

Pouarua Water Storage Scheme (PWSS)

Fast-Track Approvals Act Referral Application

Preliminary Construction Traffic Impact Assessment

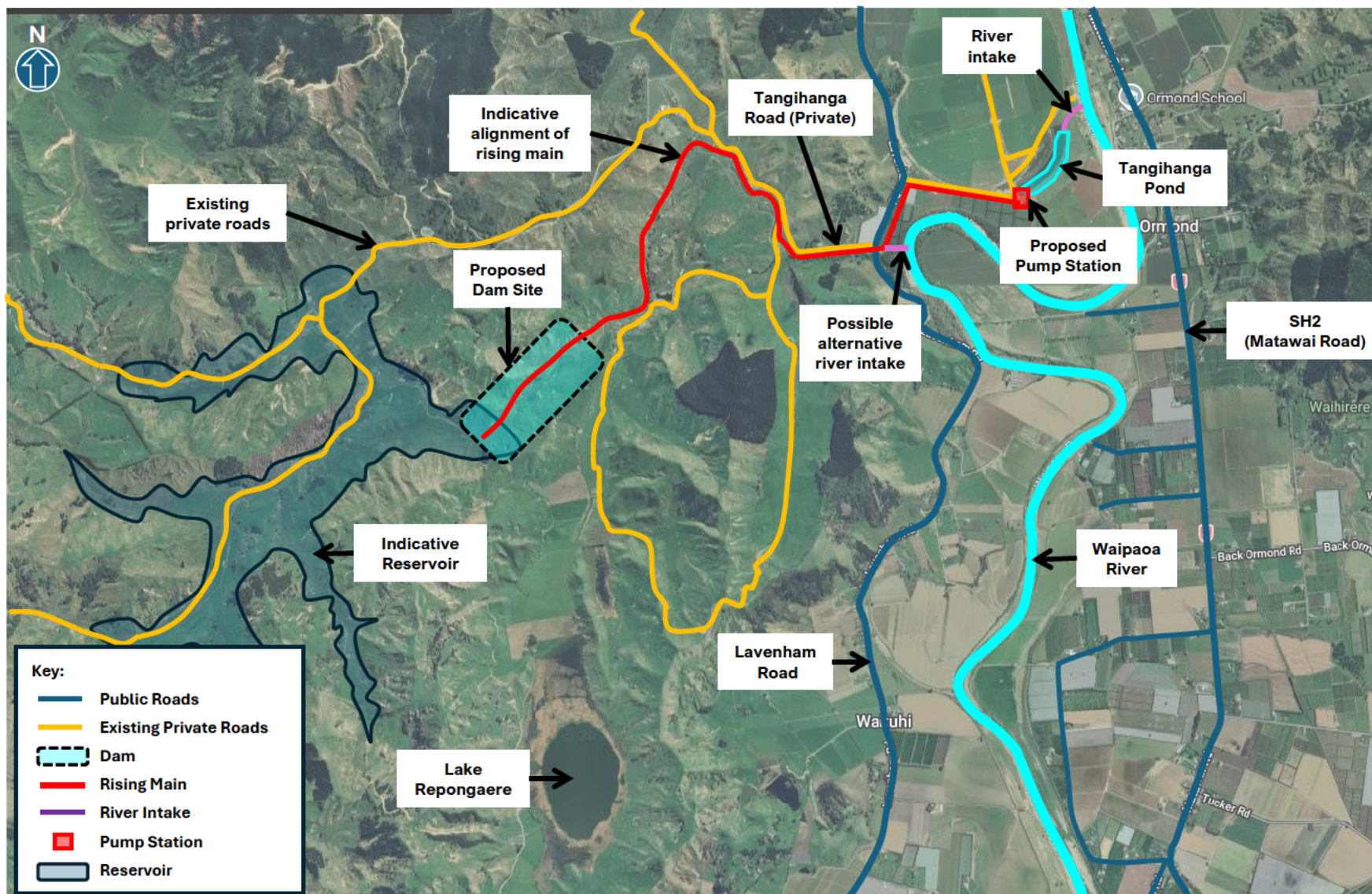


Purpose and Scope

- Supports the Fast-track referral application by providing a preliminary construction traffic assessment for the Pouarua Water Storage Scheme.
- Focuses on likely construction traffic effects only.
- Identifies likely traffic effects, constraints and management themes at a preliminary level.
- More detailed assessment of traffic volumes, routes, access and traffic management would be undertaken at the substantive application stage.

