



**Far North Solar Farm Limited**

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**30 April 2026**

**Hon Raynor Asher KC**

The Point Solar Farm Expert Panel Chair  
c/o Environmental Protection Authority  
Level 10, 215 Lambton Quay  
Wellington 6011

**Re: Response to Request for Further Information 5 – The Point Solar Farm Application under the Fast-track Approvals Act 2024 (File ref: FTAA-2509-1100)**

Dear Hon. Raynor Asher KC

I am writing on behalf of Far North Solar Farm Limited (FNSF) to submit our response to the Panel's Request for Further Information 5 dated 11 March 2026, pursuant to section 67 of the Fast-track Approvals Act 2024.

This submission addresses **Section 1 (Concessions sought under the Conservation Act 1987)** and **Section 2 (RMA Matters)** of RFI 5 in full. Responses to the ecology matters (Section 3) will be provided under a separate cover once the requested suspension extension to 30 May 2026 is granted, to enable comprehensive specialist input.

The response is supported by the following appendices:

- Appendix 1: Statement of evidence of Ms Alkamil (SASM)
- Appendix 1A: Summary table against SASM provisions
- Appendix 1B: FNSF SASM Assessment – Mana Whenua comments
- Appendix 2: RFI 2.2 The assessment copy shared to ECAN on dated 17th Feb 2026
- Appendix 2A: RFI 2.2 Email response copy form ECan.
- Appendix 3: Dust Management Plan – Areas plan with legal descriptions
- Appendix 4: REG Noise Memorandum (Allan/Fordyce property)
- Appendix 5: REG Transport Memorandum (Alps 2 Ocean Cycleway and shared access)



This submission is consistent with our prior responses to earlier RFIs and Minutes, and the updated proposed conditions filed on 21 April 2026.

FNSF remains committed to working constructively with the Panel and is available for any clarification or conferencing required.

Best regards

A handwritten signature in black ink, appearing to read 'Richard Homewood', with a long horizontal flourish extending from the end of the signature.

**Richard Homewood**  
Director  
Far North Solar Farm Limited



## **RFI-5 Responses from FNSF**

### **1. Concessions sought under the Conservation Act 1987**

**a) The Applicant is to provide in writing, details as to which parts of the substantive application for concessions sought for Transpower is to be withdrawn and advise on implications as to the Department of Conservation's feedback under Section 51 of the FTAA?"**

**Response:** In line with the Panel's request in RFI 5, we provide the following clarification on the concession matters. This follows on from our earlier responses to RFI 2, the substantive application documents, and the Department of Conservation's s51 feedback provided on 4 February 2026.

**We confirm that no parts of FNSF's concession application are to be withdrawn.**

#### **Clarification on Scope and Transpower Elements**

At the Project Overview Conference on 16 January 2026, we indicated that Transpower would handle its own separate access and concession arrangements directly with DoC for any grid connection infrastructure elements that fall outside FNSF's scope.

Following further discussions and a review of the current application, FNSF's concession application is limited to the easements we directly need over the Bendrose Stream Marginal Strip. These are:

- A right of way easement for vehicle access along the existing farm track; and
- A right to convey telecommunications easement for a small fibre optic cable (approximately 8–12 mm diameter) running alongside the track, including its attachment to the existing box culvert.

This concession is sought solely by FNSF under Part 3B of the Conservation Act 1987. It does not cover any broader Transpower-specific approvals, which Transpower is progressing independently (as we previously signalled).

This position is consistent with our RFI 2 response on 23 February 2026, where we confirmed no withdrawals were required based on the current project scope and DoC's s51 report. It is also supported by the easement plan provided in Appendix 10 (an updated version can be supplied if needed).



## 2. RMA Matters

### 2.1 Sites of Significance to Māori (SASM)– Mackenzie District Plan

**(a) The Applicant is to provide expert evidence in writing, an assessment of the proposal as to the adjoining SASM sites and other assessments as agreed in the 4 March 2026 hui?**

**Response:** Kindly refer to the attachments below

- *Appendix 1: RFI 2.1 Statement of evidence of Ms Alkamil*
- *Appendix 1A: RFI 2.1 Table - Summary against SASM provision*
- *Appendix 1B: RFI 2.1 FNSF SASM Assessment Mana Whenua Comments.*

### 2.2 Water Supply

**a) The Applicant is to provide in writing, clarification as to whether or not water stored for fire-fighting purposes will also be used for irrigation?**

**Response:** The proposed project has dedicated 30,000L fire water tanks located within areas of the farm for exclusive firefighting use. (refer Appendix W of application.) These are included in the Conditions regarding fire risk mitigation, which states the tank water is exclusive for firefighting purposes and will have the suitable couplings and flag indicators installed. They will be filled at installation and regularly checked.

