

COUNCIL PUBLIC REPORT

TO: Council

FOR: Council – 18 June 2025

FROM: Jon Trewin –Policy Planner

DATE: 4 June 2025

SUBJECT: AMENDMENT TO THE DESIGNATION FOR STATE HIGHWAY 1 (NZTA-1) TO ALTER THE BOUNDARIES OF THE DESIGNATED SITE TO ENABLE CONSTRUCTION OF A ROUNDABOUT AND ASSOCIATED WORKS AT DUNNS CROSSING ROAD, ROLLESTON

RECOMMENDATION

- a) *That pursuant to s171 of the Resource Management Act 1991, the Council accept the recommendation of the planner's report and the Commissioner and recommend to the New Zealand Transport Agency Waka Kotahi that the Partially Operative Selwyn District Plan be amended to alter the boundaries of NZTA-1 State Highway 1 to incorporate 34,304m² of land identified in **Appendix 1**, subject to the conditions outlined therein.*
- b) *That Council delegates the Policy Team Leader to undertake all necessary actions to give effect to the decision of the New Zealand Transport Agency Waka Kotahi in relation to recommendations above*
- c) *That Council note that the amendment to NZTA-1 does not contain proposed changes to the design and access of State Highway 1 at this time. New Zealand Transport Agency Waka Kotahi will progress these through a future Outline Plan process.*

1. PURPOSE

Selwyn District Council as the territorial authority has received from the New Zealand Transport Agency Waka Kotahi as a requiring authority, a Notice of Requirement (NOR) under section 181 of the Resource Management Act 1991 (RMA), for an alteration to one of its designations (NZTA-1 State Highway 1) in the Partially Operative District Plan.

The planner's report and Commissioner's recommendation is attached as **Appendix 2** to this report.

