



Far North Solar Farm Limited

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10 June 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 13 – The Point Solar Farm Application under the Fast-track Approvals Act 2024 (File ref: FTAA-2509-1100)

Dear Hon. Raynor Asher KC,

Far North Solar Farm Limited (FNSF) refers to the Panel's Request for Information 13 dated 09 June 2026 in relation to the TPSF application.

Please find attached FNSF's detailed responses to the matters raised. These address:

1. The relationship between TPSF and Renewable Engineering Group (REG).
2. The names, experience, qualifications, and any links of the authors of the Expert Noise Memorandum (Construction Noise Effects: Alan Fordyce Property).
3. The independence of REG in the preparation of the documentation for the TPSF application.

The responses confirm the professional standards applied, the corporate structure (REG and FNSF as subsidiaries of the Co-Generation group), the qualifications of key engineers (Pareekshit Parihar and Roadante Locarte) and the robust, proportionate methodologies used consistent with New Zealand practice for utility-scale solar developments.



FNSF remains available to provide any further clarification or attend a hearing if required. We appreciate the Panel's consideration of this response as part of the fast-track process.

Best Regards,

A handwritten signature in black ink, which appears to read 'Richard Homewood', is written over a horizontal line.

Richard Homewood
Director
Far North Solar Farm Limited



Response to Request for Information 13

1. Please advise as to the relationship between TPSF and REG, including any direct or indirect or beneficial interests or links that exist between the two entities.

FNSF Response: The Point Solar Farm is a project under development by Far North Solar Farm Limited (FNSF). Renewable Engineering Group (REG) is a professional engineering consultancy that was engaged by FNSF to prepare technical reports in support of the TPSF Fast-Track application. REG has a common shareholding with FNSF as both companies are subsidiaries of the Co-Generation group

Notwithstanding the corporate relationship, the technical work was carried out by qualified professional engineers who applied the relevant New Zealand and international standards applicable to each discipline. The engineers responsible are Pareekshit Parihar and Roadante Locarte, who do not hold any personal financial interest in FNSF or the TPSF project, and the technical content of the reports has been prepared consistently with established practice for utility-scale solar farm assessments in New Zealand.

2. Specifically, please provide the name/s, experience and qualifications of the authors of the Expert Noise Memorandum RFI Response 2.4 Construction Noise Effects: Alan Fordyce Property dated 28 April 2026 and any direct or indirect links they may have to TPSF.?

FNSF Response: FNSF refers the Panel to its earlier response to the request for information under section 67 dated 20 March 2026 (Section 2 — Expert Qualifications), in which the qualifications and experience of the REG engineers responsible for the technical reports were provided. For completeness, the relevant information is set out below.

The Expert Noise Memorandum RFI 5 *Appendix 4: RFI 2.4 Response_REG_NOISE MEMO*, together with the Fire Risk Assessment (Appendix W of the substantive application) and the Traffic Impact and Construction Traffic Management Plan (Appendix 2, RFI response 9 February 2026), were authored and approved by Pareekshit Parihar and Roadante Locarte, engineers employed by Renewable Engineering Group (REG).

Pareekshit Parihar holds a Bachelor of Engineering and Technology (Mechanical) from MIT New Zealand and also completed undergraduate engineering studies overseas in 2014. He is a Member of Engineering New Zealand (MEngNZ) and Engineering New Zealand has assessed his both academic qualifications, continuing professional development, and work experience as demonstrating knowledge and competency equivalent to that of a graduate of a Sydney and Washington Accord



engineering degree. He has been involved in the development and construction of solar infrastructure projects since 2014 and currently serves in an engineering management role supporting utility-scale renewable energy developments. His experience spans infrastructure design, traffic engineering, construction management, distributed generation connections, and the preparation of technical assessments for renewable energy projects in New Zealand and internationally.

His technical contributions to the TPSF application included the preparation of the Traffic Impact Assessment, Construction Traffic Management Plan, and the application of recognised acoustic principles and attenuation calculations in support of the Noise Memorandum prepared in response to the Panel's RFI 5 *Appendix 4: RFI 2.4 Response_REG_NOISE MEMO*. These assessments were undertaken in accordance with the recognised standards and methodologies identified in Table 3.1.

