

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

November 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 Section 181 (1) of the Resource Management Act 1991 (RMA) 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 68,803m² 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 land owned by Selwyn District Council.

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-1**B**.

The nature of the proposed work is:

The proposed work to be undertaken within the area of the proposed designation alteration is to construct an overpass 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:

- Closure of the existing intersection of SH1 and Rolleston Drive North and construction of an overpass, over SH1 and the railway, to connect to Jones Road, with walking and cycling facilities.
- A new exit lane from SH1 southbound and new service lane, to improve access to the Rolleston town centre, highway amenities and suburbs.
- Left turn only access / egress at Tennyson Street, Brookside Road, and Rolleston Drive South.
- A left turn only egress from Hoskyns Road onto SH1 northbound.
- Various ancillary works including, but not limited to, the construction of stormwater detention basins, reconfiguration of property access and associated road works within the local road network.

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:

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 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[s]
- Attachment B – Schedule of Directly Affected Property
- 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

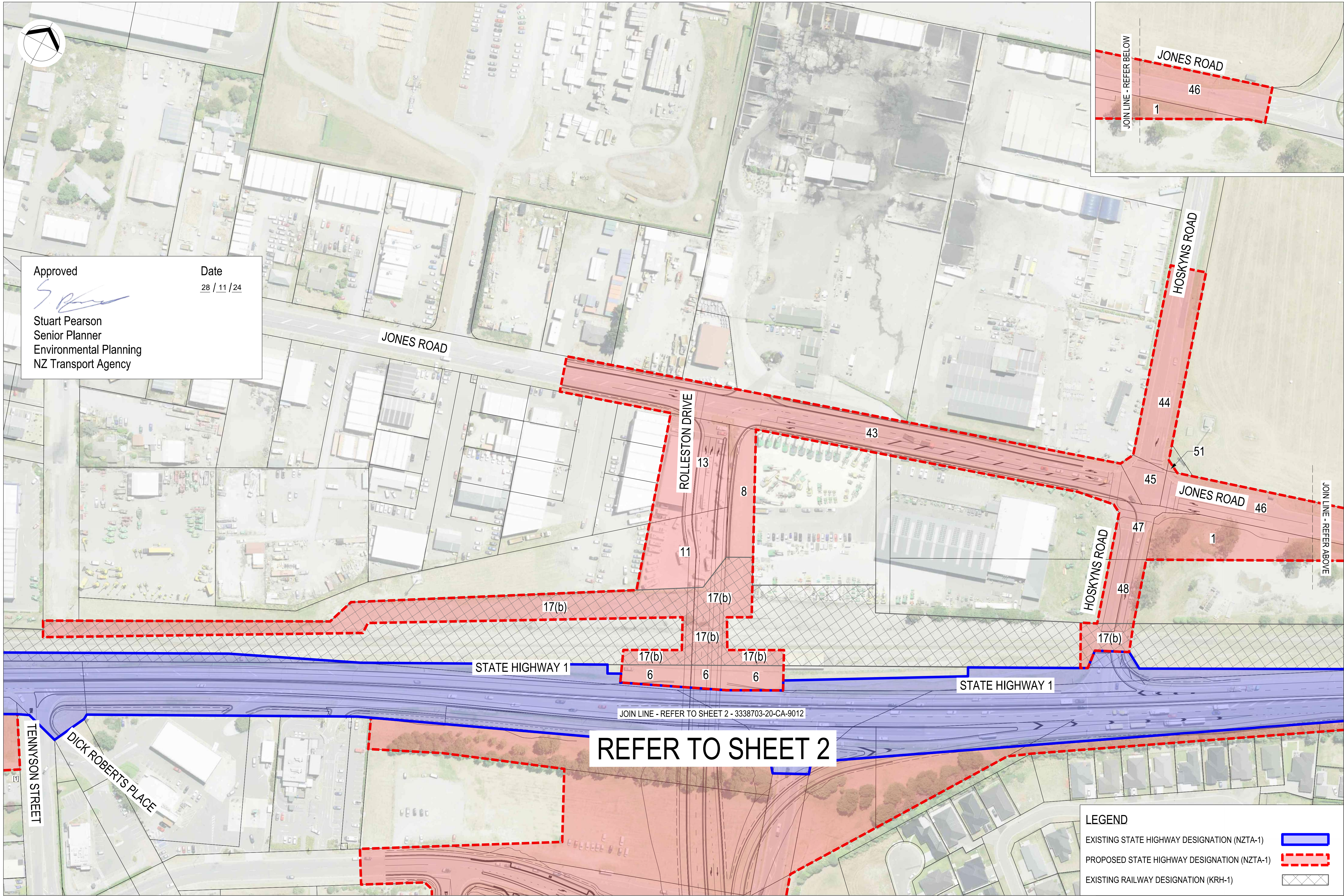
26 November 2024


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 Plans



Approved

Stuart Pearson
Senior Planner
Environmental Planning
NZ Transport Agency

Date
28 / 11 / 24

LEGEND

EXISTING STATE HIGHWAY DESIGNATION (NZTA-1) 

