

Your Comment on the Foxton Solar Farm application

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)		
First name	Nicola		
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Postal address			
Home phone / Mobile phone		Work phone	
Email (<i>a valid email address enables us to communicate efficiently with you</i>)	environmentalplanning@nzta.govt.nz		

2. We will email you draft conditions of consent for your comment			
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Please provide your comments below, include additional pages as needed.

FTAA-2510-1121 Foxton Solar Farm

1.0 New Zealand Transport Agency Comments on Substantive Application

- 1.1 Genesis Energy (Genesis) is seeking approval, via the Fast-track Approvals Act process, for the construction of a 220 Megawatt solar farm on a site approximately 4 km north of Foxton in the Horowhenua District.
- 1.2 Since 2024, the New Zealand Transport Agency (NZTA) has been consulted as the project has developed and has been invited to comment on the substantive application by the expert panel considering the project.
- 1.3 NZTA is the agency responsible for the management of State Highway One (SH1) and has an interest in this project because of the potential impacts on the safety and efficiency of traffic movements on SH1.
- 1.4 NZTA has drawn on input from qualified and experienced internal staff when putting together its comments. Specifically, input was sought from:
 - Glenn Connelly, Senior Safety Engineer
 - Alan Catchpole, Principal Environmental Planner

2.0 The State Highway Network

- 2.1 The site is in an area lying between SH1 to the west, Motuitu Road to the South, Rangiotu Road to the north and Wall Road to the east.
- 2.2 Motuitu, Rangiotu, and Wall roads are local roads managed by the Horowhenua District Council.
- 2.3 SH1 is the major traffic route through the North Island and carries a traffic volume of 9500 vehicles per day (approx.) in the vicinity of the project.
- 2.4 Motuitu and Wall roads intersect with SH1 to the west of the project site. The SH1 / Motuitu Rd intersection has a right turn bay for traffic turning from the highway to Motuitu Rd.

3.0 Effects on State Highway One

- 3.1 During pre-application consultation, it became clear that the potential effects of the project on the state highway are limited to:
 - potential for adverse effects from construction traffic using the junctions of SH1 with Motuitu and Wall roads; and
 - adverse effects caused by reflections of the sun from the glass solar panels.
- 3.2 The applicant has assessed these concerns, and expert assessments are attached to the application document and consent conditions for mitigation measures are proposed.
- 3.3 NZTA's subject matter experts have considered the supporting information, and each area is addressed below.

4.0 Traffic, Rooding, and Access

- 4.1 The substantive application includes an integrated transport assessment in Appendix M. The assessment concludes that the state highway/local road intersections (SH1 /Motuitu Rd, SH1

/Wall Rd), with suitable mitigation measures, will accommodate the additional traffic from construction and continue to function satisfactorily.

4.2 The suggested mitigation is:

- The applicant is to prepare a construction traffic management plan which includes a provision that construction traffic approaching the site on SH1 from the south should only use the Motuitu Rd intersection, not Wall Rd, to enter the local road network.
- The construction traffic management plan is to be approved by NZTA and the Horowhenua District Council.

4.3 The requirement for a construction traffic management plan is included in the draft consent conditions in Conditions B1 and B2 and is supported by NZTA.

5.0 Glint and Glare

5.1 The application includes a glint and glare assessment as Appendix Q which concludes that SH1 will not experience glare from the project and that the planting proposed by the applicants would prevent glint and glare for all receivers.

5.2 The draft conditions at Condition B15 require the preparation of a landscape plan including, amongst other things plantings screening adjacent properties and roads from possible glare.

5.3 NZTA supports the conclusions of the glint and glare assessment and Condition B15.

6.0 Conclusion

6.1 In conclusion, based on the information provided by the applicants, NZTA considers that the proposal takes account of its interests and, subject to the conditions addressed above, should be able to proceed without adverse effects on the state highway network.

6.2 NZTA would be happy to expand or clarify any points in this submission if the panel considers it necessary.

Nga mihi,



Nicola Foran

Team Leader Environmental planning

New Zealand Transport Agency.