### 2.2 Earthworks - Scope and Assessment

**a) The Applicant is to provide copies of the assessment by the applicant dated 17 February 2026 to ECan and the ECan response to that assessment?**

**Response:** Kindly refer the attachments

- *Appendix 2: The assessment copy shared to ECAN on dated 17th Feb 2026 and ,*
- *Appendix 2A: RFI 2.2 Email response from ECan.*

**b) The Applicant is to provide in writing an explanation as to whether or not Section 1 SO 43602 is outside of the scope as to earthworks?**

**Response:** The earthworks on Bendrose Farm are outside this application. (Section 1 of SO 432605 is Bendrose Farm buildings area)

### 2.3 Dust Management

**a) The Applicant is to provide in writing, clarification as to which areas the proposal as a whole the Dust Management Plan will apply to, including the identification of legal descriptions and the provision of a plan illustrating those areas?**

**Response:** The Transport Impact Assessment prepared for the project accounts for dust suppression as an integral component of construction traffic management. Dust suppression tanker movements are included within the construction traffic volumes assessed,



reflecting the need for active dust control along the unsealed sections of the access route from the end of the sealed carriageway through to the solar farm site, as well as across construction areas within the site as works progress.

A Dust Management Plan has been prepared by WWLA for the project setting out monitoring, reporting and management procedures for dust generated during construction, including contingency measures where dust effects require additional response. The plan applies to the full extent of the construction access route, including the sections traversing private rural land, and is not limited to the solar farm site boundary. A plan identifying the sections of the access route where dust control measures will be implemented, together with the relevant legal descriptions of the land parcels traversed, is provided at Appendix 3 to this response. The attached plan includes the legal title details.

Attached drawing in *Appendix 3: RFI 2.3 DMP illustrating areas with identification of legal descriptions*.

## **2.4 Noise**

**a) The Applicant is to provide an expert acoustic assessment, as to the potential construction noise effects from the proposal in relation to the Allan/Fordyce property?**

**Response:** The acoustic assessment prepared by Marshall Day considers construction noise generated on the solar farm site and concludes that no properties are located close enough to the site to be adversely affected. The Allan/Fordyce dwelling is located approximately 7.86 km from the nearest edge of the solar farm site, and this assessment remains unchanged.

In relation to construction traffic noise along the construction access route which was the specific concern raised by Mr Allan and Ms Fordyce, REG has prepared a supplementary acoustic assessment memo addressing this matter. That memo is provided at Appendix 4 to this response. The memo assesses construction traffic noise at the Allan/Fordyce dwelling, which is located approximately 240 metres from the construction access road. Construction traffic comprising up to 30 heavy vehicle and 80 light vehicle movements per day, confined to standard construction hours of 07:30–18:00 Monday to Saturday, is assessed as the most relevant noise source for this property. Having regard to the separation distance and the intermittent nature of movements, noise effects at the Allan/Fordyce property are assessed as minor and consistent with typical rural construction activity

Attached Memorandum in *Appendix-4: RFI 2.4 Response\_REG\_NOISE MEMO*.

## **2.5 Transportation**

**a) The Applicant is to provide an expert traffic assessment, as to the potential implications of the proposal for users of the Alps 2 Ocean Cycleway and other users of shared access track to the solar farm?**

**Response:** The Transport Impact Assessment prepared for the project assesses construction traffic effects associated with the proposed solar farm access from State Highway 8, including access geometry, sight distances, and heavy vehicle movements. A key clarification is necessary in response to the concerns raised by Mr Allan and Ms Fordyce: 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 construction.

FNSF construction access road crosses the Alps 2 Ocean Cycle Track at a defined point immediately before reaching SH8. This crossing is independent of the Allan/Fordyce driveway, which also crosses the Cycle Track at a separate location further along the corridor. FNSF construction activity does not interact with the Allan/Fordyce driveway crossing in any way.

A supplementary expert transport memorandum has been prepared by REG addressing the safety implications of construction traffic at the FNSF access/Cycle Track crossing. That memorandum is provided at Appendix 5 to this response. It confirms that the Cycle Track crossing can be appropriately managed through targeted signage at six identified locations, a mandatory stop-and-give-way protocol for construction vehicles and ground marshalling during high-volume delivery periods. All measures will be formalised in the Construction Traffic Management Plan prior to construction commencement.

Attached Memorandum in *Appendix 5: RFI 2.5 Response\_REG TRANSPORT MEMO*

## **2.6 Management Plans and Conditions**

**That the set of conditions due for filing on 10 April 2026 (as referenced in Minute #7 for The Point FS) address this matter.**

**Response:** Noted - the proposed consent conditions filed on 21 April 2026 endeavours to address this matter, noting the further information pending regarding ecological matters.

### **Attachments:**

1. Appendix 1: RFI 2.1 Statement of evidence of Ms Alkamil
2. Appendix 1A: RFI 2.1 Table - Summary against SASM provision
3. Appendix 1B: RFI 2.1 FNSF SASM Assessment Mana Whenua Comments.
4. Appendix 2: RFI 2.2 The assessment copy shared to ECAN on dated 17th Feb 2026
5. Appendix 2A: RFI 2.2 Email response copy form ECan.
6. Appendix 3: RFI 2.3 DMP illustrating areas with identification of legal descriptions.
7. Appendix 4: RFI 2.4 Response\_REG\_NOISE MEMO
8. Appendix 5: RFI 2.5 Response\_REG TRANSPORT MEMO