

Form 18

**NOTICE OF REQUIREMENT BY THE NZ TRANSPORT AGENCY FOR A DESIGNATION
UNDER SECTIONS 145 AND 168 OF THE RESOURCE MANAGEMENT ACT 1991**

To: Environmental Protection Authority
P O Box 10720
The Terrace
WELLINGTON 6143

From: NZ Transport Agency
PO Box 5084
WELLINGTON 6145

The NZ Transport Agency (the NZTA) gives notice of a requirement for a designation for a work, being the construction, operation and maintenance of the Transmission Gully Main Alignment (the Main Alignment) in the Kapiti Coast District (the District) (NoR 1). The work to which this requirement relates is a component of the Transmission Gully Project (the Project).

This designation is necessary to provide for the construction, operation and maintenance of the work which forms part of the Project. The Project will provide an alternative (inland) State highway between Linden (Wellington City) and MacKays Crossing (Kapiti Coast District). The Project, including the works that are the subject of this notice and the other notices and resource consents, is described in the **Part D** of the Assessment of Environmental Effects (AEE) report (Volume 1).

The site to which the requirement applies is as follows:

The site to which the requirement applies (or the land subject to this notice) is identified and legally described in the plans **LR00- 28** (Volume 4).

The nature of the proposed work is:

The works to which this requirement relates form part of the Project which is described **Part D** of the AEE report (Volume 1).

The Project is a key component of the Wellington Roads of National Significance (RoNS), which will create a high quality State highway connection from north of Levin to the Wellington Airport. The total length of the Wellington RoNS is approximately 110km.

This designation is required for the construction, operation and maintenance of a new section of State highway, located between the proposed tie-in with existing SH1 at MacKays Crossing to the southern boundary of the District at the Wainui Saddle.

The nature of the works includes the construction, operation and maintenance of the State highway and ancillary works including safety and operational services (including communications), vegetation removal, stormwater treatment, temporary construction works including storage areas and office facilities, maintenance and access areas, mitigation and restoration works, other ancillary structures and activities associated with these works. NoR 1 comprises the following specific components of the Project:

- Tie in to SH1 at MacKays Crossing;
- Two to three lanes in each direction (required, for example, to accommodate slow vehicles on steep grades) following up the Te Puka Stream valley; and
- Road located on earth embankments rising above the Te Puka Stream, with benching above.

The resource consents and other statutory authorisations required for the works are described below and/or detailed in the AEE report.

The nature of the proposed conditions that would apply are:

It is proposed that the Project will be subject to the designation conditions contained in **Chapter 29** of the AEE report (as may be confirmed or modified in the determination of this requirement). Once constructed, access to the formed State highway will be restricted and controlled to provide safe and efficient movement of traffic and associated activities that may be required for its management and maintenance.

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

The AEE report contains a description of the existing environment, an assessment of the environmental effects of the Project and an outline of appropriate methods to avoid, remedy or mitigate any adverse effects of the works associated with the Project. **Part C** of the AEE report provides a description of the existing environment. **Part G** of the AEE report provides an assessment of the actual and potential effects of the Project on the environment during its construction and operation. Actual and potential effects on the environment include (discussed further in the identified AEE report chapters):

- *Traffic and transport effects* - Impacts on the transportation network during construction and effects on operation as a result of the Project (**Chapter 13**).
- *Land use and property effects* - Effects on land owners whose property is required for the designation, and consideration of effects on publicly owned open space, and wider land use patterns (**Chapter 14**).
- *Effects on network utilities* - Various network utilities are affected by the Project and require protection and/or relocation. These include: electricity transmission and distribution, gas transmission and distribution, water supply, stormwater and wastewater, telecommunications (**Chapter 15**).
- *Noise and vibration effects* - Impacts from noise and vibration emitted from the Project during construction and operation (**Chapter 16**).
- *Effects on air quality* - Effects associated with emissions, including impacts from construction emissions (e.g. dust) and vehicle emissions to air during operation (**Chapter 17**).
- *Effects associated with contaminated land* - Effects of historical land uses and intrusive testing of known sites (**Chapter 18**).
- *Hydrology and water quality effects* - Management of site works during construction (e.g. staging, erosion and sediment control), the ongoing discharge of contaminants in stormwater during the operation of the State highway, and flooding effects created as a result of the Project's construction (**Chapters 19 and 20**).
- *Effects on ecology* - Effects of the project on streams, vegetation, herpetology, avifauna and marine ecology, including the effects of stream realignment and related effects on fauna and habitats during

construction and operation of the Project (**Chapters 21, 22 and 23**).

- *Tangata whenua effects* - Effects of the Project during construction and operation on tangata whenua values (**Chapter 24**).
- *Landscape and visual effects* - Visual and landscape effects, including amenity impacts during construction and operation (**Chapter 25**).
- *Effects on archaeology and built heritage* - Impacts of construction and operation on sites and areas of heritage and historic value (**Chapter 26**).
- *Social effects* - Impacts of the construction and operation of the Project on communities, neighbourhoods and specific local facilities such as schools, churches and community centres etc. (**Chapter 27**).

The AEE report draws on information provided in the technical assessments (contained in Volume 3). **Chapter 11** also provides a summary of the actual and potential environmental effects of the Project.

Part H of the AEE report outlines proposed mitigation measures and proposed designation conditions. A variety of mitigation measures are proposed to mitigate the actual and potential adverse effects identified.

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

Part E of the AEE report contains an assessment of alternative sites, routes and methods considered for the Project.

The assessment of alternatives has provided the NZTA with information which has assisted it in identifying its preferred alignment for the Project.

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

The works

The NZTA'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 affordable, integrated, safe, responsive, and sustainable land transport system*". The works, as part of the Project, will assist the NZTA in meeting this objective.

The NZTA's objectives for the works, as part of the Project, are:

- to provide an alternative strategic link for Wellington that improves regional network security;
- to assist in remedying the safety concerns of, and projected capacity problems on, the existing State Highway 1 by providing a safe and reliable route between Linden and MacKays Crossing in an environmentally sustainable manner;
- to assist in enabling wider national economic development by providing a cost-optimised route that better provides for the through movement of freight and people; and
- to assist integration of the land transport system by enabling the existing State Highway 1 to be

developed into a safe multi-functional alternative to the proposed strategic link.

The works, as part of the Project will contribute to those objectives by providing:

- improved route security and resilience of the Wellington region's State highway network;
- improved safety performance as compared to the existing State Highway 1 between Linden and MacKays Crossing;
- reduced travel times along many key routes and increased accessibility across many parts of the region's road network; and
- economic development as a result of travel time savings and increased accessibility.

The designation

The NZTA was approved under section 167 of the RMA as a requiring authority by the Resource Management (Approval of Transit New Zealand as Requiring Authority) Notice 1994, notified in the Gazette on 3 March 1994. A copy of this Notice is contained in **Appendix A** of the AEE report. As a network utility operator and a requiring authority under section 167 of the RMA, the NZTA may designate land, water, subsoil or airspace for the "*construction and operation (including the maintenance, improvement, enhancement, expansion, realignment and alteration) of any State highway or motorway pursuant to the [Government Roding Powers] Act 1989*".

This designation is necessary as it will secure land required for the Project and will enable the NZTA to carry out the works necessary for this part of the Project. The principal reasons for requiring a designation to facilitate the works this requirement relates to are:

- It will enable the NZTA to achieve its principal objective under the LTMA;
- It is necessary for the NZTA to achieve the specific Project objectives and to facilitate the benefits of other projects within the Wellington RoNS programme;
- It will allow the NZTA and/or its authorised agents to undertake the works in accordance with the designation, notwithstanding anything contrary in the Kapiti Coast District Plan (KCDP);
- It will allow the land required to be identified in the KCDP, giving a clear indication of the intended use of the land;
- It will enable the Project to be undertaken in a comprehensive and integrated manner; and
- It will protect the proposed route from future development which may otherwise preclude the construction of the Project.

The following resource consents are needed for the proposed activity and have been applied for concurrently with this notice:

Land use consents, for:

- roading and tracking activities;

- the use, erection and placement of new structures (culverts, bridge support structures, erosion protection structures, stormwater pipes and outfall structures) in river beds;
- the disturbance of river beds; and
- the reclamation of river beds.

Water permits, for:

- the diversion of water.