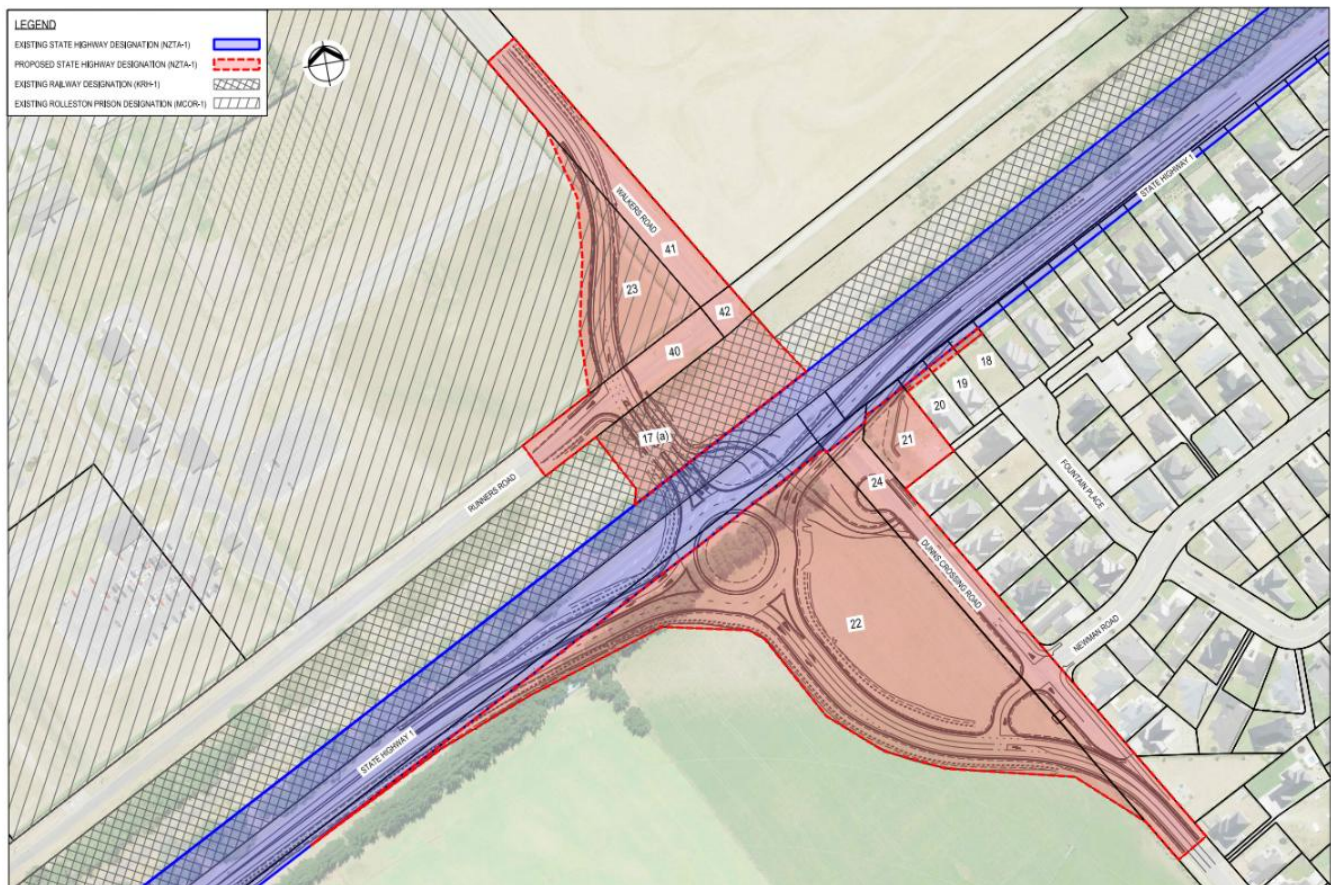
2. HISTORY/BACKGROUND

The Partially Operative District Plan contains an existing designation (NZTA-1 State Highway 1) to undertake construction, maintenance, operation, use and improvement of the state highway network and associated infrastructure. New Zealand Transport Agency Waka Kotahi (the 'Agency') has lodged a Notice of Requirement (NOR) to alter this existing designation to amend the boundary to incorporate an additional 34,304m² of land to in order to construct a roundabout and associated works at State Highway 1, Dunns Crossing Road and Walkers Road at Rolleston.

The Agency is a requiring authority under section 166 of the RMA and has responsibility for the state highway network and has the ability to submit a NOR for a designation for such works.

The location of the existing and updated designation extents is shown in the following diagram. The road/pathway alignments shown in the image is provisional with detailed design the subject of a future outline plan under S176A RMA to be lodged prior to construction.

The Commissioner considered that the NOR should be limited notified. The submission period opened on the 11 March 2025 and the submission period closed on 7 April 2025. There were no submissions.



3. PROPOSAL

This alteration to the designation for the construction, maintenance, operation, use and improvement of the state highway network and associated infrastructure on State Highway 1 will include land owned by the Crown, including KiwiRail and the Department of Corrections, as well as Council road reserve and private landowners. The designation is necessary for achieving the objective of the Agency to provide for safer, more efficient travel on the state highway and intersections with the state highway through Rolleston, to provide safer connections and access for goods and people travelling between the residential and industrial areas of Rolleston enabling transport choices and to improve the safety and travel time reliability of the regional journey on the state highway between Rolleston and Christchurch

The Agency has indicated that the proposed work will include, subject to detailed design:

- A new roundabout that will provide vehicle access to/from Dunns Crossing/Walkers Road with SH1.
- Closure of the current intersection of Dunns Crossing Road with SH1 and the formation of a cul-de-sac.
- Realignment of Walkers Road intersection with SH1 to connect at the new roundabout.
- Provision of a new level crossing over the railway line for the realigned Walkers Road and shared path.
- Provision of a new shared path for cyclists and pedestrians, including a subway beneath SH1 between Dunns Crossing Road and Walkers Road.
- Ancillary works

The relevant statutory tests are set out and applied in the planner's report and Commissioner's recommendation in **Appendix 2**. In summary, it was found that:

- The adverse effects on the environment of the designation will be able to be mitigated to a minor level, with conditions, having regard to the relevant provisions of the Partially Operative District Plan and higher order documents (s171((1a)). RMA
- Alternative sites have been considered and appropriately assessed, and the extent of the designation has been carefully defined to align with the functional requirements of the project whilst minimising effects (s171((1b)).
- The designation is necessary for achieving the objectives of the Agency (s171((1c))
- There are no other relevant matters to be considered (s171((1d)).

4. OPTIONS/RECOMMENDATIONS

In accordance with Section 171 of the Act, the Council has two options it can pursue.

a) Option One – Accept the recommendation (recommended)

Option One is to accept the planner's report and Commissioner's recommendation and recommend that the Agency confirms the alteration to the NZTA-1 State Highway 1 designation, subject to the conditions as set out in **Appendix 1**. This is the preferred option as the alteration, with the conditions, results in only a minor change in effects and satisfies Section 171 of the RMA 1991. There will be a future opportunity for Council to contribute to the Outline Plan under S176A process for any detailed design.

