assessments through the Fast Track process. Notably, he led the transport advice and prepared the Integrated Transport Assessments for the New Dunedin Hospital.



Attachment 2: Suggested Amendments to Conditions

Applicant's Condition

Recommended Amendments

Condition 1, Table 1:

Traffic Management Plan (TMP)	Mackenzie District Council	XX	30 working days before commencement of physical works on Site.
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Construction works

74. All pre-construction activities are to be undertaken in accordance with the certified CMP, TMP, and CNMP.
75. The Consent Holder must ensure that any debris tracked onto adjacent roads from construction traffic is cleared from the carriageway immediately.
76. All loading and unloading of trucks with excavation or fill material must be carried out within the Site.

Traffic Management Plan

81. No less than 30 working days before the commencement of physical works on Site, the Consent Holder shall prepare and submit to the Mackenzie District Council for certification a TMP. The purpose of the TMP is to provide measures to avoid, remedy or mitigate any potential or actual traffic effects associated with the construction or commissioning of the Solar Farm, including the following:
- No more than 30 heavy vehicle trips (in and out) per day;
 - All deliveries (pick up and drop off) are to occur wholly within the site;
 - Methods to ensure that the appropriate erosion and sediment control measures are in place to avoid, remedy, or mitigate the potential effects of sediment runoff associated with the construction or commissioning of the works; and
 - Adjacent landowner and occupier liaison during the construction stage.

82. Prior the commencement of physical works on Site, the Consent Holder must submit to Mackenzie District Council correspondence from the New Zealand Transport Agency confirming that the TMP in Condition X is acceptable.

Condition 1, Table 1:

Construction Traffic Management Plan (C TMP)	Mackenzie District Council	XX	30 working days before commencement of physical works on Site.
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Construction works

74. All pre-construction activities are to be undertaken in accordance with the certified CMP, **C**TMP, and CNMP.
75. The Consent Holder must ensure that any debris tracked onto adjacent roads from construction traffic is cleared from the carriageway immediately.
- ~~76. All loading and unloading of trucks with excavation or fill material must be carried out within the Site.~~

Construction Traffic Management Plan

81. No less than 30 working days before the commencement of physical works on Site, the Consent Holder shall prepare and submit to the Mackenzie District Council for certification a **C**TMP. The purpose of the **C**TMP is to provide measures to avoid, remedy or mitigate any potential or actual traffic effects associated with the construction or commissioning of the Solar Farm, including the following:
- No more than 30 heavy vehicle trips ~~(in and out)~~ per day, **where a trip is either to or from the Site;**
 - All deliveries (pick up and drop off) are loading and unloading is to occur wholly within the site;**
 - Methods to ensure that the appropriate erosion and sediment control measures are in place to avoid, remedy, or mitigate the potential effects of sediment runoff associated with the construction or commissioning of the works; and
 - Adjacent landowner and occupier liaison during the construction stage.

82. Prior the commencement of physical works on Site, the Consent Holder must submit to Mackenzie District Council correspondence from the New Zealand Transport Agency confirming that the TMP in Condition X is acceptable.



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82.A As a minimum, the CTMP is to provide the following information:

- a. Approved construction routes and delivery management measures;**
- b. Scheduling of deliveries within construction hours, and where practicable outside workforce peak arrival/departure periods;**
- c. Driver induction requirements including:**
 - i. speed management on unsealed and narrow sections**
 - ii. safe passing protocols**
 - iii. courtesy and safety for other rural road users (farm vehicles, cyclists, pedestrians)**
- d. Temporary warning signage (e.g., “Construction Traffic”, “Trucks Turning”, “Trucks Crossing”) at key locations**
- e. Provisions for over-dimension / overweight movements, including permits and escort requirements where necessary**
- f. Incident and complaint response procedure (including a project contact number if required)**
- g. Emergency access provisions**
- h. Road condition monitoring and trigger points for maintenance / repair**

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82.B Prior to commencement of construction of the access, detailed design plans shall be submitted to and certified by Mackenzie District Council. The design details shall demonstrate the following:

- a. Confirmation that sufficient passing space and gate setbacks are provided at the State Highway 8 end of the access to ensure vehicles do not queue onto the state highway.**
- b. Confirmation of the length of sealed access to be provided, sufficient to avoid the deposition of loose material onto State Highway 8.**
- c. Confirmation that the access width, including any required widening on bends, is sufficient to safely accommodate the anticipated construction vehicles.**
- d. Details of the access formation to confirm it is suitable to accommodate the anticipated traffic volumes and loading to an all-weather standard;**
- d. Details of the location and design of passing areas, together with confirmation that adequate forward visibility is available between passing areas (including around**



bends) to enable drivers to determine whether to proceed or wait, thereby avoiding vehicle conflicts.

e. Details of any signage (temporary or permanent) proposed along the access to clarify priority where vehicle conflicts may arise.

f. Details of any additional signage (temporary or permanent) proposed to manage vehicle speeds and provide warning of hazards, including the water-race culvert.

g. Details of any changes proposed to the access arrangement once construction is complete and the access is serving the operational solar farm for maintenance purposes.

The access shall be constructed and maintained in accordance with the certified plans.

82.C Construction Traffic, Parking and Travel Demand Management

Prior to the commencement of any construction works on the site, the Consent Holder shall submit information to Mackenzie District Council for certification that demonstrates the following matters have been adequately provided for:

Construction worker parking:

Sufficient area has been provided within the site (or at an alternative approved location) to accommodate the parking of a minimum of 80 private vehicles associated with construction activities.

Loading and servicing:

Sufficient area has been provided to accommodate the anticipated loading and unloading demands associated with construction activities.

The layout of loading, unloading and manoeuvring areas enables all construction-related vehicles to enter and exit the site in a forward direction at all times.

Measures to minimise private vehicle travel:

The Consent Holder has identified and committed to practicable measures to minimise private vehicle travel to and from the site during the construction period, including (but not limited to):

- a. Car-pooling incentives, such as ride-share arrangements or other mechanisms, to encourage shared vehicle trips.
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- b. Shuttle bus or shared transport services operating between the site and identified local accommodation hubs where construction staff are anticipated to be accommodated.
 - c. Staggered construction start and finish times, where required, to reduce concentrated vehicle movements during peak periods.

Construction works shall not commence until the above matters have been certified in writing by Mackenzie District Council, and the certified measures shall be implemented and maintained for the duration of the construction period.

Deconstruction Traffic Management Plan

83. No less than 3 months prior to the commencement of decommissioning of the Solar Farm, the Consent Holder must prepare and submit to Mackenzie District Deconstruction Traffic Management Plan Council for certification a DTMP. The purpose of the DTMP is to provide a framework to be adopted by the Consent Holder to avoid, remedy or mitigate any actual or potential adverse traffic effects associated with the decommissioning of the Solar Farm.

84. Prior to decommissioning of the Solar Farm commencing on Site, the Consent Holder must submit to Mackenzie District Council correspondence from the New Zealand Transport Agency confirming that the DTMP is acceptable.

Deconstruction Traffic Management Plan

83. No less than 3 months prior to the commencement of decommissioning of the Solar Farm, the Consent Holder must prepare and submit to Mackenzie District Deconstruction Traffic Management Plan Council for certification a DTMP. The purpose of the DTMP is to provide a framework to be adopted by the Consent Holder to avoid, remedy or mitigate any actual or potential adverse traffic effects associated with the decommissioning of the Solar Farm.

84. Prior to decommissioning of the Solar Farm commencing on Site, the Consent Holder must submit to Mackenzie District Council correspondence from the New Zealand Transport Agency confirming that the DTMP is acceptable.

Attachment 3: Mackenzie District Plan Transport Compliance

District Plan Rule**Compliance Assessment****TRAN-R1: Development, Operation, Maintenance, Repair, Upgrade or Replacement of Land Transport Infrastructure Within a Land Transport Corridor**

Activity Status: PER

Not Applicable

Where:

1. They are undertaken by, or on behalf of, a road controlling authority; or
2. They are undertaken in accordance with an approved subdivision or land use consent.