Discharge permits, for:

- the discharge of chemically treated sediment laden water (from construction) to land;
- the discharge of chemically treated sediment laden water (from construction) to water; and
- the discharge of contaminants (from concrete batching) to air and land.

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

Extensive consultation has been undertaken with the community and key stakeholders, including directly affected landowners. Consultation with some stakeholders has a long history, due to the considerable length of time the Project has been proposed for. **Part F** of the AEE report provides a record of the consultation process undertaken, feedback received and how this was considered in the development of the Project.

The key aspects of the consultation undertaken are:

- It has kept stakeholders and the community informed of the Project as it has developed;
- Due to the long history of the Project, there is a relatively high degree of familiarity among key stakeholders and the general public about the general concept of the Project;
- The majority of key stakeholders support the Project and there is good support for the Project from the general public, although opposition from some groups and individuals is acknowledged;
- Stakeholders and the community have had an opportunity to provide feedback on the Project's form and mitigation measures and the NZTA has considered and responded to issues and concerns that have been identified;
- Consultation has recognised and utilised community knowledge and resources in the identification of environmental effects to consider;
- Consultation feedback has been taken into account in decision-making throughout the process; and
- The NZTA has considered and responded to issues and concerns raised during the consultation process.

Ongoing consultation is proposed during the construction period and provision is made for this in the proposed mitigation and monitoring contained in **Part H** of the AEE report.

Lapse period for the designation:

The NZTA seeks a lapse period of 15 years for the designation, pursuant to section 184(1)(c) of RMA. This

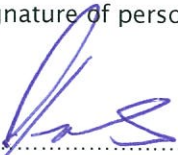
period provides sufficient time for the NZTA to give effect to the works including undertaking land purchase negotiations, detailed design and construction of the proposed Project, and it allows for an appropriate margin to address possible consenting, tendering, funding and construction processes.

The NZTA 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: Assessment of Environmental Effects report, including:
 - Part A: Introduction and background to the Project
 - Part B: Statutory context
 - Part C: Description of the environment
 - Part D: Description of the Project
 - Part E: Consideration of alternatives
 - Part F: Consultation
 - Part G: Assessment of effects on the environment
 - Part H: Management of environmental effects
 - Part I: Statutory assessment
- Volume 3: Technical reports and supporting documents
- Volume 4: Plan set
- Volume 5: Draft management plans

Plans identifying the land subject to this notice of requirement and a schedule of properties affected by this requirement are contained in plans **LR00- 20** (Volume 4).

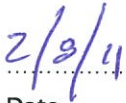
Signature of person giving notice (or person authorised to sign on behalf of person giving notice):



.....
Rod James

State Highway Manager - Wellington, NZ Transport Agency

Signed for and on behalf of the NZ Transport Agency



.....
Date

Address for service: NZ Transport Agency

Attention: Greg Lee

Level 8, PSIS House

20 Ballance Street

PO Box 5084

WELLINGTON 6145

Telephone: 64 4 931 8906

Facsimile: 64 4 894 3305

Email: greg.lee@nzta.govt.nz

Form 18

**NOTICE OF REQUIREMENT BY THE NZ TRANSPORT AGENCY FOR A DESIGNATION
UNDER SECTIONS 145 AND 168 OF THE RESOURCE MANAGEMENT ACT 1991**

To: Environmental Protection Authority
P O Box 10720
The Terrace
WELLINGTON 6143

From: NZ Transport Agency
PO Box 5084
WELLINGTON 6145

The NZ Transport Agency (the NZTA) gives notice of a requirement for a designation for a work, being the construction, operation and maintenance of the Transmission Gully Main Alignment (the Main Alignment) in Upper Hutt City (the District) (NoR 2). The work to which this requirement relates is a component of the Transmission Gully Project (the Project).

This designation is necessary to provide for the construction, operation and maintenance of the work which forms part of the Project. The Project will provide an alternative (inland) State highway between Linden (Wellington City) and MacKays Crossing (Kapiti Coast District). The Project, including the works that are the subject of this notice and the other notices and resource consents, is described in the **Part D** of the Assessment of Environmental Effects (AEE) report (Volume 1).

The site to which the requirement applies is as follows:

The site to which the requirement applies (or the land subject to this notice) is identified and legally described in the plans **LR00- 20** (AEE report Volume 4).

The nature of the proposed work is:

The works to which this requirement relates form part of the Project which is described **Part D** of the AEE report (Volume 1).

The Project is a key component of the Wellington Roads of National Significance (RoNS), which will create a high quality State highway connection from north of Levin to the Wellington Airport. The total length of the Wellington RoNS is approximately 110km.

The nature of the works includes the construction, operation and maintenance of the State highway and ancillary works including safety and operational services (including communications), vegetation removal, stormwater treatment, temporary construction works including storage areas and office facilities, maintenance and access areas, mitigation and restoration works, other ancillary structures and activities associated with these works. The works within the District comprise benched earthworks.

The resource consents and other statutory authorisations required for the works are described below and/or detailed in the AEE report.

The nature of the proposed conditions that would apply are:

It is proposed that the Project will be subject to the designation conditions contained in **Chapter 29** of the AEE report (as may be confirmed or modified in the determination of this requirement). Once constructed, access to the formed State highway will be restricted and controlled to provide safe and efficient movement of traffic and associated activities that may be required for its management and maintenance.

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

The AEE report contains a description of the existing environment, an assessment of the environmental effects of the Project and an outline of appropriate methods to avoid, remedy or mitigate any adverse effects of the works associated with the Project. **Part C** of the AEE report provides a description of the existing environment. **Part G** of the AEE report provides an assessment of the actual and potential effects of the Project on the environment during its construction and operation. Actual and potential effects on the environment include (discussed further in the identified AEE report chapters):

- *Traffic and transport effects* - Impacts on the transportation network during construction and effects on operation as a result of the Project (**Chapter 13**).
- *Land use and property effects* - Effects on land owners whose property is required for the designation, and consideration of effects on publicly owned open space, and wider land use patterns (**Chapter 14**).
- *Effects on network utilities* - Various network utilities are affected by the Project and require protection and/or relocation. These include: electricity transmission and distribution, gas transmission and distribution, water supply, stormwater and wastewater, telecommunications (**Chapter 15**).
- *Noise and vibration effects* - Impacts from noise and vibration emitted from the Project during construction and operation (**Chapter 16**).
- *Effects on air quality* - Effects associated with emissions, including impacts from construction emissions (e.g. dust) and vehicle emissions to air during operation (**Chapter 17**).
- *Effects associated with contaminated land* - Effects of historical land uses and intrusive testing of known sites (**Chapter 18**).
- *Hydrology and water quality effects* - Management of site works during construction (e.g. staging, erosion and sediment control), the ongoing discharge of contaminants in stormwater during the operation of the State highway, and flooding effects created as a result of the Project's construction (**Chapters 19 and 20**).
- *Effects on ecology* - Effects of the project on streams, vegetation, herpetology, avifauna and marine ecology, including the effects of stream realignment and related effects on fauna and habitats during construction and operation of the Project (**Chapters 21, 22 and 23**).
- *Tangata whenua effects* - Effects of the Project during construction and operation on tangata whenua values (**Chapter 24**).
- *Landscape and visual effects* - Visual and landscape effects, including amenity impacts during construction and operation (**Chapter 25**).
- *Effects on archaeology and built heritage* - Impacts of construction and operation on sites and areas of heritage and historic value (**Chapter 26**).
- *Social effects* - Impacts of the construction and operation of the Project on communities,

neighbourhoods and specific local facilities such as schools, churches and community centres etc. (**Chapter 27**).

The AEE report draws on information provided in the technical assessments (contained in Volume 3). **Chapter 11** also provides a summary of the actual and potential environmental effects of the Project.

Part H of the AEE report outlines proposed mitigation measures and proposed designation conditions. A variety of mitigation measures are proposed to mitigate the actual and potential adverse effects identified.

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

Part E of the AEE report contains an assessment of alternatives sites, routes and methods considered for the Project.

The assessment of alternatives has provided the NZTA with information which has assisted it in identifying its preferred alignment for the Project.

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

The works

The NZTA'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 affordable, integrated, safe, responsive, and sustainable land transport system*". The works, as part of the Project, will assist the NZTA in meeting this objective.