If the Council decides to accept the Commissioner's recommendation, then the District Plan will be amended without additional formality once the Agency makes its decision.

b) Option Two – Reject the recommendation

Option Two is to recommend that the Agency withdraw the NOR to alter the designation NZTA-1 State Highway 1 designation.

In this instance, the effects of the alteration to the designation are considered to be minor, and the proposal meets the statutory tests of s171 RMA. Council would need to give reasons for recommending the withdrawal of the alteration to the NOR and given the finding by the Commissioner of the alignment of the NOR with the

statutory tests, it is considered that Council adopting this position would be inappropriate.

5. ALIGNMENT WITH COUNCIL PLANS, STRATEGY, POLICY AND REGULATORY/COMPLIANCE OBLIGATIONS

Waikirikiri Ki Tua/Future Selwyn

The following aspects of Waikirikiri Ki Tua/Future Selwyn have been identified as relevant to this issue, proposal/decision/activity/project, and inform both the outcomes of the project as well as the way the project develops:

Outcome and/or Direction	Relevance
SAT-2	The roundabout project will enhance accessibility at a key entrance to Rolleston.
SAT-3	The roundabout project will improve connectivity within and between towns by providing a safer and more efficient journey experience.
SAT-4	The roundabout project will provide a safer and more efficient journey experience.
SAT-5	The roundabout project will include walking and cycling enhancements which will support active transport networks.
QI-1, QI-3 and QI-6	The roundabout project will provide necessary infrastructure to support the planned growth of Rolleston and will provide the necessary catalyst for residential development in Rolleston-south west and the newly zoned industrial land in the west of Rolleston..

Other Council Plans, strategy policy and regulatory/compliance obligations

The following strategies have been identified as relevant to this issue, proposal/decision/activity/project

SDC Strategic context	How the document relates
<i>Rautaki Tūāhaka Infrastructure Strategy 2024-2054 (includes our approach to sustainability)</i>	Adequate central government provided infrastructure, such as improvements to the state highway network, will support Councils strategic infrastructure priorities.
Regulatory/Compliance requirements or obligations	
<i>Resource Management Act 1991 Section 181 – Alteration of a designation</i>	A requiring authority that is responsible for a designation may give notice to the territorial authority of its requirement to alter the designation. The New Zealand Transport Agency Waka Kotahi is a requiring authority.

6. SIGNIFICANCE ASSESSMENT/COMPLIANCE STATEMENT

Council's Significance and Engagement Policy does not apply to decisions made under the Resource Management Act 1991.

7. VIEWS OF THOSE AFFECTED / CONSULTATION

In making a decision Council needs to know enough about and give adequate consideration to the views and preferences of affected and interested parties. The degree to which Council seeks views of affected and interested parties will be proportionate to the significance of the decision or issue being considered.

(a) Views of those affected and Consultation

The Commissioner's recommendation and planner's report included as **Appendix 2** addresses those potentially affected by the NOR and the notification that has occurred.

The Agency received affected party approval from several affected landowners including KiwiRail and the Department of Corrections.

The NOR was limited notified to those affected landowners who had not provided affected party approval. No submissions were received.

(b) Māori and Treaty implications

The Agency has engaged and worked collaboratively with mana whenua as project partners throughout the business case process and into the preliminary design phase. This engagement has taken place with a cultural advisory group forum over the past 3 years at a project-specific level since the commencement of the detailed business case process in 2021.

(c) Resiliency and Sustainability considerations

The following benefits have been identified from the proposed NOR:

- Improved safety for drivers with the conversion of an uncontrolled intersection to a roundabout.
- More reliable travel times along SH1 and Dunns Crossing Road due to the roundabout
- Enhanced travel choices through the subway, resulting in improved protection for vulnerable road users; and consequentially, a reduction in deaths and serious injuries.
- Not precluding future infrastructure that may be needed to support future development

8. FUNDING IMPLICATIONS

No funding implications have been identified as relevant to the proposed NOR

9. RISK IMPLICATIONS

No risk implications have been identified as relevant to the proposed NOR.

10.LEGAL/POLICY IMPLICATIONS HEADING

No legal or policy implications have been identified as relevant to the proposed NOR.

Jon Trewin

POLICY PLANNER



Endorsed For Agenda



Vanessa Mitchell

ACTING EXECUTIVE DIRECTOR DELVELOPMENT AND GROWTH