Sections 169, 149ZCB(1) to (4), 149ZCC(1) to (4), 149ZCE and 149ZCF Resource Management Act 1991

Decision

Report pursuant to section 169(1) of the Resource Management Act 1991 recommending whether a notice of requirement should be publicly notified, limited notified or non-notified.

Decision pursuant to sections 169 and sections 149ZCB(1) to (4), 149ZCC(1) to (4), 149ZCE, and 149ZCF.

APPLICATION NUMBER:	**D240002**
APPLICANT:	Waka Kotahi New Zealand Transport Agency
BRIEF DESCRIPTION OF NOTICE:	Notice of Requirement pursuant to s181 (1) for the alteration of designation reference NZTA-1 in the Partially Operative Selwyn District Plan (POSDP) to construct a roundabout and associated state highway infrastructure.
LEGAL DESCRIPTION:	The requirement applies to approximately 34,304m^2 of land located North and South of State Highway 1 (SH1) and east to west of SH1 at Dunns Crossing and SH1 intersection.

The Notice of Requirement

1. A Notice of Requirement (NoR) has been received pursuant to the Resource Management Act 1991 (RMA, the Act), s181(1), from Waka Kotahi NZ Transport Agency (the requiring authority, RA), to alter existing Designation NZTA-1 as shown in the Selwyn District Council Operative and Proposed District Plans, for the construction, maintenance, operation, use, and improvement of the state highway network and associated infrastructure.

2. This NoR was received by the Selwyn District Council on 30 November 2024. Further information was received on 9 December 2024 and 4 February 2025, and this information now forms part of the NoR.

3. The alteration to the designation is required to add areas of land adjoining the current intersection to the State Highway (SH) 1 designation, in order to undertake works comprising the construction and operation of a new roundabout and associated improvements at the intersections of SH1 and Dunns Crossing Road and Walker Road, and associated works.

4. The sites to which the requirement applies are:

ADDITIONAL LAND TO BE DESIGNATED STATE HIGHWAY				
REF No	**AREA (m2)**	**APPELLATION**	**LEGAL ADDRESS**	**OWNER**
17(a)	5,082[1]	Part Railway Reserve	-	KiwiRail
18	69	Lot 53 DP 487276	19 Fountain Place	Private Land Owner
19	67	Lot 52 DP 487276	17 Fountain Place	Private Land Owner
20	65	Lot 51 DP 487276	15 Fountain Place	Private Land Owner
21	1,622	Lot 38 DP 487276	13 Fountain Place	His Majesty the King
22	22,818	Section 2 SO 480906	-	Private Land Owner
23	4,581	Lot 2 DP 67195	28 Runners Road	His Majesty the King
24	6,219	Road	-	Selwyn District Council
40	2,789	Road	-	Selwyn District Council
41	3,728	Road	-	Selwyn District Council
42	436	Road	-	Selwyn District Council
[1] NOTE THIS AREA INCLUDES ADDITIONAL DESIGNATION REQUIREMENTS FOR WORKS NEAR DUNNS CROSSING ROAD INCLUDED IN PACKAGE 1				

Figure 1: Land to be designated State Highway

5. The RA has provided a description of the proposal and the site and locality in Sections 1, 2 and 6 of the report entitled "NZ Transport Agency Waka Kotahi SH1 Rolleston Access Improvements Package 1 Assessment of Effects on the Environment", prepared by Kate Graham of Beca Limited and submitted as part of the NoR, (hereon

referred to as the NoR and attached as Appendix 1). This is considered adequate and is adopted for the purposes of this report, with the following amendments:

