Appendix 2: Section 171 Resource Management Act 1991 Commissioner's Recommendation Planning Officers Report – Boundary Alteration of NZTA-1

Section 171 Resource Management Act 1991	

Decision

Report pursuant to s.171 of the Resource Management Act 1991 recommending whether or not a notice of requirement should be:

- Confirmed, modified, have conditions imposed, or be withdrawn.

Decision pursuant to section 113 of the Resource Management Act 1991.

Author: Mary McConnell
Position: Consultant Principal Planner

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

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.

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

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.

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

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). This is considered adequate and is adopted for the purposes of this report, with the following amendments:

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

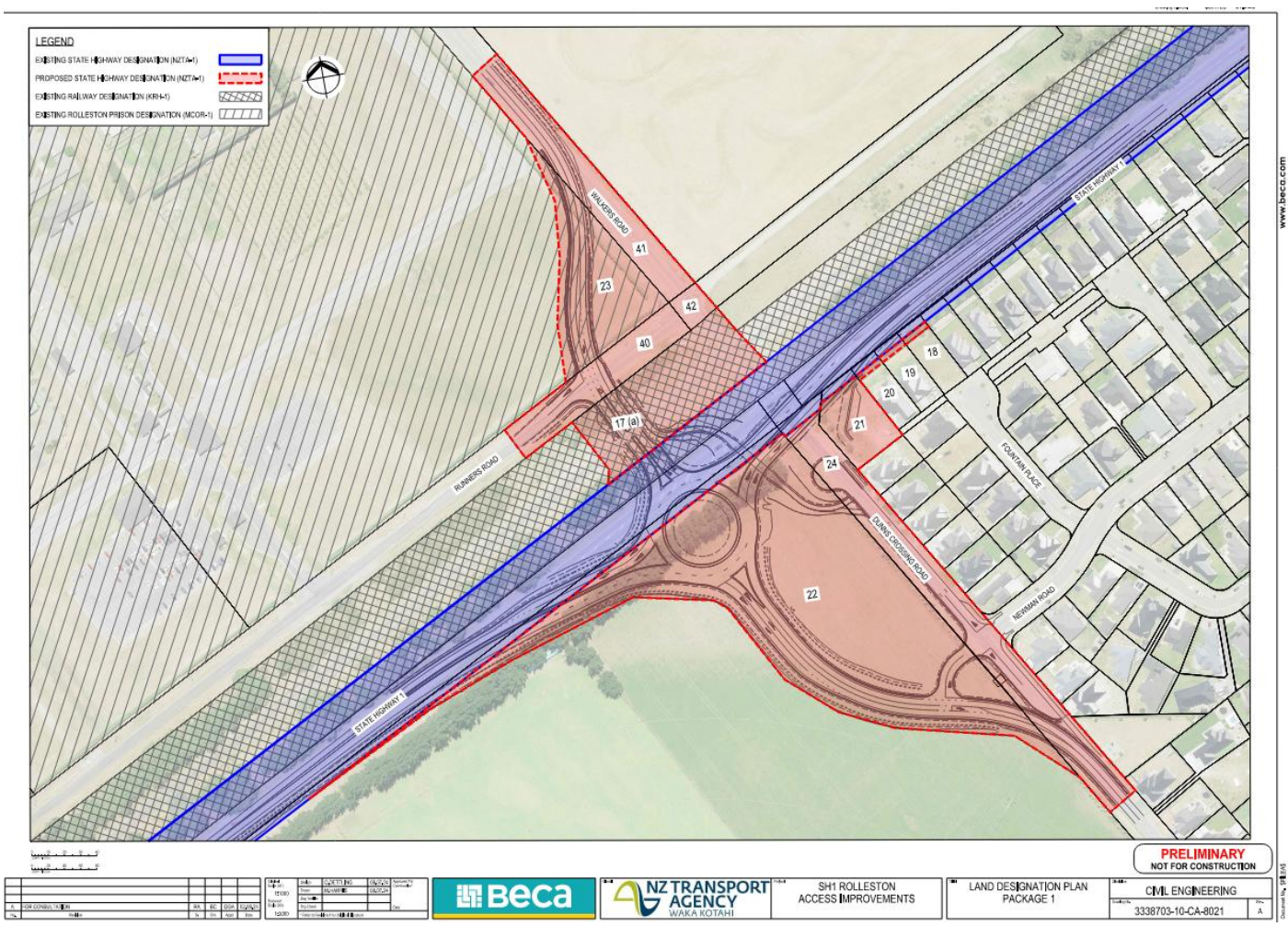


Figure 2: Proposed Designation Layout

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

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.