PROPOSED STATE HIGHWAY DESIGNATION (NZTA-1) 

EXISTING RAILWAY DESIGNATION (KRH-1) 

PRELIMINARY
NOT FOR CONSTRUCTION

B FOR CONSENT		RA	MH	DGA	22.11.24
A FOR CONSULTATION		RA	BC	DGA	02.08.24
No.	Revision	By	Chk	Appd	Date

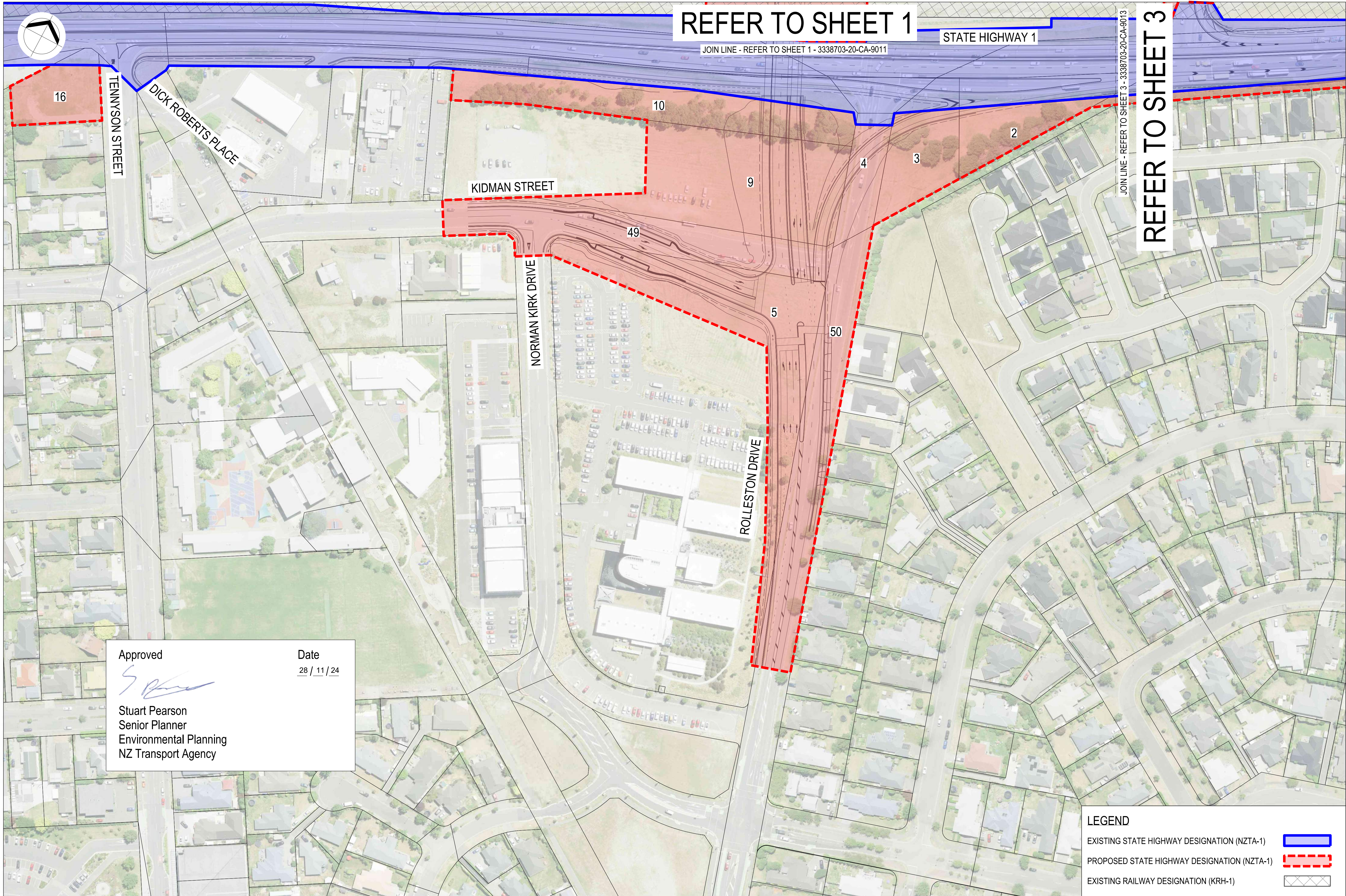
Original Scale (A3)	Design	M.HARRIS	16.07.24	Approved For Construction*
1:1000	Drawn	R.ANDERSON	16.07.24	Date
Reduced Scale (A3)	Design Verifier			
1:2000	Dwg Check			
* Refer to Revision 1 for Original Signature				