6. Figure 1 lists the area of land required from six parcels to alter the designation.

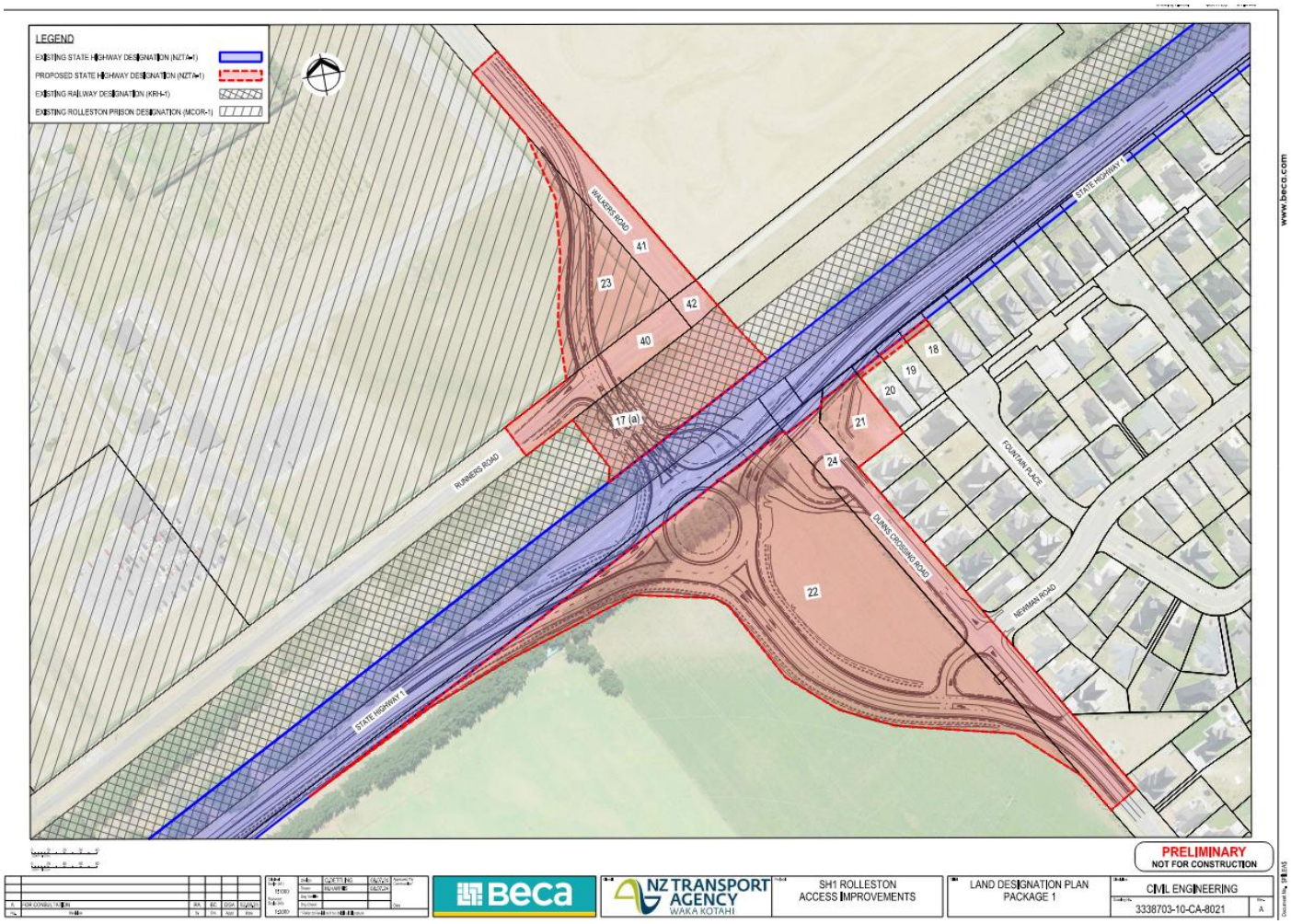

Figure 2: Proposed Designation Layout

7. An Outline Plan of Works has not been lodged with the NOR. The RA has advised this will be lodged prior to construction.

The Existing Environment

8. The existing environment has been described in Section 2.1 and 6 of the NOR documents. This description is considered adequate and is adopted for the purposes of this report, with a summary below.

Features	Description
Current land use	• The land use surrounding the Project area is comprised of residential, rural, rail and correctional activities. • The land use of the site to the south, where the roundabout is generally located, is currently rural however the zoning is Large Lot Residential. • The land zoning to the south is currently subject to an Appeal pertaining to PPC73.
Community and recreational facilities	• West Rolleston Primary School (designated by the Minister of Education). • Rolleston Mens Prison (designated by the Minister of Corrections). • Te Puna Wai ō Tuhinapo (designated by the Minister for Children).
Vegetation	• Shelterbelt vegetation • Roadside amenity vegetation • Rank grassland
Watercourses	• There are no watercourses in close proximity to the Project area. • There are no drains in close proximity to the Project area.
Historic heritage and archaeological values	• There are no identified historic heritage features within the Project area. • There are no archaeological values associated with the Project area.
Areas of cultural value	• There are no wāhi tapu or wāhi taonga sites identified within or adjacent to the Project area. • There are no identified NZAA Maori sites or sites of cultural significance in the Project area.
Existing designations	• KRH-1 Railway lines - Main South Line and Midland Line (KiwiRail Holdings Ltd). • NZTA-1 State Highway 1 (New Zealand Transport Agency). • MCOR-1 Rolleston Prison (Minister of Corrections). • MEDU-18 West Rolleston School (Minister of Education).
Precincts	• PREC6A West Rolleston Industrial Precinct
Overlays	Hazards and Risks • Plains Flood Management Overlay • Liquefaction Damage Unlikely Overlay Noise Control Overlay • State Highway Noise Control Overlay • Railway Network Noise Control Overlay

Figure 3: D240003 Existing Environment

National Environmental Standard For Assessing And Managing Contaminants In Soil To Protect Human Health (Nes:Cs)

9. Land northwest of Runners Road and Walkers Road, including Rolleston Prison, has been identified as a potential contaminated site due to historical land uses, including fuel storage, waste disposal, and pesticide application

10. The National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health (NESCS) is applicable in this area as a controlled activity, requiring proper soil management and compliance measures.

11. The Rolleston Prison site, which is partially included in the project area, is listed on the Environment Canterbury LLUR under HAIL A17: Storage tanks or drums for fuel, chemicals, or liquid waste, as well as HAIL A10, C1, E1, G3, G5, and I. Soil investigations confirm that some contamination is present but at levels that do not pose an unacceptable risk to human health or the environment. Approximately 0.006 ha of this site is required for the designation to protect sightlines to the upgraded intersection. Given that the volume of soil to be disturbed is below the NESCS threshold, land use consent under the NESCS is not required.

Section 169 Notice of Requirement to Territorial Authority

12. Section 169 applies if a territorial authority is given notice of a requirement under section 168 for a designation for a public work within its district from a Minister of the Crown.

