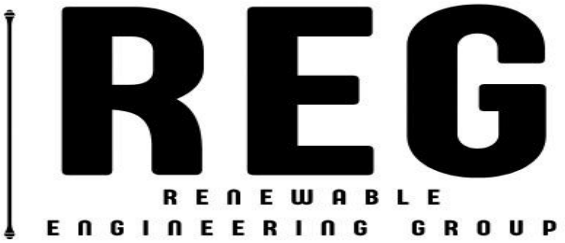

FNSF- THE POINT SOLAR FARM

TRANSPORT IMPACT AND CONSTRUCTION

TRAFFIC MANAGEMENT PLAN

28th January 2026

(REPORT NUMBER: REG/TIA001/ThePoint01)

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Legal Disclaimer

This report has been prepared by Renewable Engineering Group (REG) for Far North Solar Farm Limited (FNSF) for the purpose of supporting the Fast-track Approvals application for the Point Solar Farm. The assessment has been undertaken at a high-level and is based on the information available at the time of preparation, including publicly available data, third-party information, and assumptions regarding construction methodology and traffic generation.

The conclusions and recommendations contained in this report are contingent on the accuracy of the information supplied to REG and on the project being implemented generally in accordance with the assumptions described herein. REG does not accept responsibility for changes in conditions, design, construction methodology, traffic volumes, or regulatory requirements that occur after the date of this report.

This report has been prepared for the stated purpose only and should not be relied upon for any other purpose without prior written agreement from REG. Use of this report by third parties is at their own risk.

1. Introduction

Far North Solar Farm Limited (FNSF) is proposing to develop a utility-scale solar farm on The Point block, south of SH8 near Twizel. The proposed development requires land use consent under the Mackenzie District Plan and is being progressed through the Fast-track Approvals Act regime. To support the Fast-track consenting process and the associated application for this project, FNSF has engaged Renewable Engineering Group (REG) to prepare a high-level Transport Impact Assessment (TIA).

This high-level assessment has been undertaken to identify and inform FNSF of the anticipated transport and traffic effects associated with the proposed development. The assessment considers the potential effects of additional vehicle movements generated by the project on the local and wider transport network, including effects during both the construction phase and the operational and maintenance phases of the solar farm.

2. Site Location

The Point solar farm site (the Site) is in the general area of the Ōhau C Hydro Station and is located on the northern shore of Lake Benmore, between the Pukaki River and the Ōhau river, approximately 10 km southeast of Twizel, as shown in Figure 2-1 below.

The proposed development will comprise up to approximately 720,048 solar photovoltaic (PV) modules mounted on single axis 1P trackers, together with piled electrical transformers and inverters, underground electrical cabling, telecommunications equipment, internal access tracks, an electrical operations room, a grid substation, and perimeter fencing and plantings. A schematic site development plan (SDP) illustrating the proposed layout and infrastructure is provided in Figure 2-2.

Figure 2.1: Site Location in Wide Area Context (Aerial Image Source: Google Earth)

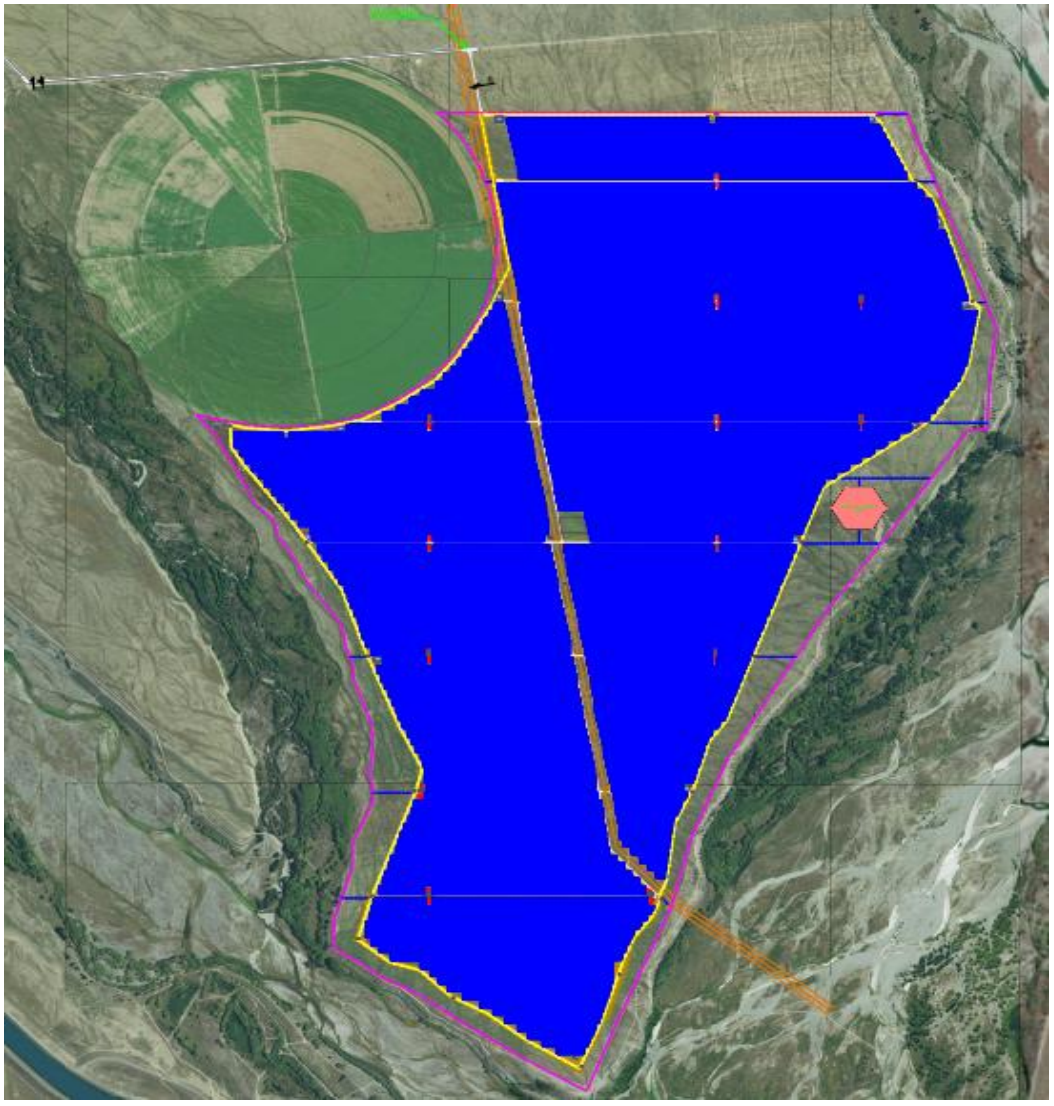


Figure 2.2: Proposed The Point Solar Farm

3. Road Network and Site Access

3.1 State Highway Network location

State Highway 8 (SH8) is the primary regional route through the Mackenzie Basin, running from SH1 at Washdyke (north of Timaru) through Fairlie, Lake Tekapo and Twizel, before continuing south through Omarama into Central Otago. SH8 provides the principal connection between the Site and the wider regional and national transport network.