Operational traffic effects are not assessed at this stage

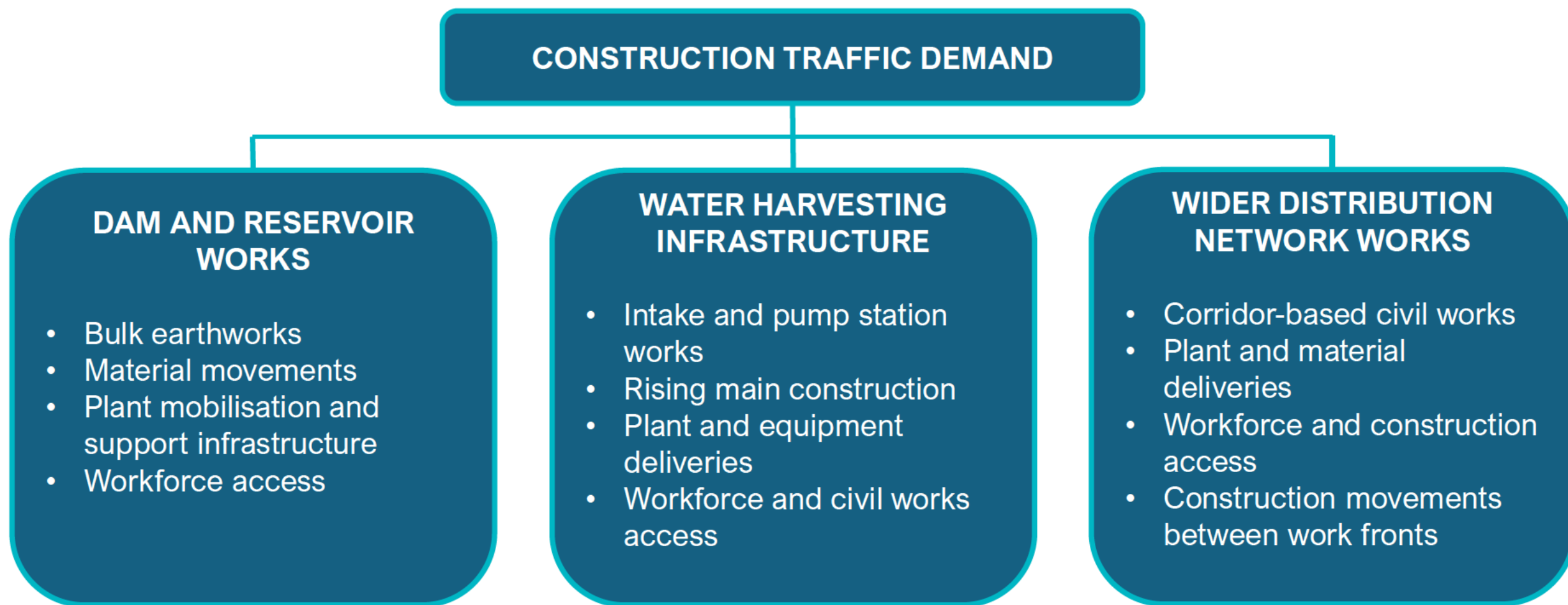
Prepared on the basis of currently available project information, including the Tangihanga Water Storage Scheme proof of concept scoping report and subsequent designer input on likely construction components, access, and material sourcing.