13. Section 169(1) states:

(1) If a territorial authority is given notice of a requirement under section 168, the territorial authority must, within 10 working days, decide whether to notify the notice under—

(a) subsection (1A); or

(b) sections 149ZCB(1) to (4), 149ZCC(1) to (4), 149ZCE, and 149ZCF, which apply with all necessary modifications and as if—

(i) a reference to an application or notice were a reference to the notice of requirement; and

(ii) a reference to an applicant were a reference to the requiring authority; and

(iii) a reference to the Minister or the EPA were a reference to the territorial authority; and

(iv) a reference to an activity were a reference to the designation

14. Pursuant to s168A, as quoted below, Territorial authorities can either use s168A(1AA) for the notification assessment, or use the same sections provided for the Minister to make a notification decision,

> *The territorial authority must decide whether to notify the notice of requirement under—*
> *(a)subsection (1AA); or*
> *(b)sections 149ZCB (1) to (4), 149ZCC (1) to (4), 149ZCE, and 149ZCF, which apply with all necessary modifications and as if—*
> *(i)a reference to an application or notice were a reference to the notice of requirement; and*
> *(ii)a reference to an applicant, the Minister, or the EPA were a reference to the territorial authority; and*
> *(iii)a reference to an activity were a reference to the designation.*

15. Accordingly, s149ZCB, 149ZCC, 149ZCE and 149ZCF will be adopted in this report for the notification assessment instead of s168A(1AA).

16. Pursuant to s168A(b)(ii), the following terms of the relevant sections will be replaced as it follows, to enable the territorial authority to use sections 149ZCB (1) to (4), 149ZCC (1) to (4), 149ZCE, and 149ZCF for the notification assessment:

- *application with NOR;*
- *applicant with Territorial Authority; and*
- *activity with designation.*

Section 149ZCE Assessment – Environmental Effects

17. Section 149ZCE sets out the relevant considerations for determining whether adverse effects on the environment are likely to be more than minor for the purposes of making a decision on public notification pursuant to section 149ZCB(2)(a).

149ZCE [Territorial Authority] to decide if adverse effects likely to be more than minor

For the purpose of deciding under section 149ZCB(2)(a) whether an activity will have or is likely to have adverse effects on the environment that are more than minor, the [Territorial Authority]:

(a) must disregard any effects on persons who own or occupy

(i) the land in, on, or over which the activity will occur or apply; or

(ii) any land adjacent to that land; and

may disregard an adverse effect of the activity if a rule or national environmental standard permits an activity with that effect; and

in the case of a controlled activity or a restricted discretionary activity, must disregard an adverse effect of the activity that does not relate to a matter for which a rule or national environmental standard reserves control or restricts discretion; and

must disregard trade competition and the effects of trade competition; and

must disregard any effect on a person who has given written approval in relation to the relevant application or notice.

18. An assessment in this respect is made below.

Effects that must be disregarded (s149ZCE)

19. The following persons have provided their **written approval** and as such effects on these parties must be disregarded (s149ZCE(e)).

Appellation	Legal Address	Owner	APA provided?
Part Railway Reserve	-	KiwiRail	Yes
Lot 53 DP 487276	19 Fountain Place	Private Land Owner	Yes

Lot 52 DP 487276	17 Fountain Place	Private Land Owner	No
Lot 51 DP 487276	15 Fountain Place	Private Land Owner	Yes
Lot 38 DP 487276	13 Fountain Place	His Majesty the King	N/A
Section 2 SO 480906	-	Private Land Owner	No
Lot 2 DP 67195	28 Runners Road	His Majesty the King	Yes
Road	-	Selwyn District Council	N/A
Road	-	Selwyn District Council	N/A
Road	-	Selwyn District Council	N/A

Activities Permitted by the Plan (S149ZCE(b))

20. Sections 149ZCE(b) and 149ZCF(2)(a) provide that a territorial authority may disregard an adverse effect of the activity if a rule or national environmental standard permits an activity with that effect.

21. It is considered that the application of a permitted baseline is appropriate for this NOR, as it provides a useful insight into the sorts of activities and effects which may be expected in the surrounding environment. Application of the permitted baseline approach is at the discretion of the consenting authority. The permitted baseline in this case includes the following:

22. The construction and operation of infrastructure that complies with the relevant standards of Energy, Infrastructure and Transport rules of the PDP.

23. Vehicle access that complies with the relevant standards of Transport rules of the PDP.

24. Activities comply with the standards in relation to noise and vibration of the Noise rule of the PDP.

Assessment

25. The following assessment determines whether the alteration to the designation involves no more than a minor effects on the environment associated with the use or proposed use of the land.

26. The Assessment of Effects provided in Section 8 of the NoR is considered adequate. It is therefore adopted for the purposes of this report with the following additions.

27. Experts in the following disciplines were engaged to provide a peer review of the material submitted with the NoR. Their assessments have been considered and their conclusions have been relied upon and adopted in the evaluation of the effects of the NoR. A summary of each expert report is provided in the following paragraphs, outlining key findings and recommendations. All reports and findings are appended to this decision for reference

- Air Quality: Mr. Jeff Bluett
- Contaminated Land: Mr. Rowan Freeman
- Ecology: Mr. Roland Payne
- Geotechnical: Mr. Ian McCahon
- Transport: Mr. Dave Smith
- Landscape and Visual: Mr. James Bentley
- Lighting: Mr. Ian Campbell
- Construction Noise: Mr. Robin Chen
- Stormwater: Mr. Philip Claassens
- Archaeology and Heritage: Ms. Gwen Hoopman

Air Quality Effects

Construction Phase Effects

28. The SH1 Rolleston Access Improvements Project (the Project) will generate temporary air quality effects during the construction phase, primarily from dust emissions and vehicle exhaust fumes. Dust will be generated from earthworks, material handling, and vehicle movement on unsealed surfaces, with the greatest risk to residential properties near Dunns Crossing Road. The assessment undertaken by the RA indicates a low to medium risk of dust impacts for properties within 50 metres of construction activities, with the risk considered negligible for

properties beyond this distance. However, the buffer distance of 50 metres may be insufficient, as best practice typically recommends at least 100 metres for effective dust management.