The NZTA's objectives for the works, as part of the Project, are:

- to provide an alternative strategic link for Wellington that improves regional network security;
- to assist in remedying the safety concerns of, and projected capacity problems on, the existing State Highway 1 by providing a safe and reliable route between Linden and MacKays Crossing in an environmentally sustainable manner;
- to assist in enabling wider national economic development by providing a cost-optimised route that better provides for the through movement of freight and people; and
- to assist integration of the land transport system by enabling the existing State Highway 1 to be developed into a safe multi-functional alternative to the proposed strategic link.

The works, as part of the Project will contribute to those objectives by providing:

- improved route security and resilience of the Wellington region's State highway network;
- improved safety performance as compared to the existing State Highway 1 between Linden and MacKays Crossing;

- reduced travel times along many key routes and increased accessibility across many parts of the region's road network; and
- economic development as a result of travel time savings and increased accessibility.

The designation

The NZTA was approved under section 167 of the RMA as a requiring authority by the Resource Management (Approval of Transit New Zealand as Requiring Authority) Notice 1994, notified in the Gazette on 3 March 1994. A copy of this Notice is contained in **Appendix A** of the AEE report. As a network utility operator and a requiring authority under section 167 of the RMA, the NZTA may designate land, water, subsoil or airspace for the "*construction and operation (including the maintenance, improvement, enhancement, expansion, realignment and alteration) of any State highway or motorway pursuant to the [Government Roading Powers] Act 1989*".

This designation is necessary as it will secure land required for the Project and will enable the NZTA to carry out the works necessary for this part of the Project. The principal reasons for requiring a designation to facilitate the works this requirement relates to are:

- It will enable the NZTA to achieve its principal objective under the LTMA;
- It is necessary for the NZTA to achieve the specific Project objectives and to facilitate the benefits of other projects within the Wellington RoNS programme;
- It will allow the NZTA and/or its authorised agents to undertake the works in accordance with the designation, notwithstanding anything contrary in the Upper Hutt City District Plan (UHCDP);
- It will allow the land required to be identified in the UHCDP, giving a clear indication of the intended use of the land;
- It will enable the Project to be undertaken in a comprehensive and integrated manner; and
- It will protect the proposed route from future development which may otherwise preclude the construction of the Project.

The following resource consents are needed for the proposed activity and have been applied for concurrently with this notice:

Land use consents, for:

- roading and tracking activities;
- the use, erection and placement of new structures (culverts, bridge support structures, erosion protection structures, stormwater pipes and outfall structures) in river beds;
- the disturbance of river beds; and
- the reclamation of river beds.

Water permits, for:

- the diversion of water.

Discharge permits, for:

- the discharge of chemically treated sediment laden water (from construction) to land;
- the discharge of chemically treated sediment laden water (from construction) to water; and
- the discharge of contaminants (from concrete batching) to air and land.

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

Extensive consultation has been undertaken with the community and key stakeholders, including directly affected landowners. Consultation with some stakeholders has a long history, due to the considerable length of time the Project has been proposed for. **Part F** of the AEE report provides a record of the consultation process undertaken, feedback received and how this was considered in the development of the Project.

The key aspects of the consultation undertaken are:

- It has kept stakeholders and the community informed of the Project as it has developed;
- Due to the long history of the Project, there is a relatively high degree of familiarity among key stakeholders and the general public about the general concept of the Project;
- The majority of key stakeholders support the Project and there is good support for the Project from the general public, although opposition from some groups and individuals is acknowledged;
- Stakeholders and the community have had an opportunity to provide feedback on the Project's form and mitigation measures and the NZTA has considered and responded to issues and concerns that have been identified;
- Consultation has recognised and utilised community knowledge and resources in the identification of environmental effects to consider;
- Consultation feedback has been taken into account in decision-making throughout the process; and
- The NZTA has considered and responded to issues and concerns raised during the consultation process.

Ongoing consultation is proposed during the construction period and provision is made for this in the proposed mitigation and monitoring contained in **Part H** of the AEE report.

Lapse period for the designation:

The NZTA seeks a lapse period of 15 years for the designation, pursuant to section 184(1)(c) of RMA. This period provides sufficient time for the NZTA to give effect to the works including undertaking land purchase negotiations, detailed design and construction of the proposed Project, and it allows for an appropriate margin to address possible consenting, tendering, funding and construction processes.

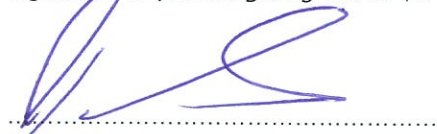
The NZTA attaches the following information required to be included in this notice by the district plan, regional plan, or any regulations made under the Resource Management Act 1991:

- Volume 1: Assessment of Environmental Effects report, including:

- Part A: Introduction and background to the Project
- Part B: Statutory context
- Part C: Description of the environment
- Part D: Description of the Project
- Part E: Consideration of alternatives
- Part F: Consultation
- Part G: Assessment of effects on the environment
- Part H: Management of environmental effects
- Part I: Statutory assessment
- Volume 3: Technical reports and supporting documents
- Volume 4: Plan set
- Volume 5: Draft management plans

Plans identifying the land subject to this notice of requirement and a schedule of properties affected by this requirement are contained in plans **LR00- 20** (Volume 4).

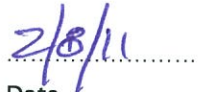
Signature of person giving notice (or person authorised to sign on behalf of person giving notice):



Rod James

State Highway Manager - Wellington, NZ Transport Agency

Signed for and on behalf of the NZ Transport Agency



Date

Address for service: NZ Transport Agency
Attention: Greg Lee
Level 8, PSIS House
20 Ballance Street
PO Box 5084
WELLINGTON 6145

Telephone: 64 4 931 8906

Facsimile: 64 4 894 3305

Email: greg.lee@nzta.govt.nz

Form 18

**NOTICE OF REQUIREMENT BY THE NZ TRANSPORT AGENCY FOR A DESIGNATION
UNDER SECTIONS 145 AND 168 OF THE RESOURCE MANAGEMENT ACT 1991**

To: Environmental Protection Authority
P O Box 10720
The Terrace
WELLINGTON 6143

From: NZ Transport Agency
PO Box 5084
WELLINGTON 6145

The NZ Transport Agency (the NZTA) gives notice of a requirement for a designation for a work, being the construction, operation and maintenance of the Transmission Gully Main Alignment (the Main Alignment) in Porirua City (the District) (NoR 3). The work to which this requirement relates is a component of the Transmission Gully Project (the Project).

This designation is necessary to provide for the construction, operation and maintenance of the work which forms part of the Project. The Project will provide an alternative (inland) State highway between Linden (Wellington City) and MacKays Crossing (Kapiti Coast District). The Project, including the works that are the subject of this notice and the other notices and resource consents, is described in the **Part D** of the Assessment of Environmental Effects (AEE) report (Volume 1).

The site to which the requirement applies is as follows:

The site to which the requirement applies (or the land subject to this notice) is identified and legally described in the plans **LR00- 20** (AEE report Volume 4).

The nature of the proposed work is:

The works to which this requirement relates form part of the Project which is described **Part D** of the AEE report (Volume 1).

The Project is a key component of the Wellington Roads of National Significance (RoNS), which will create a high quality State highway connection from north of Levin to the Wellington Airport. The total length of the Wellington RoNS is approximately 110km.

The designation is required for the construction, operation and maintenance of a new section of State highway, the northern boundary of the District at the Wainui Saddle to the southern boundary of the District at Kenepuru.

The nature of the works includes the construction, operation and maintenance of the State highway and ancillary works including safety and operational services (including communications), vegetation removal, stormwater treatment, temporary construction works including storage areas and office facilities, maintenance and access areas, mitigation and restoration works, other ancillary structures and activities associated with these works. The Project comprises the following specific components within the District:

- SH58 Interchange, James Cook Interchange and Kenepuru Interchange;
- landscaping at Lanes Flat;
- the extension of Flightys Road; and
- the replacement two golf holes at the Pauatahanui Golf Course.

The resource consents and other statutory authorisations required for the works are described below and/or detailed in the AEE report.

The nature of the proposed conditions that would apply are:

It is proposed that the Project will be subject to the designation conditions contained in **Chapter 29** of the AEE report (as may be confirmed or modified in the determination of this requirement). Once constructed, access to the formed State highway will be restricted and controlled to provide safe and efficient movement of traffic and associated activities that may be required for its management and maintenance.