Project Context Relevant to Traffic

- The project extends beyond the Pouarua Dam site and includes the broader water storage scheme area
- The current concept includes a dam and reservoir, water harvesting infrastructure from the Waipaoa River, and a broader distribution network component.
- The current concept also includes associated buildings, utilities and temporary works, including power supply connections, temporary diversions, laydown areas and site offices/buildings.
- These components are likely to generate construction traffic associated with workforce access, plant mobilisation, material haulage, hydraulic structures, buildings and civil works.
- Further detail on construction methodology and staging would be developed at the substantive application stage.

Project Components Relevant to Construction Traffic

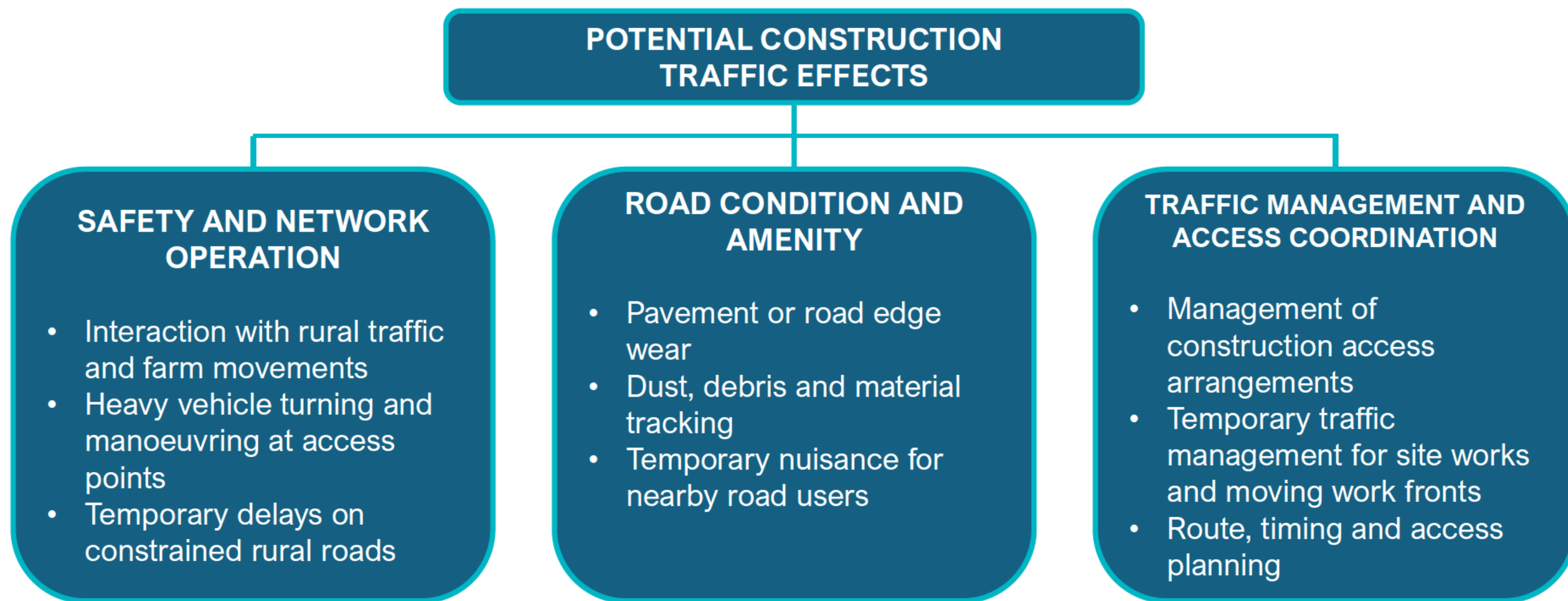


The relative scale and timing of these components would be refined at the substantive application stage.

