



Te Ahu a Turanga; Manawatū Tararua Highway Notices of Requirement for Designations Volume One: RMA Forms



Form 18

Notice of requirement by Minister, local authority, or requiring authority for designation or alteration of designation

Section 145, 168(1), (2), 168A, and 181, and clause 4 of Schedule 1, Resource Management Act 1991

To Palmerston North City Council (“PNCC”)

The New Zealand Transport Agency (“NZ Transport Agency”) **gives notice of a requirement for a designation for a project.**

The proposed designation relates to a replacement road connecting the Manawatū-Whanganui and Wairarapa/Hawke’s Bay regions, following the closure in April 2017 of the section of State Highway 3 through the Manawatū Gorge.

The NZ Transport Agency is a network utility operator approved as a requiring authority under section 167 of the Resource Management Act 1991 (“RMA”).

The site to which the requirement applies is as follows:

The location to which this notice of requirement applies is generally described as an area of land extending from the southern embankment of the existing State Highway 3 (Napier Road) Manawatū River Bridge, following the alignment of the existing State Highway 3 route for a short distance to the intersection with existing State Highway 57 before extending east across the existing Manawatū Gorge Walkway carpark and across the Manawatū River.

A description of the existing environment is included in Volume 2, Part B.

The land that is subject to this notice of requirement is shown on the plans included in Volume 4 and legally described as follows:

| Land parcel number (as shown on plans) | Legal description | Area of land to be designated (ha) |
|--|-------------------------------|------------------------------------|
| 1 | LOT 2 DP 440506 | 5.1160 |
| 2 | SECTION 439 TN OF FITZHERBERT | 3.4394 |
| 3 | LOT 49 DP 185 | 3.1125 |
| 4 | LOT 50 DP 185 | 3.6614 |
| 4a | SEC 406 TN OF FITZHERBERT | 2.4415 |
| 5a | ROAD – Napier Road (SH3) | 9.3195 |
| 5d | RIVER | 3.0958 |

The nature of the proposed project is:

The construction, operation, maintenance and improvement of approximately 11.5km of new State highway between Ashhurst and Woodville to replace the closed section of State Highway 3 through the Manawatū Gorge, and associated works.

Te Ahu a Turanga; Manawatū Tararua Highway Project (“the Project”) is described in detail in Volume 2, Part C.

In Palmerston North City, the works include:

- the construction of a new roundabout intersection with State Highway 57;
- new vehicle access to the Manawatū Gorge Scenic Reserve Walkway;
- an underpass for private property access; and
- a new bridge crossing the Manawatū River.

The Project is identified as a key priority in the National Land Transport Programme 2018 – 2021, and as the first priority in the Horizons Regional Land Transport Plan 2015 – 2025 (2018 review).

The nature of the proposed conditions that would apply are:

Proposed designation conditions are set out in Volume 2, Part H.

A lapse period of 10 years is sought from the date on which the designation is included in the District Plan under section 175 of the RMA.

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

An assessment of effects of the Project on the environment is included in Volume 2, Part G. This assessment identifies the actual and potential adverse effects, and positive effects, of the construction and operation of the Project and sets out measures to avoid, remedy or mitigate adverse effects. The assessment draws on the information provided, and conclusions reached in the technical assessments included in Volume 3.

In summary, positive effects that will result from the Project are the significant benefits to:

- the transport network from:
 - improved resilience;
 - increased capacity within the wider network;
 - improved safety and efficient for general traffic and freight including public traffic and emergency services; and
 - improved route reliability by providing a route built to a higher standard that is more resilient to incidents;
- the existing transport network, due to reduced traffic on Saddle Road and Pahiatua Track (providing safety, efficiency and travel time reliability benefits on those routes);
- people and communities resulting from those transport benefits; and
- local and regional economies, from the improvements to the traffic network (generated from its use by freight, resident, tourists and public transport).

