

# EXPERT TRANSPORT MEMORANDUM

## RFI RESPONSE - SECTION 2.5: Alps 2 Ocean Cycleway: Construction Traffic Safety Assessment

Project	The Point Solar Farm
Prepared by	Renewable Engineering Group (REG)
Prepared for	Far North Solar Farm Limited (FNSF)
Report No.	REG/TIA001/ThePoint01 — Supplementary Memo
Subject	RFI Response 2.5 — Alps 2 Ocean Cycleway: Construction Traffic Safety Assessment
Date	28 <sup>th</sup> April 2026

### **Legal Disclaimer**

*This expert transport memorandum has been prepared by Renewable Engineering Group (REG) for Far North Solar Farm Limited (FNSF) as a supplementary response to RFI Section 2.5 raised by the Expert Panel under the Fast-Track Approvals Act 2024. It supplements the Transport Impact Assessment (REG/TIA001/ThePoint01) and is based on information available at the time of preparation including site access design drawings, the Alps 2 Ocean Cycleway alignment, and aerial mapping of the subject area.*

*This memorandum has been prepared solely for the benefit of FNSF for the stated purpose. It may not be relied upon by any other person or entity without prior written consent from REG. REG accepts no liability to any third party who may rely on this document.*

## 1. Introduction

Far North Solar Farm Limited (FNSF) is developing The Point Solar Farm, a 300 MW utility-scale solar farm located south of State Highway 8 (SH8) near Twizel, Mackenzie Basin, progressing through the Fast-Track Approvals Act 2024 process.

The Expert Panel, having regard to submissions from Mr Allan and Ms Fordyce, has requested an expert traffic assessment addressing the potential implications of the proposal for users of the Alps 2 Ocean Cycleway and other users of the shared access track to the solar farm (RFI Section 2.5(a)).

This memorandum has been prepared by REG to respond directly to that request. It supplements Transport Impact Assessment REG/TIA001/ThePoint01, which did not specifically address the Alps 2 Ocean Cycleway.

A key clarification is necessary at the outset: the construction access for The Point Solar Farm and the Allan/Fordyce legal access are entirely separate routes. FNSF construction traffic will not use the Allan/Fordyce driveway at any point during the construction phase. This distinction, which appears to have been a source of confusion in the submitter's concerns, is addressed in detail in Section 2 below and illustrated in Figures 1 and 2.

## 2. Access Routes – Clarification of Separation

### 2.1 Overview of the Two Distinct Access Routes

Aerial mapping of the site access area (Figure 1 below) shows two entirely separate access routes intersecting SH8 in the vicinity of the project. These are:

- The FNSF Construction Site Access Road (shown in magenta/pink on Figure 1): the new construction access point taken directly from SH8 at the Solar Farm Entrance, running southward through the Bendrose Farm corridor to the solar farm site approximately 6.4 km distant. This is the route that will carry all construction traffic associated with The Point Solar Farm.
- The Allan/Fordyce legal access (shown in red on Figure 1): an existing private driveway that connects the Allan/Fordyce property to SH8 at a separate, independent intersection located northeast of the Solar Farm Entrance. This driveway is not used by FNSF during construction but remains the legal access to the site.

