

20 September 2021

New Zealand Transport Agency - Regional Office
PO Box 973
Waikato Mail Centre
Hamilton 3240

Attention: Mike Wood

Dear Mike

Notices of Requirement 1 and 2 - Request for Further Information under Section 169(2) of the RMA

Reference ID	District	Purpose
105.2021.12388 Notice of Requirement 1 (NOR1)	Matamata Piako	Alteration of Designation D89 of the Matamata Piako District Plan. Alter the purpose of the designation: To construct, operate, maintain, and improve a state highway, cycleway and / or shared path, and associated infrastructure. Alter the boundaries of the designation: To provide for a new roundabout intersection of State Highway 1 and State Highway 29 at Piarere.
RM210072 - Notice of Requirement 2 (NOR2)	South Waikato	Alteration of Designation 451 of the South Waikato District Plan Alter the purpose of the designation: To construct, operate, maintain, and improve a state highway, cycleway and / or shared path, and associated infrastructure. Alter the boundaries of the designation: To provide for a new roundabout intersection of State Highway 1 and State Highway 29 at Piarere.

This letter has been prepared on behalf of Matamata Piako District Council (MPDC) and South Waikato District Council (SWDC). In accordance with s169(2) of the RMA, MPDC and SWDC request further information in relation to the notices of requirement for the replacement of the State Highway 1 (SH1) – State Highway 29 (SH29) intersection at Piarere, to better understand:

- the effect(s) that the activity will have on the environment, and
- the ways in which adverse effects may be mitigated.

Landscape and Visual

The following matters have been identified by Peter Kensington of KPLC. For context, the information requested in Items 1-4 below should be considered in conjunction with the full Landscape peer review attached to this letter. All matters raised in the peer review assessments must be addressed in the response.

1. Please provide a methodology statement which confirms the accuracy of the photomontage image from Viewpoint 1 which informs the landscape assessment; and provide any required update to this image in relation to illustrating the following aspects of the proposal:
 - a. Existing trees that are proposed for removal;
 - b. The scale of any new trees that have been modelled and their estimated age in the image;
 - c. Deletion of any existing powerlines and power poles that are to be removed;
 - d. Addition of new lighting standards (indicative only if not yet designed); and
 - e. Confirmation that the modelled height of the road surface is accurate.
2. Please also provide 50mm-lens single-frame images of the area of focus within the existing and proposed views, with these images being presented to the full scale of an A3-sized page (landscape orientation).
3. Please provide an updated Landscape Concept Plan drawing that includes more explicit consideration of ecological and mana whenua input; alongside a more tangible response to the site's unique location within the localised and wider landscape setting of the Waikato River environs. Additionally, please include consideration of potential alternative locations for pedestrian / cycle connections (avoiding the need for underpass routes) and for refined vehicular access to private properties.
4. Please provide further detailed drawings (plans/sections/elevations) that better communicate the design of the proposed pedestrian / cycle underpasses; alongside an assessment as to whether or not Crime Prevention Through Environmental Design considerations raise any concerns with such elements. Alternatively, please provide an alternative design that avoids the need for these underpass elements, while still achieving effective and safe pedestrian and cycle access through the intersection.

Transportation

The following matters have been identified by Isa Ravenscroft and Alasdair Gray of Gray Matter. For context, the information requested in Items 5-9 below should be considered in conjunction with the full Transportation peer review attached to this letter. All matters raised in the peer review assessments must be addressed in the response.

5. Please confirm plans for the access links following roundabout construction. i.e. will operation and maintenance be the responsibility of Waka Kotahi, the relevant local authority or private land owners? If they are to return to local authority ownership and operation, then the transport assessment should include more detail about compliance with the relevant local authority rules, future edge of designation and if a Memorandum of Understanding is proposed. Please address the matters in your response.
6. Please provide an assessment of the access link roads against the rules of the Matamata Piako District Plan and South Waikato District Plan, including comment on sight distance and separation distance, noting that the exact location is to be confirmed.
7. Please provide outline plans for the farm gates that currently have access to the state highway network.
8. Please confirm if there are any local authority consents in or around the site and comment on what implications the proposal may have on undertaking the consented activities.
9. Please confirm whether there have been any relevant meetings with MPDC and SWDC as road controlling authorities and provide any outcomes from discussions.

Noise and Vibration

The following matters have been identified by Jon Styles of Styles Group.

10. Table B-1 lists the road traffic and surface characteristics for the various sections of road. Please explain why the table lists different surface corrections (in decibels) for the same paving surface type, and how these different figures have been derived. It would also be helpful if the different sections of paving surface could be marked up on a plan as the references in the first column are difficult to reconcile.
11. The detail provided in respect of the vibration measurements is helpful, but relatively light. Please explain how the vehicle pass-by selections were made, how many pass-bys were used to calculate the Vw95, what type of vehicles they were and, (if relevant) which lane they were in.
12. Ambient noise measurements – Appendix A sets out the methods for the ambient noise measurements used to validate the computer noise model. The description notes that there was strong westerly winds for some of the measurement period and that some measurements had to be repeated due to wind conditions. The aerial photos show that several of the measurement positions were in very close proximity to mature trees. It is expected that the noise of the wind in these trees would have contributed to the ambient noise measurements. Please assess the effect that wind-induced noise in foliage may have had on the ambient measurements described and provide a detailed assessment of the procedures used to remove this influence.
13. The construction noise and vibration assessment does not take into account the need for construction laydown areas or yards. Please update the assessment or provide an additional assessment to include the predicted noise that will be generated within the yard(s). Please include the possible locations for the yard(s) and the specifications for any mitigation that should be employed to mitigate the noise levels if the assessment deems mitigation to be beneficial / appropriate.
14. Please clarify the situations for justifying construction work at night. Is it limited to situations where works require partial road closures or where significant effects on traffic flow will arise that can only safely be carried out at night when traffic flows are much lower?
15. Section 7 of the WSP report provides a very brief assessment of construction noise levels. The effects are not described. Please update the report or provide comment to describe the nature of the construction noise effects that are likely to be experienced at the PPFs assessed throughout the report.
16. Please confirm whether the possibility of a straight-through lane for traffic heading northbound on SH1 been considered, and reasons for adopting / not adopting such an arrangement. A straight-through lane would reduce the noise generated by deceleration and acceleration, particularly for the PPFs to the west.

Response Timeframe

The RMA requires that, within 15 working days of receiving this request, you must respond to MPDC and SWDC in one of three ways, as follows:

1. Provide the information requested; or
2. Advise in writing that you agree to provide the information; or
3. Advise in writing that you refuse to provide the information.

Should you agree to provide the information, please provide it by 13 October 2021. If you cannot provide it by this date, please advise me as soon as possible and we can discuss an appropriate date.

The processing of your application will be placed on hold from the date of this letter to the date of receipt of the information requested, or if you refuse to provide the information, the date of receipt of that advice.

Attachments

- SH1/29 Piarere Roundabout: Preliminary Transportation Review - Draft
- Preliminary Specialist Peer Review (Landscape Effects) – Information Adequacy

Yours faithfully

A handwritten signature in black ink, appearing to read 'M Parsonson'.

Michael Parsonson

Consultant Planner for Matamata Piako District Council and South Waikato District Council