Other actual and potential effects that will result from the Project relate to:

- ecological values;
- landscape, visual amenity and natural character values;
- noise effects;
- the risk of effects on unrecorded archaeological sites;
- transport effects;
- impacts on property and infrastructure within the corridor;
- impacts on cultural values; and
- social effects.

Volume 2, Part H summarises the approach taken to managing adverse effects and includes proposed conditions to be imposed on the designation.

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

The proposed designation corridor was selected following an iterative options evaluation process undertaken as part of a detailed business case (“DBC”) for the Project and has subsequently been refined.

As part of the DBC, the NZ Transport Agency undertook a two-stage multi-criteria analysis process, which involved a multi-disciplinary team assessing 18 options against a range of evaluation criteria before four shortlisted options were subject to further analysis and evaluation. On selection of the preferred option, detailed further assessments have fed into development of the proposed designation corridor.

The NZ Transport Agency’s assessment of alternative sites, route and methods for the Project is summarised in Volume 2, Part E.

The project and designation are reasonably necessary for achieving the objectives of the requiring authority because:

The NZ Transport Agency’s objective 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 NZ Transport Agency’s objectives for the Project are:

- To reconnect the currently closed Manawatū Gorge State Highway 3 with a more resilient connection.
- To reconnect the currently closed Manawatū Gorge State Highway 3 connection with a safer connection than the Saddle Road and Pahiatua Track.
- To reconnect the currently closed Manawatū Gorge State Highway 3 with a more efficient connection than the Saddle Road and Pahiatua Track.

The Project is reasonably necessary to meet the NZ Transport Agency’s statutory and project objectives because the Project provides a route that:

- Is less likely to be subject to closures as a result of traffic accidents or breakdowns and natural hazard events when compared to both the previous Manawatū Gorge route and the alternative Saddle Road route. The corridor location and design parameters therefore provide a more resilient connection.
- Provides a greater level of safety, when compared to the Saddle Road route and the previous Manawatū Gorge route, and is forecast to operate at better than a 4 Star KiwiRAP standard. In addition, the resulting reduction in traffic on Saddle Road and Pahiatua Track will reduce risk on these alternate roads.
- Is more efficient through both a reduction in travel time when compared with the previous Manawatū Gorge route and the alternative Saddle Road route, and through a reduced impact of delays caused by slower vehicles due to the provision of crawler lanes.

This designation is reasonably necessary as it will enable the NZ Transport Agency to carry out the works necessary for the Project in an efficient and integrated manner, and will:

- enable the NZ Transport Agency to achieve its principal objective under the LTMA;

- enable the NZ Transport Agency to achieve the Project objectives, which the surrounding communities are relying on after the significant effects of the closure of the section of State Highway 3 through the Manawatū Gorge;
- allow the NZ Transport Agency and/or its authorised agents to undertake the works in accordance with the designation;
- allow the land required to be identified in the Palmerston North City District Plan, giving a clear indication of the intended use of the land;
- protect the proposed route from future development which may otherwise preclude the construction of the Project.

The detailed reasons why the designation is reasonably necessary to meet the statutory and Project objectives are set out in Volume 2, Part 1.

The following resource consents are needed for the proposed activity and have not been applied for:

Subject to the detailed design of the Project, resource consents (including land use consents, water permits and discharge permits) are likely to be required for the following activities from Manawatū-Whanganui Regional Council (“Horizons”) as follows:

- large-scale land disturbance (including earthworks) and vegetation clearance, and ancillary discharge of sediment, including within ‘at risk’ and ‘rare and threatened habitats’;
- construction phase stormwater discharge from treatment devices to land or water;
- operational stormwater discharges to land or water;
- discharge of cleanfill;
- dust generation (unless site management can achieve no offensive or objectionable odour, dust, smoke or water vapour at the boundary of any sensitive area);
- water take (including dewatering, if required);
- new drainage and stream diversions;
- work within the beds of rivers, streams and artificial watercourses;
- activities in Schedule B (Flood Control and Drainage) rivers; and
- activities in ‘rare and threatened habitats’.