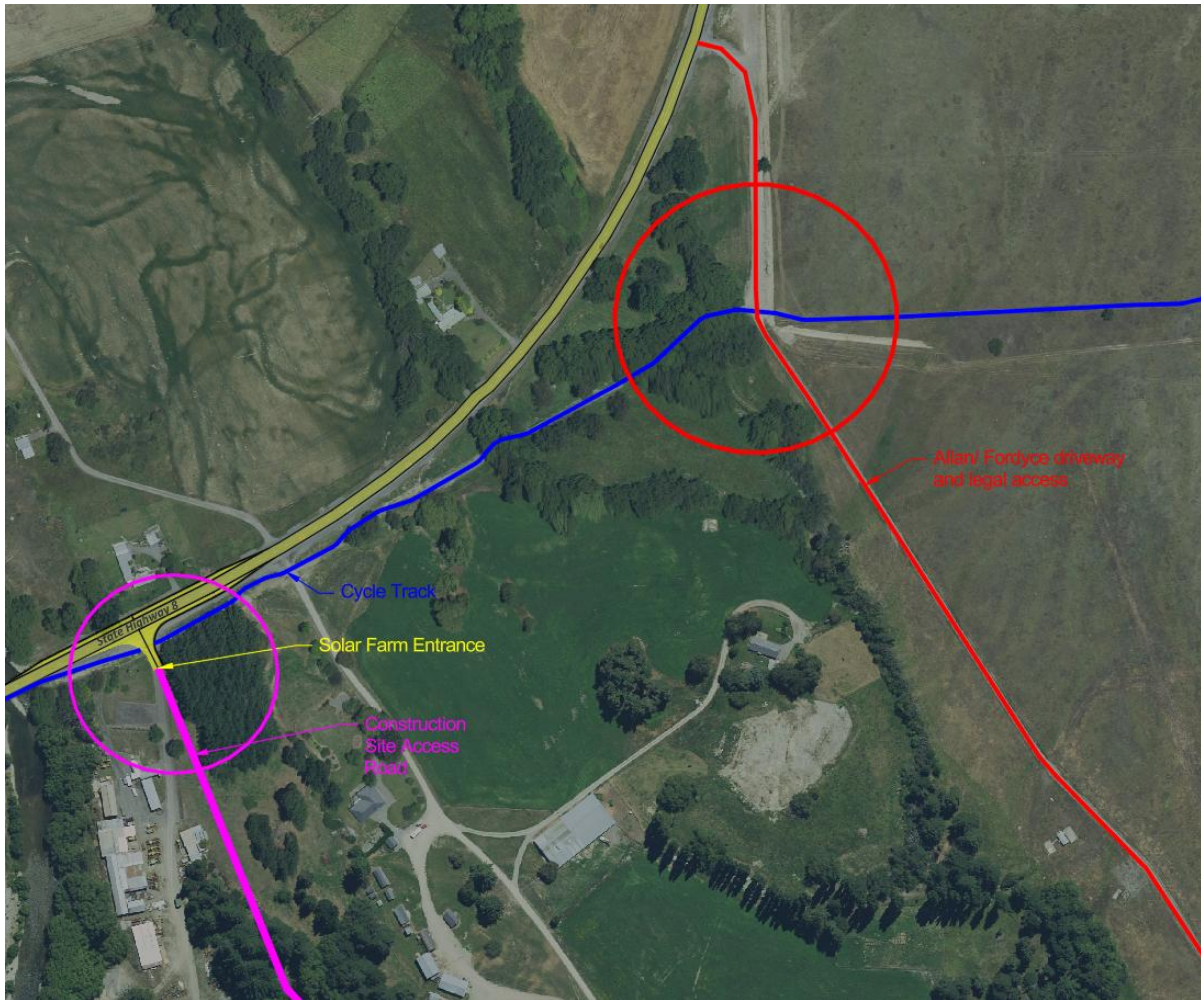


Figure 1.0 — Access Route Context: FNSF Construction Access vs Allan/Fordyce Legal Access

Source: REG annotated aerial. Pink/magenta = FNSF Construction Site Access Road; Blue = Alps 2 Ocean Cycle Track; Red = Allan/Fordyce driveway and legal access; Yellow = SH8. Pink circle = FNSF access/Cycle Track conflict point. Red circle = Allan/Fordyce driveway/Cycle Track crossing (independent of FNSF construction).

FNSF construction traffic has no interaction with the Allan/Fordyce driveway. The two access routes are physically separate and serve entirely different purposes.

## 2.2 Distinction Table

Table 2.1 below summarises the key differences between the two access routes.