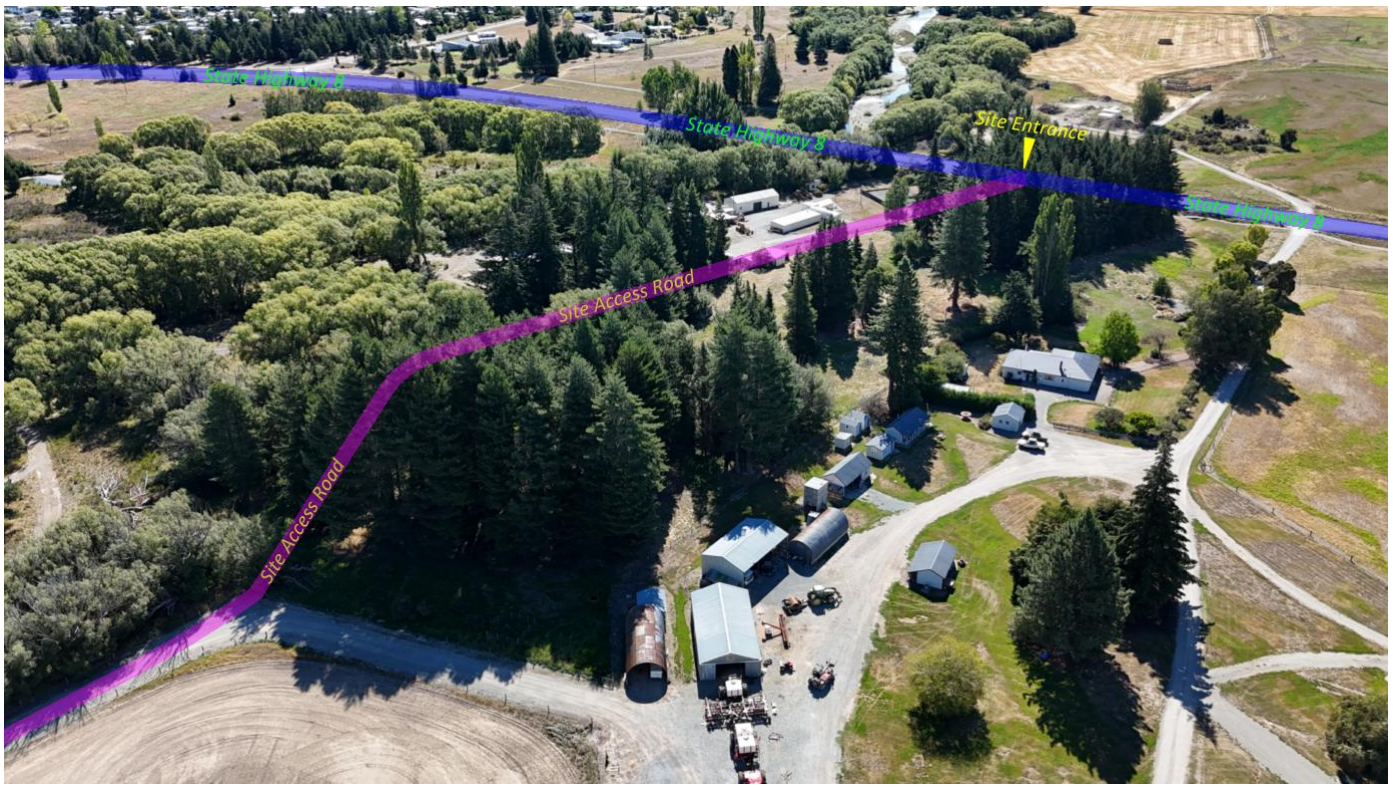


Figure 3.1: The Site Entrance Perspective View

State Highway 79 (SH79) connects SH1 at Rangitata with SH8 at Fairlie, while State Highway 83 (SH83) runs north–south through the Waitaki Valley, connecting SH1 at Pukeuri with SH8 at Omarama. Together, these routes support regional freight, tourism, and rural traffic movements.

3.2 Location in Local Road Network

Access from SH8 to the Site is provided via private rural roads serving surrounding pastoral land and agricultural operations. These roads operate in a rural environment and are characterised by:

- Low daily traffic volumes
- Unsealed carriageways
- Long straight alignments with generally good forward visibility

Figure 3.2: Local road unsealed typical view

The local road network is primarily designed to accommodate agricultural traffic, maintenance vehicles associated with electricity transmission and other infrastructure, and low levels of recreational and tourist traffic. Existing traffic demand on these roads is low and consistent with rural land use activities