Client: SH1 ROLLESTON
ACCESS IMPROVEMENTS
PACKAGE 2

Title: LAND DESIGNATION PLAN
PACKAGE 2
SHEET 1 OF 3

Discipline: CIVIL ENGINEERING
Drawing No. 3338703-20-CA-8021
Rev. B



Approved

Stuart Pearson
Senior Planner
Environmental Planning
NZ Transport Agency

Date
28 / 11 / 24

- LEGEND
- EXISTING STATE HIGHWAY DESIGNATION (NZTA-1)
 - PROPOSED STATE HIGHWAY DESIGNATION (NZTA-1)
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1:2000				Dwg Check			
				* Refer to Revision 1 for Original Signature			



Client: NZ TRANSPORT AGENCY WAKA KOTAHI

Project: SH1 ROLLESTON ACCESS IMPROVEMENTS PACKAGE 2

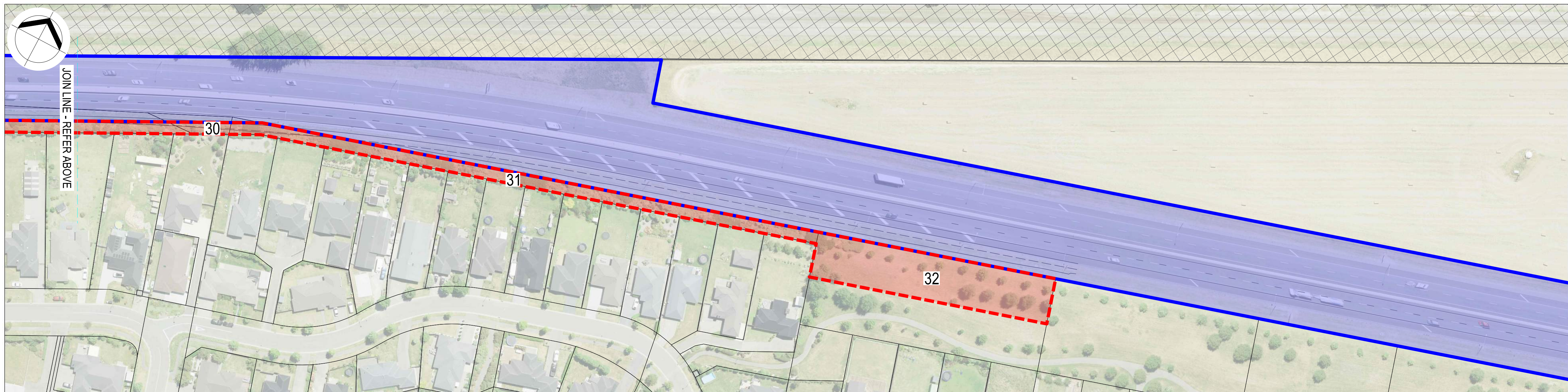
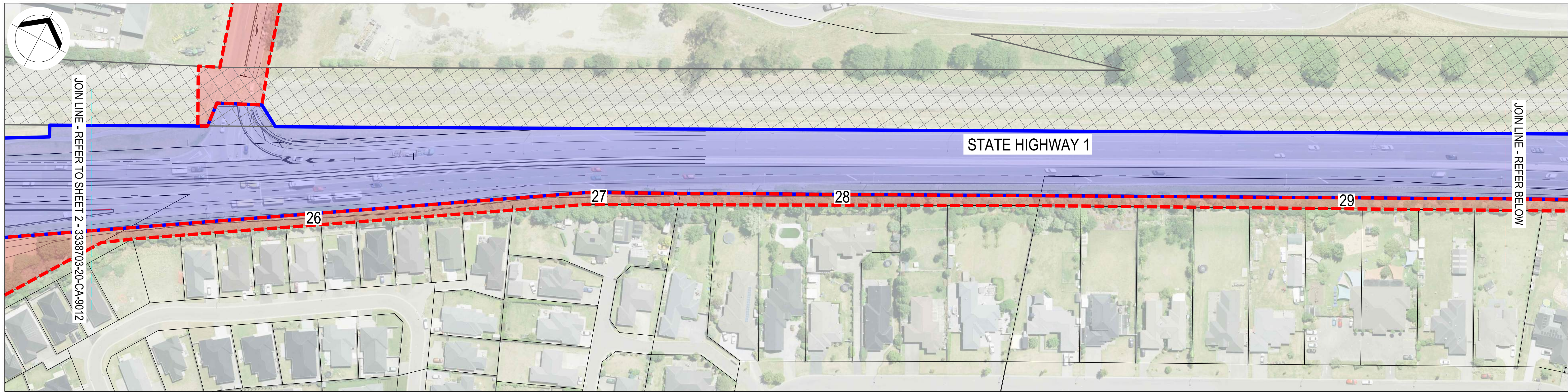
Title: LAND DESIGNATION PLAN PACKAGE 2 SHEET 2 OF 3

