

Appendix 1: Proposed Amendment to the Partially Operative Selwyn District Plan – NZTA-1 State Highway

Changes to the designation are shown below in red underlined text.

NZTA-1 State Highway 1

State Highway 1	
Designation unique identifier	NZTA-1
Designation purpose	State Highway - to undertake construction, maintenance, operation, use, and improvement of the state highway network and associated infrastructure
Site identifier	State Highway 1 from the Christchurch City Council boundary to the north to the Ashburton District Council boundary to the south. Including proposed road widening (State Highway 1) at Rolleston from north of Hoskyns Road to south of Elizabeth Street, Rolleston. Including proposed road widening (State Highway 1) south of Elizabeth Street, Rolleston to the Selwyn River Bridge. Including proposed road widening (State Highway 1) north of Rolleston.
Lapse date	Given effect, <u>except that, for the works described in:</u> 1. <u>D240002 – [insert date 5 years from decision date], unless given effect to</u>
Designation hierarchy under section 177 of the Resource Management Act	Primary <u>Secondary where the land is also subject to KRH-1 or MCOR-1</u>
Conditions	<u>Yes.</u> <u>Conditions 1 - 8 relate only to works associated with:</u> <u>1. the construction and operation of a new roundabout and associated improvements at the intersections of State Highway 1 and Dunns Crossing Road and Walkers Road, Rolleston.</u>
Additional Information	<u>1. The Notice of Requirement documentation associated with the construction and operation of a new roundabout and associated improvements at the intersections of State Highway 1 and Dunns Crossing Road and Walkers Road, Rolleston is held in Selwyn District Council file D240002</u> Rolled over with modification Legacy references TR1, TR2, TR3, TR4
<u>NZTA-1</u>	<u>Conditions</u>
<u>NZTA-1</u>	<u>Conditions – Management Plans</u>
	<u>Each Outline Plan of Work(s) shall include a Landscape Management Plan (LMP), prepared by a suitably qualified and experienced person. At a minimum the LMP shall include:</u>

	<ul style="list-style-type: none"> a. <u>Details of landscape maintenance activities for a minimum five-year period from practical completion.</u> b. <u>Procedures for replacing any plant specimens that fail to establish during the maintenance period, including timeframe for replacement and species substitution where required.</u> c. <u>Control measures for invasive weeds and pest species, with a schedule of monitoring and treatment.</u> d. <u>Details of the party responsible for implementing and monitoring the LMP, including reporting and review mechanisms.</u> e. <u>Detail of how the landscape treatments will align with and support sediment control and stormwater infrastructure during both construction and post-construction phases.</u> f. <u>Details of finished contour, grassing and/or landscaping of batter slopes.</u>
	<p><u>Each Outline Plan of Work(s) shall include a Construction Noise and Vibration Management Plan (CNVMP), prepared by a suitably qualified and experienced acoustic consultant. The objective of the CNVMP is to identify, require and enable the adoption of the best practicable option to minimise adverse construction noise and vibration effects as far as practicable. As a minimum, the CNVMP shall address:</u></p> <ul style="list-style-type: none"> a. <u>Description of the construction methodology and equipment to be used, with a preference for using low noise and vibration generating equipment for the activity as far as practical.</u> b. <u>The construction noise and vibration limits.</u> c. <u>Those buildings within 20 metres of any activity associated with the upgrade works as well as any buildings located beyond 20 metres where construction vibration is predicted to exceed the vibration criteria in Table 1 of DIN 4150-3:2016, and a requirement to carry out preconstruction surveys of those buildings.</u> d. <u>Details of noise and vibration mitigation measures to be applied during different stages of construction, including any requirement for acoustically effective barriers.</u> e. <u>Identification of and contact details for the person(s) responsible for the implementation of the CNVMP on site.</u> f. <u>Neighbours consultation and engagement procedures.</u> g. <u>Procedures for ensuring that all contractors and operators on site are aware of the requirement to avoid noise and vibration effects on neighbouring sites as far as practicable.</u> h. <u>A procedure for responding to any noise and vibration complaints.</u> i. <u>A procedure for noise and vibration monitoring during the works and applying any corrective actions that may be required.</u> j. <u>The normal hours of operation being 7am until 6pm Monday to Saturday, with activities that generate minimal noise to occur between 7am and 7.30am.</u> k. <u>Where work is required outside normal hours of operation (i.e., outside the hours of 7am until 6pm, Monday to Saturday), provide detailed procedures to be followed and specific management measures to be employed.</u>
	<p><u>Each Outline Plan of Work(s) shall include an Environmental Management Plan (EMP), prepared by a suitably qualified and experienced person. The EMP shall be in accordance with the principles and requirements of the Selwyn District Council Engineering Code of Practice and specifically shall</u></p>