29. Vehicle emissions during construction will be short-term and localised, primarily from heavy machinery and construction-related traffic. While these emissions are expected to be minor, no quantitative assessment of emissions has been provided, making it difficult to confirm the overall impact.

Operational Phase Effects

30. Once operational, Mr. Bluett has concluded that the project is not expected to result in significant air quality effects from vehicle emissions. Modelling suggests that pollutant levels (PM10, PM2.5, and NO2) will remain well below the National Environmental Standards for Air Quality (NES-AQ). However, the cumulative effect of emissions in the area is not negligible, contributing 44-80% of the NES-AQ limits. While the assessment concludes that the increase in emissions is minor, some of the findings lack supporting detail, particularly regarding vehicle emission rates and fleet composition. The long-term decline in emissions due to fleet improvements is assumed but not substantiated in the assessment.

Mitigation Measures

31. To manage construction-related air quality effects, dust suppression techniques such as water application, covering stockpiles, and limiting earthworks during high winds will be implemented. However, a Dust Management Plan (DMP) has not been provided. Mr. Bluett's report recommends meteorological and dust monitoring to ensure mitigation measures remain effective. Given the potential uncertainty around dust impacts, a comprehensive DMP is recommended to be a condition applied against any NoR to ensure proper management and monitoring.

32. For operational emissions, no additional mitigation measures are proposed, as pollutant levels are expected to remain within acceptable limits. As such, air quality effects of the Project are **less than minor**.

Contaminated Land Effects

33. The contamination risks within the Project area are considered low, as confirmed by both the Preliminary Site Investigation (PSI) and the Detailed Site Investigation (DSI). Soil testing has demonstrated compliance with human health and environmental standards. However, soils near Runners Road and Walkers Road may require additional management due to historical land uses, necessitating careful oversight during construction activities.

34. The project falls under the controlled activity status of the NESCS. This classification requires appropriate soil management and disposal measures to ensure compliance with environmental regulations. An Environmental Management Plan (EMP) should be developed by a qualified expert to oversee these aspects and ensure adherence to best practices.

35. To mitigate potential risks, a Construction Environmental Management Plan (CEMP) should be implemented. This plan should incorporate contaminated land protocols, including stormwater, erosion, and sediment controls, to prevent the mobilisation of contaminants during earthworks. These measures will help to minimise any environmental impact and protect nearby land and water resources.

36. Given the inherent limitations of site investigations, there remains the possibility of unexpected contamination being discovered during construction. To address this, an Accidental Discovery Protocol (ADP) should be in place. This protocol will provide clear procedures for managing any unforeseen contamination, ensuring a prompt and appropriate response to any identified risks.

37. In conclusion, no further environmental investigations are required before commencing the works, provided that contamination management plans are properly implemented. The SH1 Rolleston Access Improvements (Package 1) contaminated land assessments indicate no significant contamination risks. All detected contaminants are **within safe levels for human health** and the environment, and the project aligns with regulatory requirements under the NESCS. Accordingly, effects are **less than minor**.

Ecological Effects

Effects on Vegetation and Habitat

38. The Project works will result in the clearance of exotic vegetation that currently provides habitat for indigenous fauna. No significant indigenous vegetation is present within the project area, and there are no Significant Natural Areas (SNAs) identified on or adjacent to the site. However, the site contains pest plant species, including broom (Cytisus scoparius) and gorse (Ulex europaeus), which were not originally identified in the ecological report. These species, along with other environmental weeds, may require management to prevent their spread during construction.

39. The proposed stormwater basins and associated amenity plantings are suggested as ecological enhancements, but their effectiveness in providing habitat for native species remains uncertain. The potential for these plantings to improve ecological values should be reassessed during detailed design, with input from a qualified ecologist to ensure the species selection supports local biodiversity.

Effects on Avifauna

40. The assessment of avian (bird) species undertaken by the RA was limited in scope, considering only three indigenous bird species (swamp harrier, silvereye, and fantail). However, other native bird species, including At Risk – Declining species such as the South Island pied oystercatcher, are known to forage and nest in the project area. The lack of a comprehensive avifauna survey means that the actual impact of the project on bird populations is uncertain.

41. Potential effects on birds include disturbance during construction, temporary habitat loss, and direct impacts on nesting species. Given that most indigenous birds are protected under the Wildlife Act (1953), further assessment is recommended. If construction occurs during the breeding season, a pre-construction avifauna survey should be conducted to identify and mitigate potential impacts on nesting birds.

Effects on Lizards and Herpetofauna

42. The site is likely to provide habitat for southern grass skinks (Oligosoma aff. polychroma Clade 5), an At Risk – Declining species. While the ecological report recognises the presence of lizard habitat, no formal lizard surveys were undertaken prior to the initial assessment. Following a Request for Further Information (RFI), the RA confirmed that a lizard survey was conducted in December 2024, and a Lizard Management Plan (LMP) will be prepared in accordance with the findings.

