

Notice of Requirement for Alteration of an Existing Designation by the New Zealand Transport Agency

Section 181, Resource Management Act 1991

To Waipa District Council
Private Bag 2402
Te Awamutu 3840

The New Zealand Transport Agency (“NZTA”) gives notice of a requirement for an alteration to an existing designation in the Waipa District Plan (Cambridge Bypass Reference DN20) for a public work to the north and northeast of Cambridge, being the construction, operation and maintenance of the 11.6 km Cambridge Section of the State Highway 1 Waikato Expressway (“the Cambridge Section”) and ancillary works, including connections to the local road network, stormwater treatment, mitigation works (including relocation of services, landscaping and noise mitigation), and activities associated with these works.

The site to which the requirement applies is described as follows:

The Cambridge Section traverses both the Waikato and Waipa Districts. This notice of requirement (“NOR”) relates to land within the Waipa District Plan (“District Plan”) and is generally located adjacent to an area already designated for the “Cambridge Bypass”, which extends from Forrest Road, bypasses Cambridge Township to the north and northeast, and rejoins the existing State Highway 1 just east of the Cambridge Golf Course.

The boundary of existing relevant road designations including DN20 “Cambridge Bypass”, and the alteration to the DN20 designation are both identified on the attached plans (entitled “NZ Transport Agency – SH1 Region 3 RS 557-574 – Waikato Expressway: Cambridge Section – Land Required for Designation”) as “Existing Designation Boundary” and “Altered Designation Boundary” (**Attachment A**).

The land is legally described in tables noted on the plans in Attachment A.

Further details regarding the site are included in section 7 of the AEE.

The nature of the proposed public work is:

The Cambridge Section is the southernmost section of the Waikato Expressway and is described in more detail in section 4 of the AEE. The AEE description covers the entire Cambridge Section; no distinction is made between those parts of the work that will be constructed on the existing “Cambridge Bypass” designation and those that will be constructed on the widened parts of the designation that are the subject of this NOR. In summary, the proposed works are:

- A new four-lane expressway, approximately 11.6km long, which bypasses Cambridge to the north and east of the existing township. The expressway will be constructed on an embankment from the Northern Interchange to just east of Watkins Road and will then generally be constructed below existing ground level until approximately 700m southeast of the Karapiro Stream Gully.

- Construction of three interchanges:
 - The Northern Interchange will be a half interchange, providing a southbound off-ramp to Cambridge, which will bridge over the expressway, and a northbound on-ramp from Cambridge.
 - The SH1B (Victoria Road) Interchange will be a full diamond interchange that will provide for all turning movements. The expressway will pass over Victoria Road and the existing Cambridge Branch Railway Line designation on twin bridges.
 - The Southern Interchange will be a half interchange. It will provide a southbound on-ramp from Cambridge and a northbound off-ramp to Cambridge. Separate local roads will be constructed alongside the ramps to provide access to properties. The expressway will pass on twin bridges over the on-ramp from Cambridge and the adjacent local access road.
- Construction of twin viaducts over the Karapiro Stream Gully and an access track into the Gully.
- The expressway will sever four local roads, being Discombe Road, Forrest Road, Hannon Road and Watkins Road, but a two-lane overbridge will be constructed on each of the following roads: Peake Road, Swayne Road and Thornton Road. In addition, sections of St Kilda and Appleby Roads will be realigned.
- Ancillary works, including temporary construction and access, safety and noise barriers, removal of vegetation, restoration landscaping and planting.

The nature of the proposed restrictions that would apply is:

The land required will be used for the construction, operation, and maintenance of the Cambridge Section. Once constructed, access to the expressway from adjoining properties will be restricted through segregation strips implemented as part of the legalisation survey. In addition, access to the expressway will be controlled by providing no connection between it and the following local access roads, which the expressway will sever: Discombe Road, Forrest Road, Hannon Road and Watkins Road. Access will be restricted in these ways in order to provide for the safe and efficient movement of traffic.

The presence of the designation will limit activities that could hinder the safe and efficient movement of expressway traffic and ancillary activities associated with the construction, operation and maintenance of the Cambridge Section, including any mitigation works that may be required.

The designation (including this alteration) ensures sufficient width to undertake construction of the Cambridge Section. Upon completion of the works, the designation boundary may be drawn back in part pursuant to section 182 of the RMA to a location sufficient to protect the route and enable ongoing operation and maintenance.

