

The designation alteration process

1 In December 2010 the NZ Transport Agency lodged an application for an Alteration to Designation with both Waikato District Council and Waipa District Council to alter the existing designation for the Cambridge Section.

2 The application was publicly notified and a hearing was held in Cambridge in August 2011. Noise issues were raised in a number of submissions from the public; both noise from the construction and operation of the highway.

3 A consultant team working on behalf of both councils reviewed the application and prepared a report.

4 Independent commissioners conducted the hearing and made a decision on the application.

5 The conditions set included the standards for operational noise.

The noise standard NZS6806

Operational noise is subject to the requirements of New Zealand Standard 6806: 2010 Acoustics - Road Traffic Noise - New and Altered Roads.

This New Zealand Standard was developed to provide authoritative guidance on what constitutes "reasonable noise" arising from a new or altered road.

NZS 6806 limits the assessment of operational noise effects to existing urban buildings within 100 metres of a new road or to existing rural buildings within 200 metres of a new road. Therefore the assessment of operational noise only applied to buildings that existed in August 2011. Future buildings were not assessed unless they had a building consent.

The Cambridge section is subject to an extensive set of conditions in relation to noise. One of those conditions is that Open Graded Porous Asphalt (OGPA) or equivalent be used as final surface between the Northern Interchange and the Karapiro Gully Viaduct. Currently there is an interim chipseal surface allowing the pavement to bed-in before the final OGPA is laid, currently planned for October 2016.