And the activity complies with the following standards:

TRAN-S12 Road Design Requirements

TRAN-R2: Land Transport Infrastructure Not Within a Land Transport Corridor

Activity Status: PER

Not Applicable

Where:

1. It is established in accordance with an approved subdivision or land use consent.

Where this activity complies with the following standards:

TRAN-S12 Road Design Requirements

TRAN-S13 Intersection Separation Distances

TRAN-R3: Vehicle Crossing

Activity Status: PER

Complies, as set out below

Where the activity complies with the following standards:

TRAN-S9 Vehicle Crossing Design

TRAN-S10 Siting of Vehicle Crossings

TRAN-S9: Vehicle Crossing Design

1. Any vehicle crossing shall comply with the following:
 - a. for any site fronting a State Highway/Arterial Road that also has frontage to a Local Road, all vehicle access to the site (providing for either ingress or egress) must be provided to the Local Road; and

The site only fronts a State highway.

Tran Table 7 permits an access width of between 4m and 9m, which is assumed to be complied with.



- b. TRAN-Table 7; and
- c. TRAN-Figure 3 where the vehicle crossing provides access to a residential unit on a:
 - i. Local Road; or
 - ii. Any road where the speed limit is less than 70km/hr; or
 - iii. Where kerb and channel is not provided for; or
- d. TRAN-Figure 4 where the vehicle crossing is located on a State Highway/Arterial Road and where the posted speed limit is greater than 70km/hr and:
 - i. there is an average of one or fewer heavy vehicle movements per week; and
 - ii. there is an average of 50 or fewer vehicle movements per day; or
- e. TRAN-Figure 5 where the vehicle crossing is located on a State Highway/Arterial Road and where the posted speed limit is greater than 70km/hr and:
 - i. there is an average of more than one heavy vehicle movement per week; or
 - ii. there is an average of no more than 100 vehicle movements per day.

The TIA states that the access will comply with NZ Transport Agency Diagram E access arrangements. This is consistent with TRAN-Figure 5 and provides a 6m wide access.

It is assumed there is an average of no more than 100 vehicle movements per day (including existing farm vehicles) using the access once construction of the solar farm is complete.

TRAN-S10: Siting of Vehicle Crossings

- 1. Vehicle crossing(s) shall:
 - Comply with TRAN-Table 8 as illustrated in TRAN-Figure 6.
 - Comply with TRAN-Table 9 as illustrated in TRAN-Figure 7.

The access is required to be further than 200m from an adjacent intersection and the proposal complies.

The TIA states that the 282m required sight distance is achieved.

TRAN-R4: Vehicle Accessway

Activity Status: PER

Where this activity complies with the following standards:

TRAN-S11 Vehicle Accessways

TRAN-S11: Vehicle Accessways

- 1. Accessway(s) shall:
 - a. be formed to comply with the design requirements listed in TRAN-Table 10 and illustrated in TRAN-Figure 8; and
 - b. have a minimum height clearance of 4.5m.
- 2. Formed accessway widths are no greater than the maximum carriageway width listed in TRAN-Table 10.

The subdivision plan indicates there will be four Lots created, plus there is an existing Lot. The access will also be longer than 50m. **As such, the access is required to have a legal width of 6.5m (10m minimum is proposed), carriageway width of 5m minimum (4m proposed), turning areas are required (may not be proposed) and passing bays are required (not currently proposed).**

No height obstructions are anticipated.



3. Every accessway serving more than two sites are formed and sealed.
4. Where access is shared to more than six sites this shall be via a road.

The access may not be sealed for the full length.

TRAN-R5: Parking, Manoeuvring, and Loading Areas Associated with a Residential Activity

Activity Status: PER

Not applicable to the proposed activity.