Construction Access Environment

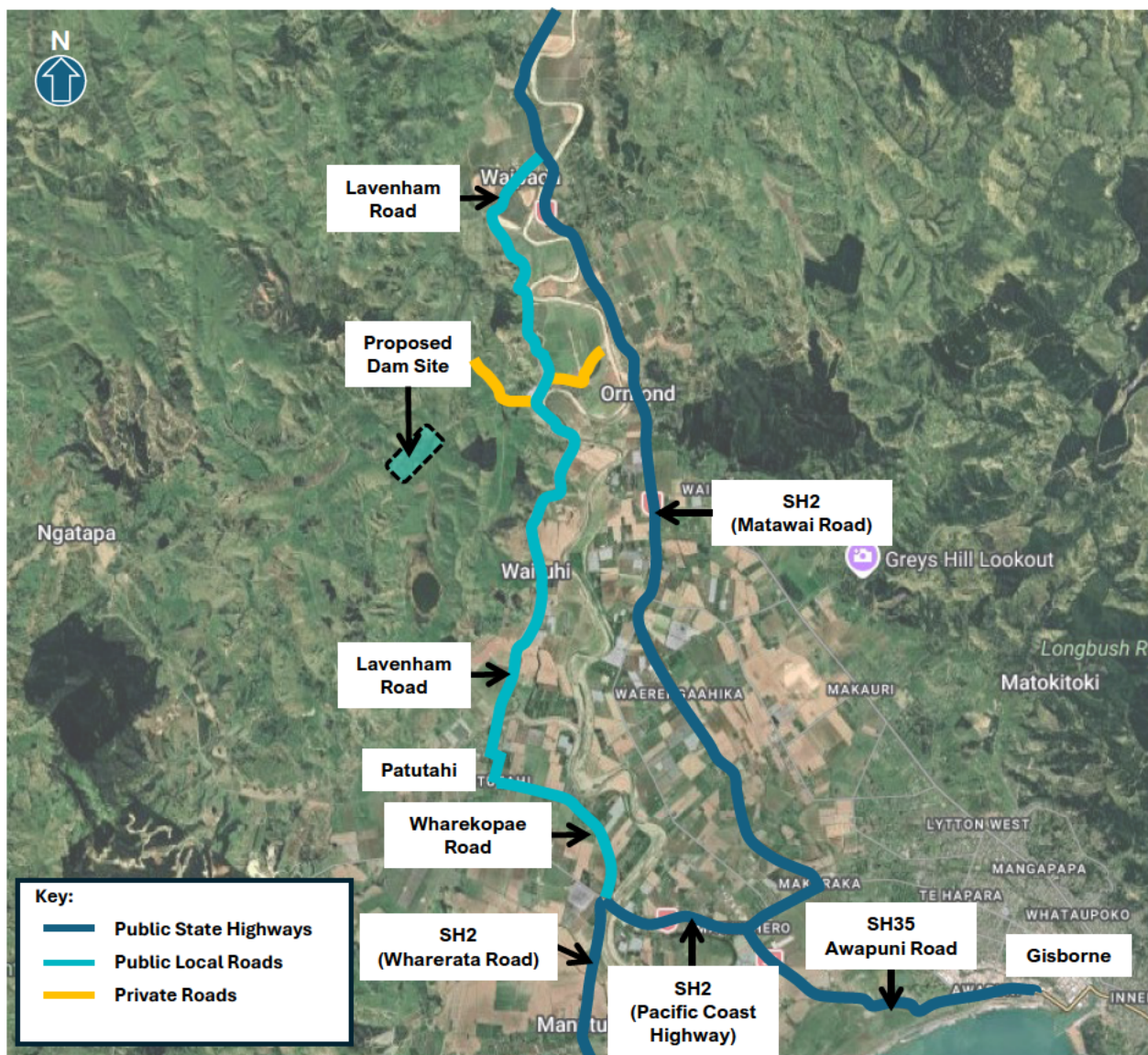
- Construction traffic is expected to access the project through a predominantly rural road environment, including surrounding public roads and existing/private site roads.
- The broader scheme area extends beyond the main dam site, meaning construction traffic may arise across multiple project components and parts of the surrounding road network.
- At this stage, the likely access environment indicates potential interaction with general rural traffic, farm-related movements and other local road users.
- More detailed confirmation of construction routes, access arrangements and any specific constraints would be undertaken at the substantive application stage.