Resource consent from PNCC is also likely to be required by the Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011 (“NES Soil”) for the disturbance of contaminated, or potentially contaminated land.

For completeness, the NZ Transport Agency does not seek that the requirement for an outline plan be waived, in terms of section 176A(2)(c) of the RMA.

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

Consultation has been undertaken with the community, tangata whenua, key stakeholders and directly affected parties, including as part of the assessment of alternatives and corridor refinement. Consultation is on-going in the context of the resource consents to be sought for

the Project and otherwise. Engagement has been undertaken through a number of channels, including workshops, hui, one-on-one meetings, public open days, letters, newsletters and online information. Details of this consultation are included in Volume 2, Part F.

The NZ 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.**

Volume 1: Form 18 Notices of Requirement for Designations

Volume 2: Supporting Material

- Part A Introduction and Background to the Project
- Part B Description of the Environment
- Part C Project Description
- Part D Statutory Context
- Part E Consideration of Alternatives
- Part F Consultation and Engagement
- Part G Assessment of Effects on the Environment
- Part H Management of Effects on the Environment
- Part I Statutory Assessment
- Part J Appendices (Relevant Statutory Provisions, Environmental and Cultural Design Framework, Preliminary Design Philosophy Statement, Bridge Design Philosophy Statement)

Volume 3: Technical Assessments

- Technical Assessment Number 1 Transport
- Technical Assessment Number 2 Noise and Vibration
- Technical Assessment Number 3 Social
- Technical Assessment Number 4 Landscape, Visual and Natural Character
- Technical Assessment Number 5 Historic Heritage and Archaeology
- Technical Assessment Number 6 Terrestrial Ecology
- Cultural Values Statement 7 (Rangitāne)
- Cultural Values Statement 8 (Ngāti Kahungunu)
- Cultural Values Statement 9 (Ngāti Raukawa)

Volume 4: Drawings and Plans



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**Signature of person authorised
to sign on behalf of the NZ
Transport Agency**

30th October 2018

.....
Date

Contact details: NZ Transport Agency (Te Ahu a Turanga)

**Electronic address
for service:** teahuaturanga@nzta.govt.nz

Postal address: PO Box 5084
Wellington 6140

Contact person: Lonnie Dalzell, Senior Project Manager

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Form 18

Notice of requirement by Minister, local authority, or requiring authority for designation or alteration of designation

Section 145, 168(1), (2), 168A, and 181, and clause 4 of Schedule 1, Resource Management Act 1991

To Manawatū District Council (“MDC”)

The New Zealand Transport Agency (“NZ Transport Agency”) **gives notice of a requirement for a designation for a project.**

The proposed designation relates to a replacement road connecting the Manawatū-Whanganui and Wairarapa/Hawke’s Bay regions, following the closure in April 2017 of the section of State Highway 3 through the Manawatū Gorge.

The NZ Transport Agency is a network utility operator approved as a requiring authority under section 167 of the Resource Management Act 1991 (“RMA”).

The site to which the requirement applies is as follows:

The location to which this notice of requirement applies is generally described as an area of land extending from the Manawatū River, at a point directly east of Moutere/Parahaki Island (which is at the River’s confluence with the Pohangina River), northwards across river terraces towards Saddle Road. A description of the existing environment is included in Volume 2, Part B.

The land that is subject to this notice of requirement is shown on the plans included in Volume 4 and legally described as follows:

| Land parcel number (as shown on plans) | Legal description | Area of land to be designated (Ha) |
|--|-----------------------------|------------------------------------|
| 5b | RIVER | 1.1516 |
| 6 | SECTION 1 SBDN X MANCHESTER | 5.5195 |
| 7 | LOT 2 DP 84523 | 55.8159 |

The nature of the proposed project is:

The construction, operation, maintenance and improvement of approximately 11.5km of new State highway between Ashhurst and Woodville to replace the closed section of State Highway 3 through the Manawatū Gorge, and associated works.