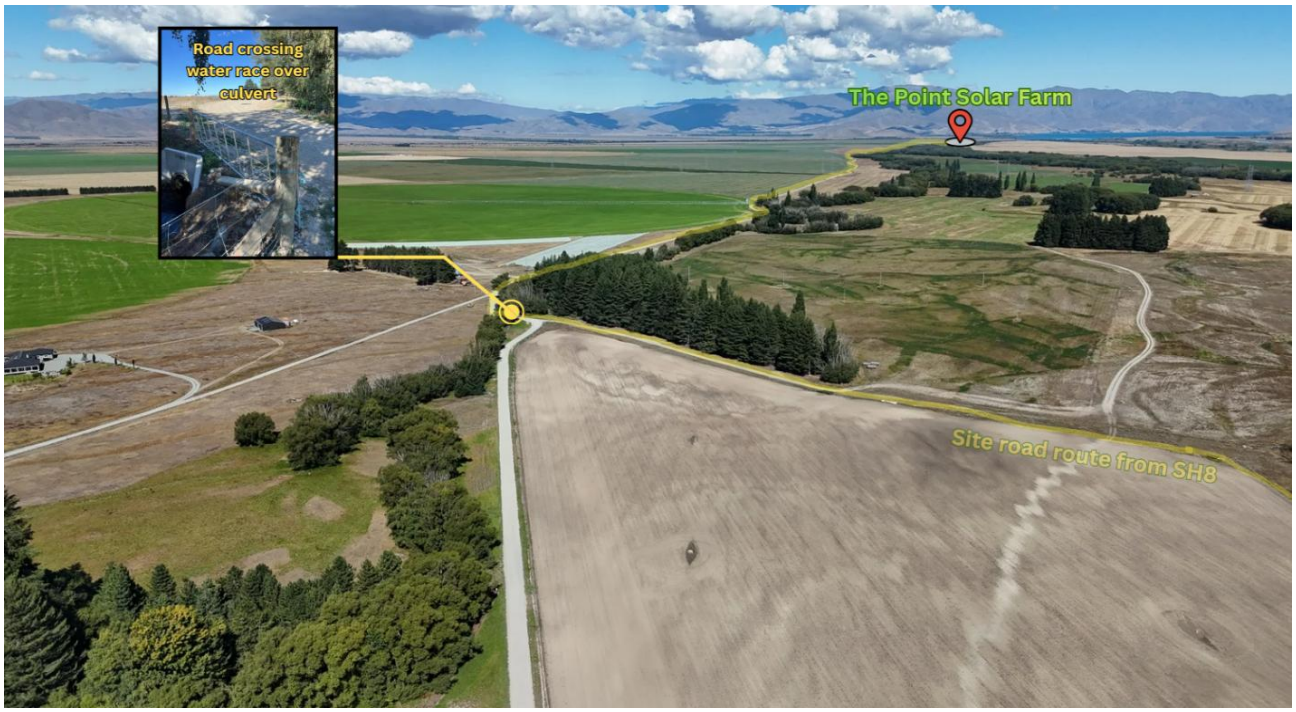


Figure 3.3: Local road unsealed typical view

3.3 Proposed Site Access from SH8 as per NZTA Standards

SH8 Road Section Characteristics: This portion of State Highway 8 (SH8) is a two-lane, undivided rural highway featuring a sealed carriageway approximately 7 m wide (3.5 m per lane), typical of many rural New Zealand state highways. The surface is likely chip-sealed asphalt, with gravel shoulders on each side. As noted in Section 4 of the NZTA submission (Ref: 2023-1834, dated 31 January 2024), SH8 at this location has an annual average daily traffic (AADT) volume of 2650 vehicles, with approximately 17% heavy traffic. It is classified under the One Network Framework as a 'Rural Connector' with an M2 'Movement' ranking and P5 'Place' ranking, reflecting its significant role in transporting people and goods between main centers in Canterbury and Otago, amid predominantly rural adjacent land use. The posted speed limit is 100 km/h, aligning with our design assumptions.

Taper Design Rationale A 1:10 taper rate is used to transition the widened section (increasing each lane to 6 m, for a total sealed width of 12 m) smoothly into the existing sealed edge. This results in a taper length of 25 m per side (calculated as 2.5 m widening × 10). The design avoids abrupt changes in surface or sharp edges, ensuring safe and stable passage for trucks as they enter or exit the highway. This approach is based on the NZTA Planning Policy Manual (PPM) 2007 access standards, specifically Diagram E, which accommodates 31-100 equivalent car movements per day (ecm/d) and supports safe truck maneuvers on rural highways like SH8.

Compliance with NZTA Standards The design aligns with Waka Kotahi NZ Transport Agency requirements, including the State Highway Geometric Design Manual and the *Access onto the state highway from private property* guide (September 2025). Tapers tie directly into the existing sealed edge to preserve pavement integrity, reduce gravel tracking onto the highway, and support safe heavy vehicle movements (including minimum corner radii of ≥15 m per RTS-18 for truck turning). NZTA recently approved a similar entrance design drafted by REG for FNSF's proposed Waipara solar farm, based on that design meeting the same PPM Diagram E standard, confirming the applicability and effectiveness of this configuration for low-to-medium heavy vehicle traffic on comparable rural state highways.

Design Basis This proposal assumes a 100 km/h speed limit on SH8 at the site and classifies the access as Type E. In response to Section 4 of the NZTA submission, the existing vehicle crossing—located approximately 500 m northeast of the Twizel River highway bridge on a sweeping horizontal curve—is sealed back from the highway edge and features shoulder widening consistent with PPM Diagram E. Adequate sightlines exceed the PPM-recommended 282 m for 100 km/h speeds, and the crossing is set back over 200 m from most other accesses, with the exception of a low-use farm paddock crossing 75 m north, which is mitigated by good visibility and infrequent use. No crashes have been recorded at this location, supporting the safety of the proposed widening. The site access will utilize this existing crossing (Crossing Place 7), which requires separate NZTA authorization

under Section 91 of the Government Roading Powers Act 1989 due to the new solar farm use, and SH8's limited access road status.

Design Statement: SH8 Access Widening for Private Property (Solar Farm Site) The proposed design provides a dedicated truck access crossing for a solar farm onto State Highway 8, a rural two-lane undivided highway with a sealed carriageway of approximately 3.5 m per lane (7 m total) and 0.5–1 m gravel shoulder per side. The widening increases each lane to 6 m (12 m total sealed width) over a 180 m section, with 1:10 tapers at both ends blending into the existing sealed edge, consistent with NZTA standards the PPM Diagram E configuration referenced in the NZTA submission (dated 31 January 2024).

Design Summary *(see Figure 3.4)*

- **Widening Extent:** The sealed carriageway expands from 3.5 m to 6 m per lane (7 m to 12 m total), adding 2.5 m per side. Only the sealed portion is widened; existing gravel shoulders (0.5–1 m) remain unaltered unless otherwise specified.
- **Taper Geometry:**
    - Taper-In (0 m to 25 m): Each lane widens by 2.5 m over 25 m at a 1:10 rate, achieving 6 m per lane (12 m total).
    - Constant-Width Section (25 m to 155 m): Maintains 6 m lanes (12 m total) for 130 m, incorporating a 6–7.5 m access throat and corner radii of ≥15 m (per NZTA RTS-18) to accommodate truck turning.
    - Taper-Out (155 m to 180 m): Each lane narrows by 2.5 m over 25 m, returning to the original 3.5 m per lane (7 m total).

Safety and Compliance Features

- Provides 300 m Safe Intersection Sight Distance (SISD) based on the 100 km/h speed limit on SH8 (conservatively adopted to enhance safety margins and optimize design dimensions).
- Limits maximum gradient to 5–8% for effective truck performance.
- Incorporates appropriate drainage to mitigate aquaplaning risks, per the NZTA Geometric Design Manual.
- Designed in accordance with the NZTA *Access onto the state highway from private property* guide (September 2025) and Austroads *Guide to Road Design Part 4A* for Type E access (low-to-medium heavy vehicle usage).

Shoulder Considerations: The design does not include shoulder widening. The new sealed edge will be about the existing gravel shoulders. Any required shoulder stabilization (e.g., sealing a 0.5 m strip) should be addressed as a separate specification.

As per NZTA submission on application RM230057 by Far North Solar Farm Limited (NZTA Ref: 2023-1834), dated 31 January 2024, titled "Submission on Proposed Solar Farm – State Highway 8, Lake Benmore – Far North Solar Farm Limited" (referred to hereafter as the NZTA submission). The above mentioned details ties directly into the existing highway context from Section 4 of that document.