Where this activity complies with the following standards:

TRAN-S1 Minimum Parking Space Requirements

TRAN-S2 Size of Parking Spaces

TRAN-S4 Reverse Manoeuvring

TRAN-S7 Surface and Drainage of Parking and Loading Areas

TRAN-S8 Landscaping

TRAN-R6: Parking, Manoeuvring, and Loading Areas Associated with a Non-Residential Activity

Activity Status: PER

May not comply with TRAN-S1, TRAN-S7 and TRAN-S8

Where the activity complies with the following standards:

TRAN-S1 Minimum Parking Space Requirements

TRAN-S2 Size of Parking Spaces

TRAN-S3 Mobility Parking Requirement

TRAN-S4 Reverse Manoeuvring

TRAN-S5 Queuing

TRAN-S6 Loading Areas

TRAN-S7 Surface and Drainage of Parking and Loading Areas

TRAN-S8 Landscaping

TRAN-S14 Cycle Parking

TRAN-S1: Minimum Parking Space Requirements

1. On-site car parking spaces are to be provided with the minimum number of parking spaces as outlined in TRAN-Table 3.

The closest activity in the District Plan parking requirements table to the proposal is Industrial activity. This requires 2 spaces per 100m² workshop area plus 1 space per



	<u>100m² storage space. There will be control room buildings at the site, although the GFA of these is unknown. Therefore, there may be a car parking requirement for the activity.</u>
TRAN-S2: Size of Parking Spaces	
Not applicable in the General Rural Zone.	-
TRAN-S3: Mobility Parking Requirement	
Not applicable in the General Rural Zone.	-
TRAN-S4: Reverse Manoeuvring	
1. All activities shall provide for sufficient on-site manoeuvring to ensure that no reversing is needed: <ol style="list-style-type: none">Onto or off a State Highway/Arterial Road;To a Collector Road where three or more vehicle parking spaces are required; orTo a vehicle accessway that provides for six or more parking spaces.	Anticipated to comply.
TRAN-S5: Queuing	
1. On-site queuing spaces shall be provided for all vehicles entering a parking area or loading area in accordance with TRAN-Table 6 – Queuing Space Requirements.	The number of car parking spaces on the wider site served by the access to SH8 is unknown. However, we have proposed a condition to ensure sufficient queue space is provided to meet the practical needs.
TRAN-S6: Loading Areas	
Not applicable in the General Rural Zone.	-
TRAN-S7: Surface and Drainage of Parking and Loading Areas	
3. For sites with less than four on-site vehicle parking spaces: <ol style="list-style-type: none">The surface must be formed to an all weather standard; andThe area over which vehicles obtain access to the parking area must be metaled or sealed and drained from the vehicle access point for 5.5m into the site.	<u>The surface of parking and loading areas is anticipated to be metalled, although details of drainage are unknown.</u>



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4. For sites with four or more on-site vehicle parking spaces, the surface must be metaled or sealed and drained.
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TRAN-S8: Landscaping

1. For sites containing five or more car parking spaces for non-residential activity a landscaping strip must be provided within or immediately adjacent to the parking area with a minimum width or diameter of 1.5m; and **May not comply, but best assessed by others.**
2. The landscaping strip must contain a combination of trees, shrubs, and groundcover; and
3. Landscaping must be maintained so as to not obscure visibility or impede the movement of vehicles, cycles, or pedestrians.
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TRAN-S14: Cycle Parking

Not applicable in the General Rural Zone.

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TRAN-R7: The Development of a New, or Expansion of an Existing Activity that Generates Equivalent Car Movements that Meet or Exceed the Thresholds Outlined in TRAN-Table 1

Activity Status: RDIS

Where:

An Integrated Transport Assessment has been prepared in accordance with TRAN-Table 2.

A full ITA is required where an activity generates greater than 100 equivalent car movements per day to a strategic road. My interpretation of this is that it includes existing activities on the site. I also note that equivalent car movements are calculated as follows:

1 car to and from the site = two car movements.

1 truck to and from a property = six car movements; and

1 truck and trailer to and from a property = 10 equivalent car movements.

Based on the above, there is potential that the existing site that uses the proposed access location exceeds this threshold and an assessment is required.

TRAN-R8: Electric Vehicle Charging Stations

Activity Status: PER

Not applicable

Where:



The charging station is installed immediately adjacent to an existing, permitted, or consented vehicle parking space located in a road corridor, vehicle depot, garage, parking lot or parking area.
