1.1 National Policy Statement on Urban Development 2020

The NPS-UD came into effect on 20 August 2020 and should be considered as part of this application. The NPS-UD provides sufficient development capacity to meet the different needs of people and communities under the RMA.

The NPS-UD has eight objectives, aiming to support well-functioning urban environments and provide for sufficient development capacity within these environments across New Zealand. The objectives of relevance are included below:

Table 1: Objectives of the NPS:UD relevant to the Project

Objective / Policy	Description	Assessment
Objective 1	New Zealand has well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future.	The Project will contribute to a well-functioning urban environment that provides for improved connectivity and safety for the community. The existing SH and local network at the Hoskyns Road/Rolleston Drive North/Jones Road currently experiences a number of deficiencies resulting in unsafe use of the road network. Without the Project interventions the network will continue to experience unsafe congestion and high-risk movements.
Objective 4	New Zealand's urban environments, including their amenity values, develop and change over time in response to the diverse and changing needs of people, communities, and future generations.	The changing urban environment is inherently linked to the upgrading of infrastructure to support the development, including transport infrastructure. The proposed intervention will support the changing needs of the Selwyn District over time by improving connections across the state highway.
Objective 5	Planning decisions relating to urban environments, and FDSs (Future Development Strategy), take into account the principles of the Treaty of Waitangi (Te Tiriti o Waitangi).	The principles of the Treaty of Waitangi (Te Tiriti o Waitangi) have been taken into account throughout the Project. Mana whenua have been partnering with NZTA since the development of the Project and this will continue throughout the implementation phase.

1.2 Canterbury Regional Policy Statement

The Canterbury Regional Policy Statement (**CRPS**) was made operative on 15 January 2013; however, it is currently under review as they draft the replacement CRPS. The Minister for the Environment has approved Change 1 to Chapter 6 of the CRPS under the streamlined planning process.

Change 1 was made operative on 28 July 2021.The CRPS provides an overview of the resource management issues in the Canterbury region, and the objectives, policies, and methods to achieve integrated management of natural and physical resources. The Project is consistent with the outcomes sought in the CRPS.

Based on the below assessment, the Project is consistent with the outcomes sought across the Canterbury region.

Table 2: Objectives and policies of the Canterbury Regional Policy Statement (CRPS) relevant to the Project

Objective / Policy	Description	Assessment
Objective 5.2.1	Location, Design and Function of Development (Entire Region)	The Project will contribute to the continued safe, efficient, and effective use of regionally significant infrastructure as a RoRS.
Objective 5.2.2	Integration of land-use and regionally significant infrastructure (Wider Region).	The Project will be integrated with the surrounding land-use. The increased efficiency of the highway network will also align with the surrounding land-use.
Objective 5.2.3	Transport network (Wider Region)	The Project contributes to a safer, more efficient, and effective transport system that contributes to local and regional needs for transport by supporting a consolidated and sustainable urban form, mitigating adverse effects of transport use and its provision and provides an acceptable level of accessibility and connectivity.
Policy 5.3.2	Development conditions (Wider Region)	The Project integrates with and improves the existing transport network, connections, and modes so as to provide for the sustainable and efficient movement of people, goods, and services.
Policy 5.3.7	Strategic land transport network and arterial roads (Entire Region)	As identified in the Project ITA there are several positive effects affording a safer and more accessible transportation network within Rolleston.
Policy 5.3.8	Land use and transport integration (Wider Region)	The Project contributes to an integrated land use and transport environment where the state highway through Rolleston, and connections onto the state highway, are safer. As discussed in Section 8.3.4, increases in traffic on Dunns Crossing Road, Levi Road, and Weedons Road is expected as these roads form part of the arterial ring road system designed to support Rolleston's growth.
Objective 9.2.3	Protection of significant indigenous vegetation and habitats	No SNAs or areas identified as having significant indigenous vegetation or habitats s are present or adjacent to Project area.
Objective 12.2.2	Identification and management of other landscapes	The Project will include planting around the stormwater basins, roundabout and residual areas within the designation boundaries which will improve the landscape amenity within the area.
Objective 14.2.1	Maintain or improve ambient air quality	As discussed in the Appendix M, the impact of vehicle emissions on ambient air quality is predicted to decrease over time.
Objective 14.2.2	Localised adverse effects or discharges on air quality	Discharges to air will occur during the construction and operation of the Project, with the primary discharge being dust associated with the stockpiling of construction

		material. These effects will be localised and will be managed through a Dust Management Plan (DMP).
Policy 14.3.1	Maintain and improve ambient air quality	The ambient air contaminant concentrations are unlikely to be exceeded as discussed in Appendix M.
Policy 14.3.3	Avoid, remedy, or mitigate localised adverse effects on air quality	The potential effects will be localised and will be managed through a Dust Management Plan (DMP).

