

NOTICE OF REQUIREMENT FOR ALTERATION OF A DESIGNATION s181(1) Resource Management Act 1991

October 2024

NZ Transport Agency Waka Kotahi
Designation NZTA-1 – State Highway 1



Notice of Requirement for Alteration of a Designation Under Section 181(1) of the Resource Management Act 1991

To: Selwyn District Council
PO Box 90
Rolleston, 7643

From: NZ Transport Agency Waka Kotahi
PO Box 1479
Christchurch 8140

Pursuant to s181(1) of the Resource Management Act 1991 (RMA) the NZ Transport Agency Waka Kotahi (NZTA) gives notice of its requirement to alter a designation.

NZTA is a network utility operator approved as a requiring authority under Section 167 RMA. The relevant Gazette Notices are:

- *Resource Management (Approval of Transit New Zealand as Requiring Authority) Order 1992 (NZ Gazette, Notice Number 1994-go1500) – and refer Schedule 2, Clause 29 of the Land Transport Management Amendment Act 2008 which confirms that the order applies to New Zealand Transport Agency – these confirm the New Zealand Transport Agency as a requiring authority for the construction and operation (including the maintenance, improvement, enhancement, expansion, realignment, and alteration) of any state highway or motorway.*
- *Resource Management (Approval of New Zealand Transport Agency as a Requiring Authority) Notice 2015 (NZ Gazette, Notice Number 2015-go6742) – this confirms the New Zealand Transport Agency as a requiring authority for the purpose of constructing or operating (or proposing to construct or operate) and maintaining cycleways and shared paths.*
- *Resource Management (Approval of New Zealand Transport Agency as a Requiring Authority) Notice 2023 (NZ Gazette, Notice Number 2023-go4371) – this confirms the New Zealand Transport Agency as a requiring authority for the purpose of undertaking a network utility operation consisting of constructing or operating (or proposing to construct or operate) (including maintaining, replacing, upgrading, improving, enhancing, expanding, realigning, and altering) rapid transit networks and projects and their ancillary structures, works and activities in New Zealand on a mode-neutral basis (either road or rail or both).*

The legal name for NZTA as a Requiring Authority is the New Zealand Transport Agency.

The designation to be altered, and the nature of the alteration is as follows:

The designation to be altered is referred to as NZTA-1 in the Partially Operative Selwyn District Plan (POSDP). The Requiring Authority for the designation is New Zealand Transport Agency Waka Kotahi (NZTA).

The purpose of the existing designation is *'State Highway - to undertake construction, maintenance, operation, use, and improvement of the state highway network and associated infrastructure.'*

The nature of the alteration is:

- A change to the boundary of the NZTA-1 designation

The site to which the requirement applies is as follows:

The area of the proposed designation alteration is shown on the Designation Plan included in **Attachment A** of this Notice. The land directly affected by the requirement is legally described in the Schedule of Directly Affected Property included in **Attachment B** of this Notice.

The requirement applies to approximately 34,304m² of land located North and south of State Highway 1 (SH1) and east to west of SH1. The requirement includes Crown land (administered by KiwiRail Holdings Limited and Minister of Corrections).

Conditions are proposed where appropriate that will apply to the land within the area covered by the **alteration** to the designation. It is proposed that the land to which the alteration to the designation applies be notated in the POSDP as NZTA-1A.

The nature of the proposed work is:

The proposed work to be undertaken within the area of the proposed designation alteration is to construct a roundabout and associated state highway infrastructure. The proposed work is described in Section 2 of the accompanying Assessment of Effects on the Environment (AEE) Report.

In summary, the proposed work includes:

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

The nature of the proposed conditions that would apply are:

The proposed conditions that will apply to the work within the area of the proposed alteration to the designation are included in **Attachment C** of this Notice.

The effects that the proposed work will have on the environment, and the ways in which any adverse effects will be mitigated are summarised below:

The potential adverse effects on the environment during the construction and operational phases of the proposed work, and the ways in which any adverse effects will be mitigated, are set out in Section 7.3-7.13 of the AEE Report that accompanies the Notice.