Notification

The decision to notify the NoR to the following selected parties on was made on 7 March 2025 by Commissioner O'Connell:

- Lot 52 DP 487276
- Section 2 SO 480906

The submission period commenced Tuesday 11 March 2025 and closed 7 April 2025. No submissions were received by Council.

Matters to be Considered

The NoR must be considered in terms of Section 171 of the RMA. Paragraphs 23 - 90 of the s42A report (**Appendix 2**) outline S171 of the RMA in more detail. The NOR must also be assessed with respect to Part 2 of the RMA, which is to promote the sustainable management of natural and physical resources. Paragraphs 130 - 135 of the s42A report outline Part 2 of the RMA.

Principal Issues in Contention

The principal issues arising from the NoR were adverse effects that were considered potentially likely to be generated during the alteration of the intersection and construction of the roundabout. The findings relating to these principal issues of contention are outlined in Paragraphs 23 – 90 of the attached S42A report.

Actual and potential effects on the environment have been addressed in Paragraphs 23 - 90 of the S42A report prepared for Council, and provides a full assessment of the NOR. This is attached in Appendix 2.

Recommendations

171 Recommendation by territorial authority

(2) The territorial authority may recommend to the requiring authority that it—

(a) confirm the requirement:

(b) modify the requirement:

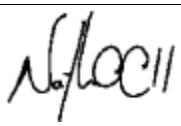
(c) impose conditions:

(d) withdraw the requirement.

That pursuant to Section 171 of the Act of the Resource Management Act (1991), Selwyn District Council as Territorial Authority, **recommends** New Zealand Transport Agency as Requiring Authority confirms the alteration of designation NZTA-1 for approximately 34,304m2 of land located North and South of State Highway 1 (SH1) and east to west of SH1 at Dunns Crossing and SH1 intersection for State Highway purposes, subject to conditions contained in **Appendix 1.**

Reported and recommended by Mary McConnell **Consultant Planner** 	**Date: 13 May 2025**

That, having considered the notice of requirements and the above report, I adopt the findings of this report and recommend that Council recommend that New Zealand Transport Agency as Requiring Authority confirms the alteration of the designation, subject to the conditions, pursuant to s. 171 of the Resource Management Act 1991.

 **Commissioner O'Connell**	**Date: 20 May 2025**

Appendix 1: Recommended alterations to NZTA-1

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, except that, for the works described in: 1. D240002 – [insert date 5 years from decision date], unless given effect to
Designation hierarchy under section 177 of the Resource Management Act	Primary Secondary where the land is also subject to KRH-1 or MCOR-1
Conditions	Yes. Conditions 1 - 8 relate only to works associated with: 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.
Additional Information	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 Rolled over with modification Legacy references TR1, TR2, TR3, TR4
NZTA-1	**Conditions**
NZTA-1	**Conditions – Management Plans**
	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: a. Details of landscape maintenance activities for a minimum five-year period from practical completion. b. Procedures for replacing any plant specimens that fail to establish during the maintenance period, including timeframe for replacement and species substitution where required.

	c. Control measures for invasive weeds and pest species, with a schedule of monitoring and treatment. d. Details of the party responsible for implementing and monitoring the LMP, including reporting and review mechanisms. e. Detail of how the landscape treatments will align with and support sediment control and stormwater infrastructure during both construction and post-construction phases. f. Details of finished contour, grassing and/or landscaping of batter slopes.
	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: a. 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. b. The construction noise and vibration limits. c. 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. d. Details of noise and vibration mitigation measures to be applied during different stages of construction, including any requirement for acoustically effective barriers. e. Identification of and contact details for the person(s) responsible for the implementation of the CNVMP on site. f. Neighbours consultation and engagement procedures. g. 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. h. A procedure for responding to any noise and vibration complaints. i. A procedure for noise and vibration monitoring during the works and applying any corrective actions that may be required. j. 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. k. 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.
	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 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); a. the construction works programme, and the proposed hours of work;