43. The proposed staged vegetation clearance method is intended to reduce harm to lizards, but it remains an experimental technique that may still cause disturbance and displacement. To ensure compliance with wildlife protection regulations, a Wildlife Act Authority (WAA) must be obtained, and specific relocation or mitigation measures should be outlined in the LMP before works commence.

Effects on Freshwater Ecology

44. The project area is near an artificial watercourse, part of the Paparua Water Race Scheme, which may provide habitat for at-risk Indigenous fish species such as torrent fish, bluegill bullies, and longfin eels. However, the ecological report did not assess potential effects on freshwater species.

45. It remains unclear how stormwater from the construction phase will be managed and whether the proposed stormwater basins will have any hydrological connection to the water race. Further assessment is recommended to confirm whether stormwater discharges could affect freshwater habitat and to identify appropriate mitigation measures if required.

Mitigation Measures

- Vegetation and Pest Management: Pest plant species, including gorse, broom, and exotic grasses, have been identified within the site. To prevent their spread, machinery should be washed down before leaving and entering the site, and an invasive species management plan should be developed.
- Avifauna Protection: Given the likelihood of indigenous bird species using the site for nesting and foraging, a pre-construction avifauna survey should be conducted if works occur during the breeding season. If active nests are identified, buffer zones should be established to prevent disturbance.
- Lizard Management: A Lizard Management Plan (LMP) should be developed, including measures such as habitat relocation, population monitoring, and staged vegetation clearance. A Wildlife Act Authority (WAA) should be obtained to ensure compliance with legal requirements for the protection of indigenous lizard species.
- Freshwater Protection: Further assessment should determine whether stormwater discharge will interact with the Paparua Water Race Scheme and what mitigation measures may be needed to protect At Risk freshwater species. If potential impacts are identified, stormwater treatment measures should be refined to prevent sedimentation and contamination of watercourses.
- Ecological Planting Strategy: The proposed amenity planting and stormwater basin vegetation should be reviewed by a qualified ecologist to ensure it provides genuine ecological benefits and supports local biodiversity.

Summary

46. The Project will result in temporary and permanent ecological effects, primarily due to vegetation clearance, habitat disturbance, and construction-related impacts on fauna. However, these will be **no more than minor**. While some mitigation measures are proposed, further ecological assessments are required to confirm the full extent of potential effects on avifauna, lizards, and freshwater species.

47. To ensure that ecological impacts are effectively managed, the project should incorporate a Lizard Management Plan (LMP), an Avifauna Protection Plan, and additional freshwater ecology assessments. Further refinement of planting plans is also necessary to ensure habitat enhancement measures provide real ecological benefits. With these measures in place, the ecological effects of the project can be minimised, and compliance with relevant environmental and wildlife protection regulations can be assured.

Geotechnical Effects

48. The Project site is underlain by consistent and well-documented alluvial gravels, with groundwater located at approximately 8 metres depth. The potential for liquefaction, ground rupture, or significant geotechnical risks is low, making the site suitable for the proposed works. These stable ground conditions provide a strong foundation for construction activities and minimise the likelihood of unforeseen geotechnical challenges.

49. The geotechnical review confirms that there are no significant constraints that would impact the feasibility of the project. The flat topography and competent soil conditions provide a stable base for earthworks, stormwater infrastructure, and bridge construction. This means that the proposed improvements can be undertaken without major geotechnical modifications or additional land area requirements.

50. The geotechnical risks and environmental effects associated with the project are considered minor and lie within typical construction tolerances. These can be mitigated using standard engineering controls, such as proper compaction, drainage design, and earthworks management. Implementing these measures will ensure stability and minimise any potential ground settlement issues, contributing to the long-term resilience of the infrastructure.

51. While the preliminary assessments provide confidence in the geotechnical suitability of the site, it is recommended that the RA commit to a detailed geotechnical investigation prior to the final design stage. This will include site-specific testing and verification of soil parameters to ensure that the proposed engineering solutions remain appropriate. A more detailed assessment at this stage will further refine foundation design and construction methodologies, ensuring that any localised soil variations are accounted for.

52. The geotechnical effects of the SH1 Rolleston Access Improvements project are **less than minor** and can be effectively managed through standard construction practices. The absence of significant geotechnical hazards means that the proposed works can proceed, provided that a detailed site investigation is undertaken during the design phase.

Transport Effects

Traffic Flow and Network Performance

53. The Project aims to enhance traffic flow and network efficiency and is expected to improve traffic safety, reduce congestion, and enhance accessibility within Rolleston. However, a review of the transport modelling and project interdependencies has identified potential limitations in the proposed design. Specifically, the single right-turn lane from Dunns Crossing Road to SH1 may not provide sufficient capacity to accommodate future traffic demands, particularly considering the rezoning of land west of Dunns Crossing Road. Modelling suggests that a dual right-turn lane and dual circulating lanes would be more effective in managing long-term traffic growth.

54. To ensure the roundabout functions efficiently in the long term, the designation footprint has been confirmed as sufficient to accommodate these modifications. However, if NZTA proceeds with constructing only a single right-turn lane, there is a risk that future rework and additional costs will be required to upgrade the intersection to meet future traffic demands.

