



28 January 2026

Mackenzie District Council
c/- Core Planning & Property

Novo Group Limited
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Attention: Nick Boyes

By email: [REDACTED]

Dear Nick,

HALDON SOLAR [FTAA-2508-1097] TRANSPORT REVIEW

1. My name is Nicholas Peter Fuller and I have been engaged by Mackenzie District Council to review and comment on the transport effects of the above Fast-track application. I am a Principal Transport Engineer with Novo Group Ltd and my qualifications are included as **Attachment 1**.
2. Although this is not an Environment Court Hearing, I have read the Code of Conduct for Expert Witnesses (contained in the Environment Court Practice Note 2023) and agree to comply with it. Except where I state I rely on the evidence of another person, I confirm that the issues addressed in this statement of evidence are within my area of expertise, and I have not omitted to consider material facts known to me that might alter or detract from my expressed opinions.
3. The documents I have reviewed are:
 - a. Transport components of *The Application for Approvals Under the Fast-Track Approvals Act* prepared by Mitchell Daysh (dated 29 August 2025);
 - b. *Proposed Mackenzie District Council* conditions (Appendix 2 of the Application);
 - c. *Draft Construction Traffic Management Plan* dated July 2025 (also Appendix 2 of the Application);
 - d. *Haldon Solar Project – Integrated Transport Assessment* by Stantec dated 22 April 2025 (Appendix 8 of the Application); and
 - e. The Transport chapter of the Mackenzie District Plan.

Summary

4. I agree with the statement in the Integrated Transport Assessment (ITA) that the traffic associated with the routine maintenance of the project will be very low. I also agree that the focus of the assessment should be on the transport effects associated with the construction phase of the project and that these effects can be managed with an appropriate Construction Traffic Management Plan (CTMP).
5. Although a draft CTMP has been prepared and submitted with the Application, this lacks much of the detail regarding the off-site traffic management (described at a high-level in



the ITA) that mitigates the effects on the wider network. I consider that the additional detail required can be provided later and I note this is common practice.

6. Given the above, I have primarily sought to ensure that the proposed conditions adequately represent the requirements set out in the ITA and that these conditions will lead to acceptable transport effects. My suggested amendments to the conditions (along with the rationale for these changes) are included in **Attachment 2**.
7. I consider adopting these changes will lead to acceptable and no more than Minor adverse transport effects. In contrast, not accepting these changes may lead to more than Minor adverse effects with regard to road safety.

Review

Transport Overview

8. The transport network is described in the ITA, with the Application site identified as being approximately 40km southwest of Dog Kennel Corner on State Highway 8 (SH8). The majority of the access route to the site is via Haldon Road, which is sealed for the first 16km (approximately) and then unsealed. The final segment of access route is via Haldon Arm Road, which is also unsealed.
9. The assessment of effects assumes a heavy vehicle traffic generation during the construction stage of 80 truck movements per day (40 arrivals plus 40 departures) over an initial three-month period, which is anticipated to reduce to 20 truck movements per day (ten arrivals plus ten departures). The source of material being delivered to the site is unknown and could be from either the east or west at the SH8 / Haldon Road intersection.
10. Upgrades are proposed to the SH8 / Haldon Road intersection, including:
 - a. Realignment of the two Haldon Road approaches where they meet, to clarify priorities; and
 - b. If deliveries are proposed from the east, realignment of the Haldon Road eastern approach to SH8 to improve the drivers' observation angle.

Suggested Amendments to Conditions & Rationale

11. As identified above, **Attachment 2** outlines recommended changes to transport-related conditions and briefly explains the rationale of the suggested changes. While most explanations are clear, additional details for certain changes are provided below where necessary.