1.3 Canterbury Land and Water Regional Plan

The LWRP was made operative on 1 September 2015. The most recent addition to the operative plan was approved by Canterbury regional council on 13 December 2018. The LWRP identifies the objectives and policies required for managing land and water resources in the region to achieve the RMA. The Project is consistent with the outcomes sought in the LWRP.

Based on the assessment outlined below in Table 3, the Project is consistent with the outcomes sought across the Canterbury region.

Table 3: Objectives and policies of the Canterbury Land and Water Regional Plan (LWRP) relevant to the Project

Objective / Policy	Description	Assessment
Objective 3.3	Nationally and regionally significant infrastructure is enabled and is resilient and positively contributes to economic, cultural, and social wellbeing through its efficient and effective operation, on-going maintenance, repair, development and upgrading.	The Project is a RoRS and contributes to the region's wellbeing by improving the safety, efficiently and travel time reliability of State Highway 1 through Rolleston. Additionally, the improved connectivity between the residential and industrial areas will positively contribute to economic and social wellbeing through.
Objective 3.5	Land uses continue to develop and change in response to socio-economic and community demand.	The Project responds to safety and connectivity challenges the Selwyn District is experiencing, particularly the safety issues at SH1/Rolleston Drive North/Hoskyns Road. The unprecedented growth that has occurred in Rolleston has resulted in more vehicles on the road, thereby creating higher levels of congestion and more unreliable travel times. The Project will provide a safer and more efficient intersection for a range of transport choices.
Policy 4.15	In urban areas, the adverse effects on water quality, aquatic ecosystems, existing uses and values of water and public health from the cumulative effects of sewage, wastewater, industrial or trade waste or stormwater discharges are avoided by: (a) all sewage, industrial or trade waste being discharged into a reticulated system, where available; (ab) all stormwaters being discharged to land or into reticulated system, where a reticulated system is available; (b) all stormwater being discharged in accordance with a stormwater management plan, where one has been consented; (c) the implementation of contingency measures to minimise the risk of a discharge from a wastewater reticulation system to surface water in the event of a system failure or	Stormwater effects of the Project have been assessed and stormwater will be managed in accordance with a proposed stormwater management plan.

	overloading of the system beyond its design capacity; and (d) any reticulated stormwater or wastewater system installed after 11 August 2012 is designed and managed to avoid sewage discharge into surface water.	

Partially Operative Selwyn District Plan

The POSDP is mostly operative, with minimal sections subject to the appeal. The latest version was updated on the 5 March 2024.

The Project is consistent with outcomes sought in the POSDP, particularly those set out in the Strategic Directions and Transport Chapters.

By improving traffic safety and connectivity along and across SH1, the Project aligns with SD-DI-O1 and EI-O1 which promotes well-connected, safe and accessible development. The Project contributes to the key transport corridors remaining accessible and functional, contributing to local and regional economic growth.

The Project design and methodology is consistent with the outcomes sought in SD-MWV-O1 and ECO-O2, demonstrated by ongoing consultation with Ngai Tahu through the CAG, having regard to cultural values and heritage. By balancing infrastructure development with environmental protection and cultural values, the Project is consistent the district's direction for sustainable, inclusive growth.

In regard to the Transport chapter, TRAN-O1 and TRAN-P1 seek to enhance transport efficiency and safety by improving intersections and reducing traffic conflict points. The Project will contribute to improved connectivity, improved traffic safety and more reliable travel times thereby promoting a safer, more efficient transport network. By improving road safety and accessibility, the Project also supports the well-being of the community, consistent with TRAN-02 and the district’s broader goal of sustainable, inclusive growth.

The Project accommodates existing traffic volumes from residential and industrial developments, enhancing connectivity and supporting the local economy. By upgrading the SH1 intersection, the project contributes to efficient access for both residents and businesses, in line with TRAN-P3, which supports the maintenance of key transport corridors.

Based on this assessment, the Project is consistent with the outcomes sought across the Selwyn District.