	b. details of the proposed construction yards including temporary screening when adjacent to residential areas on Dunns Crossing Road; c. methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places; d. methods for providing for the health and safety of the general public; e. procedures for incident management; f. 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 g. procedures for responding to complaints about construction works
	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: a. Final road tie-ins and alignment treatments for Dunns Crossing Road and Walkers Road; b. Road signage and wayfinding to support access to and from the local network; c. Intersection controls and any modifications to existing SDC infrastructure; and d. Confirmation of safe and convenient access for pedestrians and cyclists.
	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: a. Urban design principles guiding the layout and form of transport infrastructure; b. Integration of walking and cycling infrastructure with existing and planned networks; c. Design strategies to enhance visual amenity at key interfaces, including the roundabout and subway; and d. How Crime Prevention Through Environmental Design (CPTED) principles are incorporated into public-facing infrastructure.
NZTA-1	**Conditions – Temporary Traffic Management Measures**
	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: a. the staging of the works, including details of any proposals to work on multiple sections of the Project route concurrently; b. details of traffic management activities proposed within each section of the project; c. the potential effects of traffic management activities and how these will be managed to ensure safety for all road users; d. a process for the development and submission of site specific traffic management plans; e. monitoring, auditing and reporting requirements; and f. training requirements for staff.
NZTA-1	**Conditions – Construction-Phase Conditions**

	In the event of an accidental discovery of archaeological material, the site manager must: a. Cease work immediately within 10m of the discovery and secure this area. b. Notify the SDC, the project archaeologist and the Heritage New Zealand - Pouhere Taonga Regional archaeologist. c. Advise the NZ Police if skeletal remains are uncovered. d. Ensure that works within the secured area do not resume until Heritage New Zealand - Pouhere Taonga gives approval for work to continue. e. If at any time during investigation, potential koiwi, archaeology or artefacts of Māori origin are discovered, the Requiring Authority will notify Mana Whenua.
	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).

Appendix 2 42A Report

Section 42A Resource Management Act 1991	
Report on a limited notified Alteration to a Designation **Author: Mary McConnell** **Position: Consultant Principal Planner**	

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 Operative and Partially Operative Selwyn District Plan (POSDP) to construct a roundabout and associated state highway infrastructure.
PUBLIC NOTIFICATION DATE:	11 March 2025
CLOSING DATE FOR SUBMISSIONS:	7 April 2025
SUBMISSIONS RECEIVED:	Nil
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.

RECOMMENDATION – Notice of Requirement to alter designation reference Designation NZTA-1

Pursuant to Section 171(2) of the RMA, it is recommended that the territorial authority (Selwyn District Council) **recommend** the requirement to the Requiring Authority and impose conditions for the following reasons:

1. The proposal will have benefits to the social, health and economic well-being of local community, and regional and national benefits in terms of the provision of infrastructure that will support transportation and the mobility of residents, visitors and freight throughout the district, region and South Island.
2. Overall the construction-phase traffic effects of the project are more than minor however are able to be mitigated by conditions. All other construction and operational effects are able to be mitigated to a minor level with the imposition of conditions.
3. Part 2 of the Act will be met as the alteration will provide a piece of key infrastructure which will support the needs of the current and future populations of Selwyn District, with adverse effects being able to be mitigated.

Attachments:

Appendix 1: Conditions
Appendix 2: Acoustic Assessment Peer Review
Appendix 3: Transportation Peer Review
Appendix 4: Air Quality Peer Review
Appendix 5: Contaminated Land Peer Review
Appendix 6: Geotechnical Peer Review
Appendix 7: Landscape and Visual Peer Review
Appendix 8: Lighting Peer Review
Appendix 9: Stormwater Peer Review

Appendix 10: Archaeology and Heritage Comment

Introduction and purpose

My full name is Mary Helen McConnell. I hold a Master of Planning degree from the University of Auckland and I am a full member of the New Zealand Planning Institute. I am a Principal Planner with Harrison Grierson Consultants Limited and have 15 years' planning experience, largely in assessing effects on the environment, assessing notice of requirements and alterations to designations and facilitating the processing of consent applications for regionally significant infrastructure. I act as a consultant planner to the Consenting Authority (Selwyn District Council).

Whilst this report does not relate to an Environment Court proceeding, I confirm I have read the Code of Conduct for Expert Witnesses contained in the Environment Court Consolidated Practice Note 2023 and agree to comply with it. In that regard I confirm that this evidence is written within my area of expertise, except where otherwise stated, and that I have not omitted to consider material facts known to me that might alter or detract from the opinions expressed.