Te Ahu a Turanga; Manawatū Tararua Highway Project (“the Project”) is described in detail in Volume 2, Part C.

In Manawatū District, the works include:

- a new bridge crossing the Manawatū River;
- the construction of a road across the river terrace and traversing the western slopes of the Ruahine Range; and
- the upgrade of a formed access track leading from Saddle Road to the construction area.

The Project is identified as a key priority in the National Land Transport Programme 2018 – 2021, and as the first priority in the Horizons Regional Land Transport Plan 2015 – 2025 (2018 review).

The nature of the proposed conditions that would apply are:

Proposed designation conditions are set out in Volume 2, Part H.

A lapse period of 10 years is sought from the date on which the designation is included in the District Plan under section 175 of the RMA.

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

An assessment of effects of the Project on the environment is included in Volume 2, Part G. This assessment identifies the actual and potential adverse effects, and positive effects, of the construction and operation of the Project and sets out measures to avoid, remedy or mitigate adverse effects. The assessment draws on the information provided, and conclusions reached in the technical assessments included in Volume 3.

In summary, positive effects that will result from the Project are the significant benefits to:

- the transport network from:
 - improved resilience;
 - increased capacity within the wider network;
 - improved safety and efficient for general traffic and freight including public traffic and emergency services; and
 - improved route reliability by providing a route built to a higher standard that is more resilient to incidents;
- the existing transport network, due to reduced traffic on Saddle Road and Pahiatua Track (providing safety, efficiency and travel time reliability benefits on those routes);
- people and communities resulting from those transport benefits; and
- local and regional economies, from the improvements to the traffic network (generated from its use by freight, resident, tourists and public transport).

Other actual and potential effects that will result from the Project relate to:

- ecological values;
- landscape, visual amenity and natural character values;
- noise effects;
- the risk of effects on unrecorded archaeological sites;
- transport effects;
- impacts on property and infrastructure within the corridor;
- impacts on cultural values; and
- social effects.

Volume 2, Part H summarises the approach taken to managing adverse effects and includes proposed conditions to be imposed on the designation.

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

The proposed designation corridor was selected following an iterative options evaluation process undertaken as part of a detailed business case (“DBC”) for the Project and has subsequently been refined.

As part of the DBC, the NZ Transport Agency undertook a two-stage multi-criteria analysis process, which involved a multi-disciplinary team assessing 18 options against a range of evaluation criteria before four shortlisted options were subject to further analysis and evaluation. On selection of the preferred option, detailed further assessments have fed into development of the proposed designation corridor.

The NZ Transport Agency's assessment of alternative sites, route and methods for the Project is summarised in Volume 2, Part E.

The project and designation are reasonably necessary for achieving the objectives of the requiring authority because:

The NZ Transport Agency's objective 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 NZ Transport Agency's objectives for the Project are:

- To reconnect the currently closed Manawatū Gorge State Highway 3 with a more resilient connection.
- To reconnect the currently closed Manawatū Gorge State Highway 3 connection with a safer connection than the Saddle Road and Pahiatua Track.
- To reconnect the currently closed Manawatū Gorge State Highway 3 with a more efficient connection than the Saddle Road and Pahiatua Track.

The Project is reasonably necessary to meet the NZ Transport Agency's statutory and project objectives because the Project provides a route that:

- Is less likely to be subject to closures as a result of traffic accidents or breakdowns and natural hazard events when compared to both the previous Manawatū Gorge route and the alternative Saddle Road route. The corridor location and design parameters therefore provide a more resilient connection.
- Provides a greater level of safety, when compared to the Saddle Road route and the previous Manawatū Gorge route, and is forecast to operate at better than a 4 Star KiwiRAP standard. In addition, the resulting reduction in traffic on Saddle Road and Pahiatua Track will reduce risk on these alternate roads.
- Is more efficient through both a reduction in travel time when compared with the previous Manawatū Gorge route and the alternative Saddle Road route, and through a reduced impact of delays caused by slower vehicles due to the provision of crawler lanes.