Impacts on Local Roads and Access

55. The review highlights potential congestion impacts on the local road network if adequate planning and mitigation are not incorporated. Specifically, delays at key intersections such as Levi Road/Weedons Road are projected to increase significantly by 2038 if supporting infrastructure upgrades do not proceed. The integration of local road improvements with the SH1 upgrades will be critical to ensuring efficient network performance. To address these concerns, it is recommended that a Network Integration Management Plan (NIMP) be implemented to coordinate the delivery of state highway and local road improvements.

56. Access to properties affected by the NoR is also a key consideration. While the project proposes realigning Dunns Crossing Road and creating cul-de-sac sections, further analysis is required to ensure practical vehicle manoeuvrability, particularly for heavy vehicles and waste collection trucks. The construction of a turning bay and adjustments to driveway access may be necessary to accommodate affected properties.

Walking and Cycling Considerations

57. The proposed project includes provisions for a new shared path for cyclists and pedestrians, including a subway beneath SH1. However, concerns have been raised regarding potential pinch points along the pathway that could limit future walking and cycling connectivity along the southern side of SH1. The proposed roadside barriers and retaining walls may constrain the available width, making it difficult to accommodate future active transport infrastructure.

Construction Traffic Effects

58. During construction, temporary traffic disruptions are expected due to lane closures, detours, and increased construction vehicle movements. To manage these effects, a Construction Traffic Management Plan (CTMP) will be required, detailing site-specific traffic management plans, property access provisions, and mitigation measures

to minimise disruption to road users and residents. It is recommended that the CTMP be expanded to align with the requirements set out in the Integrated Transport Assessment (ITA).

Conclusion

59. The Project will deliver benefits in terms of safety, accessibility, and network efficiency. The overall level of effects are considered minor to moderate, with the most significant effects arising during the construction phase. These will be temporary and able to be mitigated through a CTMP. With appropriate mitigation measures, including traffic management planning, improved active transport provisions, and coordinated local road integration, transport related effects can be effectively mitigated to a level that is **no more than minor**.

Landscape and Visual Effects

60. The construction phase of the Project is expected to cause temporary visual disruptions due to vegetation clearance, site disturbance, and construction yards. The RA has proposed mitigation measures such as locating site compounds away from residential areas and using fencing to screen construction activities. The RA has noted that "construction activities can create localised and temporary adverse visual amenity effects, especially for those on Dunns Crossing Road"; however, these will be managed through a Construction Environmental Management Plan.

61. The proposed mitigation measures include planting around stormwater basins and residual land near Dunns Crossing Road, which is expected to help soften the visual impact of the roundabout. The LVA suggests that "for the majority of viewing audiences, the proposal will result in negligible and positive effects,"

62. Mr. Bentley concludes that the landscape and visual effects of the proposal are considered to be appropriately assessed by the RA, with key mitigation measures in place to reduce negative impacts and accordingly are assessed as **less than minor**. While the proposed improvements will introduce noticeable changes to the area, including increased visibility of road infrastructure, these changes align with the anticipated urban development in the area.

63. It is considered conditions requiring the provision of an Urban and Landscape Design Framework (ULDF) and Landscape Management Plan (LMP) at the time Outline Plan of Works are sought will be essential in ensuring that the proposed mitigation measures, including planting and screening, are appropriately implemented to minimise the landscape and visual effects of the project. These conditions will provide certainty regarding the extent and nature of landscaping interventions, ensuring that they align with best practice guidelines and effectively integrate the new roundabout into the surrounding environment.

64. Requiring the ULDF and LMP at the Outline Plan of Works stage will allow SDC to review and provide feedback on the finalised plans, ensuring that they adequately address concerns raised during the assessment process.

Lighting Effects

65. The Project includes the installation of a new lighting scheme to support the new roundabout at Dunns Crossing Road and Walkers Road, as well as the associated realignments, pedestrian subway, and rail level crossing. The lighting has been designed to comply with AS/NZS 1158 (Lighting for roads and public spaces), NZTA M30 (Specification and Guidelines for Road Lighting Design), and AS/NZS 4282 (Control of the obtrusive effects of outdoor lighting).

66. A peer review of the preliminary lighting design identified that while the overall approach aligns with best practice, there were design gaps and compliance issues that require refinement. Key concerns included lighting control system selection, calculation inconsistencies, non-compliance at the rail level crossing, and missing luminance data for key road segments. If left unaddressed, these issues could result in uneven lighting, potential safety risks for pedestrians and vehicles, and compliance failures at critical points such as the railway crossing.

Mitigation Measures

67. To ensure that lighting effects are properly managed and comply with regulations, the following mitigation measures should be implemented:

- Refinement of the Lighting Control System: The preliminary design includes externally controlled luminaires, whereas NZTA M30 requires consideration of a Central Management System (CMS). A review and potential upgrade of the control system should be included in the detailed design phase.
- Improved Calculation and Design Documentation: The luminance summary tables should accurately reflect the different road configurations rather than applying a one-size-fits-all approach. This will ensure consistent illumination across all areas.
- Compliance at the Rail Level Crossing: The illuminance calculation type needs to be corrected from horizontal to vertical, and pole locations need to be adjusted to meet the minimum safe distance from the railway boundary.

- Ensuring Full Luminance Data for All Roads: The detailed design should include luminance calculations for all affected roads, including Walkers Road and Dunns Crossing Road, which were previously omitted.

Conclusion

68. The lighting effects of the Project are considered **minor**, provided that identified compliance gaps and design refinements are addressed. The proposed lighting scheme will enhance visibility, improve road user safety, and support pedestrian and cyclist movements, particularly at the roundabout, subway, and rail crossing.