Condition 16 – CTMP Scope & Contents

12. The ITA¹ indicates there will be an average of five heavy vehicle movements in each direction per hour (i.e. five arrivals plus five departures) at times of peak construction traffic. The ITA also notes that 'bunching' of these vehicles could occur because of the long travel distances between the source of materials and the site. The changes recommended for Condition 16 include introducing a need *to ensure no standing or*

¹ Section 8.2.1 of the ITA.



parking of construction related vehicles on Haldon Road or Haldon Arm Road. This is to ensure that loading vehicles are always accommodated on-site and the public network is not used to stage access into the site if bunching occurs.

13. I have also recommended measures for the ongoing review of the CTMP are included so it can be amended if the initial measures are not effective. This is consistent with the recommendations of the ITA. Amendments would require recertification from the relevant road controlling authority.
14. I have recommended an Advice Note with Condition 16. This collates the matters identified in Section 10 of the ITA that are to be included in the CTMP that were not otherwise covered by the conditions. I consider this provides clarity to whoever prepares the CTMP (plus the Council and NZ Transport Agency as certifying authorities) as to what has already been considered to be the minimum requirements of the CTMP.
15. I have also included a recommendation that consideration of temporary speed limits be included when preparing the CTMP, noting Haldon Road and Haldon Arm Road have 100km/h speed limits. Section 4.3.2 of the ITA highlights some areas where forward visibility on Haldon Road is limited. A temporary lower speed limit through these areas would assist in reducing braking distances for all road users and therefore improve road safety, particularly with the increase in heavy traffic during the peak of construction.

Condition 18 – Construction Site Access Arrangements

16. I have added to Condition 18, which sets out the location of the proposed construction access. The design of the access (including the vehicle crossing to Haldon Arm Road and the internal construction access arrangement) has not been provided in the Application documents, although it is described in the ITA. Similarly, no details are provided for the internal car parking arrangement to accommodate the anticipated parking demand (noting this will be variable and dependant on the success of the alternative transport service required by Condition 26).
17. My additions to Condition 18 provide the additional detail regarding the vehicle crossing and internal access arrangements that are set out in the text of the ITA. The changes also allow for certification by the Mackenzie District Council that the proposed vehicle crossing and access will be acceptable, such that sufficient internal passing is provided so that internal conflicts do not arise that would lead to traffic backing up to Haldon Arm Road.
18. My additions also include a requirement to estimate the car parking demands and provide adequate car parking. This is to avoid car parking occurring on Haldon Arm Road, where it could adversely affect the visibility out of the access.

Condition 18A – Construction Site Access Arrangements

19. The Application / conditions did not include any detail regarding the proposed access arrangement for the post construction stage of the project and I have suggested a condition (Condition 18A) that provides for this. This may simply be a continuation of use of the construction access, although the original wording only referred to this as a construction access.



Conditions 19 & 19A – SH8 / Haldon Road Intersection

20. Condition 19 requires works to the Council's road network, although the original wording did not allow for oversight of those works by Mackenzie District Council. I have suggested wording to ensure that the works are carried out to the Council's satisfaction.
21. I have suggested Condition 19A, which requires the widening of the relevant leg of Haldon Road at the SH8 intersection that will be used by heavy vehicles undertaking deliveries to the site. Section 4.1 of the ITA states that the *two Haldon Road legs have sealed widths of approximately 5.2m which would not accommodate two-way movement by heavy vehicles within the formed seal width.*
22. Section 9.1 of the ITA discusses minor works to improve the observation angle out of the western Haldon Road approach to the SH8 intersection and notes *this may require widening on the southern side of Haldon Road, which also appears feasible.* That widening is not provided for in the Applicant's conditions.
23. Section 9.2 of the ITA proposes improvements to the intersection of the eastern and western Haldon Road legs at the SH8 intersection to clarify priorities and accommodate turning. The lack of passing on the Haldon Road western leg is acknowledged in this section of the ITA with a discussion of the minimal additional delay for traffic turning right into Haldon Road from SH8 if it encounters a departing vehicle at the stop line. However, there is no discussion of the potential delay should a vehicle be on the connecting leg of Haldon Road between the two intersections (see **Figure 1**). This could lead to:
 - a. Right turning vehicles from SH8 needing to dwell longer to wait for the full conflict area to clear, or those vehicles proceed and use the berm to resolve the conflict on the connecting link; and
 - b. Vehicles turning left into the Haldon Road western leg from Haldon Road are required to wait at the intersection of the eastern and western legs, or those vehicles proceed and use the berm to resolve the conflict on the connecting link.