The positive effects of the proposed work include safety benefits, improved connectivity between parts of Rolleston divided by SH1, and better travel time reliability for journeys on SH1 between Rolleston and Christchurch. The positive effects are further discussed in Section 7.2 of the AEE accompanying the Notice.

Alternative sites, routes, and methods have been considered to the following extent:

An assessment of alternatives has been undertaken to determine appropriate locations and design options for the works. The process by which NZTA considered alternative sites, routes and methods is detailed in Section 3 of the AEE.

The proposed work and alteration to the designation are reasonably necessary for achieving the objectives of the requiring authority because:

The objective of NZTA under Section 94 of the Land Transport Management Act 2003 (LTMA) 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 NZTA for the Project are to:

- Improve the safety and efficiency of travel on the state highway and intersections with the state highway through Rolleston.
- Provide safer connections and access for goods and people travelling between the residential and industrial areas of Rolleston enabling transport choices.
- Improve the safety and travel time reliability of the regional journey on the state highway between Rolleston and Christchurch.

The proposed work is reasonably necessary for achieving these objectives of NZTA because it will:

- Provide for a safer, more efficient, and more reliable state highway network through Rolleston. It will remove deficiencies by changing intersections that currently interrupt traffic flow and removes some movements to create a safer transport environment.
- Provide for improved connectivity between the residential and industrial areas of Rolleston, enabling transport choices.

The proposed alteration to the designation is reasonably necessary as a planning tool, as it:

- will authorise the land use activities necessary to enable NZTA to carry out the proposed work;
- will identify the land required in the Partially Operative Selwyn District Plan, giving a clear indication of the intended use of the land;
- will provide certainty for landowners of the intended use of the land and the work to be undertaken at some time in the future; and
- will protect the land from future development which may otherwise hinder or preclude the construction or operation of the proposed work.

The following resource consents are needed for the proposed activity and have been applied for:

- s15(1)(a) Construction-phase stormwater discharge

- s15(1)(a) Operational-phase stormwater discharge
- s15(1)(c) Discharge to air

The following consultation has been undertaken with parties that are likely to be affected:

Consultation and engagement have occurred throughout the various phases of the Project with mana whenua, private landowners, the Crown, Selwyn District Council, and the public. Consultation and engagement will be ongoing with parties who are directly affected by or have an interest in the Project including mana whenua, private landowners, the Crown, and Selwyn District Council. This consultation is further documented in Section 6 of the accompanying AEE.

Supporting Information

NZTA submits the following information in support of this Notice:

Attachments to the Notice

- Attachment A – Designation Plan
- Attachment B – Designation Schedule
- Attachment C – Proposed Designation Conditions

Accompanying Information

- Assessment of Effects on the Environment report
- Supporting Technical Assessment Reports
- Drawing Set

Signed by:



Stuart Pearson
Senior Planner - Poutiaki Taiao / Environmental Planning
Transport Services

Pursuant to authority delegated by NZ Transport Agency Waka Kotahi

25 October 2024

Address for Service:

NZ Transport Agency Waka Kotahi
PO Box 1479
Christchurch 8140

Attention: Stuart Pearson
Ph: +64 3 964 2836
E-mail: consents@nzta.govt.nz

Attachment A
Designation Plan

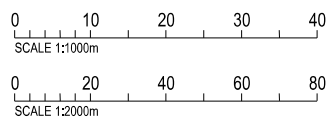
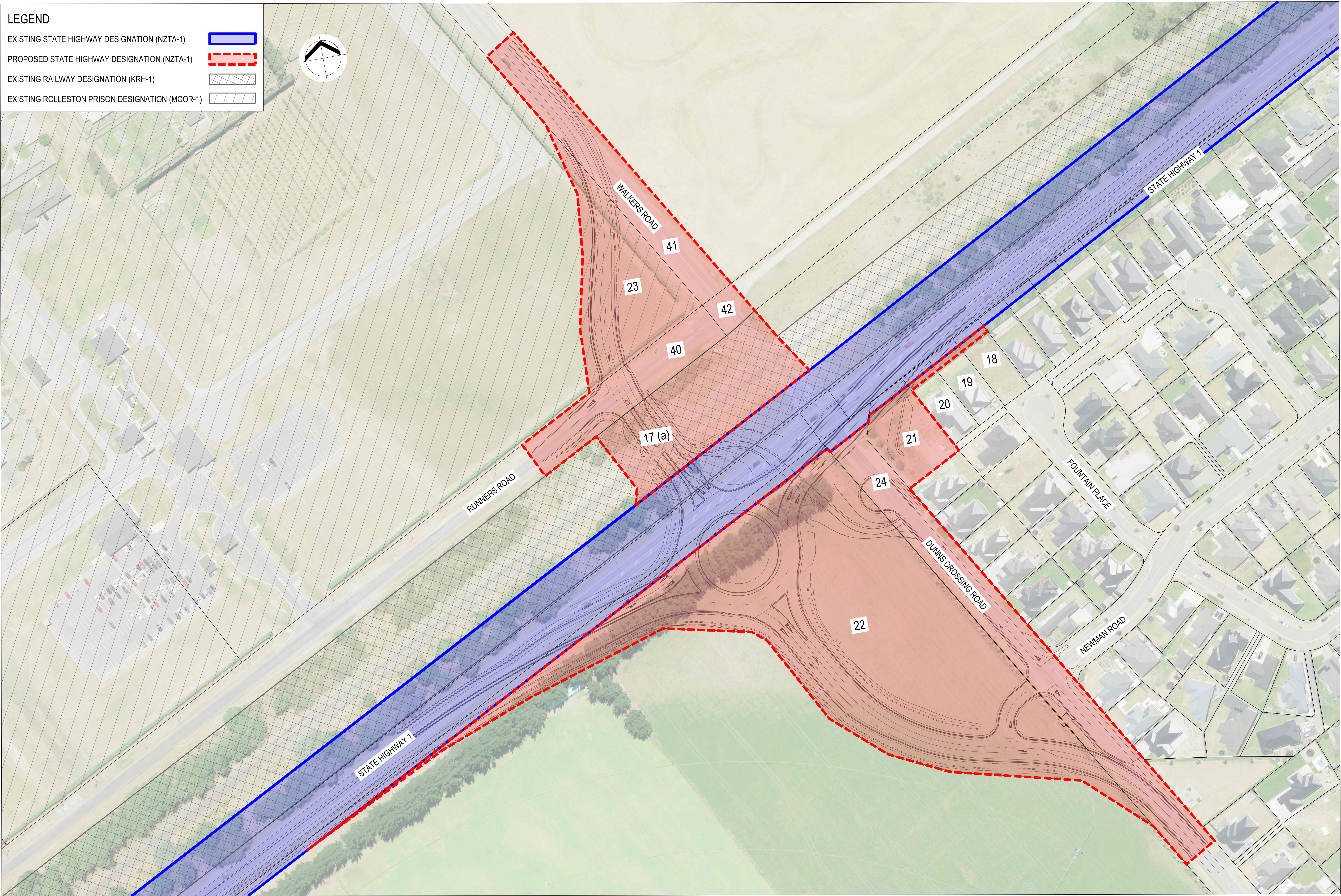
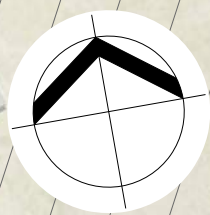
LEGEND

- EXISTING STATE HIGHWAY DESIGNATION (NZTA-1)

PROPOSED STATE HIGHWAY DESIGNATION (NZTA-1)

EXISTING RAILWAY DESIGNATION (KRH-1)

EXISTING ROLLESTON PRISON DESIGNATION (MCOR-1)
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PRELIMINARY
NOT FOR CONSTRUCTION

A		FOR CONSULTATION	RA	BC	DGA	02.08.24
No.	Revision	By	Chk	Appd	Date	

Original Scale (A3)	Design	Q.DETTLING	08.07.24	Approved For Construction*
1:1000	Drawn	M.HARRIS	08.07.24	Date
Reduced Scale (A3)	Design Checker			
1:2000	Design Checker			
* Refer to Revision 1 for Original Signature				