Construction and Operational Noise Effects

Operational Noise Effects

69. The assessment follows NZS 6806:2010 Acoustics – Road Traffic Noise – New and Altered Roads, which provides thresholds for determining when mitigation is required. The modelling predicts that the majority of properties will experience a noise increase of less than ±2 dB, which is generally considered imperceptible. The highest increase, +1.5 dB at 380 Dunns Crossing Road, is considered negligible in the context of subjective perception.

70. Key factors affecting operational noise include:

- Slight realignment of SH1, bringing the road closer to some properties on Fountain Place but increasing setbacks for properties on Dunns Crossing Road.
- Reduction in vehicle speed approaching the roundabout, which may slightly alter the character of traffic noise.
- Existing noise barriers, such as acoustic fences and bunds.

The report concludes that the changes in noise levels will not result in significant adverse effects on residential amenity, and residents are expected to habituate to the minor change in noise character over time.

Construction Noise and Vibration Effects

71. The construction phase noise and vibration assessment follows NZS 6803:1999 Acoustics – Construction Noise, which sets limits based on the duration of works. The assessment identifies that some dwellings on Dunns Crossing Road will experience noise above 70 dB LAeq during certain activities, particularly from:

- Hydro excavators (58m setback required)
- Milling machines (48m setback required)
- 20-tonne excavators and vibratory rollers (25m setback required)

72. To manage these effects, a Construction Noise and Vibration Management Plan (CNVMP) is recommended. This plan should include mitigation strategies such as:

- Optimising construction scheduling to minimise high-noise activities during sensitive hours.
- Installing temporary noise barriers where feasible.
- Clear communication and complaint procedures for affected residents.

73. For construction vibration, the assessment follows DIN 4150-3:1999 Effects of Vibration on Structures. Some properties close to the works may exceed the Category A vibration criteria (1 mm/s PPV for residential amenity and 5 mm/s PPV for building damage). The assessment recommends:

- Using low-vibration construction methods where possible.
- Monitoring vibration levels to ensure compliance with limits.
- Engaging with affected property owners to manage concerns.

Summary

74. Operational Noise Effects: Minimal noise changes are expected, with increases mostly below 2 dB, which are not significant. The character of noise may slightly change due to the roundabout but will not impact sleep or residential amenity.

Construction Noise: Some properties will experience short-term noise increases, but these can be managed through a CNVMP and mitigation measures such as temporary barriers and work scheduling.

Overall, noise and vibration effects of the construction and operation are concluded to be **less than minor**.

Stormwater Effects

75. The review confirms that the proposed cross-drainage system aligns with existing overland flow paths and will not increase flood risk upstream or downstream. The RA has proposed new drainage infrastructure to capture and convey flows across SH1 while maintaining the natural flow of stormwater. This ensures that any potential obstruction caused by the new road layout does not alter or intensify flood risks in the surrounding area.

76. The stormwater basins and soakage areas have been designed to manage runoff from a catchment larger than the additional impervious area created by the project. This approach ensures that post-development discharge rates remain within acceptable limits and that there is no net increase in stormwater flow to downstream environments. By allowing stormwater to soak into the ground, the system mitigates potential flooding while supporting groundwater recharge.

77. The project also incorporates first flush treatment basins to improve water quality before infiltration. These basins are designed to remove contaminants such as suspended solids, metals, and hydrocarbons that accumulate on road surfaces. The expected treatment efficiency aligns with industry best practices and meets regional water quality guidelines, ensuring that stormwater runoff does not introduce pollutants into the groundwater.

78. During the construction phase, erosion and sediment control measures will be implemented to minimise the risk of temporary water quality impacts. These controls will prevent excessive sedimentation in stormwater runoff, reducing potential impacts on downstream water bodies and ensuring compliance with environmental management requirements.

79. PDP has recommended that the detailed design phase includes additional modelling and assessment to confirm that the proposed cross-drainage infrastructure does not increase flood risk beyond the project footprint. This will provide greater confidence that the stormwater system is functioning as intended and prevent unforeseen hydrological impacts.

80. The proposed cross-drainage system is designed to maintain existing overland flow paths, ensuring that pre-development flood risks remain unchanged. The system will safely convey stormwater across SH1 without increasing the risk of flooding for properties upstream or downstream of the project site.

81. The stormwater basins and soakage systems will capture and infiltrate runoff from a catchment area larger than the new impervious surfaces created. This ensures that excess water is effectively managed, reducing the potential for increased surface water flow and protecting surrounding land from erosion and flooding.

82. The first flush treatment basins are expected to effectively remove key contaminants, including sediments, metals, and hydrocarbons, before stormwater infiltrates into the ground. The stormwater treatment system aligns with regional water quality guidelines, ensuring that the project does not adversely affect local groundwater quality.

83. Erosion and sediment control measures will be implemented during construction to minimise sedimentation in stormwater runoff. These measures will help prevent temporary water quality degradation in downstream environments, ensuring compliance with best practice environmental management.

84. The stormwater effects of Project are considered **no more than minor**, provided that recommended mitigation measures are implemented. The project effectively manages stormwater runoff, minimises flood risk, and incorporates appropriate water quality treatment measures. Further detailed design and modelling will ensure that the final stormwater system maintains pre-development hydrological conditions and prevents unintended impacts.