Roadante Locarte holds a Bachelor of Science in Civil Engineering and has experience in renewable energy systems design, fire risk assessment for solar farm infrastructure, and construction management planning. His technical contributions to the TPSF application included the fire risk characterisation, emergency response planning framework, following NZTA standards and supporting other technical inputs across the noise and traffic assessments.

As noted under Query 1, neither engineer holds any direct or indirect personal financial interest in FNSF or the TPSF project. Both are employees of REG, which was engaged on a professional services basis. The corporate relationship between REG and FNSF at the parent entity level is as disclosed in the response to Query 1.

In relation to the Expert Noise Memorandum specifically, the memorandum was authored by REG engineers. The methodology adopted was developed having regard to accepted New Zealand acoustic practice and the recognised standards identified in Table 3.1.

FNSF notes that Marshall Day Acoustics had previously been engaged by FNSF in 2023 to prepare acoustic advice and memoranda in relation to solar farm developments, including a screening assessment for TPSF. In that assessment, Marshall Day concluded that the predicted operational noise levels at the nearest receivers would be very low, readily comply with the applicable District Plan noise limits, and that a detailed acoustic assessment was unnecessary due to the substantial separation distances between the solar farm and the closest noise-sensitive receivers. We now recognise that the access route was not included in that assessment.

The REG memorandum prepared in response to RFI 5 *Appendix 4: RFI 2.4 Response_REG_NOISE MEMO* was undertaken applying the recognised standards and acoustic principles identified in Table 3.1. to the access route. REG also had regard to the methodology adopted in previous Marshall Day acoustic memoranda for



comparable solar farm projects to ensure that the approach and conclusions were consistent with recognised acoustic practice including the distinction between construction noise assessments undertaken under NZS 6803:1999 and operational noise assessments governed by the relevant District Plan standards. Based on the temporary nature of the activity, the separation distances involved, and the standards applicable to that assessment, REG concluded that the circumstances did not trigger the need for a separate specialist acoustic assessment involving complex modelling or additional input from Marshall Day Acoustics

FNSF considers that the memorandum produced by REG provides a proportionate technical response to the Panel's specific query regarding temporary construction traffic noise effects associated with the proposed access route. Operational noise effects are separately addressed through Condition 103 and the Mackenzie District Plan framework, as confirmed in FNSF's RFI 11 response dated 25 May 2026.

3. By way of overview, please comment on the independence of REG in the preparation of the documentation prepared for TPSF application.

FNSF Response: As disclosed in response to Query 1, REG and FNSF share a common parent entity through the Co-Generation Group. Notwithstanding that relationship, the technical reports prepared by REG were undertaken by suitably qualified engineers applying the same recognised New Zealand and international standards that would apply to any technical assessment submitted in support of a New Zealand resource consent application.

The reports were prepared in accordance with the relevant standards, guidance documents and legislative requirements applicable to each discipline, including those issued by NZTA, FENZ, Standards New Zealand, AS/NZS and the relevant planning framework. The standards and references relied upon across the reports identified by the Panel are summarised in Table 3.1 below.

FNSF is satisfied that the technical content of the reports is robust, proportionate to the matters being assessed, and consistent with established New Zealand practice for utility-scale solar farm developments. While the Fast-track process does not require all technical assessments to be prepared by external consultants, it does require that they are prepared by suitably qualified professionals using recognised methodologies and standards. FNSF considers that this threshold has been met in this case.



