

Your Comment on the Haldon Solar

Please include all the contact details listed below with your comments and indicate whether you can receive further communications from us by email to substantive@fasttrack.govt.nz.

1. Contact Details			
Please ensure that you have authority to comment on the application on behalf of those named on this form.			
Organisation name (if relevant)	New Zealand Transport Agency Waka Kotahi (NZTA)		
First name	Nicola		
Last name	Foran		
Postal address			
Home phone / Mobile phone		Work phone	██████████
Email (a valid email address enables us to communicate efficiently with you)	██		

2. We will email you draft conditions of consent for your comment			
<input checked="" type="checkbox"/>	I can receive emails and my email address is correct	<input type="checkbox"/>	I cannot receive emails and my postal address is correct

Please provide your comments below, include additional pages as needed.

NZTA thanks the Minister and the Expert Panel for the opportunity to comment on the substantive application for Haldon Solar Project by Lodestone Energy Limited. As detailed in the applicants Integrated Traffic Assessment (ITA), vehicles would be required to access the subject site during construction and for ongoing operational purposes via the intersection of Haldon Road and State Highway 8 (SH8).

NZTA has reviewed the application documents that have been uploaded to the Fast-Track website (www.fasttrack.govt.nz/projects/haldon-solar/substantive-application) and NZTA

can confirm that the application, as lodged, is consistent with the draft proposal that the applicant sought feedback on from NZTA in 2025. The key potential adverse effects considered by NZTA, at the time, were traffic generation (during both the construction and operational phases of the solar farm) and glint and glare. However, given the distance of the subject site from SH8 it was not anticipated that glint and glare effects associated with the proposal would be an issue. NZTA's view in relation to glint and glare remains unchanged.

The 2025 feedback from NZTA to the applicant is attached as Appendix 12 to the substantive application and NZTA still considers the assessment and conditions volunteered by the applicant (referred to in the NZTA letter, dated 9 June 2025) to be appropriate to mitigate the potential adverse effects of the proposal on the safety and operation of the state highway network. It is important to note that the applicants ITA, dated April 2025, and attached as Appendix 8 to the substantive application, is the same version reviewed by NZTA in 2025.

Traffic Generation:

The applicants ITA provides an assessment on the likely volume of traffic generated by the proposal, during both the construction and operational phases, and concludes on the potential adverse traffic safety and efficiency effects on the surrounding road network. The ITA recommends that alterations be made to the eastern leg of Haldon Road at the intersection with SH8 to minimise adverse effects on the state highway network associated with construction traffic. Other forms of mitigation are also recommended.

The ITA has been reviewed by an NZTA Safety Engineer who considers that the ITA and the mitigation measures proposed within it, insofar as they relate to the state highway, are appropriate to minimise the adverse effects of the proposal on the state highway network. The mitigation measures are discussed in detail in the ITA.

Position:

NZTA's position on the proposal remains the same as that outlined in the NZTA letter, dated 9 June 2025, and attached as Appendix 8 to substantive application.

The position of NZTA is that if the following conditions referred to in the NZTA letter, dated 9 June 2025, and included within the applicants draft conditions attached as Appendix 2 (Proposed Conditions of MacKenzie District Council) to the substantive application are imposed, if consent is granted, then the proposal is unlikely to adversely affect the safety and operation of the state highway network.

The conditions requested to be imposed by NZTA (taken from Appendix 2 - Proposed Conditions of MacKenzie District Council) are as follows:

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.

(Note: NZTA note that the above condition should reference Condition 20 instead of Condition 15).

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:*
 - i. *The detailed final design for the State Highway 8 / Haldon Road intersection upgrade;*
 - 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.*

Summary:

In summary, NZTA's position on the substantive application is **neutral**, subject to the conditions NZTA has requested (as mentioned above and volunteered by the applicant) being imposed. Therefore, NZTA seeks the Panel to include the conditions mentioned above in their decision, if consent is granted.