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

The AEE report contains a description of the existing environment, an assessment of the environmental effects of the Project and an outline of appropriate methods to avoid, remedy or mitigate any adverse effects of the works associated with the Project. **Part C** of the AEE report provides a description of the existing environment. **Part G** of the AEE report provides an assessment of the actual and potential effects of the Project on the environment during its construction and operation. Actual and potential effects on the environment include (discussed further in the identified AEE report chapters):

- *Traffic and transport effects* - Impacts on the transportation network during construction and effects on operation as a result of the Project (**Chapter 13**).
- *Land use and property effects* - Effects on land owners whose property is required for the designation, and consideration of effects on publicly owned open space, and wider land use patterns (**Chapter 14**).
- *Effects on network utilities* - Various network utilities are affected by the Project and require protection and/or relocation. These include: electricity transmission and distribution, gas transmission and distribution, water supply, stormwater and wastewater, telecommunications (**Chapter 15**).
- *Noise and vibration effects* - Impacts from noise and vibration emitted from the Project during construction and operation (**Chapter 16**).
- *Effects on air quality* - Effects associated with emissions, including impacts from construction emissions (e.g. dust) and vehicle emissions to air during operation (**Chapter 17**).
- *Effects associated with contaminated land* - Effects of historical land uses and intrusive testing of known sites (**Chapter 18**).
- *Hydrology and water quality effects* - Management of site works during construction (e.g. staging, erosion and sediment control), the ongoing discharge of contaminants in stormwater during the operation of the State highway, and flooding effects created as a result of the Project's construction (**Chapters 19 and 20**).
- *Effects on ecology* - Effects of the project on streams, vegetation, herpetology, avifauna and marine

ecology, including the effects of stream realignment and related effects on fauna and habitats during construction and operation of the Project (**Chapters 21, 22 and 23**).

- *Tangata whenua effects* - Effects of the Project during construction and operation on tangata whenua values (**Chapter 24**).
- *Landscape and visual effects* - Visual and landscape effects, including amenity impacts during construction and operation (**Chapter 25**).
- *Effects on archaeology and built heritage* - Impacts of construction and operation on sites and areas of heritage and historic value (**Chapter 26**).
- *Social effects* - Impacts of the construction and operation of the Project on communities, neighbourhoods and specific local facilities such as schools, churches and community centres etc. (**Chapter 27**).

The AEE report draws on information provided in the technical assessments (contained in Volume 3). **Chapter 11** also provides a summary of the actual and potential environmental effects of the Project.

Part H of the AEE report outlines proposed mitigation measures and proposed designation conditions. A variety of mitigation measures are proposed to mitigate the actual and potential adverse effects identified.

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

Part E of the AEE report contains an assessment of alternative sites, routes and methods considered for the Project.

The assessment of alternatives has provided the NZTA with information which has assisted it in identifying its preferred alignment for the Project.

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

The works

The NZTA'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 affordable, integrated, safe, responsive, and sustainable land transport system*". The works, as part of the Project, will assist the NZTA in meeting this objective.

The NZTA's objectives for the works, as part of the Project, are:

- to provide an alternative strategic link for Wellington that improves regional network security;
- to assist in remedying the safety concerns of, and projected capacity problems on, the existing State Highway 1 by providing a safe and reliable route between Linden and MacKays Crossing in an environmentally sustainable manner;
- to assist in enabling wider national economic development by providing a cost-optimised route that better provides for the through movement of freight and people; and

- to assist integration of the land transport system by enabling the existing State Highway 1 to be developed into a safe multi-functional alternative to the proposed strategic link.

The works, as part of the Project will contribute to those objectives by providing:

- improved route security and resilience of the Wellington region's State highway network;
- improved safety performance as compared to the existing State Highway 1 between Linden and MacKays Crossing;
- reduced travel times along many key routes and increased accessibility across many parts of the region's road network; and
- economic development as a result of travel time savings and increased accessibility.

The designation

The NZTA was approved under section 167 of the RMA as a requiring authority by the Resource Management (Approval of Transit New Zealand as Requiring Authority) Notice 1994, notified in the Gazette on 3 March 1994. A copy of this Notice is contained in **Appendix A** of the AEE report. As a network utility operator and a requiring authority under section 167 of the RMA, the NZTA may designate land, water, subsoil or airspace for the "*construction and operation (including the maintenance, improvement, enhancement, expansion, realignment and alteration) of any State highway or motorway pursuant to the [Government Roding Powers] Act 1989*".

This designation is necessary as it will secure land required for the Project and will enable the NZTA to carry out the works necessary for this part of the Project. The principal reasons for requiring a designation to facilitate the works this requirement relates to are:

- It will enable the NZTA to achieve its principal objective under the LTMA;
- It is necessary for the NZTA to achieve the specific Project objectives and to facilitate the benefits of other projects within the Wellington RoNS programme;
- It will allow the NZTA and/or its authorised agents to undertake the works in accordance with the designation, notwithstanding anything contrary in the Porirua City District Plan (PCDP);
- It will allow the land required to be identified in the PCDP, giving a clear indication of the intended use of the land;
- It will enable the Project to be undertaken in a comprehensive and integrated manner; and
- It will protect the proposed route from future development which may otherwise preclude the construction of the Project.

The following resource consents are needed for the proposed activity and have been applied for concurrently with this notice:

Land use consents, for:

- roading and tracking activities;
- the use, erection and placement of new structures (culverts, bridge support structures, erosion protection structures, stormwater pipes and outfall structures) in river beds;
- the disturbance of river beds; and
- the reclamation of river beds.

Water permits, for:

- the diversion of water.

Discharge permits, for:

- the discharge of chemically treated sediment laden water (from construction) to land;
- the discharge of chemically treated sediment laden water (from construction) to water; and
- the discharge of contaminants (from concrete batching) to air and land.

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

Extensive consultation has been undertaken with the community and key stakeholders, including directly affected landowners. Consultation with some stakeholders has a long history, due to the considerable length of time the Project has been proposed for. **Part F** of the AEE report provides a record of the consultation process undertaken, feedback received and how this was considered in the development of the Project.

The key aspects of the consultation undertaken are:

- It has kept stakeholders and the community informed of the Project as it has developed;
- Due to the long history of the Project, there is a relatively high degree of familiarity among key stakeholders and the general public about the general concept of the Project;
- The majority of key stakeholders support the Project and there is good support for the Project from the general public, although opposition from some groups and individuals is acknowledged;
- Stakeholders and the community have had an opportunity to provide feedback on the Project's form and mitigation measures and the NZTA has considered and responded to issues and concerns that have been identified;
- Consultation has recognised and utilised community knowledge and resources in the identification of environmental effects to consider;
- Consultation feedback has been taken into account in decision-making throughout the process; and
- The NZTA has considered and responded to issues and concerns raised during the consultation process.

Ongoing consultation is proposed during the construction period and provision is made for this in the proposed mitigation and monitoring contained in **Part H** of the AEE report.

Lapse period for the designation:

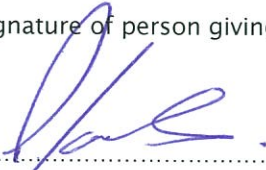
The NZTA seeks a lapse period of 15 years for the designation, pursuant to section 184(1)(c) of RMA. This period provides sufficient time for the NZTA to give effect to the works including undertaking land purchase negotiations, detailed design and construction of the proposed Project, and it allows for an appropriate margin to address possible consenting, tendering, funding and construction processes.

The NZTA 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: Assessment of Environmental Effects report, including:
 - Part A: Introduction and background to the Project
 - Part B: Statutory context
 - Part C: Description of the environment
 - Part D: Description of the Project
 - Part E: Consideration of alternatives
 - Part F: Consultation
 - Part G: Assessment of effects on the environment
 - Part H: Management of environmental effects
 - Part I: Statutory assessment
- Volume 3: Technical reports and supporting documents
- Volume 4: Plan set
- Volume 5: Draft management plans

Plans identifying the land subject to this notice of requirement and a schedule of properties affected by this requirement are contained in plans **LR00- 20** (Volume 4).