	<p><u>address the following environmental elements (details of the site or Project Manager and/or Project Liaison Manager including their contact details (phone and email address):</u></p> <ul style="list-style-type: none"> a. <u>the construction works programme, and the proposed hours of work;</u> b. <u>details of the proposed construction yards including temporary screening when adjacent to residential areas on Dunns Crossing Road;</u> c. <u>methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places;</u> d. <u>methods for providing for the health and safety of the general public;</u> e. <u>procedures for incident management;</u> f. <u>measures to address the storage of fuels, lubricants, hazardous and/or dangerous materials, along with contingency procedures to address emergency spill response(s) and clean up; and</u> g. <u>procedures for responding to complaints about construction works</u>
	<p><u>Each Outline Plan of Work(s) shall include a Network Integration Management Plan (NIMP), prepared by a suitably qualified and experienced person in collaboration with Selwyn District Council. The purpose of the NIMP is to ensure that the state highway improvements integrate effectively with the local road network. The NIMP shall include:</u></p> <ul style="list-style-type: none"> a. <u>Final road tie-ins and alignment treatments for Dunns Crossing Road and Walkers Road;</u> b. <u>Road signage and wayfinding to support access to and from the local network;</u> c. <u>Intersection controls and any modifications to existing SDC infrastructure; and</u> d. <u>Confirmation of safe and convenient access for pedestrians and cyclists.</u>
	<p><u>Each Outline Plan of Work(s) shall include an Urban and Landscape Design Framework (ULDF), prepared by a suitably qualified and experienced person. The ULDF shall include:</u></p> <ul style="list-style-type: none"> a. <u>Urban design principles guiding the layout and form of transport infrastructure;</u> b. <u>Integration of walking and cycling infrastructure with existing and planned networks;</u> c. <u>Design strategies to enhance visual amenity at key interfaces, including the roundabout and subway; and</u> d. <u>How Crime Prevention Through Environmental Design (CPTED) principles are incorporated into public-facing infrastructure.</u>
NZTA-1	Conditions – Temporary Traffic Management Measures
	<p><u>Each Outline Plan of Work(s) shall include temporary traffic management measures during construction. The information provided in the Outline Plan of Work(s) shall include:</u></p> <ul style="list-style-type: none"> a. <u>the staging of the works, including details of any proposals to work on multiple sections of the Project route concurrently;</u> b. <u>details of traffic management activities proposed within each section of the project;</u> c. <u>the potential effects of traffic management activities and how these will be managed to ensure safety for all road users;</u>

	<ul style="list-style-type: none"> d. <u>a process for the development and submission of site specific traffic management plans;</u> e. <u>monitoring, auditing and reporting requirements; and</u> f. <u>training requirements for staff.</u>
NZTA-1	Conditions – Construction-Phase Conditions
	<p><u>In the event of an accidental discovery of archaeological material, the site manager must:</u></p> <ul style="list-style-type: none"> a. <u>Cease work immediately within 10m of the discovery and secure this area.</u> b. <u>Notify the SDC, the project archaeologist and the Heritage New Zealand - Pouhere Taonga Regional archaeologist.</u> c. <u>Advise the NZ Police if skeletal remains are uncovered.</u> d. <u>Ensure that works within the secured area do not resume until Heritage New Zealand - Pouhere Taonga gives approval for work to continue.</u> e. <u>If at any time during investigation, potential koiwi, archaeology or artefacts of Māori origin are discovered, the Requiring Authority will notify Mana Whenua.</u>
	<p><u>All landscaping and planting shall be in general accordance with Section 10, Selwyn District Council Engineering Code of Practice and subsequent amendments to that document, except where a variation is agreed through the the Outline Plan of Work(s).</u></p>