This designation is reasonably necessary as it will enable the NZ Transport Agency to carry out the works necessary for the Project in an efficient and integrated manner, and will:

- enable the NZ Transport Agency to achieve its principal objective under the LTMA;
- enable the NZ Transport Agency to achieve the Project objectives, which the surrounding communities are relying on after the significant effects of the closure of the section of State Highway 3 through the Manawatū Gorge;

- allow the NZ Transport Agency and/or its authorised agents to undertake the works in accordance with the designation;
- allow the land required to be identified in the Manawatū District Plan, giving a clear indication of the intended use of the land;
- protect the proposed route from future development which may otherwise preclude the construction of the Project.

The detailed reasons why the designation is reasonably necessary to meet the statutory and Project objectives are set out in Volume 2, Part I.

The following resource consents are needed for the proposed activity and have not been applied for:

Subject to the detailed design of the Project, resource consents (including land use consents, water permits and discharge permits) are likely to be required for the following activities from Manawatū-Whanganui Regional Council (“Horizons”) as follows:

- large-scale land disturbance (including earthworks) and vegetation clearance, and ancillary discharge of sediment, including within ‘at risk’ and ‘rare and threatened habitats’;
- construction phase stormwater discharge from treatment devices to land or water;
- operational stormwater discharges to land or water;
- discharge of cleanfill;
- dust generation (unless site management can achieve no offensive or objectionable odour, dust, smoke or water vapour at the boundary of any sensitive area);
- water take (including dewatering, if required);
- new drainage and stream diversions;
- work within the beds of rivers, streams and artificial watercourses;
- activities in Schedule B (Flood Control and Drainage) rivers; and
- activities in ‘rare and threatened habitats’.

Resource consent from MDC is also likely to be required by the Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011 (“NES Soil”) for the disturbance of contaminated, or potentially contaminated land.

For completeness, the NZ Transport Agency does not seek that the requirement for an outline plan be waived, in terms of section 176A(2)(c) of the RMA.

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

Consultation has been undertaken with the community, tangata whenua, key stakeholders and directly affected parties, including as part of the assessment of alternatives and corridor refinement. Consultation is on-going in the context of the resource consents to be sought for the Project and otherwise. Engagement has been undertaken through a number of channels, including workshops, hui, one-on-one meetings, public open days, letters, newsletters and online information. Details of this consultation are included in Volume 2, Part F.

The NZ 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.**

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- Cultural Values Statement 9 (Ngāti Raukawa)

Volume 4: Drawings and Plans



.....
**Signature of person authorised
to sign on behalf of the NZ
Transport Agency**

30th October 2018

.....
Date

Contact details: NZ Transport Agency (Te Ahu a Turanga)

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for service:** teahuaturanga@nzta.govt.nz

Postal address: PO Box 5084
Wellington 6140

Contact person: Lonnie Dalzell, Senior Project Manager

Telephone: +64 4 894 5247

Form 18

Notice of requirement by Minister, local authority, or requiring authority for designation or alteration of designation

Section 145, 168(1), (2), 168A, and 181, and clause 4 of Schedule 1, Resource Management Act 1991

To Tararua District Council (“TDC”)

The New Zealand Transport Agency (“NZ Transport Agency”) **gives notice of a requirement for a designation for a project.**

The proposed designation relates to a replacement road connecting the Manawatū-Whanganui and Wairarapa/Hawke’s Bay regions, following the closure in April 2017 of the section of State Highway 3 through the Manawatū Gorge.

The NZ Transport Agency is a network utility operator approved as a requiring authority under section 167 of the Resource Management Act 1991 (“RMA”).