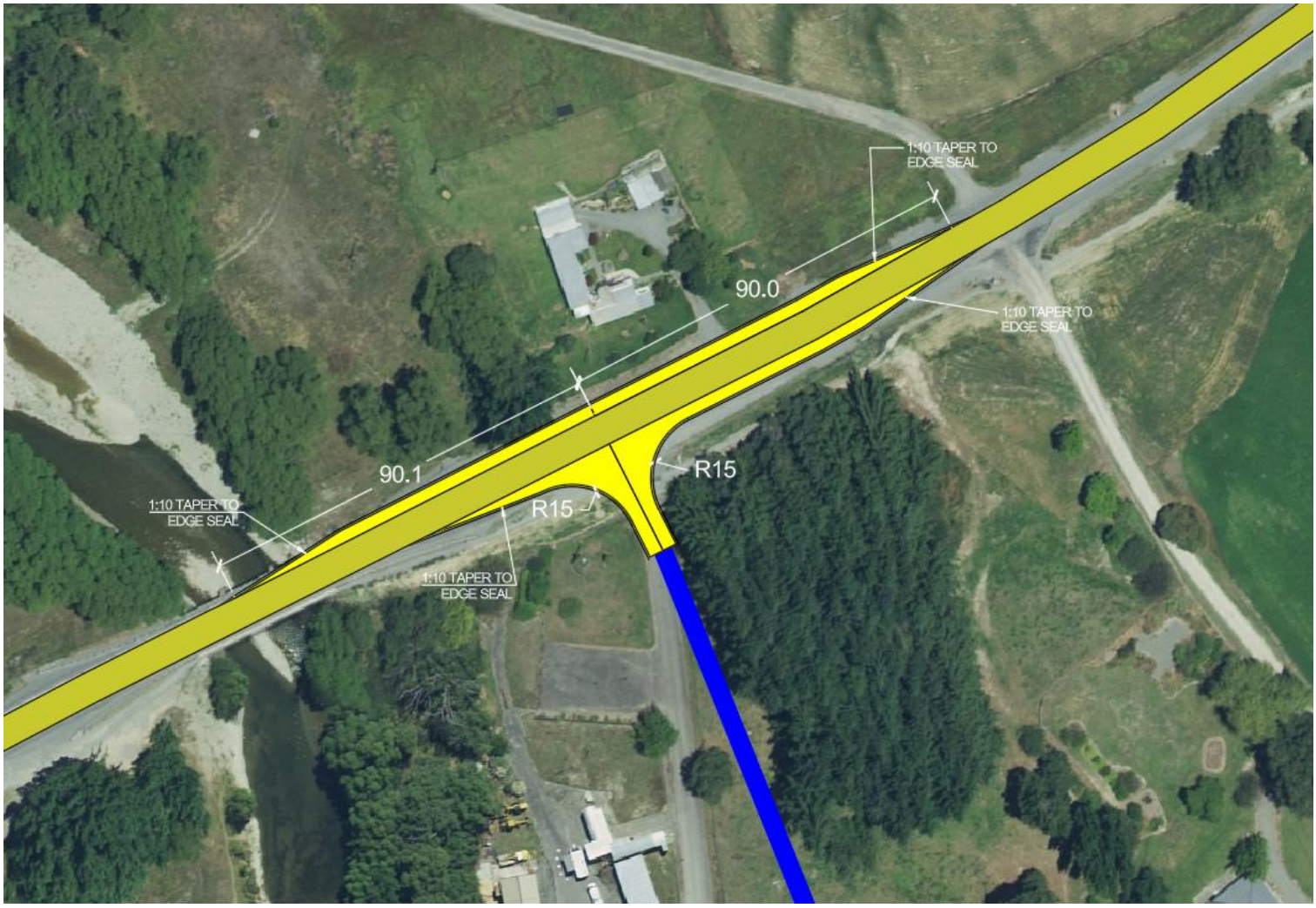


Figure 3.4: Site Entrance Design Summary plan as per NZTA Planning Policy Manual (Diagram E)

3.4 Site Access Arrangements

Vehicle access from SH8 to the Site will utilise existing local rural roads for general access, over which the Site has established legal rights of way.

For construction purposes, site access will be formed via the existing Bendrose Farm property. This access route includes existing horizontal curves and turning radii suitable for large construction vehicles and heavy trucks. The construction access will connect to the local rural road network approximately 6.4 km from the Site boundary.

The use of existing access corridors minimises the need for new access formation and ensures that construction traffic can be accommodated within the existing road network without altering its functional role. These roads, including the local road that crosses the water race over a culvert specifically designed to accommodate agricultural heavy machinery and infrastructure maintenance vehicles (see Figure 3.6), are already designed to handle such loads. Agricultural machinery and infrastructure maintenance vehicles are comparable in size, weight, and operating characteristics to the construction vehicles anticipated for the project.

Figure 3.5: Location Plan of Road Crossing Water race over the culvert

Figure 3.6: Road Crossing Water race over the culvert

A Site Access Plan is provided in Figure 3.8 & a blowout plan at 3.7.

Figure 3.7: Proposed Site Access Plan from SH8

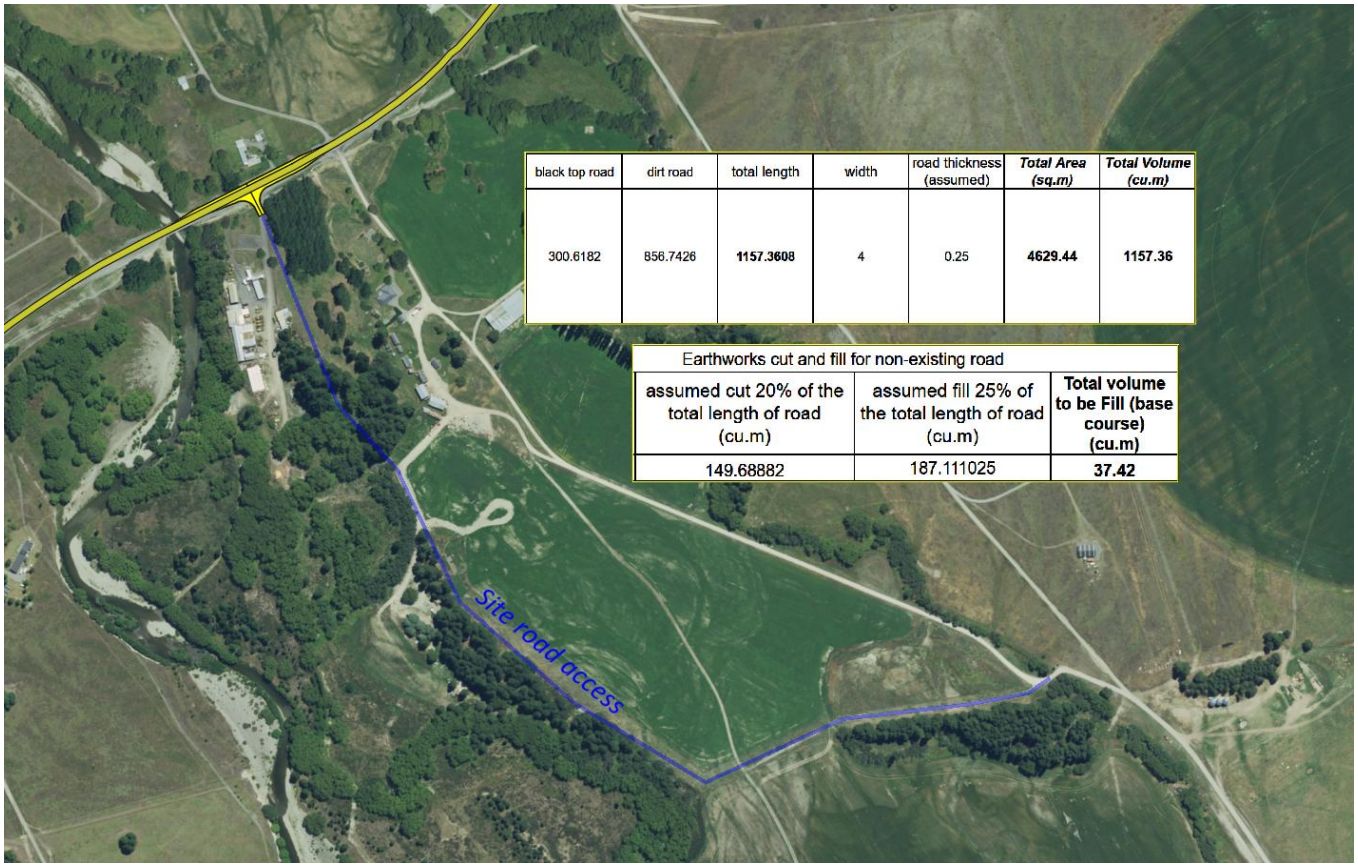


Figure 3.8: Site Access Plan Route connecting SH8(yellow) to the local site access route(blue)