Client:	Project:
	SH1 ROLLESTON ACCESS IMPROVEMENTS

Title:	Discipline:
LAND DESIGNATION PLAN PACKAGE 1	CIVIL ENGINEERING
Drawing No.	Rev.
3338703-10-CA-8021	A

Document No.	Rev.
3338703-10-CA-8021	A

Attachment B
Schedule of Directly Affected Property

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				

A	FOR INFORMATION	---	---	---			
No.	Revision	By	Chk	Appd	Date		

Original Scale (A1)	Design	B.CARTER	07.08.24	Approved For Construction*
NTS	Drawn	R.ANDERSON	07.08.24	
Reduced Scale (A3)	Diag Verifier			
NTS	Dwg Check			
	* Refer to Revision 1 for Original Signature			



Client:	SH1 ROLLESTON ACCESS IMPROVEMENTS PACKAGE 1
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Title:	LAND DESIGNATION PLAN SCHEDULE
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Discipline	CIVIL ENGINEERING
Drawing No.	3338703-10-CA-8020
Rev.	A

PRELIMINARY
NOT FOR CONSTRUCTION

Attachment C
Proposed Designation Conditions

Conditions

Package 1 – Notice of Requirement

NZ Transport Agency Waka Kotahi
Rolleston Access Improvements

25 October 2024

Notice of Requirement for Rolleston Access Improvements Project – Package 1

No.	Condition
General Conditions	
1	The following conditions only apply to the work described and depicted in the s181 Notice of Requirement dated October 2024.
Management Plans	
2	<p>(a) All management plans shall:</p> <ul style="list-style-type: none"> (i) be prepared and implemented in accordance with the relevant management plan condition; (ii) be prepared by a Suitably Qualified Person(s); and (iii) be submitted to Council prior to construction.
Construction Environmental Management Plan (CEMP)	
3	<p>(a) A CEMP shall be prepared prior to the start of construction. The objective of the CEMP is to set out the management procedures and construction methods to be undertaken to, avoid, remedy or mitigate any adverse effects associated with construction works as far as practicable. To achieve this objective, the CEMP shall include:</p> <ul style="list-style-type: none"> (i) details of the site or Project Manager and/or Project Liaison Manager including their contact details (phone and email address); (ii) the construction works programme, and the proposed hours of work; (iii) details of the proposed construction yards including temporary screening when adjacent to residential areas on Dunns Crossing Road; (iv) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places; (v) methods for providing for the health and safety of the general public; (vi) procedures for incident management; (vii) 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 (viii) procedures for responding to complaints about construction works.
Construction Traffic Management Plan (CTMP)	
4	<p>(a) A CTMP shall be prepared prior to the start of construction. The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects.</p>
Construction Noise and Vibration Management Plan (CNVMP)	
5	<p>(a) A CNVMP shall be prepared prior to the start of construction. The objective of the CNVMP is to provide a framework for the development and implementation of the Best Practicable Option for the management of</p>