Potential Construction Traffic Effects



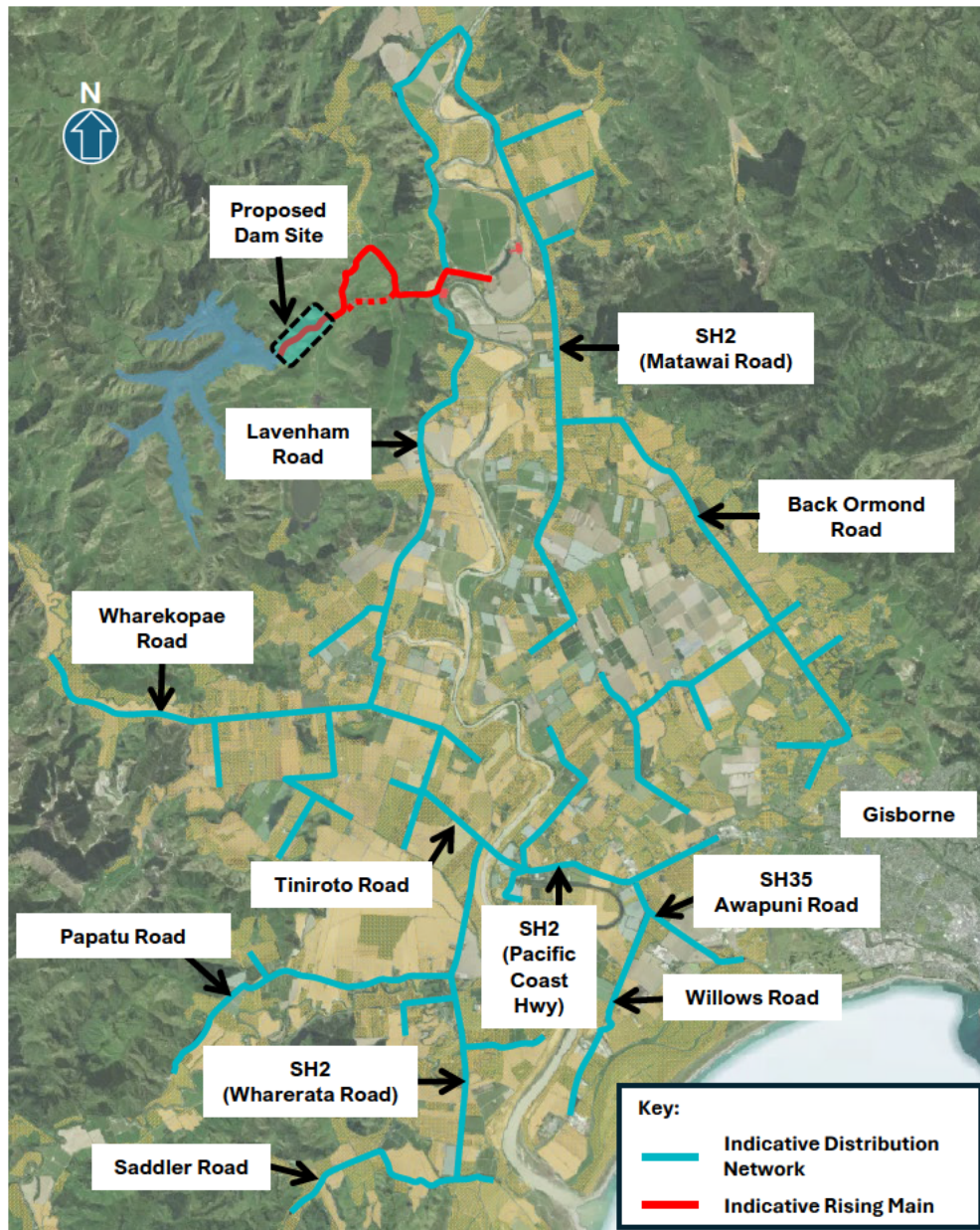
Dam and Water Harvesting Construction Traffic Considerations