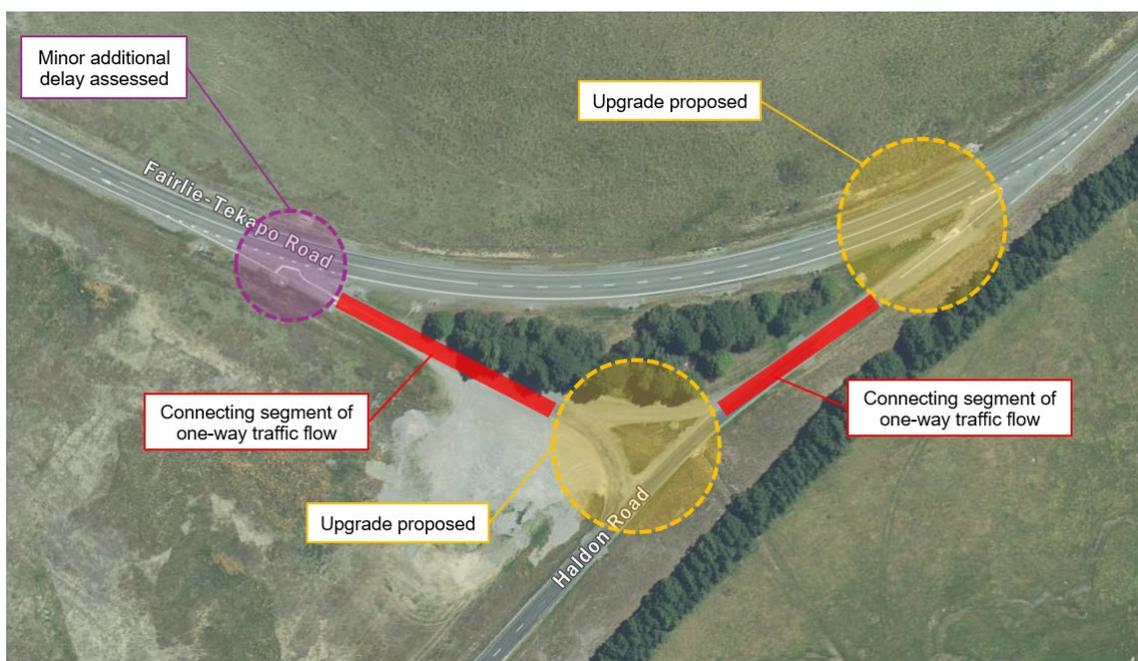


Figure 1: SH8 / Haldon Road Intersection



24. I note that vehicle speeds departing SH8 on the eastern Haldon Road arm may be reasonably high, given the shallow angle of departure. There is also potential that the public may have wider vehicles (such as campervans or caravans) on these segments of road at the times of peak tourist use of the campground. This may exacerbate the effects of the limited width should drivers encounter heavy traffic at these locations, which may lead to run-off road crashes.
25. I consider that the relevant segment of Haldon Road being used for heavy vehicle routing to / from the site should be widened to 6m (as per my suggested Condition 19A). The ITA identifies this width as being marginal for passing of heavy vehicles², but I consider it would be acceptable given vehicle speeds are likely to be reduced on the approach to the intersections.

Other Matters

26. Whilst the observation angle out of the eastern Haldon Road approach to SH8 is proposed to be remedied, no improvements are proposed to address the observation angle out of the western approach. Drivers departing to the west will be required significantly turn and look over their shoulder to see oncoming traffic to know whether it is safe to turn left out.
27. Whilst my preference would be to better align the western Haldon Road approach to SH8, I consider this to be an effect on the State highway and therefore this concern falls under the remit of the NZ Transport Agency³.