This report has been prepared under Section 42A of the Resource Management Act 1991 (RMA) to assist in the consideration of the Notice of Requirement (NoR) for an Alteration to a Designation (Alteration) made by Requiring Authority Waka Kotahi New Zealand Transport Agency (Waka Kotahi).

Section 42A enables local authorities to require the preparation of a report on an Alteration and allows the consent authority to consider the report. It contains a recommendation that is in no way binding. It should not be assumed that the Commissioner will reach the same conclusion.

Proposal and Site Description

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.

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.

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.

The sites to which the requirement applies are:

ADDITIONAL LAND TO BE DESIGNATED STATE HIGHWAY				
REF No	AREA (m2)	APPELLATION	LEGAL ADDRESS	OWNER
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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 3: Land to be designated State Highway

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.

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

Written Approvals and Submissions Received

There were no submissions or late submissions received towards the NOR.

The following parties provided written approval towards the NOR:

Appellation	Legal Address	Owner
Part Railway Reserve	-	KiwiRail
Lot 53 DP 487276	19 Fountain Place	Private Land Owner
Lot 51 DP 487276	15 Fountain Place	Private Land Owner
Lot 2 DP 67195	28 Runners Road	His Majesty the King

Table 1: Written Approvals Provided

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

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

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.

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.

Expert Reports

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

These expert assessments and recommendations of the reports are relied upon and are addressed where appropriate in the assessment to follow.

Assessment of Environmental Effects – Alteration to Designation

A key part of the evaluation under Section 171 of the Act is an assessment of the environmental effects of allowing the requirement. The potential effects associated with alteration are discussed under the following topics. The effects of the proposal have been evaluated in the AEE and internal reports listed above.

Activities Permitted by the Plan (S149ZCE(b))

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.

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:

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

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

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

Assessment

A key part of the evaluation under Section 171 of the Act is an assessment of the environmental effects of allowing the requirement. The potential effects associated with alteration are discussed under the following topics. The effects of the proposal have been evaluated in the AEE and internal reports listed above.

Air Quality Effects

Construction Phase Effects

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.

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

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

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.

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

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.

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.

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.

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.

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

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.

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

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.

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

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.

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

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.

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

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.

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

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.

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.

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.

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.

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

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.

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

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.

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

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

During construction, moderate 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

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

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.

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,"

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.

It is considered conditions requiring the provision of a 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.

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

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).

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

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

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

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.

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

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)

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.

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

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 minor 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

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.

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.

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.

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.

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.

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.

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.

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.

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.

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

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.

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

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.

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.

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.

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

Overall, the proposed designation will involve more than minor construction-phase traffic effects which are able to be mitigated by conditions. All other construction and operational effects are able to be mitigated to a minor level with the imposition of conditions.

Consistent with the conclusion of the NoR, it is considered that, subject to conditions and 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 minor adverse effects on the surrounding environment.

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.

Conclusion

I consider that the effects described in the assessment above will be able to be mitigated to an acceptable level with mitigation measures proposed by the applicant and recommended conditions which are contained in Appendix 1 to this report.

Statutory Assessment

Section 171(1) - when considering a requirement and any submissions received, a territorial authority must, subject to Part 2, consider the effects on the environment of allowing the requirement, having particular regard to *any relevant provisions of a national policy statement and a New Zealand coastal policy statement.*

There are no National Policy Statements of relevance to the NOR. The NZCPS is not relevant to this NOR.

Operative Selwyn District Plan

The relevant objectives and policies of the Operative District Plan (OSDP) to the Project works are discussed and assessed below:

Objective B2.1.1

An integrated approach to land use and transport planning to ensure the safe and efficient operation of the District's roads, pathways, railway lines and airfields is not compromised by adverse effects from activities on surrounding land or by residential growth.

Objective B2.1.2

An integrated approach to land use and transport planning to manage and minimise adverse effects of transport networks on adjoining land uses, and to avoid "reverse sensitivity" effects on the operation of transport networks.

Objective B2.1.3

Future road networks and transport corridors are designed, located and protected, to promote transport choice and provide for: a range of sustainable transport modes; and alternatives to road movement of freight such as rail.

Objective B2.1.4

Adverse effects of land transport networks on natural or physical resources or amenity values, are avoided, remedied or mitigated, including adverse effects on the environment from construction, operation and maintenance.