- Construction traffic for the main dam site and part of the rising main is likely to rely on Lavenham Road as the direct public road connection to Tangihanga, linking to the wider local and state highway network to the north and south.
- The main construction traffic generators are expected to comprise workforce traffic, plant and equipment access, and material deliveries associated with the dam, hydraulic structures, pump station and rising main.
- The current concept assumes that a substantial proportion of dam construction material would be sourced from within or close to the Tangihanga site, which is expected to materially reduce external haulage movements, although some specialised materials are still likely to be imported in relatively limited quantities.
- An existing network of private unsealed roads within the scheme area is likely to assist with internal construction access, with new or upgraded tracks to the dam site and localised extensions or temporary stream crossings potentially required.
- The surrounding roads generally operate in a low to moderate volume environment, meaning the more relevant incremental effects are likely to relate to heavy vehicle movements, access management, road wear and temporary delays, rather than broader network capacity under normal conditions.



INDICATIVE DAILY TRAFFIC VOLUMES

- Lavenham Road: ~600 vpd
- Wharekopae Road: ~2,300 vpd
- SH2 Matawai Road: ~3,000 vpd
- SH2 Wharerata Road: ~4,000 vpd
- SH2 Pacific Coast Highway: ~6,000 vpd



Distribution Network Construction Traffic Considerations

- The distribution network is currently indicative and is proposed to be located largely within local road and state highway corridors.
- At this stage, the distribution extent is understood to be within approximately 16 km to the south/southeast of the site and approximately 6 km to the northeast.
- The main construction traffic generators are expected to comprise workforce traffic, plant/equipment access and material deliveries associated with corridor-based civil works.
- Because the distribution works are likely to occur in moving work fronts, construction activity at any one location is expected to be temporary and localised rather than fixed over a long duration.
- Similar to the main dam access environment, the affected roads are generally expected to operate in a low to moderate volume environment, so the main incremental effects are likely to relate to temporary traffic management, work-front access, short-term disruption to road users and temporary constraints within affected road corridors.