Conclusion

28. Subject to adopting my suggested changes to the conditions (or wording with similar intent), I consider the transport effects of the proposed activity would be acceptable and no more than minor during the construction stage. The effects will be less than minor during typical operation of the activity.

² Section 4.3.1 of the ITA.

³ I have not taken this concern any further, as I have not been engaged by or authorised to act on behalf of the NZ Transport Agency.



29. I trust this letter satisfactorily sets out my review of the transport effects of the proposal and suggested amendments to the conditions. However, please feel free to contact the undersigned if you have any queries regarding this.

Yours sincerely,

Novo Group Limited

Nick Fuller

Principal Transport Engineer

D: [REDACTED]

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0012-002 - Haldon - TL001



Attachment 1: Summary of Expertise



Nick Fuller

Nick Fuller is a Principal Transport Engineer with over two decades of experience in traffic and transportation engineering across New Zealand, the United Kingdom, Australia, and the Pacific Islands. He specialises in land development projects and has a strong background in providing transport advice to developers, as well as the New Zealand Transport Agency and local authorities in Christchurch and Auckland. Nick's expertise includes Integrated Transport Assessments, concept intersection layouts, and Road Safety Audits.

Throughout his career, Nick has worked on numerous significant land use development and Plan Change applications, providing expert transport advice and assessments. Some of the notable recent projects include:

- i. New Dunedin Hospital: The relocation of the Inpatient and Outpatient facilities for the Dunedin Hospital. This included consideration of construction traffic effects as well as the fully opened Hospital;
- ii. West of Rolleston Residential Plan Changes: Rural to Residential rezoning to permit 3,770 dwellings plus associated local commercial centres to the west of Rolleston;
- iii. TIGA Minerals: Establishing and operating a mineral extraction site on the West Coast north of Barrytown. This activity is predicted to generate 50 heavy vehicle movements pre day and included a range of Transport Management measures to mitigate the potential effects;
- iv. Lincoln South Plan Change: 1,710 dwellings plus associated commercial centres to the south of Lincoln, Selwyn; and
- v. iPort Extension Plan Change: Rezoning of 27Ha of Rural land to permit Industrial purposes to the north of Rolleston

Nick has provided Transport Assessments for a range of subdivisions, including industrial and residential developments. He has also completed training in Safe Systems Assessments and is a Road Safety Auditor and regularly undertakes Road Safety Audits for subdivisions.

Nick also has experience of providing Integrated Transport Assessments through the Fast Track process. Notably, he led the transport advice and prepared the Integrated Transport Assessments for the New Dunedin Hospital.