Signature of person giving notice (or person authorised to sign on behalf of person giving notice):



.....
Rod James
State Highway Manager - Wellington, NZ Transport Agency
Signed for and on behalf of the NZ Transport Agency

2/8/11
.....
Date

Address for service: NZ Transport Agency
Attention: Greg Lee
Level 8, PSIS House
20 Ballance Street
PO Box 5084
WELLINGTON 6145
Telephone: 64 4 931 8906
Facsimile: 64 4 894 3305
Email: greg.lee@nzta.govt.nz

Form 18

**NOTICE OF REQUIREMENT BY THE NZ TRANSPORT AGENCY FOR A DESIGNATION
UNDER SECTIONS 145 AND 168 OF THE RESOURCE MANAGEMENT ACT 1991**

To: Environmental Protection Authority
P O Box 10720
The Terrace
WELLINGTON 6143

From: NZ Transport Agency
PO Box 5084
WELLINGTON 6145

The NZ Transport Agency (the NZTA) gives notice of a requirement for a designation for a work, being the construction, operation and maintenance of the Transmission Gully Main Alignment (the Main Alignment) in Wellington City (the District) (NoR 4). The work to which this requirement relates is a component of the Transmission Gully Project (the Project).

This designation is necessary to provide for the construction, operation and maintenance of the work which forms part of the Project. The Project will provide an alternative (inland) State highway between Linden (Wellington City) and MacKays Crossing (Kapiti Coast District). The Project, including the works that are the subject of this notice and the other notices and resource consents, is described in the **Part D** of the Assessment of Environmental Effects (AEE) report (Volume 1).

The site to which the requirement applies is as follows:

The site to which the requirement applies (or the land subject to this notice) is identified and legally described in the plans **LR00- 20** (AEE report Volume 4).

The nature of the proposed work is:

The works to which this requirement relates form part of the Project which is described **Part D** of the AEE report (Volume 1).

The Project is a key component of the Wellington Roads of National Significance (RoNS), which will create a high quality State highway connection from north of Levin to the Wellington Airport. The total length of the Wellington RoNS is approximately 110km.

The designation is required for the construction, operation and maintenance of a new section of State highway, from the proposed tie-in with existing SH1 at Linden to the north-eastern boundary of the District.

The nature of the works includes the construction, operation and maintenance of the State highway and ancillary works including safety and operational services (including communications), vegetation removal, stormwater treatment, temporary construction works including storage areas and office facilities, maintenance and access areas, mitigation and restoration works, other ancillary structures and activities associated with these works. The Project comprises the following specific components within the District:

- the tie-in with SH1 at Linden; and
- noise barriers adjacent to residential properties and schools.

The resource consents and other statutory authorisations required for the works are described below and/or detailed in the AEE report.

The nature of the proposed conditions that would apply are:

It is proposed that the Project will be subject to the designation conditions contained in **Chapter 29** of the AEE report (as may be confirmed or modified in the determination of this requirement). Once constructed, access to the formed State highway will be restricted and controlled to provide safe and efficient movement of traffic and associated activities that may be required for its management and maintenance.

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

The AEE report contains a description of the existing environment, an assessment of the environmental effects of the Project and an outline of appropriate methods to avoid, remedy or mitigate any adverse effects of the works associated with the Project. **Part C** of the AEE report provides a description of the existing environment. **Part G** of the AEE report provides an assessment of the actual and potential effects of the Project on the environment during its construction and operation. Actual and potential effects on the environment include (discussed further in the identified AEE report chapters):

- *Traffic and transport effects* - Impacts on the transportation network during construction and effects on operation as a result of the Project (**Chapter 13**).
- *Land use and property effects* - Effects on land owners whose property is required for the designation, and consideration of effects on publicly owned open space, and wider land use patterns (**Chapter 14**).
- *Effects on network utilities* - Various network utilities are affected by the Project and require protection and/or relocation. These include: electricity transmission and distribution, gas transmission and distribution, water supply, stormwater and wastewater, telecommunications (**Chapter 15**).
- *Noise and vibration effects* - Impacts from noise and vibration emitted from the Project during construction and operation (**Chapter 16**).
- *Effects on air quality* - Effects associated with emissions, including impacts from construction emissions (e.g. dust) and vehicle emissions to air during operation (**Chapter 17**).
- *Effects associated with contaminated land* - Effects of historical land uses and intrusive testing of known sites (**Chapter 18**).
- *Hydrology and water quality effects* - Management of site works during construction (e.g. staging, erosion and sediment control), the ongoing discharge of contaminants in stormwater during the operation of the State highway, and flooding effects created as a result of the Project's construction (**Chapters 19 and 20**).
- *Effects on ecology* - Effects of the project on streams, vegetation, herpetology, avifauna and marine ecology, including the effects of stream realignment and related effects on fauna and habitats during construction and operation of the Project (**Chapters 21, 22 and 23**).

- *Tangata whenua effects* - Effects of the Project during construction and operation on tangata whenua values (**Chapter 24**).
- *Landscape and visual effects* - Visual and landscape effects, including amenity impacts during construction and operation (**Chapter 25**).
- *Effects on archaeology and built heritage* - Impacts of construction and operation on sites and areas of heritage and historic value (**Chapter 26**).
- *Social effects* - Impacts of the construction and operation of the Project on communities, neighbourhoods and specific local facilities such as schools, churches and community centres etc. (**Chapter 27**).

The AEE report draws on information provided in the technical assessments (contained in Volume 3). **Chapter 11** also provides a summary of the actual and potential environmental effects of the Project.

Part H of the AEE report outlines proposed mitigation measures and proposed designation conditions. A variety of mitigation measures are proposed to mitigate the actual and potential adverse effects identified.

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

Part E of the AEE report contains an assessment of alternatives sites, routes and methods considered for the Project.

The assessment of alternatives has provided the NZTA with information which has assisted it in identifying its preferred alignment for the Project.

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

The works

The NZTA'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 affordable, integrated, safe, responsive, and sustainable land transport system*". The works, as part of the Project, will assist the NZTA in meeting this objective.

The NZTA's objectives for the works, as part of the Project, are:

- to provide an alternative strategic link for Wellington that improves regional network security;
- to assist in remedying the safety concerns of, and projected capacity problems on, the existing State Highway 1 by providing a safe and reliable route between Linden and MacKays Crossing in an environmentally sustainable manner;
- to assist in enabling wider national economic development by providing a cost-optimised route that better provides for the through movement of freight and people; and
- to assist integration of the land transport system by enabling the existing State Highway 1 to be

developed into a safe multi-functional alternative to the proposed strategic link.

The works, as part of the Project will contribute to those objectives by providing:

- improved route security and resilience of the Wellington region's State highway network;
- improved safety performance as compared to the existing State Highway 1 between Linden and MacKays Crossing;
- reduced travel times along many key routes and increased accessibility across many parts of the region's road network; and
- economic development as a result of travel time savings and increased accessibility.

The designation

The NZTA was approved under section 167 of the RMA as a requiring authority by the Resource Management (Approval of Transit New Zealand as Requiring Authority) Notice 1994, notified in the Gazette on 3 March 1994. A copy of this Notice is contained in **Appendix A** of the AEE report. As a network utility operator and a requiring authority under section 167 of the RMA, the NZTA may designate land, water, subsoil or airspace for the "*construction and operation (including the maintenance, improvement, enhancement, expansion, realignment and alteration) of any State highway or motorway pursuant to the [Government Roading Powers] Act 1989*".

This designation is necessary as it will secure land required for the Project and will enable the NZTA to carry out the works necessary for this part of the Project. The principal reasons for requiring a designation to facilitate the works this requirement relates to are:

- It will enable the NZTA to achieve its principal objective under the LTMA;
- It is necessary for the NZTA to achieve the specific Project objectives and to facilitate the benefits of other projects within the Wellington RoNS programme;
- It will allow the NZTA and/or its authorised agents to undertake the works in accordance with the designation, notwithstanding anything contrary in the Wellington City District Plan (WCDP);
- It will allow the land required to be identified in the WCDP, giving a clear indication of the intended use of the land;
- It will enable the Project to be undertaken in a comprehensive and integrated manner; and
- It will protect the proposed route from future development which may otherwise preclude the construction of the Project.