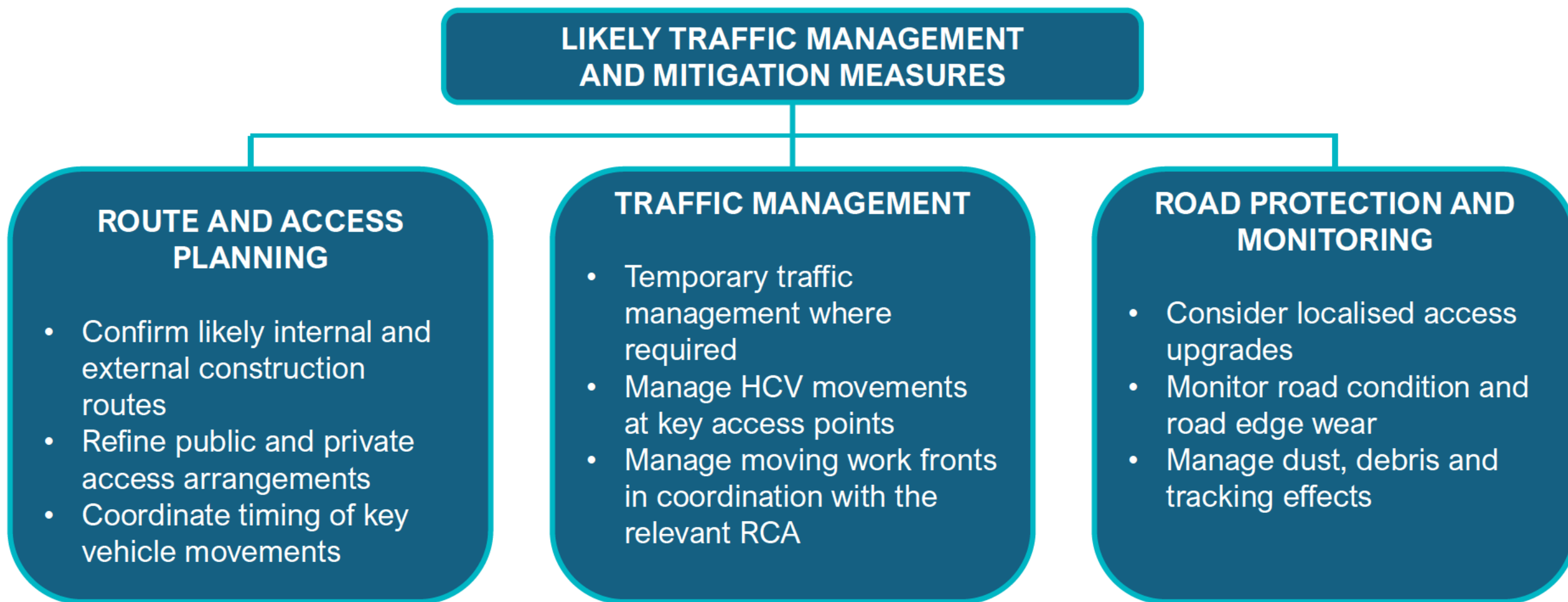
INDICATIVE DAILY TRAFFIC VOLUMES

- Back Ormond Road: ~2,000 vpd
- Tiniroto Road: ~1,400 vpd
- Saddler Road: ~40 vpd
- Willows Road: ~430 vpd
- SH35 Awapuni Road: ~5,500 vpd

Preliminary Findings

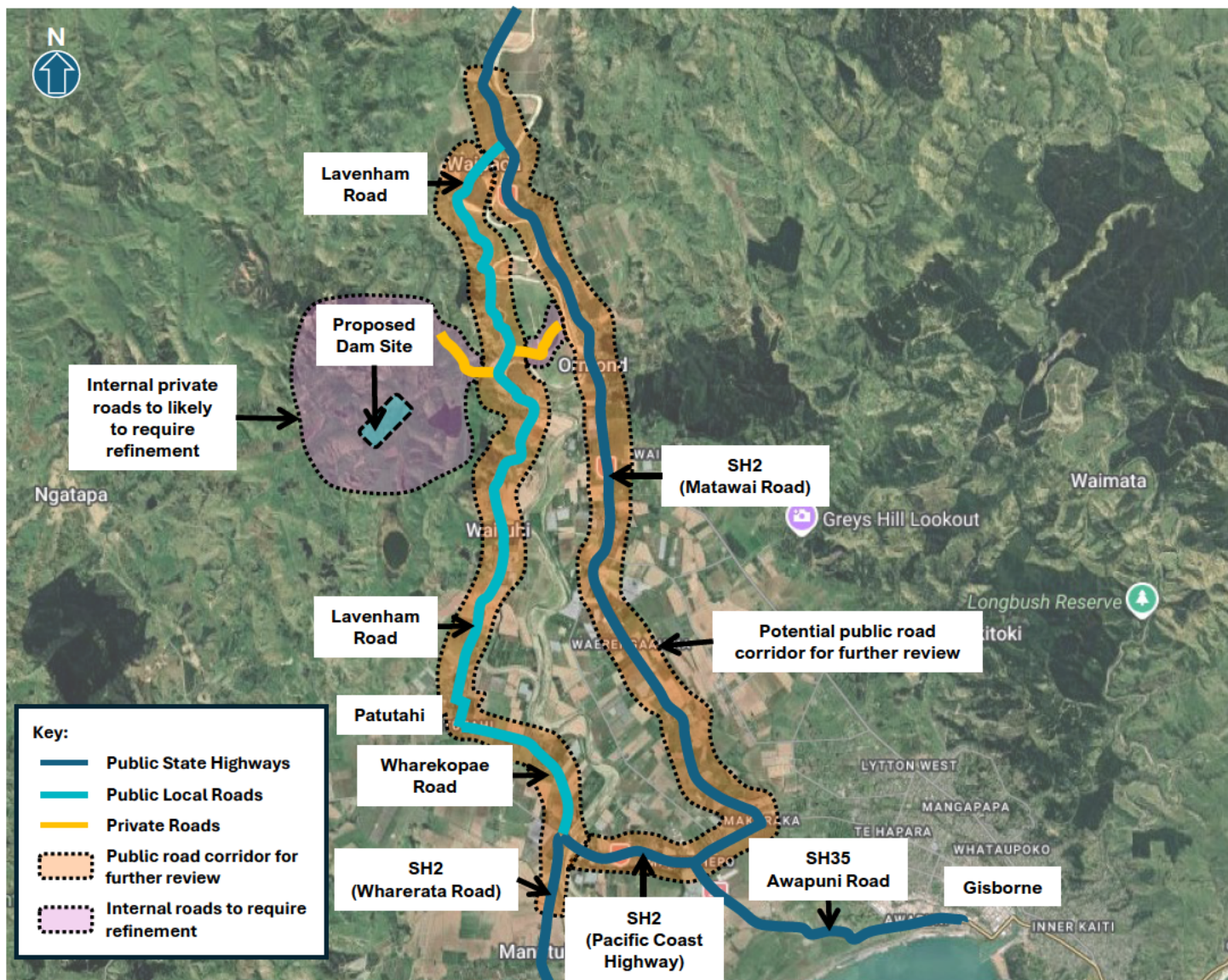
- No transport issue has been identified at this preliminary stage that would preclude the project in principle.
- The likely construction traffic effects identified are expected to be temporary and localised, with the more noticeable effects likely to arise at specific access points, within constrained rural intersections, or during concentrated construction activity.
- For the dam and water harvesting works, the key effects are expected to be driven by workforce traffic, plant/equipment access and material deliveries, with the degree of external effect moderated by the current assumption that a substantial proportion of dam material would be sourced from within or close to Tangihanga.
- For the distribution network, effects at any one location are expected to be short-term and localised due to the moving work front nature of the works.
- With appropriate planning and traffic management measures, the resulting construction traffic effects are expected to be generally minor and manageable, with a more detailed assessment to be undertaken at the substantive application stage.