Attachment 2: Suggested Amendments to Land Use Conditions

Cond No.	Application Condition	Suggested Condition	Rationale
Construction Traffic Management Plan			
14	<p>Prior to the commencement of construction on the site, a Construction Traffic Management Plan ("CTMP") must be submitted to and certified in writing by the Mackenzie District Council.</p> <p>Certification is required to demonstrate that the CTMP:</p> <p>a) Provides the means to achieve the objectives set out in Condition 15; and</p> <p>b) Includes the matters set out in Condition 16.</p>	<p>Prior to the commencement of construction on the site, a Construction Traffic Management Plan ("CTMP") must be submitted to and certified in writing by the relevant road controlling authority (the NZ Transport Agency for measures on the State Highway and Mackenzie District Council for all other roads).</p> <p>Certification is required to demonstrate that the CTMP:</p> <p>a) Provides the means to achieve the objectives set out in Condition 15; and</p> <p>b) Includes the matters set out in Condition 16.</p> <p><u>The CTMP is to be implemented throughout the construction phase of the project.</u></p>	<p>The first change is to acknowledge that the NZ Transport Agency would need to approve signage on SH8 (such as the 'Trucks Crossing' signs recommended in the ITA).</p> <p>The second change is to ensure that the CTMP is implemented.</p>
15	<p>The objectives of the CTMP are to ensure that:</p> <p>a) Construction traffic, particularly heavy traffic, is safely accommodated along all routes to the site;</p> <p>b) Construction traffic can safely turn at intersections without affecting the safety of the intersections;</p> <p>c) Construction traffic can safely turn onto and off the Site at the proposed access location without impacting the safety of the frontage road; and</p> <p>d) Adverse effects of the condition of the public road network as a result of construction traffic are remedied.</p>	-	-
16	<p>The CTMP must, as a minimum, include:</p> <p>a) A description of process and approach for development of the CTMP;</p> <p>b) Details of the construction programme and planned traffic flows;</p> <p>c) Identification of travel routes, site access points and staff/contractor parking, including details of any measures to enable shared transport;</p> <p>d) Details of signage to provide guidance to the Site at the Haldon Road / Haldon Arm Road intersection and at the Site access point;</p> <p>e) Measures to manage road safety including such measures as signage, driver protocols, monitoring and reporting requirements;</p> <p>f) Measures to minimise the effects of construction traffic on local amenity, including the management of dust from the use of unsealed roads;</p> <p>g) Details of any road safety assessments undertaken;</p>	<p>The CTMP must, as a minimum, include:</p> <p>a) A description of process and approach for development of the CTMP;</p> <p>b) Details of the construction programme and planned traffic flows;</p> <p>c) Identification of travel routes, site access points and staff/contractor parking, including details of any measures to enable shared transport;</p> <p>d) Details of signage to provide guidance to the Site at the Haldon Road / Haldon Arm Road intersection and at the Site access point;</p> <p>e) Measures to manage road safety including such measures as signage, driver protocols, monitoring and reporting requirements;</p> <p>f) Measures to minimise the effects of construction traffic on local amenity, including the management of dust from the use of unsealed roads;</p> <p>g) Details of any road safety assessments undertaken;</p>	<p>Changes made to clause h) are to capture damage that may occur to other transport infrastructure on the route that is not pavement, such as bridges or cattlegrids.</p> <p>Clause k) has been amended to require issues with the CTMP to be addressed if reported incidents require this.</p> <p>Clause o) is proposed to ensure that construction vehicles are not parked</p>



Cond No.	Application Condition	Suggested Condition	Rationale
	<p>h) Methods for recording and accounting for pavement maintenance;</p> <p>i) Planning for, and details of over-weight / over-dimension transport movements, including any relevant permit provisions;</p> <p>j) Provision for planning and managing the safety and efficiency of stock movements in conjunction with vehicle movements associated with the solar farm.</p> <p>k) Incident reporting mechanisms, recording and reporting methods;</p> <p>l) Provision for emergency services access;</p> <p>m) Temporary traffic management planning, including at one-lane bridges; and</p> <p>n) Provision and publicity of contact details (such an 0800 number) so that members of the public and road users have a known point of contact for any traffic related issues that may arise during the construction of the solar farm.</p>	<p>h) Methods for recording and accounting for pavement maintenance <u>(including structures such as bridges and cattlegrids)</u>;</p> <p>i) Planning for, and details of over-weight / over-dimension transport movements, including any relevant permit provisions;</p> <p>j) Provision for planning and managing the safety and efficiency of stock movements in conjunction with vehicle movements associated with the solar farm.</p> <p>k) Incident reporting mechanisms, recording and reporting methods <u>plus steps for remedial actions (if required)</u>;</p> <p>l) Provision for emergency services access;</p> <p>m) Temporary traffic management planning, including at one-lane bridges; <u>and</u></p> <p>n) Provision and publicity of contact details (such an 0800 number) so that members of the public and road users have a known point of contact for any traffic related issues that may arise during the construction of the solar farm.</p> <p><u>o) Measures to ensure no standing or parking of construction related vehicles on Haldon Road or Haldon Arm Road; and</u></p> <p><u>p) Measures for the ongoing review of the effectiveness of the CTMP and the ability to update it if necessary. This is to include recertification from the relevant road controlling authority.</u></p> <p><u>Advice Notes:</u></p> <p><u>It is expected that measures in the CTMP would address the following matters (as a minimum):</u></p> <p><u>a) Temporary warning signage on SH8 at the Haldon Road intersections;</u></p> <p><u>b) Review of the three sections of Haldon Road specified in Section 4.3.2 of the ITA for possible temporary warning signage;</u></p> <p><u>c) Other general temporary warning signage along the Haldon Road route;</u></p> <p><u>d) Driver behaviour protocols related to vehicle speeds on the Haldon Road / Haldon Arm Road route, passing other traffic, one lane bridges and cattle stops, and courtesy to other road users;</u></p>	<p>on the public road network where they could be a hazard and / or impede sight lines.</p> <p>Clause p) is introduced to enable the effectiveness of the CTMP to be monitored and improved if deficiencies are identified.</p> <p>The advice note has been included to capture the matters specifically identified in the ITA that are not otherwise accounted for in the conditions.</p> <p>Point i) of the Advice Note is additional to the ITA requirements and highlights that some issues may be resolved through slowing all traffic to give additional time to brake.</p>