The site to which the requirement applies is as follows:

The location to which this notice of requirement applies is generally described as:

- an area of the Manawatū River at the western end of the Manawatū Gorge, immediately upstream of Moutere/Parahaki Island (which is at the confluence of the Manawatū and Pohangina Rivers); and
- an area of land extending from the district boundary with the Manawatū District across the Ruahine Range (in part of which the Te Āpiti wind farm is situated), traversing the slopes at the eastern part of the range, and crossing farmland to State Highway 3 at Woodlands and Troup Road near Woodville.

A description of the existing environment is included in Volume 2, Part B.

The land that is subject to this notice of requirement is shown on the plans included in Volume 4 and legally described as follows:

| Land parcel number (as shown on plans) | Legal description | Area of land to be designated (ha) |
|--|--|------------------------------------|
| 5c | RIVER | 0.3450 |
| 8 | SECTION 16 BLOCK IV GORGE SD | 0.0911 |
| 9 | SECTION 14 BLOCK IV GORGE SD | 103.4055 |
| 10 | SECTION 18 BLOCK IV GORGE SD | 1.1072 |
| 11 | LOT 1 DP 337483 | 27.9146 |
| 12 | LOT 1 DP 308738 | 5.518 |
| 13 | PART SECTION 12 BLOCK XIV WOODVILLE SD | 0.4824 |
| 13a | PART SECTION 4 BLOCK XIV WOODVILLE SD | 1.8038 |
| 14 | PART SECTION 4 BLOCK XIV WOODVILLE SD | 0.1217 |
| 15 | SECTION 35 SO 1945 | 2.0628 |
| 16 | PART SECTION 6 BLOCK XIV WOODVILLE SD | 16.7764 |
| 17 | SECTION 7 BLOCK XIV WOODVILLE SD | 15,1456 |
| 17a | SECTION 8 BLOCK XIV WOODVILLE SD | 1.3489 |
| 18 | SECTION 10 BLOCK XIV WOODVILLE SD | 4.2794 |
| 18a | SECTION 9 BLK XIV WOODVILLE SD | 28.6011 |
| 19 | ROAD - HOPE ROAD - LOCAL ROAD | 0.4791 |
| 19a | ROAD - HOPE ROAD - LOCAL ROAD | 0.0383 |

| | | |
|-----|--|--------|
| 20 | PART SECTION 1 BLOCK XIV WOODVILLE SD | 0.8021 |
| 21 | UNKNOWN / ROAD | 0.0250 |
| 22 | PART SECTION 19 BLOCK XII WOODVILLE SD | 8.8067 |
| 23 | SECTION 18 BLOCK XII WOODVILLE SD | 17.832 |
| 24 | RURAL SECTION 1 WOODVILLE SD | 1.5229 |
| 25 | SECTION 12 SO 434380 | 2.6494 |
| 26 | SECTION 13 SO 434380 | 4.5718 |
| 27 | SECTION 14 SO 434380 | 2.7422 |
| 28 | SECTION 15 SO 434380 | 2.1155 |
| 29 | SECTION 16 SO 434380 | 0.5566 |
| 30 | SECTION 17 SO 434380 | 1.8891 |
| 31 | LOT 6 DP 11369 | 0.0271 |
| 32 | SECTION 18 SO 434380 | 0.2509 |
| 33 | LOT 8 DP 11369 | 0.0551 |
| 34 | SECTION 18 SO 434380 | 0.0338 |
| 34a | ROAD | 0.6467 |
| 35 | LOTS 81, 82, 83, 84 DP61 | 0.3886 |
| 36 | LOTS 85, 88, 89 DP61 AND SECTION 20-21 SO 434380 | 0.4815 |
| 37 | LOTS 90, 91, 92, 93, 94, 95, 96 DP 61 | 0.3102 |
| 38 | ROAD - TROUP ROAD - LOCAL ROAD | 0.3828 |
| 39 | ROAD - NAPIER ROAD / VOGEL STREET (SH3) | 1.7372 |
| 40 | ROAD - UNNAMED PAPER ROAD - LOCAL ROAD | 0.0838 |

The nature of the proposed project is:

The construction, operation, maintenance and improvement of approximately 11.5km of new State highway between Ashhurst and Woodville to replace the closed section of State Highway 3 through the Manawatū Gorge, and associated works.