The following resource consents are needed for the proposed activity and have been applied for concurrently with this notice:

Land use consents, for:

- roading and tracking activities;
- the use, erection and placement of new structures (culverts, bridge support structures, erosion protection structures, stormwater pipes and outfall structures) in river beds;
- the disturbance of river beds; and
- the reclamation of river beds.

Water permits, for:

- the diversion of water.

Discharge permits, for:

- the discharge of chemically treated sediment laden water (from construction) to land;
- the discharge of chemically treated sediment laden water (from construction) to water; and
- the discharge of contaminants (from concrete batching) to air and land.

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

Extensive consultation has been undertaken with the community and key stakeholders, including directly affected landowners. Consultation with some stakeholders has a long history, due to the considerable length of time the Project has been proposed for. **Part F** of the AEE report provides a record of the consultation process undertaken, feedback received and how this was considered in the development of the Project.

The key aspects of the consultation undertaken are:

- It has kept stakeholders and the community informed of the Project as it has developed;
- Due to the long history of the Project, there is a relatively high degree of familiarity among key stakeholders and the general public about the general concept of the Project;
- The majority of key stakeholders support the Project and there is good support for the Project from the general public, although opposition from some groups and individuals is acknowledged;
- Stakeholders and the community have had an opportunity to provide feedback on the Project's form and mitigation measures and the NZTA has considered and responded to issues and concerns that have been identified;
- Consultation has recognised and utilised community knowledge and resources in the identification of environmental effects to consider;
- Consultation feedback has been taken into account in decision-making throughout the process; and
- The NZTA has considered and responded to issues and concerns raised during the consultation process.

Ongoing consultation is proposed during the construction period and provision is made for this in the proposed mitigation and monitoring contained in **Part H** of the AEE report.

Lapse period for the designation:

The NZTA seeks a lapse period of 15 years for the designation, pursuant to section 184(1)(c) of RMA. This period provides sufficient time for the NZTA to give effect to the works including undertaking land purchase negotiations, detailed design and construction of the proposed Project, and it allows for an appropriate margin to address possible consenting, tendering, funding and construction processes.

The NZTA 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: Assessment of Environmental Effects report, including:
 - Part A: Introduction and background to the Project
 - Part B: Statutory context
 - Part C: Description of the environment
 - Part D: Description of the Project
 - Part E: Consideration of alternatives
 - Part F: Consultation
 - Part G: Assessment of effects on the environment
 - Part H: Management of environmental effects
 - Part I: Statutory assessment
- Volume 3: Technical reports and supporting documents
- Volume 4: Plan set
- Volume 5: Draft management plans

Plans identifying the land subject to this notice of requirement and a schedule of properties affected by this requirement are contained in plans **LR00- 20** (Volume 4).

Signature of person giving notice (or person authorised to sign on behalf of person giving notice):



.....

Rod James
State Highway Manager - Wellington, NZ Transport Agency
Signed for and on behalf of the NZ Transport Agency

2/8/11
.....
Date

Address for service: NZ Transport Agency
Attention: Greg Lee
Level 8, PSIS House
20 Ballance Street
PO Box 5084
WELLINGTON 6145
Telephone: 64 4 931 8906
Facsimile: 64 4 894 3305
Email: greg.lee@nzta.govt.nz

Form 18

**NOTICE OF REQUIREMENT BY THE NZ TRANSPORT AGENCY FOR A DESIGNATION
UNDER SECTIONS 145 AND 168 OF THE RESOURCE MANAGEMENT ACT 1991**

To: Environmental Protection Authority
P O Box 10720
The Terrace
WELLINGTON 6143

From: NZ Transport Agency
PO Box 5084
WELLINGTON 6145

The NZ Transport Agency (the NZTA) gives notice of a requirement for a designation for a work, being the construction, operation and maintenance of the Kenepuru Link Road in Porirua City (the District) (NoR 5). The work to which this requirement relates is a component of the Transmission Gully Project (the Project).

This designation is necessary to provide for the construction, operation and maintenance of the work which forms part of the Project. The Project will provide an alternative (inland) State highway between Linden (Wellington City) and MacKays Crossing (Kapiti Coast District). The Project, including the works that are the subject of this notice and the other notices and resource consents, is described in the **Part D** of the Assessment of Environmental Effects (AEE) report (Volume 1).

The site to which the requirement applies is as follows:

The site to which the requirement applies (or the land subject to this notice) is identified and legally described in the plans **LR00- 20** (AEE report Volume 4).

The nature of the proposed work is:

The works to which this requirement relates form part of the Project which is described **Part D** of the AEE report (Volume 1).

The Project is a key component of the Wellington Roads of National Significance (RoNS), which will create a high quality State highway connection from north of Levin to the Wellington Airport. The total length of the Wellington RoNS is approximately 110km.

This designation is required for the construction, operation and maintenance of a new section of State highway, from Kenepuru Drive to the proposed Kenepuru Interchange, close to the boundary of the District.

The nature of the works includes the construction, operation and maintenance of a State highway (limited access road) and ancillary works including safety and operational services (including communications), vegetation removal, stormwater treatment, temporary construction works including storage areas and office facilities, maintenance and access areas, mitigation and restoration works, other ancillary structures and activities associated with these works. NoR 5 comprises the following specific components of the Project:

- Tie-in with Kenepuru Drive (local road network); and

- Crossing under the existing State Highway 1 and over the railway line.

The resource consents and other statutory authorisations required for the works are described below and/or detailed in the AEE report.

The nature of the proposed conditions that would apply are:

It is proposed that the Project will be subject to the designation conditions contained in **Chapter 29** of the AEE report (as may be confirmed or modified in the determination of this requirement). Once constructed, access to the formed State highway will be restricted and controlled to provide safe and efficient movement of traffic and associated activities that may be required for its management and maintenance.

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

The AEE report contains a description of the existing environment, an assessment of the environmental effects of the Project and an outline of appropriate methods to avoid, remedy or mitigate any adverse effects of the works associated with the Project. **Part C** of the AEE report provides a description of the existing environment. **Part G** of the AEE report provides an assessment of the actual and potential effects of the Project on the environment during its construction and operation. Actual and potential effects on the environment include (discussed further in the identified AEE report chapters):

- *Traffic and transport effects* - Impacts on the transportation network during construction and effects on operation as a result of the Project (**Chapter 13**).
- *Land use and property effects* - Effects on land owners whose property is required for the designation, and consideration of effects on publicly owned open space, and wider land use patterns (**Chapter 14**).
- *Effects on network utilities* - Various network utilities are affected by the Project and require protection and/or relocation. These include: electricity transmission and distribution, gas transmission and distribution, water supply, stormwater and wastewater, telecommunications (**Chapter 15**).
- *Noise and vibration effects* - Impacts from noise and vibration emitted from the Project during construction and operation (**Chapter 16**).
- *Effects on air quality* - Effects associated with emissions, including impacts from construction emissions (e.g. dust) and vehicle emissions to air during operation (**Chapter 17**).
- *Effects associated with contaminated land* - Effects of historical land uses and intrusive testing of known sites (**Chapter 18**).
- *Hydrology and water quality effects* - Management of site works during construction (e.g. staging, erosion and sediment control), the ongoing discharge of contaminants in stormwater during the operation of the State highway and flooding effects created as a result of the Project's construction (**Chapters 19 and 20**).
- *Effects on ecology* - Effects of the project on streams, vegetation, herpetology, avifauna and marine ecology, including the effects of stream realignment and related effects on fauna and habitats during construction and operation of the Project (**Chapters 21, 22 and 23**).
- *Tangata whenua effects* - Effects of the Project during construction and operation on tangata whenua

values (**Chapter 24**).

- *Landscape and visual effects* - Visual and landscape effects, including amenity impacts during construction and operation (**Chapter 25**).
- *Effects on archaeology and built heritage* - Impacts of construction and operation on sites and areas of heritage and historic value (**Chapter 26**).
- *Social effects* - Impacts of the construction and operation of the Project on communities, neighbourhoods and specific local facilities such as schools, churches and community centres etc. (**Chapter 27**).

The AEE report draws on information provided in the technical assessments (contained in Volume 3). **Chapter 11** also provides a summary of the actual and potential environmental effects of the Project.

Part H of the AEE report outlines proposed mitigation measures and proposed designation conditions. A variety of mitigation measures are proposed to mitigate the actual and potential adverse effects identified.