Cond No.	Application Condition	Suggested Condition	Rationale
		<p><u>e) Additional measures to be in place during the camping season with consideration of camping traffic and peaks in activity;</u></p> <p><u>f) Provision to keep local farmers informed of upcoming construction traffic activity;</u></p> <p><u>g) Car parking management at Ohau C if personnel parking is to occur there;</u></p> <p><u>h) Information / advice on the use of the Iron Bridge route (or other routes through private property); and</u></p> <p><u>i) Consideration of Temporary Speed Limits.</u></p>	
17	<p>The CTMP may be amended at any time. Any amendments must be:</p> <p>e) Only for the purpose of improving the efficacy of the construction traffic management measures;</p> <p>f) For the purpose of applying best practicable measures to mitigate adverse effects;</p> <p>g) Consistent with the conditions of this resource consent; and</p> <p>h) Submitted in writing to the Mackenzie District Council for certification, prior to any amendment being implemented.</p> <p>The amended CTMP shall be considered to be certified by the Mackenzie District Council if written certification is not provided to the Consent Holder within 20 working days of receipt of the amended CTMP, unless the Mackenzie District Council stipulates within that timeframe that further amendments are required to be made prior to certification.</p>	<p>The CTMP may be amended at any time. Any amendments must be:</p> <p><u>e) a)</u> Only for the purpose of improving the efficacy of the construction traffic management measures;</p> <p><u>f) b)</u> For the purpose of applying best practicable measures to mitigate adverse effects;</p> <p><u>g) c)</u> Consistent with the conditions of this resource consent; and</p> <p><u>h) d)</u> Submitted in writing to the Mackenzie District Council <u>and / or the NZ Transport Agency (as is relevant)</u> for certification, prior to any amendment being implemented.</p> <p>The amended CTMP shall be considered to be certified by the Mackenzie District Council <u>and / or the NZ Transport Agency (as is relevant)</u> if written certification is not provided to the Consent Holder within 20 working days of receipt of the amended CTMP, unless the Mackenzie District Council <u>and / or the NZ Transport Agency (as is relevant)</u> stipulates within that timeframe that further amendments are required to be made prior to certification.</p>	<p>Minor formatting issues.</p> <p>The NZ Transport Agency is again referenced as they are the road controlling authority for SH8.</p>
Roading and Access			
18	<p>Access to the Site for construction traffic must be via a single access point to be established from Haldon Arm Road within 200 m of grid reference (NZTM 2000) E1379570, N5086610.</p>	<p>Access to the Site for construction traffic must be via a single access point to be established from Haldon Arm Road within 200 m of grid reference (NZTM 2000) E1379570, N5086610. <u>The access will accommodate truck and trailers turning left into and right out of the site within the formed carriageway. A queue space of 24m will be provided at the access.</u></p> <p><u>The design of the access (including internal access) and parking areas must be submitted to and certified by the Mackenzie District Council prior to construction to confirm they are practicable for the</u></p>	<p>The first changes reflect the wording of the ITA regarding access, for ease of reference.</p> <p>The second changes also reflect the wording / intent of the ITA and provide oversight by the Council, noting there is</p>