Table 3.1 — Recognised Standards, Guidance Documents and Legislative Framework Applied in REG Technical Assessments

Report	Standard / Reference	Application in Report	Why Appropriate
Fire Risk Assessment	NZS 4517:2010 Fire Fighting Water Supplies	Firefighting water supply design and tank sizing	NZ standard for fire water supply design, directly applicable to rural solar farm infrastructure
	SNZ PAS 4509:2008 NZ Fire Service Firefighting Water Supplies Code of Practice	Alternative and static water supply compliance for 30,000 L tank pairs	Recognised NZ code for alternative water supplies where reticulated supply is unavailable, applicable to rural Mackenzie Basin site
	FENZ operational requirements — rural fire risk and appliance access	Access road widths, turning circles, hardstands, FENZ coupling specifications	Directly issued by the NZ fire authority responsible for this site, governs FENZ response capability requirements
	New Zealand Building Code Clause C — Protection from Fire	Fire separation and protection framework for site buildings	Mandatory compliance requirement for any consented structure in New Zealand
	AS/NZS ISO 31000:2018 Risk Management	Risk characterisation methodology for construction and operational fire risk	Internationally recognised risk management framework adopted as NZ standard, appropriate for systematic fire risk identification and treatment
	New Zealand Rural Fire Risk Management guidelines	Vegetation management, fire break provision, ignition source controls	NZ-specific guidance for rural fire risk, directly applicable to high-fire-risk Mackenzie Basin environment with dry grass and wind conditions
Traffic Impact Assessment & CTMP	NZTA Waka Kotahi State Highway Geometric Design Manual	SH8 access geometry, lane widths, taper design	Mandatory NZTA standard for any works affecting the state highway network, SH8 access design must comply
	NZTA Access onto the State Highway from Private Property guide (September 2025)	Type E access classification and compliance for private property crossing	Current NZTA guidance specifically governing private property access onto state highways, directly applicable to the SH8 solar farm entrance



	NZTA Planning Policy Manual (PPM) 2007 — Diagram E	Access design basis confirmed by NZTA for equivalent Waipara Solar Farm access	NZTA guidance used to inform access design principles for private property connections to the state highway network
	NZTA RTS-18 — Truck Turning Geometry	Minimum corner radii ≥ 15 m for heavy vehicle turning at SH8 access	NZ technical specification for truck swept paths, required for safe heavy vehicle turning at the SH8 construction entrance
	Code of Practice for Temporary Traffic Management (CoPTTM)	Construction traffic management, signage, delivery scheduling	Widely adopted New Zealand traffic management framework applicable to temporary traffic management activities during construction.
	Austrroads Guide to Road Design Part 4A	Type E access design for low-to-medium heavy vehicle usage	Authoritative Australasian road design reference adopted in NZ practice, fills geometric design detail not covered by NZTA manuals
	Land Transport Act 1998	Heavy vehicle movement management and abnormal load requirements	NZ legislation governing heavy vehicle operations, compliance required for all construction traffic
	NZTA One Network Framework	SH8 route classification: Rural Connector, M2 Movement / P5 Place	Sets the functional classification baseline for the traffic impact assessment, confirms SH8's role and capacity context
Expert Noise Memo	NZS 6803:1999 Acoustics — Construction Noise	Applicable standard for construction phase noise assessment; daytime limit 75 dB LAeq	Recognised NZ standard for temporary construction noise, directly applicable to construction traffic on the access road during the three-year build programme
	ISO 11690 / BS 5228 Part 1 — Construction Equipment Noise	Typical sound power levels for hydraulic piling, excavators, construction trucks	Internationally recognised source data for construction plant noise levels, used where NZ-specific source level data is not available
	Standard acoustic attenuation principles — inverse square law / 6 dB per doubling of distance	Predicted noise levels at 240 m separation distance from access road to A/F dwelling	Fundamental and universally accepted acoustic principle, appropriate for distance-based attenuation calculation



			at the confirmed separation distance
	Mackenzie District Plan Rural Zone noise limits / Condition 103	Applicable operational noise standard confirmed in FNSF RFI 11 response 25 May 2026	District Plan limits are the correct standard for ongoing operational activities at this site, replaces NZS 6803 for the operational phase as acknowledged in RFI 11

FNSF also notes that the technical conclusions reached in the REG reports are broadly consistent with the views of external agencies involved in the Fast-track process. To date, none of the external agencies involved in the Fast-track process, including FENZ and NZTA Waka Kotahi, have identified any material technical deficiencies in the methodologies adopted or standards applied in the reports prepared by REG.