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

Part E of the AEE report contains an assessment of alternative sites, routes and methods considered for the Project.

The assessment of alternatives has provided the NZTA with information which has assisted it in identifying its preferred alignment for the Project.

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

The works

The NZTA'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 affordable, integrated, safe, responsive, and sustainable land transport system*". The works, as part of the Project, will assist the NZTA in meeting this objective.

The NZTA's objectives for the works, as part of the Project, are:

- to provide an alternative strategic link for Wellington that improves regional network security;
- to assist in remedying the safety concerns of, and projected capacity problems on, the existing State Highway 1 by providing a safe and reliable route between Linden and MacKays Crossing in an environmentally sustainable manner;
- to assist in enabling wider national economic development by providing a cost-optimised route that better provides for the through movement of freight and people; and
- to assist integration of the land transport system by enabling the existing State Highway 1 to be developed into a safe multi-functional alternative to the proposed strategic link.

The works, as part of the Project will contribute to those objectives by providing:

- improved route security and resilience of the Wellington region's State highway network;
- improved safety performance as compared to the existing State Highway 1 between Linden and MacKays Crossing;
- reduced travel times along many key routes and increased accessibility across many parts of the region's road network; and
- economic development as a result of travel time savings and increased accessibility.

The designation

The NZTA was approved under section 167 of the RMA as a requiring authority by the Resource Management (Approval of Transit New Zealand as Requiring Authority) Notice 1994, notified in the Gazette on 3 March 1994. A copy of this Notice is contained in **Appendix A** of the AEE report. As a network utility operator and a requiring authority under section 167 of the RMA, the NZTA may designate land, water, subsoil or airspace for the "*construction and operation (including the maintenance, improvement, enhancement, expansion, realignment and alteration) of any State highway or motorway pursuant to the [Government Roding Powers] Act 1989*".

This designation is necessary as it will secure land required for the Project and will enable the NZTA to carry out the works necessary for this part of the Project. The principal reasons for requiring a designation to facilitate the works this requirement relates to are:

- It will enable the NZTA to achieve its principal objective under the LTMA;
- It is necessary for the NZTA to achieve the specific Project objectives and to facilitate the benefits of other projects within the Wellington RoNS programme;
- It will allow the NZTA and/or its authorised agents to undertake the works in accordance with the designation, notwithstanding anything contrary in the Porirua City District Plan (PCDP);
- It will allow the land required to be identified in the PCDP, giving a clear indication of the intended use of the land;
- It will enable the Project to be undertaken in a comprehensive and integrated manner; and
- It will protect the proposed route from future development which may otherwise preclude the construction of the Project.

The following resource consents are needed for the proposed activity and have been applied for concurrently with this notice:

Land use consents, for:

- roading and tracking activities;

- the use, erection and placement of new structures (culverts, bridge support structures, erosion protection structures, stormwater pipes and outfall structures) in river beds;
- the disturbance of river beds; and
- the reclamation of river beds.

Water permits, for:

- the diversion of water.

Discharge permits, for:

- the discharge of chemically treated sediment laden water (from construction) to land;
- the discharge of chemically treated sediment laden water (from construction) to water; and
- the discharge of contaminants (from concrete batching) to air and land.

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

Extensive consultation has been undertaken with the community and key stakeholders, including directly affected landowners. Consultation with some stakeholders has a long history, due to the considerable length of time the Project has been proposed for. **Part F** of the AEE report provides a record of the consultation process undertaken, feedback received and how this was considered in the development of the Project.

The key aspects of the consultation undertaken are:

- It has kept stakeholders and the community informed of the Project as it has developed;
- Due to the long history of the Project, there is a relatively high degree of familiarity among key stakeholders and the general public about the general concept of the Project;
- The majority of key stakeholders support the Project and there is good support for the Project from the general public, although opposition from some groups and individuals is acknowledged;
- Stakeholders and the community have had an opportunity to provide feedback on the Project's form and mitigation measures and the NZTA has considered and responded to issues and concerns that have been identified;
- Consultation has recognised and utilised community knowledge and resources in the identification of environmental effects to consider;
- Consultation feedback has been taken into account in decision-making throughout the process; and
- The NZTA has considered and responded to issues and concerns raised during the consultation process.

Ongoing consultation is proposed during the construction period and provision is made for this in the proposed mitigation and monitoring contained in **Part H** of the AEE report.

Lapse period for the designation:

The NZTA seeks a lapse period of 15 years for the designation, pursuant to section 184(1)(c) of RMA. This

period provides sufficient time for the NZTA to give effect to the works including undertaking land purchase negotiations, detailed design and construction of the proposed Project, and it allows for an appropriate margin to address possible consenting, tendering, funding and construction processes.

The NZTA 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: Assessment of Environmental Effects report, including:
 - Part A: Introduction and background to the Project
 - Part B: Statutory context
 - Part C: Description of the environment
 - Part D: Description of the Project
 - Part E: Consideration of alternatives
 - Part F: Consultation
 - Part G: Assessment of effects on the environment
 - Part H: Management of environmental effects
 - Part I: Statutory assessment
- Volume 3: Technical reports and supporting documents
- Volume 4: Plan set
- Volume 5: Draft management plans

Plans identifying the land subject to this notice of requirement and a schedule of properties affected by this requirement are contained in plans **LR00- 20** (Volume 4).

Signature of person giving notice (or person authorised to sign on behalf of person giving notice):



.....

Rod James

State Highway Manager - Wellington, NZ Transport Agency

Signed for and on behalf of the NZ Transport Agency



.....

Date

Address for service: NZ Transport Agency

Attention: Greg Lee

Level 8, PSIS House

20 Ballance Street

PO Box 5084

WELLINGTON 6145

Telephone: 64 4 931 8906

Facsimile: 64 4 894 3305

Email: greg.lee@nzta.govt.nz

Form 18

**NOTICE OF REQUIREMENT BY THE NZ TRANSPORT AGENCY FOR A DESIGNATION
UNDER SECTIONS 145 AND 168 OF THE RESOURCE MANAGEMENT ACT 1991**

To: Environmental Protection Authority
P O Box 10720
The Terrace
WELLINGTON 6143

From: NZ Transport Agency
PO Box 5084
WELLINGTON 6145

The NZ Transport Agency (the NZTA) gives notice of a requirement for a designation for a work, being the construction, operation and maintenance of the Kenepuru Link Road in Wellington City (the District) (NoR 6). The work to which this requirement relates is a component of the Transmission Gully Project (the Project).

This designation is necessary to provide for the construction, operation and maintenance of the work which forms part of the Project. The Project will provide an alternative (inland) State highway between Linden (Wellington City) and MacKays Crossing (Kapiti Coast District). The Project, including the works that are the subject of this notice and the other notices and resource consents, is described in the **Part D** of the Assessment of Environmental Effects (AEE) report (Volume 1).

The site to which the requirement applies is as follows:

The site to which the requirement applies (or the land subject to this notice) is identified and legally described on the plans **LR00- 20** (AEE report Volume 4).

The nature of the proposed work is:

The works to which this requirement relates form part of the Project which is described **Part D** of the AEE report (Volume 1).

The Project is a key component of the Wellington Roads of National Significance (RoNS), which will create a high quality State highway connection from north of Levin to the Wellington Airport. The total length of the Wellington RoNS is approximately 110km.

This designation is required for the construction, operation and maintenance of a new section of State highway, from Kenepuru Drive to the proposed Kenepuru Interchange, close to the boundary of the District.

The nature of the works includes the construction, operation and maintenance of a State highway (limited access road) and ancillary works including safety and operational services (including communications), vegetation removal, stormwater treatment, temporary construction works including storage areas and office facilities, maintenance and access areas, mitigation and restoration works, other ancillary structures and activities associated with these works. NoR 6 comprises the following specific components of the Project:

- A short section of the Kenepuru Link Road between existing State Highway 1 and the North Island

Main Truck Railway line.

The resource consents and other statutory authorisations required for the works are described below and/or detailed in the AEE report.

The nature of the proposed conditions that would apply are:

It is proposed that the Project will be subject to the designation conditions contained in **Chapter 29** of the AEE report (as may be confirmed or modified in the determination of this requirement). Once constructed, access to the formed State highway will be restricted and controlled to provide safe and efficient movement of traffic and associated activities that may be required for its management and maintenance.