Te Ahu a Turanga; Manawatū Tararua Highway Project (“the Project”) is described in detail in Volume 2, Part C.

In Tararua District, the works include:

- the construction of a road across the Ruahine Range, through the Te Āpiti wind farm, an AgResearch fertiliser trial site, and farms;
- the construction of a new roundabout intersection with State Highway 3, Troup Road, and Woodlands Road;
- new vehicle accesses the construction site; and
- underpasses for private property access.

The Project is identified as a key priority in the National Land Transport Programme 2018 – 2021, and as the first priority in the Horizons Regional Land Transport Plan 2015 – 2025 (2018 review).

The nature of the proposed conditions that would apply are:

Proposed designation conditions are set out in Volume 2, Part H.

A lapse period of 10 years is sought from the date on which the designation is included in the District Plan under section 175 of the RMA.

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

An assessment of effects of the Project on the environment is included in Volume 2, Part G. This assessment identifies the actual and potential adverse effects, and positive effects, of the construction and operation of the Project and sets out measures to avoid, remedy or mitigate adverse effects. The assessment draws on the information provided, and conclusions reached in the technical assessments included in Volume 3.

In summary, positive effects that will result from the Project are the significant benefits to:

- the transport network from:
 - improved resilience;
 - increased capacity within the wider network;
 - improved safety and efficient for general traffic and freight including public traffic and emergency services; and
 - improved route reliability by providing a route built to a higher standard that is more resilient to incidents;
- the existing transport network, due to reduced traffic on Saddle Road and Pahiatua Track (providing safety, efficiency and travel time reliability benefits on those routes);
- people and communities resulting from those transport benefits; and
- local and regional economies, from the improvements to the traffic network (generated from its use by freight, resident, tourists and public transport).

Other actual and potential effects that will result from the Project relate to:

- ecological values;
- landscape, visual amenity and natural character values;
- noise effects;
- the risk of effects on unrecorded archaeological sites;
- transport effects;
- impacts on property and infrastructure within the corridor;
- impacts on cultural values; and
- social effects.

Volume 2, Part H summarises the approach taken to managing adverse effects and includes proposed conditions to be imposed on the designation.

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

The proposed designation corridor was selected following an iterative options evaluation process undertaken as part of a detailed business case (“DBC”) for the Project and has subsequently been refined.

As part of the DBC, the NZ Transport Agency undertook a two-stage multi-criteria analysis process, which involved a multi-disciplinary team assessing 18 options against a range of evaluation criteria before four shortlisted options were subject to further analysis and evaluation. On selection of the preferred option, detailed further assessments have fed into development of the proposed designation corridor.

The NZ Transport Agency’s assessment of alternative sites, route and methods for the Project is summarised in Volume 2, Part E.

The project and designation are reasonably necessary for achieving the objectives of the requiring authority because:

The NZ Transport Agency's objective 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 NZ Transport Agency's objectives for the Project are:

- To reconnect the currently closed Manawatū Gorge State Highway 3 with a more resilient connection.
- To reconnect the currently closed Manawatū Gorge State Highway 3 connection with a safer connection than the Saddle Road and Pahiatua Track.
- To reconnect the currently closed Manawatū Gorge State Highway 3 with a more efficient connection than the Saddle Road and Pahiatua Track.

The Project is reasonably necessary to meet the NZ Transport Agency's statutory and project objectives because the Project provides a route that:

- Is less likely to be subject to closures as a result of traffic accidents or breakdowns and natural hazard events when compared to both the previous Manawatū Gorge route and the alternative Saddle Road route. The corridor location and design parameters therefore provide a more resilient connection.
- Provides a greater level of safety, when compared to the Saddle Road route and the previous Manawatū Gorge route, and is forecast to operate at better than a 4 Star KiwiRAP standard. In addition, the resulting reduction in traffic on Saddle Road and Pahiatua Track will reduce risk on these alternate roads.
- Is more efficient through both a reduction in travel time when compared with the previous Manawatū Gorge route and the alternative Saddle Road route, and through a reduced impact of delays caused by slower vehicles due to the provision of crawler lanes.