	<p>construction noise and vibration effects to achieve the construction noise and vibration standards set out in Conditions 6 and 7 to the extent practicable.</p> <p>(b) To achieve the objective, the CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 'Acoustics – Construction Noise' (NZS6803:1999).</p>																																																												
Construction Noise Standards																																																													
6	<p>(a) Construction noise shall be measured and assessed in accordance with NZS6803:1999 Acoustics – Construction Noise and shall comply with the noise standards set out in the following table as far as practicable:</p> <table><tr><th>Day of week</th><th>Time period</th><th>L_{Aeq}(15min)</th><th>L_{AFmax}</th></tr><tr><td colspan="4">Occupied activity sensitive to noise</td></tr><tr><td rowspan="4">Weekday</td><td>0630h - 0730h</td><td>55 dB</td><td>75 dB</td></tr><tr><td>0730h - 1800h</td><td>70 dB</td><td>85 dB</td></tr><tr><td>1800h - 2000h</td><td>65 dB</td><td>80 dB</td></tr><tr><td>2000h - 0630h</td><td>45 dB</td><td>75 dB</td></tr><tr><td rowspan="4">Saturday</td><td>0630h - 0730h</td><td>45 dB</td><td>75 dB</td></tr><tr><td>0730h - 1800h</td><td>70 dB</td><td>85 dB</td></tr><tr><td>1800h - 2000h</td><td>45 dB</td><td>75 dB</td></tr><tr><td>2000h - 0630h</td><td>45 dB</td><td>75 dB</td></tr><tr><td rowspan="4">Sunday and Public Holidays</td><td>0630h - 0730h</td><td>45 dB</td><td>75 dB</td></tr><tr><td>0730h - 1800h</td><td>55 dB</td><td>85 dB</td></tr><tr><td>1800h - 2000h</td><td>45 dB</td><td>75 dB</td></tr><tr><td>2000h - 0630h</td><td>45 dB</td><td>75 dB</td></tr><tr><td colspan="4">Other occupied buildings</td></tr><tr><td rowspan="2">All</td><td>0730h – 1800h</td><td>70 dB</td><td></td></tr><tr><td>1800h – 0730h</td><td>75 dB</td><td></td></tr></table>			Day of week	Time period	L _{Aeq} (15min)	L _{AFmax}	Occupied activity sensitive to noise				Weekday	0630h - 0730h	55 dB	75 dB	0730h - 1800h	70 dB	85 dB	1800h - 2000h	65 dB	80 dB	2000h - 0630h	45 dB	75 dB	Saturday	0630h - 0730h	45 dB	75 dB	0730h - 1800h	70 dB	85 dB	1800h - 2000h	45 dB	75 dB	2000h - 0630h	45 dB	75 dB	Sunday and Public Holidays	0630h - 0730h	45 dB	75 dB	0730h - 1800h	55 dB	85 dB	1800h - 2000h	45 dB	75 dB	2000h - 0630h	45 dB	75 dB	Other occupied buildings				All	0730h – 1800h	70 dB		1800h – 0730h	75 dB	
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Construction Vibration Standards																																																													
7	<p>(a) Construction vibration shall be measured in accordance with ISO 4866:2010 Mechanical vibration and shock – Vibration of fixed structures – Guidelines for the measurement of vibrations and evaluation of their effects on structures and shall comply with the vibration standards set out in the table below as far as practicable.</p> <table><tr><th>Receiver</th><th>Details</th><th>Category A*</th><th>Category B*</th></tr><tr><td></td><td>Night-time 2000h - 0630h</td><td>0.3mm/s ppv</td><td>1mm/s ppv</td></tr></table>			Receiver	Details	Category A*	Category B*		Night-time 2000h - 0630h	0.3mm/s ppv	1mm/s ppv																																																		
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	Occupied activities sensitive to noise	Daytime 0630h - 2000h	1mm/s ppv	5mm/s ppv
	Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
	All other buildings	At all other times Vibration transient	5mm/s ppv	BS 5228-2** Table B2
		At all other times Vibration continuous	5mm/s ppv	BS 5228-2** 50% of Table B2 values
<p><i>* Refer to New Zealand Transport Agency State highway construction and maintenance noise and vibration guide for further explanation regarding Category A and B criteria.</i></p> <p><i>** BS 5228-2:2009 'Code of practice for noise and vibration control on construction and open sites – Part 2: Vibration'.</i></p> <p>(b) 5mm/s ppv If measured or predicted vibration from construction activities exceeds the Category A criteria, a Suitably Qualified Person(s) shall assess and manage construction vibration during those activities.</p> <p>(c) If measured or predicted vibration from construction activities exceeds the Category B criteria those activities must only proceed if vibration effects on affected buildings are assessed, monitored and mitigated by a Suitably Qualified Person(s).</p>				
Landscape Management Plan (LMP)				
8	(a) A LMP shall be prepared prior to the start of construction. The purpose of the LMP is to outline the methods and measures to be adopted to avoid, remedy and mitigate adverse effects on landscape amenity during the construction phase of the Project.			
Advice Note: A Wildlife Permit shall be sought from the Department of Conservation where required under the Wildlife Act 1953.				
Accidental Discovery Protocol (ADP)				
9	(a) The Requiring Authority shall implement the ADP covering NZTA New Zealand Region 11 (Canterbury) in the event of accidental discovery of cultural or archaeological artefacts or features during the construction of the Project.			