The effects that the public work will have on the environment, and the ways in which any adverse effects will be mitigated:

The effects and proposed mitigation for the Project are discussed further in sections 9 and 10 of the AEE and the specialist assessment reports appended to the AEE. The AEE identifies the effects, both positive and adverse, and, where appropriate, proposes measures to avoid, remedy or

mitigate adverse effects on the environment. An overview of the key effects of the works and the ways in which any adverse effects may be mitigated is set out below:

Effects: The actual or potential effects include:

- Improved traffic safety;
- Reduced traffic congestion in Cambridge and reduced journey times;
- Improved pedestrian and cycling opportunities;
- Visual effects for some residents and motorists;
- Temporary disruption to the immediately adjacent landowners and communities during the construction period;
- The potential for the discovery of archaeological sites, artefacts and human remains during construction;
- Purchase of some land;
- Potential stormwater runoff from construction sites and the completed expressway;
- Improved air quality and general urban amenity in Cambridge;
- Localised noise effects during construction and after the expressway is completed; and
- Potential localised ecological effects within the Karapiro Gully,.

Mitigation Measures: Proposed measures to avoid, remedy or mitigate the Cambridge Section's potential adverse effects on the environment are outlined in the AEE and include the following:

- The development and implementation of a suite of management plans, including the following:
 - Construction Management Plan;
 - Landscape Management Plan;
 - Erosion and Sediment Control Plan;
 - Construction Dust Management Plan;
 - Construction Vibration and Noise Management Plan;
 - Traffic Management Plan; and
 - Stakeholder Communications Plan;
- Careful planning and management of all construction works;
- Where appropriate and practical, measures to mitigate the effects of noise, including barriers and road surfacing treatments;

- Implement urban design measures to mitigate visual impact and improve amenity and connectivity;
- Landscaping and planting;
- Ongoing consultation and observance of appropriate protocol in respect of Maori issues;
- Obtaining the appropriate authorities under the Historic Places Act 1993 where required, and preparing a protocol for addressing the discovery of any archaeological site, artefact or human remains;
- Implementation of appropriate stormwater treatment measures; and

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

The alternative sites, routes and methods considered for altering the existing “Cambridge Bypass” designation to provide for the Cambridge Section and the NZTA’s objectives for that project are described in Section 6 of the AEE.

The Project has a long history and an extensive record of alternatives being considered. Previous investigations have considered improvements along the existing SH1 corridor, alternative routes within the Cambridge Township (internal routes), and a range of new route alignments external to Cambridge Township. All of these investigations have confirmed that the designated external route (the “Cambridge Bypass”) as being the preferred option.

As such, the option selection process undertaken for this project considered alternatives relating to the existing designation, and whether any alteration was necessary to that designation.

The Do Minimum option provided no improvements to the existing designated corridor, because the existing designation width is approximately 40m wide and is insufficient to provide the necessary requirements for the Cambridge Section, without a substantial compromise in the level of service and degree of safety.

Accordingly, an alteration to the existing designation width was necessary for the Cambridge Section and the consideration of alteration alternatives included the following key items: road geometry requirements (RoNS Standards), location of altered designation, connection locations and form, Interchanges, Karapiro Stream Gully crossing, vertical design and Pā site options.

In summary, full and appropriate consideration has been given to options that will enable the NZTA to carry out the Cambridge Section. The outcome of that options assessment has concluded that the alteration to designation that is the subject of this NOR is the appropriate alternative, when considering the range of environmental, social, cultural and economic matters and how the work’s effects can be appropriately avoided, remedied or mitigated.

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

The Cambridge Section and the alteration to the designation are reasonably necessary in order for the NZTA to achieve:

- The NZTA’s statutory objective of operating the State highway system in a way that contributes to an affordable, integrated, safe, responsive, and sustainable land transport system (section 94 of the Land Transport Management Act 2003); and

- The Project's objectives.

The Problem

In its current form, the State Highway 1 corridor through Cambridge does not provide a safe, integrated, responsive, efficient, or sustainable transport system. The existing significant traffic congestion along the route creates community severance, has adverse environmental and amenity effects on the town, discourages the use of active transport modes and does not promote good urban design.

The corridor's crash record already indicates that there are an unacceptably high number of crashes along the route. Expected increased traffic flows in the future will exacerbate these issues. Traffic increase will result from general regional traffic growth and the intensification of land use in the environs of Cambridge.

The Objectives for the Project

The objectives of the Waikato Expressway, Roads of National Significance ("RoNS") project are:

- To enhance inter-regional and national economic growth and productivity;
- To improve journey time reliability and relieve congestion through the main urban centres along SH1;
- To improve safety and reduce crashes on regional arterials, including SH1;
- To focus freight movement onto SH1 rather than upgrade alternative routes; and
- To provide improved local network operation and opportunities for improved urban design, travel choice and community connectivity within the major urban areas bypassed by the Expressway.