Cond No.	Application Condition	Suggested Condition	Rationale
		<u>intended use and constructed to an all-weather standard. The design of the car park shall identify sufficient area to accommodate the anticipated parking demands and the access is to include details regarding internal passing locations.</u>	no access or parking design provided at present.
18A	-	<u>Prior to the end of the construction stage, the Consent Holder must provide plans of the proposed permanent access arrangement to the site to the Mackenzie District Council for certification. This access is required to accommodate the vehicle tracking of the reasonably foreseeable maintenance vehicles including appropriate gate setbacks to ensure queuing does not extend to the public road carriageway. The formation shall be to an all-weather standard and the Consent Holder is to confirm that appropriate sight distance is achieved to Haldon Arm Road. Areas of existing access that are redundant are to be returned to the existing verge condition.</u>	Only the construction access arrangements are covered by the currently proposed conditions.
19	Prior to the commencement of construction on the site, the Consent Holder must upgrade the intersection between the two legs of Haldon Road located approximately at grid reference (NZTM 2000) E1405270, N5114480. The upgrade of this intersection must be in general accordance with indicative works illustrated in Attachment 2 to this consent and include: a) Widening of the western leg to accommodate a large heavy vehicle (such as a truck and trailer) to turn left in while a single-unit truck waits to turn right out and vice versa; and b) Associated line marking.	Prior to the commencement of construction on the site, the Consent Holder must upgrade the intersection between the two legs of Haldon Road located approximately at grid reference (NZTM 2000) E1405270, N5114480. The upgrade of this intersection must be in general accordance with indicative works illustrated in Attachment 2 to this consent and include: a) Widening of the western leg to accommodate a large heavy vehicle (such as a truck and trailer) to turn left in while a single-unit truck waits to turn right out and vice versa; and b) Associated line marking and signage. <u>Prior to these works occurring, the Consent Holder must submit the detailed design of the upgrades to the Mackenzie District Council for approval.</u>	The ITA indicated there would also be signage provided. The works also need to be approved by the Mackenzie District Council.
19A	-	<u>Prior to the commencement of construction on the site, the Consent Holder must upgrade either the eastern or western Haldon Road leg at the SH8 intersection (as appropriate depending on construction traffic routing) to accommodate two-way traffic flow.</u> <u>Prior to these works occurring, the Consent Holder must submit the detailed design of the upgrades to the Mackenzie District Council and the NZ Transport Agency for approval.</u>	The ITA states that these segments only accommodate one-way traffic flow. The proposed construction activity will notably increase the traffic on these segments and only accommodating one-way