Archaeological and Cultural Heritage Effects

85. The Archaeological Assessment and Heritage Impact Assessment confirm that the Project is unlikely to have significant effects on archaeological or heritage values. These reports, prepared by qualified archaeologists and heritage specialists, assess the potential impact of the proposed works on any known or potential archaeological sites. No recorded archaeological sites are present within the project area, and the likelihood of encountering unrecorded sites is considered low.

86. The assessments conclude that standard archaeological protocols and monitoring will be sufficient to manage any unforeseen discoveries. If any archaeological material is encountered during construction, an Accidental Discovery Protocol (ADP) will be implemented to ensure compliance with heritage regulations. Given these findings, the proposal is expected to have **minimal to no adverse effects** on archaeological or heritage values, provided that mitigation measures are adhered to.

Social Effects

87. The Project is expected to have both positive and adverse social effects on the local community. One of the primary benefits is improved safety and accessibility. The conversion of an uncontrolled intersection into a roundabout will reduce crash risks and improve traffic flow, benefiting both residents and road users. Additionally, the introduction of a shared pedestrian and cycle path will enhance connectivity within the community and provide safer alternatives for non-motorised users.

88. During the construction phase, temporary social disruptions are anticipated. These include road closures, detours, and potential delays for commuters. Noise, vibration, and dust may also impact residents and businesses near the construction zone. However, mitigation measures such as a Construction Traffic Management Plan (CTMP) and public engagement initiatives will help to manage these effects. The CTMP will include temporary traffic diversions, site-specific traffic management plans, and community engagement strategies to inform affected parties and minimise disruptions.

89. From a broader perspective, the project is expected to support economic and social well-being by improving access to employment and commercial areas. By enhancing the efficiency of the transport network, the project will enable better movement between residential, industrial, and business zones, fostering economic activity and community growth. Furthermore, upgrades at the Walkers Road level crossing will improve safety and reduce queuing times, addressing existing near-miss incidents between trains and vehicles.

90. While there will be short-term adverse effects during construction, these are considered **no more than minor**, temporary and manageable with appropriate mitigation measures. In the long term, the project will provide significant social benefits by enhancing safety, connectivity, and accessibility, ultimately contributing to the sustainable growth of Rolleston and the wider Selwyn District.

Summary

91. Overall, the proposed designation will involve only temporary and minor adverse construction effects on the wider environment.

92. Consistent with the conclusion of the NoR, it is considered that, subject to appropriate management measures (to be proposed, where appropriate, through the Outline Plan process should any future works occur on the site), the ongoing designation will result in less than minor adverse effects on the surrounding environment.

93. No works are proposed as part of this designation process. Should any future works occur on the site, an Outline Plan will be prepared which will outline how adverse effects will be avoided, remedied or mitigated.

94. Any adverse effects associated with the designation of land for State Highway purposes along SH1 and Dunns Crossing Road are considered to be **minor in respect of the wider environment**. Therefore, public notification is not required.

Section 149ZCF Assessment – Affected Persons

95. The following outlines an assessment as to whether the activity will have or is likely to have adverse effects on persons that are minor or more than minor.

96. The assessment of effects within the report provided with the NoR has determined that the majority of effects—particularly those related to construction, traffic, and environmental amenity effects - are less than minor and can be effectively mitigated and this is considered generally accurate, however it is also noted that the written approval of all owners of land required as part of the NoR have not been provided.

97. The project's primary permanent, long-term effects (outside the construction period) relate to direct physical changes to private properties, which means that only those landowners whose land is required for the project face **effects that are more than minor.** Mitigation measures such as landscaping, noise barriers, dust management, and clear consultation protocols have been incorporated into the project design to ensure that the **wider community and environment experience only minor or negligible effects.**

98. For landowners who have provided written approval, it is assumed that they accept the direct effects on their land, meaning that their concerns are resolved within the agreed conditions of the Project. However, landowners who have not provided approval are directly affected by the designation process, as they are subject to land acquisition or changes to property access, which cannot be mitigated through broader project measures.

99. The assessment has determined that the only parties likely to experience adverse effects beyond minor are the landowners directly affected by the designation. This is because their properties are subject to acquisition, access changes, or direct physical alterations that cannot be mitigated in the same way as general construction or operational effects. Given this, it is appropriate that the NoR is processed with **limited notification** to those landowners who have not provided written approval.

100. It is noted the RA has also requested limited notification of the NOR to the following parties:

Appellation	Legal Address	Owner	APA provided?
Lot 52 DP 487276	17 Fountain Place	Private Land Owner	No
Section 2 SO 480906	-	Private Land Owner	No

Figure 4: Landowners to be notified of D240002

101. There are no customary rights or marine title groups that are considered to be adversely affected.

Notification Recommendation

102. I recommend that the Notice of Requirement by Waka Kotahi NZ Transport Agency to Selwyn District Council be processed on a limited-notified basis to those persons identified in paragraph 100 in accordance with section s149ZCB(2)(b)) of the Resource Management Act 1991.

Report by: **Mary McConnell** **Consultant Planner**	Date: **5 March 2025**

Notification Decision

103. In coming to the following decision, I have read the application and all supporting evidence, along with the report prepared by Ms. McConnell on behalf of Council and the technical advice she relies on. Overall, for the reasons set out in the report above, the Notification Recommendation is adopted under delegated authority.

 **Commissioner O'Connell**	**Date: 7 March 2025**