The NZTA has confirmed the following objectives for the Cambridge Section:

- To achieve the objectives of the Waikato Expressway RoNS project by constructing a four lane expressway bypassing Cambridge and maximising the use of the NZTA's existing designated corridor north of the current SH1 route through Cambridge ("Cambridge Bypass"), while:
 - Reducing journey time between the Hamilton Section of the Waikato Expressway and SH1 south of Cambridge, by improving the level of service and reducing side friction for State highway traffic; and
 - Improving safety for road traffic and local pedestrians and cyclists.

The Cambridge Section

The key features of the Cambridge Section that will achieve the project objectives include:

- The four-lane expressway will reduce journey time between the Hamilton Section of the Waikato Expressway and State Highway 1 south of Cambridge, by improving the level of service and reducing side friction for State highway traffic.

- Removing State highway traffic from Cambridge Township will improve safety for road traffic and local pedestrians and cyclists.
- The Cambridge Section is the southernmost component of the Waikato Expressway, which when complete, will be the key strategic transport corridor connecting the Auckland, Waikato and Bay of Plenty regions. It will enhance inter-regional and national economic growth and productivity.
- The Cambridge Section will assist in providing the roading infrastructure for the future needs and growth of Hamilton, the Waikato region and Waipa sub-region.

The altered designation will achieve the project objectives by:

- Allowing the NZTA and/or its authorised agents to undertake the Cambridge Section or work in accordance with the designation, notwithstanding anything to the contrary in the relevant district plan;
- Clearly and accurately identifying and describing the use of the land in the relevant district plans;
- Enabling the project works to be undertaken in a comprehensive and integrated manner; and
- Protecting the site from future development, which may preclude the construction of modifications.

Time period for the designation

A 10 year lapse period is sought in order to provide greater long-term certainty and protection for this strategic corridor. While it is the NZTA's current expectation that construction of the Cambridge Section will be completed by 2016, the detailed design and construction stages have yet to be completed and the funding for these stages have to be approved before the NZTA can be certain of the funding and delivery programmes.

There are significant landuse changes occurring in and around the designation as forecast in *Waipa 2050: Waipa District Growth Strategy*. A 10 year lapse period is needed to provide an appropriate level of protection during a period when conflicting land uses could otherwise impede future development of this strategically important transport corridor.

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

Consent Type	Activity
Land use	To undertake construction earthworks both within and outside high risk erosion areas – including soil disturbance, roading, tracking and vegetation clearance
Land use	To import and deposit clean-fill
Water permit	To take surface water
Water permit	To take ground water as a consequence of road construction
Land use	Construction and operation of three major culverts
Land use	Construction and operation of overland flow culverts
Land use	Construction, operation and removal of a temporary bridge over the Karapiro Stream
Land use	Construction and operation of the Karapiro Stream viaducts
Discharge permit	Long-term discharge of stormwater onto or into land
Discharge permit	Long-term discharge of stormwater to surface water

Applications for these consents will be lodged with Environment Waikato at the same time as this NOR is lodged.


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

The consultation undertaken with parties that are likely to be affected by the Cambridge Section is summarised in Section 8 of the AEE and described in more detail in **Appendix 1** of the AEE.

The New Zealand Transport Agency attaches the following information required to be included in this notice by the district plan, regional plan, or any regulations made under the Resource Management Act 1991:

- *Waikato Expressway – Cambridge Section: Notices of Requirement*
- *Waikato Expressway – Cambridge Section: Assessment of Environmental Effects*
- *Waikato Expressway – Cambridge Section: Resource Consent Applications and Assessment of Environmental Effects*
- *Waikato Expressway – Cambridge Section: Scheme Drawings*

Signed by



Kaye Clark
Regional State Highway Manager
NZ Transport Agency
Pursuant to an authority by NZ Transport Agency

Dated this 22 day of December 2010

Address for Service

NZTA

Brad Moore
NZ Transport Agency
PO Box 973, Waikato Mail Centre
HAMILTON 3240

Telephone: (07) 958-7226
Facsimile: (07) 957-1437
Email: brad.moore@nzta.govt.nz

And copy to:

Paul Ryan
Opus International Consultants Limited
Private Bag 3057, Waikato Mail Centre
HAMILTON 3240

Telephone: (07) 838-9795
Facsimile: (07) 838-9764
Email: paul.ryan@opus.co.nz

ATTACHMENT A
Land Requirement Plans