



**Far North Solar Farm Limited**

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**06 May 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 Information 7 – 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 Information 7 dated 2 April 2026, pursuant to section 67 of the Fast-track Approvals Act 2024.

RFI 7 raised three matters relating to access routes and potential effects on the neighbouring Allan/Fordyce property. Each matter has been fully addressed in the attached response document:

- **Section 1:** Access route proposed for the decommissioning phase (including assessment of traffic, noise, dust and other effects).
- **Section 2:** Vehicle types and numbers for the operational phase, together with proposed conditions to manage potential effects on the right of way.
- **Section 3:** Construction phase access route and effects on the Allan/Fordyce property, including the requested panoramic photographs (Appendix A) and contour map with cross-sections (Appendix B).

FNSF acknowledges the cooperative approach of Mr Allan and Ms Fordyce in granting access to their property to obtain the panoramic photographs. We remain committed to constructive engagement with neighbouring landowners throughout the project.



This submission is consistent with our prior responses to earlier RFIs, the Transport Impact Assessment, and the proposed consent conditions.

FNSF trusts the information provided fully addresses the Panel's requests and remains available for any clarification or conferencing required.

Best regards

A handwritten signature in black ink, appearing to read 'Richard Homewood', with a horizontal line underneath.

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



## RFI-7 Responses

### 1. Access route proposed to be used for decommissioning phase

**a) The Applicant is to provide in writing, details as to proposed route to be used for the decommissioning phase, together with an assessment of traffic, noise, dust and any other identified effects from the use of the proposed route.**

**FNSF Response:** The proposed access route for the decommissioning phase of The Point Solar Farm is the same route as that used during the construction phase: State Highway 8 (SH8) as the primary regional approach, connecting to the site via the Bendrose Farm access corridor. This route will be formalised in a Deconstruction Traffic Management Plan (DTMP) to be prepared and submitted to Mackenzie District Council for certification no less than three months prior to the commencement of decommissioning activities, and to Waka Kotahi NZ Transport Agency for written confirmation of acceptability prior to MDC submission, consistent with the agreed consent conditions.

The decommissioning programme is anticipated to take approximately 12–18 months from site mobilisation to completion of ecological reinstatement. Traffic volumes during decommissioning will be broadly comparable to the construction phase: up to 30 heavy vehicle movements per day (in and out) for removal of modules, mounting structures, electrical infrastructure, and buildings, together with light vehicles for the decommissioning workforce. The Decommissioning Management Plan (DMP) confirms that heavy vehicle movements will not exceed 30 trips per day, consistent with the agreed conditions.

The effects of the proposed decommissioning access route on traffic, noise, and dust are assessed as follows:

**Traffic:** The decommissioning access route traverses SH8 a rural two-lane state highway with an AADT of approximately 2,650-2,964 vehicles and the Bendrose Farm access corridor, which currently carries low rural traffic volumes. The addition of up to 30 heavy vehicle movements per day during peak decommissioning activities is temporary, time-limited, and consistent with the traffic volumes assessed for the construction phase. Effects on the SH8 network are considered manageable and will be subject to the DTMP and NZTA authorisation requirements.

**Noise:** Construction noise standards under NZS 6803:1999 will apply equally to decommissioning activities. Decommissioning works will be confined to standard hours of 07:30-18:00 Monday to Saturday, with no works on Sundays or public holidays. The nearest dwelling (Allan/Fordyce) is located approximately 240 metres from the access road AND 7.7km from the site. At this separation distance, noise from decommissioning traffic is assessed as minor from the access way and negligible from the site and also consistent with typical rural construction activity.

**Dust:** Dust suppression measures applied during construction will be carried forward to the decommissioning phase. Water suppression on internal roads and unsealed sections of the access corridor, reduced heavy vehicle speed limits, and cessation of works during extreme wind events will be implemented. The DMP specifically requires that all reasonable and practicable measures be adopted to prevent dust from decommissioning operations causing material damage to the Transpower National Grid transmission lines on and adjacent to the site.

**Other effects:** The DMP requires a pre-decommissioning dilapidation survey of the access route, post-decommissioning road condition survey, and reinstatement of any damage attributable to decommissioning traffic.



**2. Vehicle type and numbers for access route proposed to be used for the operational phase**

**a) The Applicant is to provide in writing, details as to proposed number, frequency and types of vehicles proposed for the operational phase of the proposed solar farm.**

**FNSF Response:** During the operational phase, traffic movements to and from the solar farm will be very minimal. The solar farm is designed to operate with a high degree of automation and remote SCADA monitoring, such that routine daily staffing on-site is not required. Operational traffic will be limited to maintenance personnel and occasional equipment deliveries.

Typical operational traffic will comprise light vehicles (utes and vans) for O&M staff conducting routine inspections and maintenance. Very rare occasional service vehicles for specialist maintenance activities such as inverter servicing, thermal imaging surveys and vegetation management and infrequent delivery vehicles for replacement of any equipment if required.