Policy B2.1.1

Apply a road hierarchy classification in Selwyn District to recognise the different functions and roles of the District's roads.

Policy B2.1.2

Manage effects of activities on the safe and efficient operation of the District's existing and planned road network, considering the classification and function of each road in the hierarchy.

Policy B2.1.3

Recognise and protect the primary function of roads classified as State Highways and Arterial Roads in Part E, Appendix 7, to ensure the safe and efficient flow of 'through' traffic en route to its destination.

Comment

The Project aligns with the transport objectives and policies of the OSDP, particularly Objectives B2.1.1 to B2.1.4 and Policies B2.1.1 to B2.1.3. These provisions emphasise the importance of protecting the safety and efficiency of the district's transport network, especially arterial routes such as SH1. The NoR documents identifies the existing SH1/Dunns Crossing/Walkers Road intersection as a high-risk location. The proposed roundabout directly addresses these safety issues and will improve operational performance by reducing delays and streamlining movements between residential and industrial areas. The design respects the road hierarchy and supports SH1's through-traffic function.

The proposal also provides for sustainable transport modes through a new pedestrian and cycle subway and an upgraded rail crossing, consistent with Objective B2.1.3. Traffic modelling confirms that the changes will improve travel time reliability and support the efficient functioning of the wider network, aligning with Policy B2.1.2. The project reflects an integrated land use and transport response, addressing current deficiencies while future-proofing for growth.

Objective B3.4.1

The District's townships are pleasant places to live and work in.

Objective B3.4.2

A variety of activities are provided for in townships, while maintaining the character and amenity values of each zone.

Policy B3.4.10

Ensure noise in all zones does not adversely affect the health or well-being of people.

Policy B3.4.11

Maintain background sound levels which are appropriate to the quality of the environment and amenity values of each zone.

Policy B3.4.12

Avoid night lighting and, where practical, glare from reflections shining directly into adjoining sites, in all zones.

Policy B3.4.14

Avoid nuisance effects caused by dust from stockpiled material or construction work in Living or Business zones.

Policy B3.4.15

Avoid, remedy or mitigate adverse effects caused by excessive or prolonged vibration associated with people's activities.

In relation to amenity, the construction phase is expected to generate temporary effects including noise, vibration, dust, and lighting impacts, particularly for properties near Dunns Crossing Road. These are acknowledged in the AEE and proposed to be addressed through targeted mitigation plans. The Construction Environmental Management Plan (CEMP), along with the Noise and Vibration Management Plan, Dust Management Plan, and Lighting Management Plan, respond directly to Objectives B3.4.1–B3.4.2 and Policies B3.4.10–B3.4.15. Measures include dust suppression, noise limits, and shielded lighting to reduce nuisance effects. Landscape replanting and site screening will further support amenity values. The proposal also includes engagement with directly affected residents, ensuring construction impacts are communicated and managed appropriately.

Overall, the proposal gives effect to the relevant OSDP provisions by improving network safety and efficiency while appropriately managing temporary amenity impacts.

Summary – District Plan Objectives and Policies

The majority of provisions in the operative district plan have been superseded by those in the partially operative district plan. For completeness, the above policies have been considered. It is considered that the *Project is consistent with the policy framework of the* operative district plan.

Partially Operative District Plan Objectives and Policies

The Requiring Authority has *provided an analysis of the* Partially Operative District Plan *against the Project works, which is contained in Appendix E of the NoR.*

This assessment concludes the Project is consistent with the policy framework of the Partially Operative District Plan*. The assessment is considered adequate and is adopted for the purposes of this report.*

Weighting Between District Plans

Given the consistency in any relevant partially operative district plan objectives and policies of the Operative and Proposed District Plans, no weighting assessment is required.

Canterbury Regional Plans

The Requiring Authority has *provided an analysis of the relevant regional planning framework against the Project works, which is contained in Appendix E of the NoR*

The following plans have been addressed in this assessment:

- *Canterbury Regional Policy Statement;*
- *Canterbury Land and Water Regional Plan.*

This assessment concludes the Project is consistent with the policy framework of the documents listed above. The assessment is considered adequate and is adopted for the purposes of this report.

National Policy Statement on Urban Development 2020

The Requiring Authority has *provided an analysis of the National Policy Statement on Urban Development 2020 (NPS-UD) against the Project works, which is contained in Appendix E of the NoR*

This assessment concludes the Project is consistent with the policy framework of the NPD-UD. The assessment is considered adequate and is adopted for the purposes of this report.