Table 2.1 — FNSF Construction Access vs Allan/Fordyce Legal Access: Key Distinctions

Feature	FNSF Construction Access (Pink — Figure 2)	Allan/Fordyce Legal Access (Red — Figure 1)
Access route	New site access road from SH8, south of SH8 intersection via Bendrose Farm corridor	Existing private driveway, intersecting SH8 north/east of the solar farm entrance

Feature	FNSF Construction Access (Pink — Figure 2)	Allan/Fordyce Legal Access (Red — Figure 1)
Used for solar construction?	Yes — all construction traffic for The Point Solar Farm	No — FNSF construction traffic does not use this route at all
Relationship to Cycle Track	Crosses the A2O Cycle Track at the SH8 T-intersection (pink circle, Figure 1)	Independently crosses the A2O Cycle Track at a separate location (red circle, Figure 1)
Cycle track conflict — pre-existing?	No — construction will introduce new traffic at this crossing	Yes — Allan/Fordyce vehicles and farm traffic already cross the Cycle Track at this location as part of their normal access
FNSF responsibility	Full responsibility for managing construction traffic effects at the FNSF access/Cycle Track crossing	No responsibility — Allan/Fordyce driveway crossing is independent of FNSF.

## 2.3 Allan/Fordyce Driveway — Cycle Track Crossing

As shown in Figure 1, the Allan/Fordyce driveway (red) independently crosses the A2O Cycle Track at a separate location northeast of the Solar Farm Entrance (red circle). This crossing is a pre-existing condition, Allan/Fordyce vehicles already interact with Cycle Track users at this location as part of their normal residential and farming access, irrespective of the proposed solar farm.

FNSF construction activity does not create, exacerbate, or modify this crossing. As REG acknowledges that the improved and adding signage and cyclist safety measures proposed for the FNSF access/Cycle Track crossing (Section 4) will increase Cycleway safety awareness in the around solar farm site entrance.

## 3. Assessment — FNSF Construction Access and A20 Cycleway

### 3.1 Nature of the Conflict Point

The A20 Cycle Track (shown in blue on Figures 1 and 2) runs along the SH8 corridor and crosses the FNSF Construction Site Access Road at a point immediately before the T-intersection with SH8 (pink circle, Figure 1). This is the only interaction between FNSF construction traffic and the Cycle Track.

The crossing geometry is a defined, fixed point. Cyclists travelling along the Cycle Track will cross the access road as they pass the Solar Farm Entrance on SH8. Construction vehicles exiting the site will turn across the Cycle Track before entering SH8, and construction vehicles entering the site will turn across the Cycle Track from SH8.

### 3.2 Risk Profile During Construction

The construction programme introduces a sustained and significant increase in vehicle movements at this crossing over approximately three years:

- Up to 30 heavy vehicle movements per day (15 in, 15 out) — articulated trucks, truck-and-trailer units
- Up to 80 light vehicle movements per day — workforce travel
- Operating hours Monday to Saturday, 07:30 to 18:00

Risk factors at the crossing include:

- Large construction vehicles have extended swept paths and limited close-range visibility of cyclists
- The A20 Cycleway is a nationally significant recreational route with high summer usage including tourists unfamiliar with the site
- The posted SH8 speed limit is 100 km/h — cyclists approaching from either direction are in proximity to high-speed highway traffic
- The crossing has not previously been used by construction or heavy industrial traffic

These risks are manageable. The crossing is at a fixed, visible location and can be addressed through targeted signage, driver protocols, and speed controls as described in Section 4.

## 4. Proposed Mitigation — FNSF Construction Access / Cycleway Crossing

### 4.1 Signage Layout

REG has prepared a preliminary signage layout drawing (Figure 2) identifying recommended sign locations at the SH8 access intersection and the A2O Cycle Track crossing. The proposed signage is summarised in Table 4.1.