Operational traffic volumes are expected to be fewer than 2-3 vehicle movements per day under normal operations, predominantly light vehicles. This is substantially lower than the construction phase. Heavy vehicle movements will be infrequent, arising only where major equipment replacement is required, and are not anticipated on a regular basis.

The right of way over Lot 1 DP470213 will be used as the primary operational access route. The alternative construction access via the Bendrose Farm corridor is not required for low-volume operational traffic.

**b) What mitigation by way of conditions in relation to the potential effects of the use of the right of way for the operational phase (e.g. Traffic, noise, and dust) are proposed by the Applicant?**

**FNSF Response:** FNSF proposes the following conditions to manage the potential effects of operational traffic on users of the right of way and neighbouring landowners. These conditions are consistent with the Operation and Maintenance Plan (OMP REG/OMP001/ThePoint01) and the Transport Impact Assessment (REG/TIA001/ThePoint01).

**Table 2.b — Proposed Operational Phase Conditions: Right of Way**

Topic	Proposed Condition / Mitigation	Purpose
Traffic volumes	Operational traffic limited to fewer than 5 vehicle movements per day under normal operations. Occasional equipment delivery vehicles may exceed this limit on a planned basis with advance notice to MDC.	Minimises interaction with other users of the right of way and surrounding rural road network
Vehicle types	Operational traffic consists primarily of light vehicles (utes, vans) for routine maintenance. Heavy vehicles limited to infrequent scheduled equipment deliveries. No heavy vehicles during peak tourism periods were practicable.	Protects road surface and minimises amenity effects
Speed management	Maximum speed of 20 km/h on unsealed sections of the operational access route. Speed limit signs to be installed and maintained at the site entrance gate.	Reduces dust generation and road surface wear



Access hours	Planned maintenance visits and deliveries to be scheduled Monday to Friday 07:30–17:00 where practicable. No restriction on emergency maintenance responses.	Minimises disturbance to neighbouring landowners outside normal working hours
Road maintenance	A pre-operations dilapidation survey of the access route to be completed. Any damage attributable to operational traffic to be remediated at FNSF's cost. Annual road condition inspection to be undertaken and records kept.	Ensures the right of way is maintained in a condition no worse than pre-operations
Noise	Operational maintenance activities generating noise above typical rural ambient levels (e.g. machinery maintenance, vegetation management) to be scheduled during standard hours and with advance notice to neighbouring landowners.	Consistent with NZS 6803:1999 construction noise principles applied to operational activities

### 3. Access route proposed to be used for the construction phase

a) Please provide a photo or panoramic image (several photos) from outside the front door of the Fordyce/Allan residence to the proposed Construction Access Road – between Points A and B. The photo or photos are to be taken with a 50mm lens (full frame camera or equivalent) at adult eye height (approx. 1.6m agl) to capture the full extent of the Access Road that would be exposed to the dwelling and its immediate curtilage. If more than one photo is required, they should be stitched together professionally to create a seamless panorama. We note that this will require of permission of the neighbouring landowners Mr Allan and Ms Fordyce.

#### FNSF Response:

3.a) FNSF sought permission from Mr Allan and Ms Fordyce to access their property for the purpose of taking the photographs requested by the Panel and the panoramic photographs provided at **Appendix A** were taken with a (50mm full-frame) lens at adult eye height of 1.6 m above ground level, facing towards points A and B as requested from Panel, from outside the front door of the Allan/Fordyce residence, and capture the full extent of the Construction Access Road between Points A and B as indicated on the Panel's attached map.

b) From Point A going west along the Construction Access Road to Point C, there appears to be a drop in elevation of the road. Please provide a contour map and three representative cross-sections which will illustrate to the Panel the height differential between the Allan/Fordyce dwelling and the Construction Access Road.

#### FNSF Response:

3.b) The contour map and three representative cross-sections provided at **Appendix B** illustrate the topography of the Construction Access Road between Points A B and C, relative to the Allan/Fordyce dwelling.

The Construction Access Road drops approximately 2.5metres in elevation between Point C to Point A over a distance of approximately 600 metres. The Allan/Fordyce dwelling is located at an elevation of approximately 451.5m above sea level (assume for the elevation topography base level of sea level is 0).



Appendix B shows a cross section from Allan/Fordyce Dwelling to Point C (451 meters above sea level @ page 1), Allan/Fordyce Dwelling to Point A (448.5 meters above sea level @ page 2) & Allan/ Fordyce Dwelling to Point B (447.5 meters above sea level @ page 3).

This cross section shows that where trees are present, the route is not visible from the Allan/Fordyce dwelling, and the locations along the route immediately adjacent to the Allan/Fordyce property are intermittently visible at a minimum distance of 230m.

**c) Please provide details of the conditions proposed to ensure that the effects of noise and dust on the neighbouring landowners are minimised. We are aware that such information may be provided on 10 April 2026 as the response to Minute #7 dated 2 March 2026 regarding joint conditions.**

**FNSF Response:** FNSF notes the Panel's reference to the joint conditions' response being provided on 10 April 2026 in response to Minute #7.