Alternative sites

Waka Kotahi do not own all the land subject to the NOR. Alternatives in terms of location, alignment, and method have been appropriately assessed as part of this process, and the extent of the designation has been carefully defined to align with the functional requirements of the Project while minimising adverse effects.

Based on the conclusion drawn in paragraph 0 of this report, there are no aspects of the work that are likely to generate significant effects and accordingly, it is concluded that s171(b) does not apply to this assessment.

Despite of this, the Requiring Authority has provided evidence that alternatives were addressed during the business case phase of the Project and this is contained in Section 4 of the RA's AEE.

Necessity of the designation

Whether the work and designation are reasonably necessary for achieving the objectives of the requiring authority for which the designation is sought are considered below.

The objective of Waka Kotahi NZTA under Section 94 of the Land Transport Management Act 2003 is to undertake its functions in a way that contributes to an effective, efficient, and safe land transport system in the public interest. The objectives of Waka Kotahi NZTA for the proposed work are to:

i. Improve the safety and efficiency of travel on the state highway and intersections with the state highway through Rolleston.

ii. Provide safer connections and access for goods and people travelling between the residential and industrial areas of Rolleston enabling transport choices.

iii. Improve the safety and travel time reliability of the regional journey on the state highway between Rolleston and Christchurch.

It is considered that the Project is reasonably necessary to achieve the Project objectives. The proposed roundabout and associated improvements will:

- Improve connectivity by supporting more efficient and reliable movement across the SH1 corridor;
- Increase the capacity of the SH1 / Dunns Crossing Road / Walkers Road intersection to accommodate growing traffic volumes;
- Enhance safety outcomes for all transport modes, addressing known crash risks at the existing intersection; and
- Provide for improved connectivity with future development areas, supporting integrated land use and transport planning.

The existing intersection layout contributes to congestion and safety concerns, which cannot be resolved within the current network configuration. The proposed works

respond directly to these issues, supporting the function of SH1 as part of the strategic transport network.

The use of a designation is also reasonably necessary to achieve the Project objectives, as it:

- Provides the most appropriate statutory mechanism under section 171(1)(b) of the RMA to enable the construction, operation, and maintenance of the proposed infrastructure;
- Accommodates the full extent of land required for construction activities, including laydown areas, construction access, and areas required for implementation of mitigation measures;
- Reflects a refined footprint that has been informed by engagement with mana whenua, landowners, stakeholders, and technical specialists; and
- Ensures long-term protection of the transport corridor and enables future upgrades and maintenance activities as necessary to support the continued function of the intersection.

The assessment of the adverse effects of The Project and against the relevant objectives and polices of the SDC ODP and PDP indicate adverse effects of the project are able to be mitigated to a minor level with conditions, and the Project is generally consistent with the outcomes sought by the relevant planning frameworks.

Other Matters

No other matters are considered necessary to make a decision on the requirement.

Part 2 Resource Management Act 1991

As the relevant local and regional planning instruments have been prepared with regard to Part 2 with a coherent set of policies designed to achieve clear environmental outcomes, it is considered only necessary to briefly address Part 2 of the Act.

The purpose of the RMA is to promote the sustainable management of natural and physical resources. This proposal will support the potential of resources to meet the foreseeable needs of future generations (s5(a)), it does not affect the life-supporting capacity of air, water, soil or ecosystems (s5(b)) and as assessed does not have significant adverse effects on the environment that are unable to be mitigated (Section 5(c)).

Section 6 of the RMA sets out the matters of national importance which must be recognised and provided for. The Project is not contrary to any matters of national importance listed in Section 6.

The proposed works, in seeking to provide for improved safety for all road users, are considered to recognise and provide for the matters listed in Sections 7(a), 7(b), 7(c) and 7(f). Any adverse effects of the Project on section 7 matters can be appropriately managed through consent conditions.

As there are no Wāhi Tūpuna within the vicinity of the works and local iwi have been involved with the Requiring Authority during the design stage of the project, it is considered the works do not contravene the principles of the Treaty of Waitangi under Section 8.

Part 2 of the Act will be met as the needs of the current and future populations of Selwyn will be met through the provision of key infrastructure while mitigating the adverse effects of the construction of the roundabout.

Reported and recommended by Mary McConnell **Consultant Planner** 	**Date: 13 May 2025**