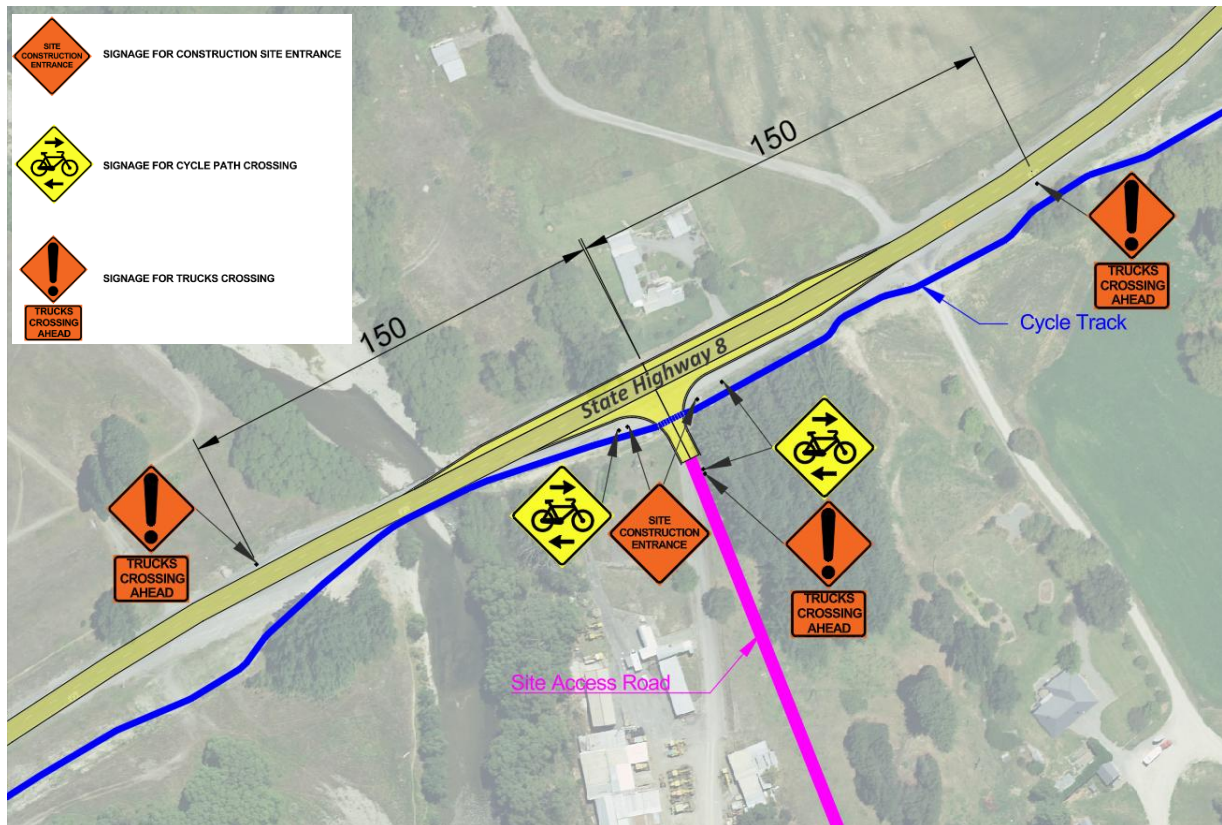


Figure 2.0 — Preliminary Signage Layout: FNSF Construction Site Access and A2O Cycle Track Crossing

Source: REG preliminary signage drawing. Magenta = Construction Site Access Road; Blue = A2O Cycle Track; Yellow = SH8 lane widening. Diamond markers show proposed sign locations. All positions indicative and to be confirmed in the CTMP in consultation with NZTA/Waka Kotahi.

Table 4.1 — Proposed Construction Signage: FNSF Access Intersection and A2O Cycle Track Crossing

No.	Location	Sign Type	Rationale
1	SH8 westbound approach, ~150 m west of Solar Farm Entrance	Trucks Crossing Ahead (orange, temporary construction)	Advance warning to westbound SH8 motorists and cyclists approaching the Solar Farm Entrance from the Twizel direction.