4. Existing Transport Environment

4.1 Traffic Volumes and Workforce Generation

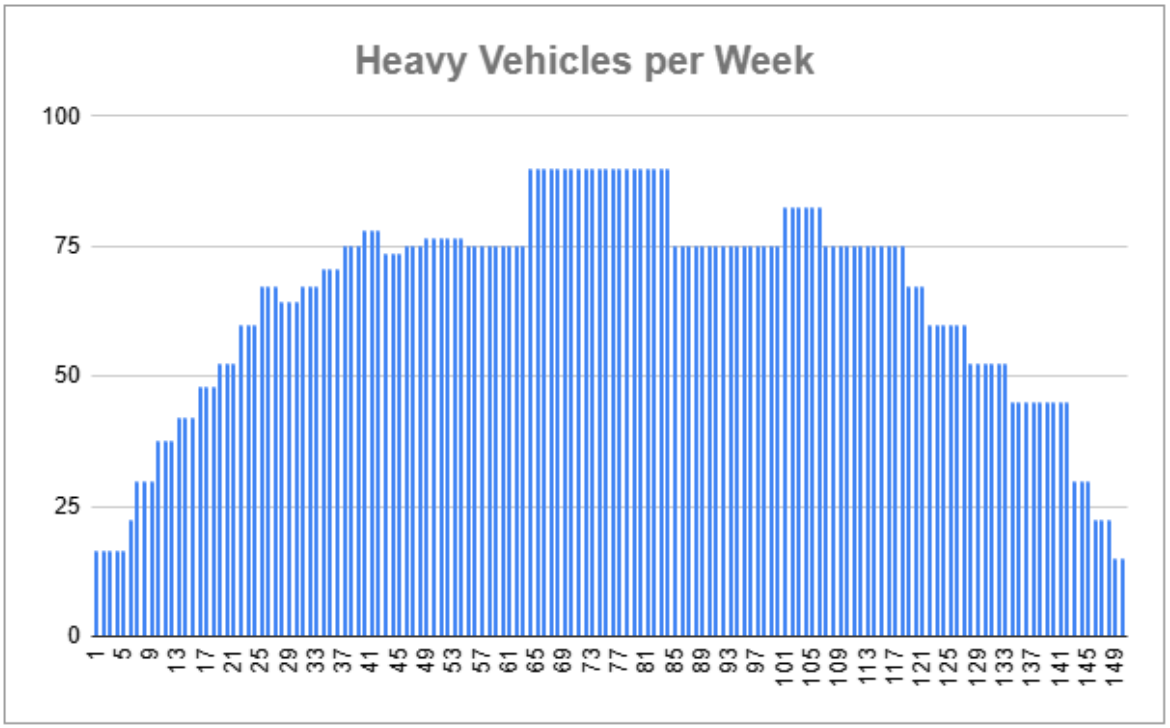
Traffic volumes on SH8 are moderate by regional standards and exhibit seasonal variation associated with tourism and recreational travel. In contrast, traffic volumes on local access roads are low and are primarily associated with existing rural land use and electricity transmission maintenance activities.

Heavy vehicle proportions on SH8 are higher than on local roads, reflecting its function as a regional freight route. Local roads experience low levels of heavy vehicle traffic outside of agricultural operations and periodic infrastructure maintenance.

4.2 Construction Phase Traffic

During construction, workforce numbers are expected to vary across different stages of the programme, resulting in corresponding variations in daily and weekly traffic generation. Peak workforce levels will occur during installation phases, while lower workforce numbers are anticipated during early site preparation and later commissioning activities.

Indicative weekly workforce volumes over the construction period are shown in Figure 4-1. These estimates are general as holiday periods are not included.



Graph 4.1: Weekly Workforce Volumes – Construction Period

The heavy vehicle volume is based on other projects with overlapping phases due to the large scale of the project with a three-year construction timetable.

Breakdown of the heavy vehicle traffic

Based on industry standards and experiences, the traffic is expected to be made up of the following deliveries. Dust suppression is included and is estimated to make up as much as 10 percent of the traffic over the project time frame.

Type of load	Percentage	Volume
Modules	11	1072.5
Racking	6	585
Inverters	3	292.5
HV substation	2	195
Cables	2	195
Concrete	3	292.5
Bulk material	40	3900
Cranes	1	97.5
Plant Mobilization	2	195
Misc (other)	10	975
Dust, Irrigation	20	1950
Total		**9750**

Table 4.1: Workforce vehicles

The site is close to Twizel, but we expect there to be limited accommodation availability. This would require workforce to be housed in dedicated accommodation to be leased or constructed. This will enable shared transport to the site, and we have assumed 2.5 people per vehicle. With an estimated maximum of 200 onsite, this is 80 light vehicles on site per workday.

4.3 Road Safety

A review of the surrounding road environment indicates that the local and regional road network generally provides good forward visibility, with long straight sections typical of the Mackenzie Basin rural setting.

Crash history within the wider area is predominantly associated with loss-of-control events, speed, and adverse weather conditions, rather than turning movements at intersections or access points. There is no evidence of an existing crash pattern that would be exacerbated by the anticipated construction or operational traffic associated with the proposed solar farm.

Given the temporary nature of construction traffic and the low level of operational traffic generation, the proposal is not expected to result in any material change to the existing road safety environment.

5. Construction Management Parameters

5.1 Delivery Hours

During the construction phase, heavy vehicle deliveries will occur within the approved construction hours and will be scheduled and managed to avoid avoidable conflicts with other road users (e.g., farm operations, recreational peaks, and any local sensitive receptors that may be identified through stakeholder engagement).

While final delivery programming will be confirmed following main contractor appointment, where practicable, deliveries will be targeted to occur during the middle of the working day (e.g., between 09:30 and 14:30) to reduce interaction with staff arrival/departure periods and to support orderly site operations and unloading.

5.2 Construction Hours

Construction activities, including the use of heavy powered mobile plant and machinery, will be undertaken during the following standard construction hours:

- Monday – Saturday: 07:30 to 18:30
- Sundays and Public Holidays: No construction work

These hours will be reflected in the Construction Traffic Management Plan (CTMP) (refer Section 6.0), including workforce travel expectations and delivery scheduling.

6. Traffic Impacts

This section outlines the expected transport effects of the proposed development on the surrounding transport network. It summarises baseline traffic characteristics, anticipated traffic generation during construction and operation, and the ability of the surrounding network to accommodate these movements safely and efficiently.

Consistent with comparable utility-scale solar projects, the predominant transport effects are expected to occur during the construction phase, with operational traffic being low and intermittent.

6.1 Traffic Data (Existing Environment)

Baseline traffic on the State Highway network (SH8) is moderate by regional standards, with seasonal variation influenced by tourism and recreational travel through the Mackenzie Basin. Local rural roads within the vicinity of the Site carry low daily traffic volumes, primarily associated with pastoral farming activity and routine maintenance associated with existing infrastructure (including hydroelectric assets and national grid transmission infrastructure).