Cond No.	Application Condition	Suggested Condition	Rationale
			traffic flow would be unacceptable.
20	Prior to any material or equipment deliveries utilising the intersection of State Highway 8 and the eastern leg of Haldon Road located approximately at grid reference (NZTM 2000) E1405375, N5114560, the Consent Holder must complete all necessary works to realign the Haldon Road eastern leg approach to State Highway 8 to improve the driver observation angle to the left.	-	-
21	Prior to works commencing on the intersection upgrade referred to in Condition 15, the Consent Holder must: a) submit the detailed design of the State Highway 8 intersection realignment works to New Zealand Transport Agency for approval; and b) submit a copy of New Zealand Transport Agency's approval to undertake works on the state highway (as detailed in the advice notes below) to Mackenzie District Council.	Prior to works commencing on the intersection upgrade referred to in Condition 15 20 , the Consent Holder must: a) submit the detailed design of the State Highway 8 intersection realignment works to New Zealand Transport Agency for approval; and b) submit a copy of New Zealand Transport Agency's approval to undertake works on the state highway (as detailed in the advice notes below) to Mackenzie District Council.	Minor typo amended.
22	The completed State Highway 8 intersection realignment works must be certified by a suitably experienced Chartered Professional Engineer (CPEng) that the works have been completed in accordance with the detailed design approved by the New Zealand Transport Agency. That certification must be provided to the New Zealand Transport Agency.	-	-
	Advice Notes: a. It is a requirement of the Government Roading Powers Act 1989 that any person wanting to carry out works on a state highway first gain the approval of the New Zealand Transport Agency for the works and that a Corridor Access Request (CAR) is applied for and subsequently a Work Access Permit issued (WAP) before any works commence. A CAR will be required for the State Highway 8 Intersection works. b. Detailed design approval from the New Zealand Transport Agency must be gained by the Consent Holder prior to applying for a CAR. The detailed design must be prepared by a suitably qualified professional. In developing the detailed design, the Consent Holder will need to consult with the New Zealand Transport Agency appointed Safety Engineer and the state highway maintenance contractor for the Mackenzie District. c. A Corridor Access Request is made online via www.submitica.co.nz . The CAR needs to be submitted at least 21 working days before the planned start of works. The Corridor Access Request will need to include:	-	-



Cond No.	Application Condition	Suggested Condition	Rationale
	<p>i. The detailed final design for the State Highway 8 / Haldon Road intersection upgrade;</p> <p>ii. A Construction Traffic Management Plan that has attained approval from the Waka Kotahi NZ Transport Agency appointed state highway maintenance contractor for the Mackenzie District.</p>		
23	<p>At least two months prior to the commencement of construction activities, the Consent Holder must engage a suitably qualified and experienced road maintenance engineer to prepare a programme to assess and record the condition of the road surface on Haldon Road and Haldon Arm Road. This programme must be submitted to the Mackenzie District Council for certification before the assessment is conducted. The inspection and recording of the road surface condition must be undertaken in consultation with the Mackenzie District Council's Transportation Manager.</p> <p>The road surface condition rating is to be used as the baseline (including vehicle counts) for assessing the works required to return the road surface to at least its standard / condition prior to the commencement of the construction.</p> <p>The programme may be provided as part of the Construction Traffic Management Plan required by Condition 14.</p>	-	-
24	<p>The Consent Holder must reimburse the Mackenzie District Council for the cost of the road surface maintenance (potholes / surface rutting etc) caused by the activities authorised by this consent. The maintenance cost will be calculated on a prorata basis against the baseline heavy vehicle traffic volumes and taking into account any financial assistance received by Council for road maintenance or funding otherwise committed to road maintenance.</p>	-	-
25	<p>Following the completion of construction works, the Consent Holder must return the road surface condition of Haldon Road and Haldon Arm Road to that identified in the road surface condition survey carried out in accordance with Condition 23 of this consent at the Consent Holder's expense and to the satisfaction of the Mackenzie District Council, where not otherwise reimbursed in accordance with Condition 24.</p>	<p>Following the completion of construction works, the Consent Holder must return the road surface condition of Haldon Road and Haldon Arm Road to no worse than that identified in the road surface condition survey carried out in accordance with Condition 23 of this consent at the Consent Holder's expense and to the satisfaction of the Mackenzie District Council, where not otherwise reimbursed in accordance with Condition 24.</p>	<p>The suggested change allows any improvements in road surface condition to be retained.</p>
26	<p>The Consent Holder must provide bus or alternative transport modes for as many shift workers associated with construction of the solar farm as is</p>	<p>The Consent Holder must provide bus or alternative transport modes for as many shift workers associated with construction of the solar farm as is</p>	<p>This could be applied to all workers (rather than just shift workers) given it</p>



Cond No.	Application Condition	Suggested Condition	Rationale
	practicable to minimise light vehicle movements on Haldon Road during construction of the solar farm.	practicable to minimise light vehicle movements on Haldon Road during construction of the solar farm.	only requires practicable measures.