No.	Location	Sign Type	Rationale
2	SH8 eastbound approach, ~150 m east of Solar Farm Entrance	Trucks Crossing Ahead (orange, temporary construction)	Advance warning to eastbound SH8 motorists of construction vehicles turning into or out of the Solar Farm Entrance.
3	At the SH8 / Construction Site Access Road T-intersection	Site Construction Entrance (orange)	Identifies the FNSF-specific construction access point to all road users including cyclists passing on the Cycle Track.
4	A20 Cycle Track, both approaches to the Construction Site Access Road crossing — ~20–30 m either side	Cyclists Crossing / Cycle Path Crossing (yellow standard) — both directions	Primary conflict point: Cycle Track crosses the FNSF construction access road just before the SH8 T-intersection. Warning required in both directions for cyclists approaching the crossing.
5	Construction Site Access Road, ~20–40 m from the Cycle Track crossing (approach from site side toward SH8)	Cyclists Crossing Ahead + 'Construction Trucks Entering/Exiting' supplementary plate	Gives truck drivers exiting the site adequate warning of the Cycle Track crossing before reaching SH8. Most critical sign for construction safety. Mandatory stop/give-way at crossing line.

All temporary construction signage will be installed in accordance with the NZTA Code of Practice for Temporary Traffic Management (CoPTTM) standards for state highway environments. Sign types, sizes, and retro reflectivity specifications will be confirmed in the detailed CTMP. NZTA authorisation will be sought for all signage within the SH8 road corridor.

## 4.2 Driver Protocol at the Cycle Track Crossing

The following protocols will be incorporated into site induction training and the CTMP:

- All construction vehicles must come to a complete stop at the designated give-way line on the access road before crossing the A20 Cycle Track — mandatory, regardless of whether cyclists are visible
- Drivers must scan in both directions along the Cycle Track before proceeding
- Maximum speed on the Construction Site Access Road between the site gate and SH8 is 10 km/h

- During high-volume delivery periods, a ground marshal will be stationed at the Cycle Track crossing to manage simultaneous truck and cyclist movements where practicable
- No construction vehicles are to queue on the access road beyond the Cycle Track crossing, all queuing must occur within the site boundary

### 4.3 CTMP Integration

The Construction Traffic Management Plan (CTMP), to be submitted to NZTA and Mackenzie District Council at least 30 working days before construction commences, will incorporate:

- Detailed signage plan for the SH8 access intersection and A20 Cycle Track crossing cross-referenced to Figure 2 of this memorandum
- Driver induction requirements specific to the Cycle Track crossing
- Emergency access and incident response procedures for the access route
- Confirmation of NZTA sign authorisations

## 5. Conclusion

This memorandum confirms, the following key points in response to RFI Section 2.5(a):

- FNSF construction traffic will not use the Allan/Fordyce driveway. The two access routes are entirely separate. Allan/Fordyce access is unaffected by The Point Solar Farm during construction.
- The A20 Cycle Track independently crosses both the FNSF Construction Site Access Road (at the Solar Farm Entrance on SH8) and the Allan/Fordyce driveway (at a separate location northeast of the Solar Farm Entrance). These are two distinct crossings. FNSF is responsible for managing effects at the FNSF access crossing only
- The Allan/Fordyce driveway/Cycle Track crossing is a pre-existing condition that exists independent of the solar farm proposal and will not be altered or worsened by FNSF construction.
- The FNSF access/Cycle Track crossing will be managed through a comprehensive signage package (six signs at identified locations), a mandatory stop-and-give-way protocol and ground marshalling during high-volume delivery periods.
- All measures will be formalised in the CTMP prior to construction commencement. As a by-product, the improved and new signage and Cycleway safety awareness will benefit all users of the Cycle Track in the vicinity.