This designation is reasonably necessary as it will enable the NZ Transport Agency to carry out the works necessary for the Project in an efficient and integrated manner, and will:

- enable the NZ Transport Agency to achieve its principal objective under the LTMA;
- enable the NZ Transport Agency to achieve the Project objectives, which the surrounding communities are relying on after the significant effects of the closure of the section of State Highway 3 through the Manawatū Gorge;
- allow the NZ Transport Agency and/or its authorised agents to undertake the works in accordance with the designation;
- allow the land required to be identified in the Tararua District Plan, giving a clear indication of the intended use of the land;
- protect the proposed route from future development which may otherwise preclude the construction of the Project.

The detailed reasons why the designation is reasonably necessary to meet the statutory and Project objectives are set out in Volume 2, Part I.

The following resource consents are needed for the proposed activity and have not been applied for:

Subject to the detailed design of the Project, resource consents (including land use consents, water permits and discharge permits) are likely to be required for the following activities from Manawatū-Whanganui Regional Council (“Horizons”) as follows:

- large-scale land disturbance (including earthworks) and vegetation clearance, and ancillary discharge of sediment, including within ‘at risk’ and ‘rare and threatened habitats’;
- construction phase stormwater discharge from treatment devices to land or water;
- operational stormwater discharges to land or water;
- discharge of cleanfill;
- dust generation (unless site management can achieve no offensive or objectionable odour, dust, smoke or water vapour at the boundary of any sensitive area);
- water take (including dewatering, if required);
- new drainage and stream diversions;
- work within the beds of rivers, streams and artificial watercourses;
- activities in Schedule B (Flood Control and Drainage) rivers; and
- activities in ‘rare and threatened habitats’.

Resource consent from TDC is also likely to be required by the Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011 (“NES Soil”) for the disturbance of contaminated, or potentially contaminated land.

For completeness, the NZ Transport Agency does not seek that the requirement for an outline plan be waived, in terms of section 176A(2)(c) of the RMA.

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

Consultation has been undertaken with the community, tangata whenua, key stakeholders and directly affected parties, including as part of the assessment of alternatives and corridor refinement. Consultation is on-going in the context of the resource consents to be sought for the Project and otherwise. Engagement has been undertaken through a number of channels, including workshops, hui, one-on-one meetings, public open days, letters, newsletters and online information. Details of this consultation are included in Volume 2, Part F.

The NZ 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.**

Volume 1: Form 18 Notices of Requirement for Designations

Volume 2: Supporting Material

Part A Introduction and Background to the Project

Part B Description of the Environment

Part C Project Description


Part D Statutory Context

Part E Consideration of Alternatives
Part F Consultation and Engagement
Part G Assessment of Effects on the Environment
Part H Management of Effects on the Environment
Part I Statutory Assessment
Part J Appendices (Relevant Statutory Provisions, Environmental and Cultural Design Framework, Preliminary Design Philosophy Statement, Bridge Design Philosophy Statement)

Volume 3: Technical Assessments

Technical Assessment Number 1 Transport
Technical Assessment Number 2 Noise and Vibration
Technical Assessment Number 3 Social
Technical Assessment Number 4 Landscape, Visual and Natural Character
Technical Assessment Number 5 Historic Heritage and Archaeology
Technical Assessment Number 6 Terrestrial Ecology
Cultural Values Statement 7 (Rangitāne)
Cultural Values Statement 8 (Ngāti Kahungunu)
Cultural Values Statement 9 (Ngāti Raukawa)

Volume 4: Drawings and Plans



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**Signature of person authorised
to sign on behalf of the NZ
Transport Agency**

18th October 2018

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Date

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