The following sets out the proposed conditions and management measures to ensure that noise and dust effects on the Allan/Fordyce property and other neighbouring landowners arising from the use of the Construction Access Road are appropriately minimised.

**ACCESS ROUTE INDEPENDENCE:** FNSF Construction Access Road and the Allan/Fordyce property access driveway are entirely independent. FNSF construction traffic does not use, cross, or interface with the Allan/Fordyce driveway at any point. The noise and dust measures described below apply to the Construction Access Road and the wider construction activity on the FNSF site.

**PROPOSED CONDITIONS:** The following proposed MDC consent conditions (note: condition numbering is in draft form, subject to finalisation) cover construction noise, traffic, and access management:

- Construction traffic conditions (covering traffic volumes, scheduling, and heavy vehicle movements)
- Access conditions (covering Construction Access Road formation, design, and vehicle management)

#### **NOISE MANAGEMENT MEASURES:**

Construction Hours: All construction activities, including use of the Construction Access Road by construction and delivery vehicles, will be confined to 07:30–18:00, Monday to Saturday. No construction or delivery traffic will operate on Sundays or public holidays. The consent conditions also allow certain low-noise activities (such as site set-up, electrical works, and planting) to occur outside standard hours on weekdays where they do not generate noise audible at neighbouring properties.

Delivery Scheduling: Heavy vehicle deliveries will be scheduled, where practicable, between 09:30 and 14:30. This window is specifically designed to avoid coincidence with workforce arrival and departure periods, reducing the concentration of vehicle movements during the periods when they would be most audible at the Allan/Fordyce residence and other neighbouring properties.

Heavy Vehicle Daily Cap: Heavy vehicle movements are capped at a maximum of 30 trips per day (in and out combined). This cap is reflected in the proposed consent conditions and is consistent with the traffic volumes assessed in the Transport Impact Assessment.



Speed Management: A reduced maximum speed limit will apply on unsealed sections of the Construction Access Road to reduce engine noise, braking noise, and road surface impact noise audible at neighbouring properties. The specific speed limit will be confirmed in the certified Construction Traffic Management Plan (CTMP), which will be submitted to Mackenzie District Council and the New Zealand Transport Agency for certification no less than 20 working days prior to the commencement of physical works.

Advance Notification: Neighbouring landowners, including the Allan/Fordyce household, will be notified at least five working days prior to the commencement of particularly noise-generating construction activities, including pile installation phases and major equipment delivery batches. A dedicated construction site manager contact number will be made available to affected neighbouring properties at all times during the construction period.

Construction Noise Assessment: The Construction Noise Management Plan confirms that predicted construction noise levels at the nearest dwelling are expected to remain well below the NZS 6803:1999 construction noise limits for all stages of the project. The separation distance between the primary construction activities and the nearest dwelling, combined with the use of hydraulic pile pressing (which generates substantially lower noise than impact pile driving), provides inherent mitigation.

#### **DUST MANAGEMENT MEASURES:**

Active Dust Suppression: Active dust suppression will be applied to unsealed sections of the Construction Access Road and across the construction site. Water cart movements for dust suppression are included within the construction traffic volume assessment and are estimated to comprise approximately 10 percent of total heavy vehicle movements over the three-year construction programme. Suppression frequency will be increased during prolonged dry periods and high-wind events, consistent with the Mackenzie Basin weather profile.

Dust Management Plan: A Dust Management Plan has been prepared by Williamson Water and Land Advisory. This plan will be submitted to Canterbury Regional Council for certification no less than 20 working days prior to the commencement of physical works. Earthworks will not commence until Canterbury Regional Council has confirmed certification. The Dust Management Plan is prepared in accordance with Schedule 2 of the Canterbury Air Regional Plan.

Vegetation and Surface Management: Grass and ground cover on unsealed shoulders of the access route will be maintained where practicable to reduce bare soil dust generation. Stabilised entranceway construction at the SH8 access point and at the site entrance will minimise tracking of material onto sealed road surfaces.

Dust Monitoring: Dust monitoring will be undertaken at or near the site boundary during high-wind events and during peak earthworks activities. If dust levels approach or exceed the thresholds specified in the certified Dust Management Plan and Canterbury Air Regional Plan Schedule 2, or if complaints are received from neighbouring landowners, additional suppression measures will be implemented without delay.



## **COMPLAINTS MANAGEMENT**

A complaints register will be maintained throughout the construction period. The register will record, as a minimum:

- (a) the name and contact details (if supplied) of the complainant;
- (b) the nature and details of the complaint;
- (c) the location, date, time, and weather conditions at the time of the complaint and the alleged event;
- (d) any other activities in the area that may have contributed to the complaint;
- (e) the outcome of the Consent Holder's investigation; and
- (f) a description of any measures taken in response.

Complaints will be acknowledged within 24 hours of receipt. The complainant will be advised of the outcome of the investigation and any responsive measures within five working days. Mackenzie District Council will be notified of any complaint within two working days of receipt. The complaints register will be made available to Mackenzie District Council on request.

A dedicated contact number for the construction site manager will be publicly available and displayed on the site notice board throughout the construction period.