Preliminary Traffic Management and Mitigation Measures



These themes are preliminary and would be developed further once construction methodology, routes and staging are confirmed.

Route and Access Responses



- Confirm the likely public road routes to be used for major external construction traffic, including the Lavenham Road corridor and its connections to the wider local and state highway network.
- Review the need for management or further assessment at key route locations, including access points and relevant public road intersections.
- Refine use of the existing private road network within the scheme area, including any localised upgrades, extensions or temporary stream crossings required for construction access.
- For distribution network works within road corridors, develop an approach based on moving work fronts and temporary traffic management in coordination with the relevant Road Controlling Authority.
- Confirm the extent to which dam construction material can be sourced from within or close to the Tangihanga site, noting that some specialised materials are still likely to require import.

Preliminary CTIA Conclusions

Scope

- The assessment has been prepared at a preliminary referral-stage level and focuses on likely construction traffic effects only.
- The project extends beyond the dam site and includes dam/reservoir works, water harvesting infrastructure and wider distribution network.

Effects

- Likely construction traffic effects are primarily associated with workforce traffic, material deliveries, rural traffic interaction, road condition and amenity effects, and traffic management / access coordination.
- The surrounding public road network operates in a low to moderate volume environment, with more relevant considerations relating to heavy vehicle movements, access management and temporary delays, rather than capacity under normal conditions.
- A substantial proportion of dam construction material is currently expected to be sourced from within or close to Tangihanga, which is expected to materially reduce external haulage and associated effects on the wider roading network.

Findings

- The construction traffic effects are expected to be temporary and localised, with the more noticeable effects likely to arise at specific access points, constrained rural intersections or during concentrated construction activity.
- With appropriate route and access planning, temporary traffic management, localised access refinement and road protection measures, the resulting construction traffic effects are expected to be minor and manageable.
- In principle, no transport issue has been identified that would preclude the project.

CTIA Matters for Substantive Application (Next Steps)

- Confirm likely public road construction routes and key access points.
- Refine internal access arrangements, including any localised upgrades, extensions or temporary stream crossings.
- Develop temporary traffic management approaches for both site-based works and moving work fronts within road corridors.
- Confirm construction traffic volumes, staging and the implications of substantial internal / near-site material sourcing.