Where available, existing ADT and heavy vehicle proportions should be summarised from:

- NZTA traffic count data for SH8; and/or

- Council count data / local road classifications; and/or
- Mobile Road estimates (if used for consistency with other TIAs)

6.2 Vehicle Access

6.2.1 Access Function and Use

The Site will be accessed via existing local rural roads that provide established legal access rights (right of way). For construction purposes, the primary access is proposed to be formed through the Bedrose Farm property, connecting to the local rural road network after approximately 500 metres (refer Figure X: Proposed Site Access Plan).

The access arrangement is intended to:

- utilise existing corridors to minimise new disturbance; and
- provide a safe and efficient access point suitable for construction traffic, including trucks delivering containers and bulk materials.

6.2.2 Access Geometry and Heavy Vehicle Suitability

The proposed construction access includes existing curves and turning radii that are understood to be suitable for heavy vehicles. Final access geometry (including tapering, surfacing, culverts and any local widening) will be confirmed at detailed design stage and captured within the CTMP and/or access construction drawings.

REG recommends that the access be designed to enable:

- left-in / left-out movements where practicable.
- adequate queuing space within the Site boundary / access corridor to prevent trucks waiting on the public road; and
- sufficient internal turning areas to support a forward exit back onto the road network.

6.2.3 Laydown and Unloading

A construction laydown / staging area will be located within the Site such that delivery vehicles can enter, unload and manoeuvre entirely within the Site (or within the designated construction access corridor), without obstructing the public road network.

6.3 Approaches to the SH exit

These photos show the entrance to the site from SH8. They show the sight lines, the pull over areas and the entrance into the private land.

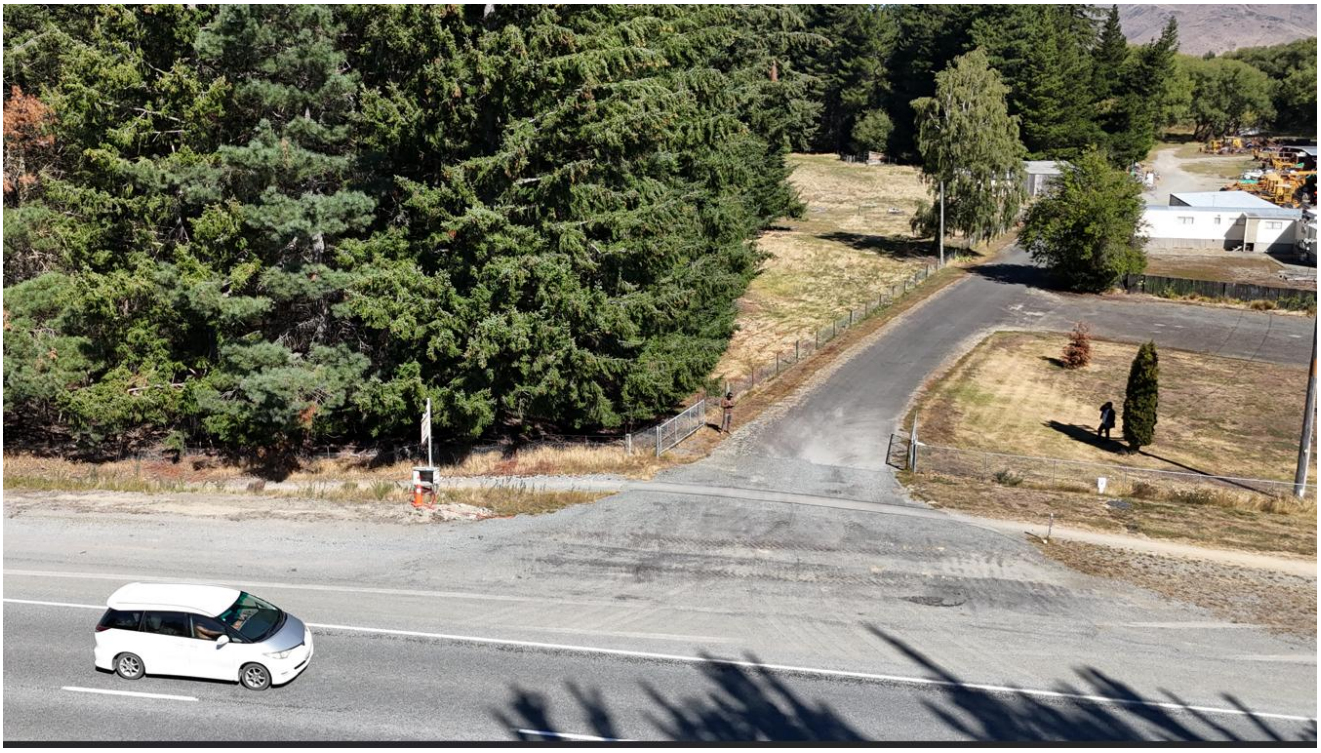


Figure 6.1: The Site Entrance Perspective

Figure 6.2: The site entrance looking towards Twizel – note sight lines and verge area

Figure 6.3: Looking away from Twizel, towards Pukaki, showing verge and sight lines