Discipline: CIVIL ENGINEERING

Drawing No. 3338703-20-CA-8022

Rev. B

REFER TO SHEET 2






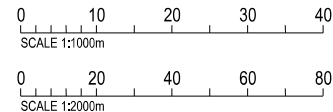
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Stuart Pearson
Senior Planner
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Date
28 / 11 / 24

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- PROPOSED STATE HIGHWAY DESIGNATION (NZTA-1) 
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Client: SH1 ROLLESTON
ACCESS IMPROVEMENTS
PACKAGE 2

Title: LAND DESIGNATION PLAN
PACKAGE 2
SHEET 3 OF 3

Discipline: CIVIL ENGINEERING
Drawing No. 3338703-20-CA-8023
Rev. A

PRELIMINARY
NOT FOR CONSTRUCTION

Attachment B
Schedule of Directly Affected Property

Document No. ... \Plans\3338703-00-CA-8020

Project: SH1 ROLLESTON
ACCESS IMPROVEMENTS
PACKAGE 2

Title: LAND DESIGNATION PLAN SCHEDULE	Discipline: CIVIL ENGINEERING	
	Drawing No: 3338703-20-CA-8020	Rev: A

Attachment C

Proposed Designation Conditions



Conditions

Package 2 – Notice of Requirement

NZ Transport Agency Waka Kotahi
Rolleston Access Improvements

26 November 2024

Notice of Requirement for Rolleston Access Improvements Project – Package 2

No.	Condition
General Conditions	
1	The following conditions only apply to the work described and depicted in the Notice of Requirement, dated November 2024, to alter the designation for State Highway 1 ("NZTA-1") pursuant to s181(1) of the Resource Management Act 1991 (RMA).
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) Contact details of the site or project manager and the Project Liaison Person(phone and email address); (ii) the construction works programme, and the proposed hours of work; (iii) details of the proposed construction yards, and temporary screening when adjacent to residential areas on Rolleston Drive (North); (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. The CTMP shall be prepared in accordance with the New Zealand Guide to Temporary Traffic Management (NZGTTM), April 2023.</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 construction noise and vibration effects to achieve the construction noise and vibration standards set out in Conditions 6 and 7.</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>
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Construction Noise Standards

6

(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:

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	

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 rowspan="2">Occupied activities sensitive to noise</td><td>Night-time 2000h - 0630h</td><td>0.3mm/s ppv</td><td>1mm/s ppv</td></tr><tr><td>Daytime 0630h - 2000h</td><td>1mm/s ppv</td><td>5mm/s ppv</td></tr><tr><td>Other occupied buildings</td><td>Daytime 0630h - 2000h</td><td>2mm/s ppv</td><td>5mm/s ppv</td></tr><tr><td rowspan="2">All other buildings</td><td>At all other times Vibration transient</td><td>5mm/s ppv</td><td>BS 5228-2** Table B2</td></tr><tr><td>At all other times Vibration continuous</td><td>5mm/s ppv</td><td>BS 5228-2** 50% of Table B2 values</td></tr></table> <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>	Receiver	Details	Category A*	Category B*	Occupied activities sensitive to noise	Night-time 2000h - 0630h	0.3mm/s ppv	1mm/s ppv	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
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Landscape Management Plan (LMP)																							
8	A Landscape Management Plan (LMP) shall be included as part of an Outline Plan submitted in accordance with Section 176A of the Resource Management Act 1991. The LMP shall outline the methods and measures to be adopted to avoid, remedy and mitigate adverse effects on landscape amenity arising from permanent works, and proposed maintenance and monitoring of any new planting areas.																						
Accidental Discovery Protocol (ADP)																							
9	<p>a) An Accidental Discovery Protocol (ADP) shall be prepared prior to the start of construction. The purpose of the ADP is to set out procedures to be followed if there are accidental archaeological discoveries during construction.</p>																						