Table 4: Objectives and Policy of the POSDP relevant to the Project

Objective / Policy	Description	Assessment
Part 2- District Wide Matters		
District Identity		
SD-DI-O1	Selwyn is an attractive and pleasant place to live, work, and visit, where development: 1. takes into account the existing and anticipated character of individual communities; 2. is well-connected, safe, accessible, and resilient; and 3. enhances environmental, economic, cultural, social and health outcomes for the benefit of the entire District.	The Project will improve travel choices in Rolleston with a more integrated transport network. The improved safety and connectivity the Project contributes to enhances to the economic, social and health outcomes intended for the District.
Mana Whenua Values		
SD-WHV-O1	Strengthen the partnership between the Council and Ngāi Tahu by recognising the cultural significance of Selwyn to Ngāi Tahu and Te Taumutu and Ngāi Tūāhuriri Rūnanga by: 1. promoting active and meaningful participation by those who hold mana whenua in the resource management decision-making process; 2. recognising that only those who hold mana whenua can identify their relationship with their culture, traditions, ancestral lands, waterbodies, wāhi tapu and other taonga; 3. enabling the exercise of kaitiakitanga by those who hold mana whenua over Selwyn; 4. providing for the contemporary connections and cultural and spiritual values held by tāngata whenua; and 5. continuing to enable tāngata whenua to protect, develop, and use Māori Land in a	Mana whenua have been Project partners since the DBC process in 2021. The partnership with mana whenua includes engagement with Mahaanui Kurataiao Limited (MKT) who are preparing a CAR that will be provided to SDC. Active and ongoing engagement with Ngāi Tahu and Te Taumutu and Ngāi Tūāhuriri Rūnanga through the CAG is contributing to the strengthening of the partnership SDC have with Ngāi Tahu.

	way which is consistent with their culture, traditions, and aspirations.	
Urban Form and Development		
SD-UFD-O1	Selwyn has a well-functioning urban environment that enables all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future.	The Project is responding to existing transport deficiencies. Congestion issues have been addressed in the ITA, with the proposed interventions to the network supporting a well-functioning state highway network in addition to adjacent local roads.
Energy, Infrastructure and Transport		
EI-O1	Important infrastructure: 1. is efficient, effective, and resilient; and 2. provides and distributes essential and secure services as part of local, regional, or national networks, including in emergencies; and 3. coordinates with urban development and land uses throughout the district; and 4. enables people and communities to provide for their wellbeing.	As a RoRS the proposed interventions of the Project will provide for positive effects relating to the safe and efficient functions of the transport network.
EI-P1	Recognise the benefits and national, regional, and local importance of important infrastructure by: 1. providing for the appropriate use, operation, maintenance, repair, and development of new important infrastructure throughout the district; 2. enabling the operation, maintenance, minor upgrading, and removal of existing important infrastructure throughout the District; 3. providing for replacement and upgrades, including new technologies, to network utilities, and the development of new network utilities. 4. providing for the functions and responsibilities of network utilities as lifeline utilities during an emergency.	As a RoRS, it is evident there is a need for Project which will support safe movements along and across SH1. The Project intersects with various network utilities, discussions with these networks have been ongoing throughout the Project and will continue throughout the Project.

	5. acknowledging that important infrastructure can have a functional need or operational need to locate in a particular area, including areas with high natural, visual amenity, cultural, or historic heritage value.	
TRAN-O1	People and places are connected through safe, efficient, and effective land transport corridors and land transport infrastructure for all transport modes, which are well integrated with land use activities and subdivision development and reduce dependency on private motor vehicles.	The safety and efficiency of the proposed transport interventions have been addressed in the ITA and within the Project objectives, which state that there will be positive effects on the transportation network in relation to safety and efficiency. The Project objectives reiterate that safer connections will be provided for while enabling transport choices.
TRAN-O2	Land transport corridors and land transport infrastructure are protected from incompatible land use activities and subdivision development.	The alteration to the existing NZTA-1 designation will continue to provide for the SH1 corridor to be used for its purpose as stated in the designation.
TRAN-P1	Maintain the safety and efficiency of the District's land transport network and systems by: 1. managing the levels of service, formation standards and the types of land transport corridors and land transport infrastructure, including through the network road classifications and compliance with the design and operational standards; 2. providing land transport infrastructure that is consistent with the form, function, and character of each zone; 3. ensuring there is enough space within land transport corridors to support the safe, efficient, and effective installation, operation, upgrade, repair and maintenance of network utilities; 4. providing for the safe and efficient movement and operation of emergency services; and 5. recognising cross-boundary connections with adjoining districts.	As stated previously, safety and efficiency of the transport network will be positively affected by the Project intervention. The proposed NZTA-1 designation boundary has sufficient space for the construction and the operation of the roundabout, ancillary works, and construction laydown areas.
TRAN-P3	Require Integrated Transport Assessments to assess the effects of high trip generating activities	An ITA has been prepared to assist this AEE and is attached as Appendix H.