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

The AEE report contains a description of the existing environment, an assessment of the environmental effects of the Project and an outline of appropriate methods to avoid, remedy or mitigate any adverse effects of the works associated with the Project. **Part C** of the AEE report provides a description of the existing environment. **Part G** of the AEE report provides an assessment of the actual and potential effects of the Project on the environment during its construction and operation. Actual and potential effects on the environment include (discussed further in the identified AEE report chapters):

- *Traffic and transport effects* - Impacts on the transportation network during construction and effects on operation as a result of the Project (**Chapter 13**).
- *Land use and property effects* - Effects on land owners whose property is required for the designation, and consideration of effects on publicly owned open space, and wider land use patterns (**Chapter 14**).
- *Effects on network utilities* - Various network utilities are affected by the Project and require protection and/or relocation. These include: electricity transmission and distribution, gas transmission and distribution, water supply, stormwater and wastewater, telecommunications (**Chapter 15**).
- *Noise and vibration effects* - Impacts from noise and vibration emitted from the Project during construction and operation (**Chapter 16**).
- *Effects on air quality* - Effects associated with emissions, including impacts from construction emissions (e.g. dust) and vehicle emissions to air during operation (**Chapter 17**).
- *Effects associated with contaminated land* - Effects of historical land uses and intrusive testing of known sites (**Chapter 18**).
- *Hydrology and water quality effects* - Management of site works during construction (e.g. staging, erosion and sediment control), the ongoing discharge of contaminants in stormwater during the operation of the State highway, and flooding effects created as a result of the Project's construction (**Chapters 19 and 20**).
- *Effects on ecology* - Effects of the project on streams, vegetation, herpetology, avifauna and marine ecology, including the effects of stream realignment and related effects on fauna and habitats during construction and operation of the Project (**Chapters 21, 22 and 23**).
- *Tangata whenua effects* - Effects of the Project during construction and operation on tangata whenua values (**Chapter 24**).

- *Landscape and visual effects* - Visual and landscape effects, including amenity impacts during construction and operation (**Chapter 25**).
- *Effects on archaeology and built heritage* - Impacts of construction and operation on sites and areas of heritage and historic value (**Chapter 26**).
- *Social effects* - Impacts of the construction and operation of the Project on communities, neighbourhoods and specific local facilities such as schools, churches and community centres etc. (**Chapter 27**).

The AEE report draws on information provided in the technical assessments (contained in Volume 3). **Chapter 11** also provides a summary of the actual and potential environmental effects of the Project.

Part H of the AEE report outlines proposed mitigation measures and proposed designation conditions. A variety of mitigation measures are proposed to mitigate the actual and potential adverse effects identified.

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

Part E of the AEE report contains an assessment of alternatives sites, routes and methods considered for the Project.

The assessment of alternatives has provided the NZTA with information which has assisted it in identifying its preferred alignment for the Project.

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

The works

The NZTA'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 affordable, integrated, safe, responsive, and sustainable land transport system*". The works, as part of the Project, will assist the NZTA in meeting this objective.

The NZTA's objectives for the works, as part of the Project, are:

- to provide an alternative strategic link for Wellington that improves regional network security;
- to assist in remedying the safety concerns of, and projected capacity problems on, the existing State Highway 1 by providing a safe and reliable route between Linden and MacKays Crossing in an environmentally sustainable manner;
- to assist in enabling wider national economic development by providing a cost-optimised route that better provides for the through movement of freight and people; and
- to assist integration of the land transport system by enabling the existing State Highway 1 to be developed into a safe multi-functional alternative to the proposed strategic link.

The works, as part of the Project will contribute to those objectives by providing:

- improved route security and resilience of the Wellington region's State highway network;
- improved safety performance as compared to the existing State Highway 1 between Linden and MacKays Crossing;
- reduced travel times along many key routes and increased accessibility across many parts of the region's road network; and
- economic development as a result of travel time savings and increased accessibility.

The designation

The NZTA was approved under section 167 of the RMA as a requiring authority by the Resource Management (Approval of Transit New Zealand as Requiring Authority) Notice 1994, notified in the Gazette on 3 March 1994. A copy of this Notice is contained in **Appendix A** of the AEE report. As a network utility operator and a requiring authority under section 167 of the RMA, the NZTA may designate land, water, subsoil or airspace for the "*construction and operation (including the maintenance, improvement, enhancement, expansion, realignment and alteration) of any State highway or motorway pursuant to the [Government Roading Powers] Act 1989*".

This designation is necessary as it will secure land required for the Project and will enable the NZTA to carry out the works necessary for this part of the Project. The principal reasons for requiring a designation to facilitate the works this requirement relates to are:

- It will enable the NZTA to achieve its principal objective under the LTMA;
- It is necessary for the NZTA to achieve the specific Project objectives and to facilitate the benefits of other projects within the Wellington RoNS programme;
- It will allow the NZTA and/or its authorised agents to undertake the works in accordance with the designation, notwithstanding anything contrary in the Wellington City District Plan (WCDP);
- It will allow the land required to be identified in the WCDP, giving a clear indication of the intended use of the land;
- It will enable the Project to be undertaken in a comprehensive and integrated manner; and
- It will protect the proposed route from future development which may otherwise preclude the construction of the Project.

The following resource consents are needed for the proposed activity and have been applied for concurrently with this notice:

Land use consents, for:

- roading and tracking activities;
- the use, erection and placement of new structures (culverts, bridge support structures,

erosion protection structures, stormwater pipes and outfall structures) in river beds;

- the disturbance of river beds; and
- the reclamation of river beds.

Water permits, for:

- the diversion of water.

Discharge permits, for:

- the discharge of chemically treated sediment laden water (from construction) to land;
- the discharge of chemically treated sediment laden water (from construction) to water; and
- the discharge of contaminants (from concrete batching) to air and land.

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

Extensive consultation has been undertaken with the community and key stakeholders, including directly affected landowners. Consultation with some stakeholders has a long history, due to the considerable length of time the Project has been proposed for. **Part F** of the AEE report provides a record of the consultation process undertaken, feedback received and how this was considered in the development of the Project.

The key aspects of the consultation undertaken are:

- It has kept stakeholders and the community informed of the Project as it has developed;
- Due to the long history of the Project, there is a relatively high degree of familiarity among key stakeholders and the general public about the general concept of the Project;
- The majority of key stakeholders support the Project and there is good support for the Project from the general public, although opposition from some groups and individuals is acknowledged;
- Stakeholders and the community have had an opportunity to provide feedback on the Project's form and mitigation measures and the NZTA has considered and responded to issues and concerns that have been identified;
- Consultation has recognised and utilised community knowledge and resources in the identification of environmental effects to consider;
- Consultation feedback has been taken into account in decision-making throughout the process; and
- The NZTA has considered and responded to issues and concerns raised during the consultation process.

Ongoing consultation is proposed during the construction period and provision is made for this in the proposed mitigation and monitoring contained in **Part H** of the AEE report.

Lapse period for the designation:

The NZTA seeks a lapse period of 15 years for the designation, pursuant to section 184(1)(c) of RMA. This period provides sufficient time for the NZTA to give effect to the works including undertaking land purchase

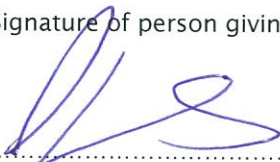
negotiations, detailed design and construction of the proposed Project, and it allows for an appropriate margin to address possible consenting, tendering, funding and construction processes.

The NZTA 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: Assessment of Environmental Effects report, including:
 - Part A: Introduction and background to the Project
 - Part B: Statutory context
 - Part C: Description of the environment
 - Part D: Description of the Project
 - Part E: Consideration of alternatives
 - Part F: Consultation
 - Part G: Assessment of effects on the environment
 - Part H: Management of environmental effects
 - Part I: Statutory assessment
- Volume 3: Technical reports and supporting documents
- Volume 4: Plan set
- Volume 5: Draft management plans

Plans identifying the land subject to this notice of requirement and a schedule of properties affected by this requirement are contained in plans **LR00- 20** (Volume 4).

Signature of person giving notice (or person authorised to sign on behalf of person giving notice):



.....
Rod James

State Highway Manager - Wellington, NZ Transport Agency

Signed for and on behalf of the NZ Transport Agency



.....
Date

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