Figure 6.4: Google aerial maps showing verges and radius of entrance

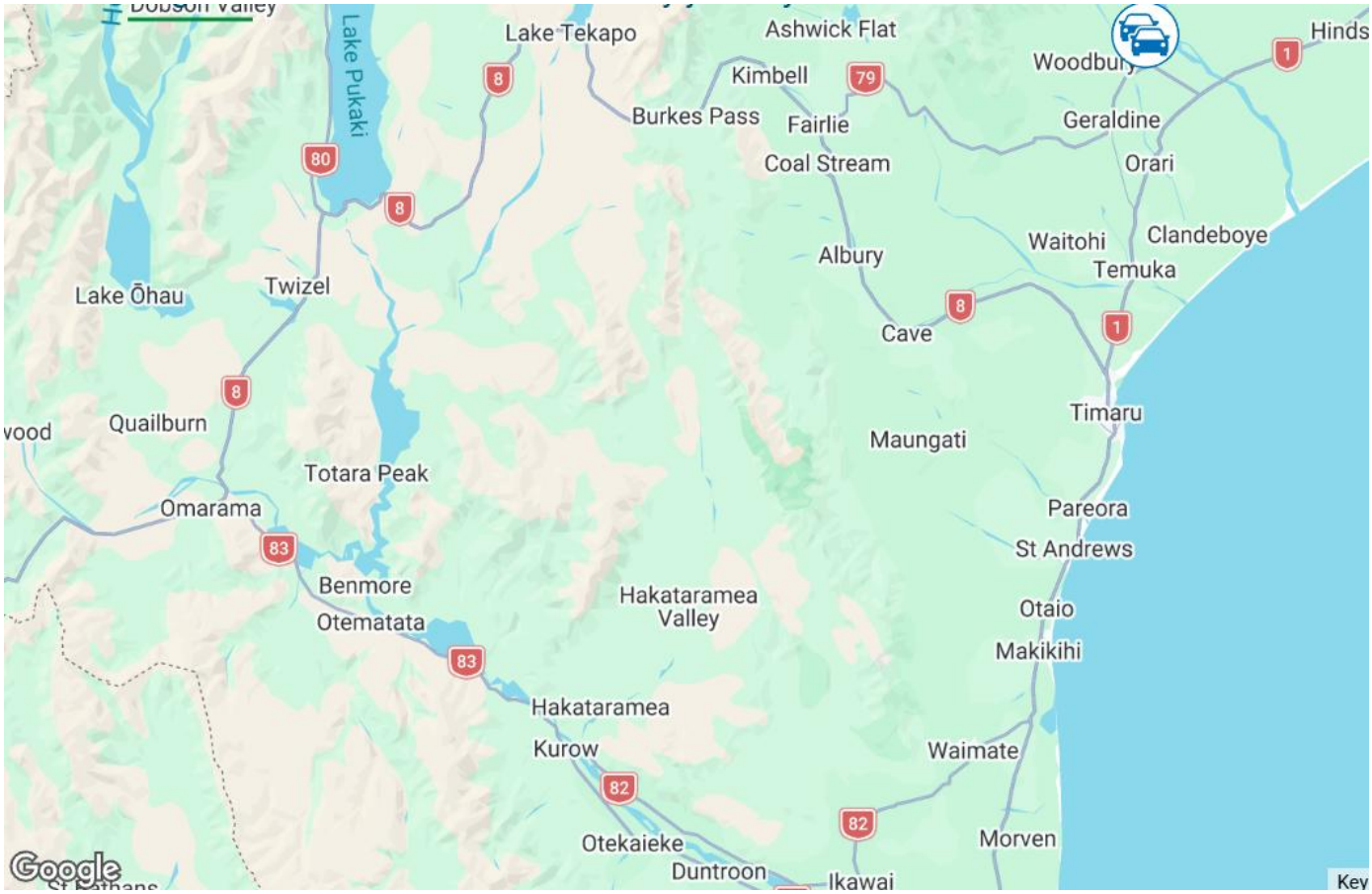


Figure 6.5: State Highways (from NZTA Waka Kotahi). Transport is expected via SH1 and SH8 from Lyttleton or Timaru ports.

6.4 Annual average daily traffic

The nearest SH traffic count site is near Twizel, approx. 4km to the south on SH8, has an AADT count of 2964 (both ways) with 18% heavy traffic. (NZTA Interactive Map at https://nzta.govt.nz/resources/state-highway-traffic-volumes)

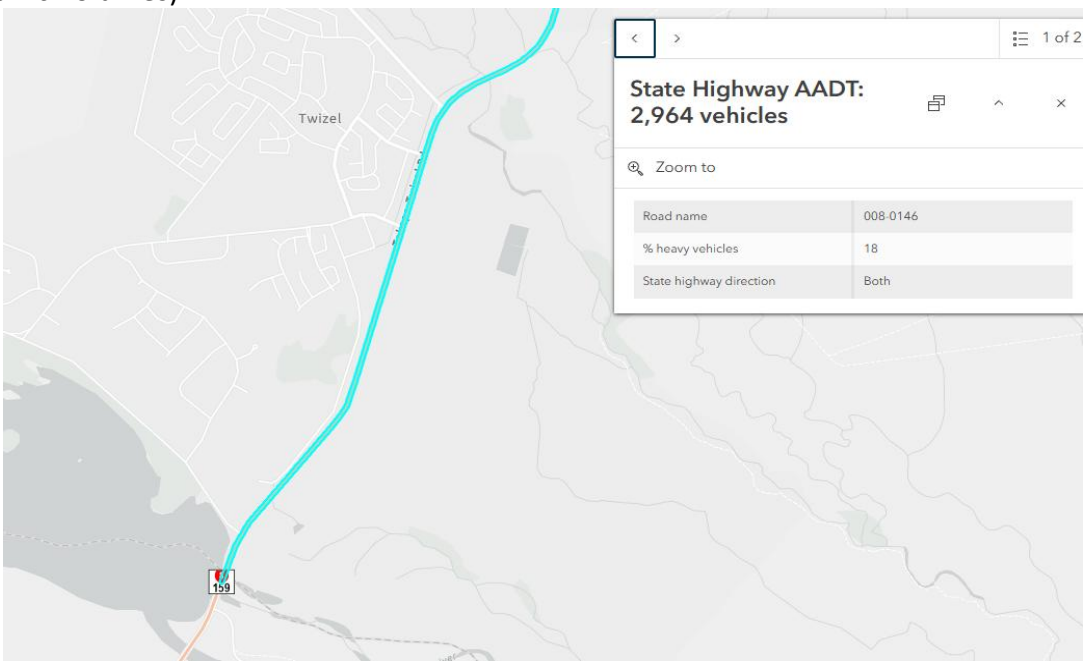


Figure 6.6: State Highway AADT

6.5 Traffic Generation and Distribution

6.5.1 Trip Distribution

Construction and delivery trips are expected to distribute primarily via SH8 and then along the identified local rural road route to the Site. The specific distribution (e.g., from Timaru / Christchurch / Dunedin ports or local quarries) will depend on contractor procurement, material source selection and port logistics.

Accordingly, this high-level assessment assumes:

- SH8 will form the primary regional approach route; and
- local rural roads will accommodate the final approach to the Site at low volumes relative to their functional role.

6.5.2 Construction Traffic

6.5.2.1 Workforce Traffic Generation

Workforce traffic volumes will vary across construction stages. Peak workforce demand typically occurs during module and tracker installation and electrical works commissioning. The final workforce profile will be confirmed once the main contractor and construction programme are established.

For the purpose of this high-level assessment, workforce travel is assumed to:

- occur primarily within construction hours; and
- have typical “tidal” patterns (arrivals in the morning, departures in the evening).

Where practicable, REG recommends contractor measures to reduce private vehicle trips, such as:

- carpooling incentives;
- shuttle transport from local accommodation hubs; and
- staggered start/finish timing if needed to reduce concentrated movements.

With an onsite staff of 200 at the peak, we estimate a peak workforce light vehicle movements volume of 80 per day.

6.5.2.2 Heavy Vehicle Generation (Deliveries)

We have calculated an approximate construction delivery rate of:

- 15 heavy vehicle deliveries in + 15 out per day
  (equivalent to 30 heavy vehicle movements per day, two-way)
- occurring Monday–Saturday within 07:30–18:30 construction hours.

This volume is consistent with comparable solar construction logistics where:

- containers (modules, trackers, electrical balance-of-system) arrive on rigid or articulated trucks;
- dust suppression for around half the year, two times per week;
- plant irrigation (using the dust suppression tankers) and
- bulk materials (if required for access tracks and foundations) arrive via truck-and-trailer units.

This is a 9750 trucks movements onto the site over the three years of the project.

6.5.2.3 Total Construction Traffic Generation

Total construction traffic will comprise:

- workforce light vehicles.
- light commercial vehicles; and
- heavy vehicle deliveries as set out above.

Given the rural setting and low baseline traffic on local roads, these additional movements are expected to be manageable, subject to the mitigation measures and CTMP requirements outlined in Section 6.

6.5.3 Maintenance and Operational Traffic

Operational traffic for a solar farm is typically minimal. The facility does not generally require daily staffing on-site. Maintenance traffic typically comprises:

- periodic inspections.
- ad-hoc corrective maintenance (e.g., replacing damaged modules);
- periodic vegetation management and watering; and
- occasional electrical maintenance activities.