	on the surrounding land transport network to: 1. maintain the safety and efficiency of land transport infrastructure by ensuring there is sufficient capacity in land transport corridors; and 2. establish whether the high trip generating activity can be supported by active transport modes, including accessibility to safe and convenient walking, and cycling connections and access to public transport and public transport facilities.	
TRAN-P5	Promote a range of transport options to reduce the number of trips and distances travelled in private motor vehicles by: 1. encouraging land use activities and subdivision development to include connected walking and cycling networks and access to public transport and public transport facilities, including within and between townships; 2. managing the design, layout, and function of new land transport infrastructure to ensure they integrate with existing and future land transport corridors; and 3. ensuring land use activities, where necessary, provide an adequate amount of safe, secure, and convenient cycle parking.	The Project includes a subway which will enable transport choices. The inclusion of this subway will expand the shared use paths within the industrial area of Rolleston.
TRAN-P7	Recognise and protect the function of the District's land transport network and systems by managing land use activities and subdivision development to ensure the safe and efficient movement of people and goods by: 1. avoiding significant adverse effects and minimising other adverse effects from activities on the safe, efficient, and effective operation of land transport corridors and land	Where possible and within the remit of NZTA, the Project has actively managed potential adverse effects on the transport network. Traffic flow changes have been addressed in the ITA as attached as Appendix H.

	transport infrastructure, particularly where it may reduce safe and efficient traffic flows within the strategic transport network and links with Christchurch City; 2. ensuring land transport corridors and land transport infrastructure can efficiently and effectively provide for the volume and type of transport movements based on the network road classifications; and 3. requiring the design, positioning, and maintenance of accessways, corner splays, vehicle crossings, intersections, footpaths, plantings, and signs to ensure appropriate sightline visibility is provided to road users to support safe and efficient vehicle, pedestrian, and cycle movements.	
TRAN-P12	Enable network utility operators to install, operate, maintain, repair and upgrade network utilities within land transport corridors in a safe, efficient, and effective manner, while managing the scale and types of works and activities.	As stated previously, the Project intersects with various network utilities. Access to, and effects on, network utilities and their operators will be managed through ongoing consultation and engagement.
Hazards and Risks		
NH-O2	Important infrastructure and land transport infrastructure is only located within areas of significant natural hazard risk where there is a functional or operational need to locate in that environment or there is no reasonable alternative, and the important infrastructure or land transport infrastructure is designed so as not to exacerbate natural hazard risk to people and property.	The Project is not located in area subject to significant natural hazard risk. The Project has been designed will not exacerbate any natural hazard risk to people and property.
NH-P10	In areas within the Plains Flood Management Overlay that are not a high hazard area, provide for: 1. important infrastructure and land transport infrastructure; and 2. any other new subdivision, use, and	The Project is within the Plains Flood Management Overlay however provides for important infrastructure and land transport infrastructure. Appropriate stormwater infrastructure has been proposed to accommodate run off.

	development only where every new residential unit or principal building has an appropriate floor level above the 200-year Average Return Interval (ARI) design flood level.	
General District Wide Matters		
EW-O1	Earthworks are undertaken in a manner that limits adverse effects on the surrounding environment.	Erosion and sediment control (E&SC) measures will be managed for earthwork activities within the Project area as to mitigate adverse effects on the surrounding environment. E&SC measures will practicably minimise erosion, sedimentation, and dust generation for earthwork activities within the Project area as avoid effects on the functioning of natural biological and physical processes. Dust generated during construction activities will be managed through a DMP. Due to the topography of the Project area, and scale of the proposed works, there will be no visual effects, loss of privacy, or shading effects as a result of the Project.
EW-P3	Manage earthworks to limit erosion, inundation or siltation so that it does not impede the functioning of natural biological and physical processes.	
EW-P4	Minimise any adverse visual effects, loss of privacy, dust nuisance, or shading adverse effects during and on completion of earthworks.	
LIGHT-O1	Artificial outdoor lighting enables work, transportation, recreation, and entertainment activities to occur beyond daylight hours, while: maintaining the health, safety, and amenity values of people; and protecting the District's natural darkness and natural features.	The lighting proposed as part of the Project has been designed to meet the NZTA M30, AS/NZS1158 and POSDP standards. The lighting proposed as part of the Project is consistent with that typical for a transport infrastructure project and will maintain the health, safety, and amenity values of the surrounding area.
LIGHT-P1	Manage new artificial outdoor lighting to minimise light spill and glare onto adjoining sites and roads to provide for the health and safety of people and the safe, effective and efficient operation of the land transport network.	
LIGHT-P3	Minimise potential upward light that causes sky glow, whilst ensuring the safe, effective, and efficient operation of roads, public pedestrian access and public sports courts and grounds, by controlling new artificial outdoor lighting to: 1. maintain people's ability to view the night sky; and 2. maintain the distinct character and amenity	

	values of the district's night sky; and 3. protect the health and well-being of people and ecosystems.	
SIGN-O1	Signs contribute to the District's economic and community wellbeing, and transport safety.	The Project includes directional signage that is of a scale and in a location that improves traffic safety across State Highway 1. The signage contributes to wayfinding and transport safety. The signage will not adversely impact the character and amenity values of the surrounding environment, taking into account this is an existing road corridor.