Panel cleaning (if required) is typically infrequent and may be undertaken using on-site plant and small vehicles over short periods. Rare instances of heavy vehicle access may occur for major component replacement, but these events are not expected to be regular.

Operational traffic effects are therefore expected to be less than minor and consistent with existing rural land use activity.

6.6 Expected Peak Hour Considerations

Construction traffic typically concentrates at the beginning and end of the workday for workforce movements. Heavy vehicle deliveries, by contrast, are generally spread across the day.

For the purpose of this high-level assessment:

- workforce traffic is expected to peak around the start and end of construction hours; and
- heavy vehicle movements (deliveries) are expected to be distributed across the working day, with scheduling controls applied through the CTMP.

Where required by the road controlling authority, a peak hour conversion approach can be applied in the final report. However, based on the rural network context and the moderate daily delivery volumes, material intersection capacity constraints are not anticipated.

6.7 Traffic Modelling

Intersection modelling (e.g., SIDRA) is typically warranted where:

- the receiving intersection operates near capacity;
- there are known queueing or delay issues; or
- traffic increases are large relative to baseline conditions.

For this high-level TIA, traffic modelling has not been undertaken because:

- the surrounding local road network operates at low traffic volumes;
- construction delivery volumes are moderate and temporary; and
- the expected operational traffic generation is negligible.

If, during detailed design and CTMP development, any specific intersection safety or capacity risks are identified (e.g., constrained geometry, limited sight distance, or high-speed approaches), targeted supplementary assessment can be prepared in consultation with the relevant road controlling authority.

7. Network Effects

This section outlines the expected effects on the surrounding road network and identifies the mitigation measures required to ensure safe operation during construction and negligible effects during operation.

7.1 Access Traffic Effects

With the confirmed heavy vehicle delivery volume (15 in / 15 out per day) and temporary workforce traffic, the proposal will result in a temporary increase in vehicle movements along the identified access route.

Provided that:

- the construction access is appropriately formed;
- deliveries are managed through a CTMP; and
- driver protocols and signage are implemented,

the access route is expected to accommodate construction traffic safely and efficiently, with no material effects on network performance.

7.2 Effects on Road Network

7.2.1 State Highway Effects (SH8)

SH8 has the role and capacity to accommodate intermittent heavy vehicle movements associated with construction deliveries. Effects are expected to be primarily limited to:

- occasional turning movements at the relevant local road intersection(s); and
- short-duration speed differentials where trucks enter/exit.

Mitigation is expected to rely on temporary signage, delivery scheduling and driver protocols rather than permanent upgrades, unless a specific safety deficiency is confirmed.

7.2.2 Local Road Effects

Local rural roads will experience a temporary increase in construction vehicle movements. Potential effects include:

- increased interaction with farm traffic and occasional recreational users;
- potential dust and surface wear on unsealed sections (if applicable); and
- occasional delays where narrow sections require passing manoeuvres.

These effects are typical of rural construction projects and can be appropriately managed through:

- driver induction and speed controls;
- defined delivery windows where practicable;
- temporary warning signage at key points; and
- pavement condition monitoring and reinstatement obligations.

7.3 Effects on Amenity

The access route traverses a rural environment. Amenity effects associated with construction traffic are expected to relate mainly to:

- noise associated with truck movements;
- dust (where unsealed roads are used); and
- perceived safety effects for other road users.

These effects can be mitigated through CTMP measures (refer Section 6.6) including speed management, driver protocols, and road surface maintenance/dust suppression where required.

7.4 Vehicle Access Design Considerations

At this stage, access design is concept-level. The final access configuration should demonstrate:

- adequate sight distance to and from the access;
- accommodation of the design vehicle (truck and trailer / articulated truck, as relevant);
- sufficient internal queuing and turning to avoid reversing onto the public road; and
- appropriate formation, drainage and surfacing to prevent tracking of material onto public roads.

7.5 Sight Lines

Sight distance at access locations should be confirmed against:

- posted speed environment; and
- observed/operating speed environment (where the road is unsealed or geometrically constrained).

In rural settings, it is common that posted speeds do not reflect operating speeds on unsealed or constrained local roads. Where an access does not strictly meet the posted-speed sight distance requirement, a risk-based assessment should be provided based on:

- operating speeds;
- measured available sight distance; and
- appropriate mitigation (e.g., local vegetation clearance, signage, or minor geometry adjustment).

7.6 Construction Traffic Management Plan (CTMP)

Construction will vary the normal operating conditions of the surrounding network and therefore a Construction Traffic Management Plan (CTMP) will be prepared and implemented. The CTMP will be developed in accordance with the Code of Practice for Temporary Traffic Management (CoPTTM) and in consultation with the relevant road controlling authority.

The CTMP will include (as a minimum):

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

REG’s view is that the CTMP provides the appropriate mechanism to manage construction effects to a level where they are minor and acceptable.

7.7 Dilapidation Survey and Road Reinstatement

A pre-construction dilapidation (road condition) survey is recommended for the public road sections proposed to be used by construction traffic, to:

- document existing pavement and shoulder condition; and
- provide an objective baseline for attributing any construction-related damage.

The survey should record, as applicable:

- rutting, cracking, corrugation
- potholes and edge break
- loose gravel and surface scouring
- signage condition and road furniture
- photographic evidence and location referencing

A post-construction survey should be completed, and any damage attributable to construction traffic should be remedied in consultation with the road controlling authority.

8. Summary and Conclusions

Based on the assessment undertaken, and having regard to the existing transport environment, the proposed access design, and the anticipated construction and operational traffic generation, Renewable Engineering Group concludes the following:

- The proposed Point Solar Farm will generate temporary increases in traffic during the construction phase, including workforce light vehicles and heavy vehicle movements associated with the delivery of plant, equipment, and materials. These effects are time-limited and confined to the construction period.

- The surrounding transport network, including State Highway 8 (SH8) and the local rural road network, has sufficient capacity and an appropriate functional role to accommodate the anticipated construction and operational traffic associated with the proposal, subject to standard mitigation and traffic management measures.

- The proposed site access from SH8, as described in Section 3.3 of this report, has been designed in accordance with Waka Kotahi NZ Transport Agency (NZTA) geometric design standards and relevant access guidance for private property access onto high-speed rural state highways. The access design provides appropriate lane widening, tapers, sight distance, and turning radii to safely accommodate construction-phase heavy vehicles.

- The proposed access approach and mitigation measures are consistent with NZTA's position on the nearby Haldon Solar Project, where NZTA confirmed that traffic effects associated with construction and operation could be appropriately managed, subject to the imposition of specific transport-related conditions (NZTA submission on Haldon Solar Project, dated 2025)

- FNSF's latest condition set outlines the requirements for a TPM to be approved by NZTA 30 working days ahead of construction commencement to ensure compliance with traffic effects associated with The Point solar farm are appropriately managed.

- Construction activities will be undertaken within 07:30–18:30 Monday to Saturday, with no construction on Sundays or public holidays. Delivery scheduling and heavy vehicle movements will be managed through a Construction Traffic Management Plan (CTMP) prepared in accordance with the Code of Practice for Temporary Traffic Management and in consultation with NZTA.

- Operational and maintenance traffic associated with the completed solar farm will be low, intermittent, and comparable to existing rural land use activities, and will not result in any material adverse effects on the safety or operation of the state highway or local road network.