



District Plan Review

Plan Change 47

Plan Your Town

Notice of Requirement and Assessment of
Environmental Effects for Realignment of the
Horrell Road Intersection

28 September 2016



NOTICE OF REQUIREMENT BY MATAMATA-PIAKO DISTRICT COUNCIL FOR REALIGNMENT OF THE HORRELL ROAD INTERSECTION

Section 168A of the Resource Management Act 1991

Matamata-Piako District Council as a Requiring Authority under section 167 of the Resource Management Act 1991 (RMA) gives notice of a public work to realign the Horrell Road intersection onto State Highway 26. The realignment is required to improve the safety and efficiency of the intersection and has been proposed in conjunction with Plan Change 47 to the District Plan. The Plan Change includes the rezoning of 76ha of land on the western side of Horrell Road from Rural to Rural-Residential Zone.

1. The site to which the requirement applies is as follows:

The corner of Horrell Road and State Highway 26, Morrinsville with legal description Lot 1 DPS 35142 (SA31B/721)

2. The nature of the requirement:

The realignment of the Horrell Road intersection in accordance with drawing TDG 13711-N1A. The realignment will improve the safety and efficiency of the Horrell Road intersection and will move the existing intersection onto State Highway 26 approximately 50m to the west.

3. The nature of the proposed conditions that would apply is:

- (a) That noise from all construction works shall be measured in accordance with and meet the limits recommended in, Table 1 of “NZS 6803P:1984- Measurement and Assessment of Noise from Construction, Maintenance, and Demolition Work”. Adjustments provided in Clause 6.1 of NZS 6803P:1984 shall apply, and references in the Tables to “NZS 6802”, shall be read as references to Clause 4.2.2 of “NZS 6802:1991
- (b) The detailed design of the intersection and any works within the State Highway 26 corridor will be submitted to the New Zealand Transport Agency for final design approval. The final design will generally be in accordance with the preliminary design as detailed in the TDG Report (Horrell Road Designation - September 2016).
- (c) A Traffic Management Plan shall be prepared by the requiring authority and submitted to the New Zealand Transport Agency for approval.

- (d) That in the event that any archaeological site or waahi tapu is discovered or disturbed while undertaking the activities authorised under this resource consent, works shall cease immediately in the affected area and the Council's Monitoring Officer notified also immediately. The activity shall not recommence without the written approval of the Council's Monitoring Officer.

Advice Note: Such approval shall be given after the Matamata-Piako District Council has considered Tangata Whenua interests and values, the Consent Holder's interests, and any archaeological or scientific evidence.

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

The effects on the environment will be limited in nature and in scope given the relatively minor nature of the works that will be necessary to realign the Horrell Road intersection and the nature of the existing environment which comprises the existing Horrell Road intersection, State Highway 26 and farmland.

For completeness, the following actual and potential effects have been identified with a discussion on mitigation measures:

Rural Character and amenity

It is possible that large infrastructure projects can disrupt and adversely affect the quality of the local environment in rural areas. The proposed realignment of the Horrell Road intersection is however a minor roading project and will only realign the existing intersection.

Noise from traffic on the realigned intersection is unlikely to be materially different to that generated from the existing alignment and it is considered that the predominant traffic noise source will be vehicles travelling along State Highway 26.

Productive Land

The designation 'footprint' for the proposed realignment is approximately 4,956m² and this will remove land from pastoral use. The existing carriageway for Horrell Road will be removed and therefore the net loss of rural land will be minor.

Construction Effects

The construction period for the works is estimated to be only six to eight weeks and a conditions to comply with the construction noise standard will ensure that any noise effects on surrounding landowners is mitigated.

There will also be temporary effects associated with the construction period in terms of traffic management along State Highway 26, and potential impacts on the farming operations of the site subject to the works.

Archaeological Sites

Protocols will be adopted for any accidental discovery of koiwi or archaeological material.

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

Through the Plan Change 47 review, a broad and extensive assessment of options for Rural-Residential zoning has been undertaken across the Matamata-Piako district. More specifically, for Morrinsville an assessment and review of Rural-Residential zoning has taken place with respect to existing Rural-Residential zoned areas and potential new areas along Kuranui Road and at Horrell Road.

In researching and investigating the opportunities and constraints with the Horrell Road proposal for a Rural-Residential zone, the issue of traffic safety and efficiency was identified in relation to the existing location and configuration of the Horrell Road/State Highway 26 intersection.

A traffic report has been prepared to consider various options for the upgrade of the Horrell Road intersection including 'do nothing' option (refer Appendix 3.3 of the Proposed Plan Change 47 report).

The upgrade option which has been selected and forms the basis for the realignment plan and Notice of Requirement moves the existing intersection 50m to the west of the existing intersection to improve sight lines and also to allow road widening for right turn movements into Horrell Road (vehicles travelling from the east).

This option is considered to provide the best option in terms of safety improvements to the intersection taking into account the upgrade costs and other environmental factors.

6. The public work and designation are reasonably necessary for achieving the objectives of the territorial authority because:

- (i) Council is promoting Plan Change 47 which includes a proposal for a new Rural-Residential Zone at Horrell Road. In selecting this area for rezoning, Council considers that it is necessary to ensure that this area has safe and efficient access and that existing deficiencies are not exacerbated for all road users.
- (ii) To ensure that the Plan Change is consistent with the sustainable management purpose of the Resource Management Act 1991, as well as being consistent with other planning policies such as the Waikato Regional Policy Statement, it is considered that the realignment of the Horrell Road intersection is a necessary measure to support the Plan Change and specifically the rezoning proposal.
- (iii) As the road controlling authority, Council has a statutory function and responsibility to provide and maintain a safe roading network throughout the Matamata-Piako District.
- (iv) The New Zealand Transport Agency has indicated to Council that given the existing deficiencies with the Horrell Road/State Highway 26 intersection, it would be preferable to upgrade the existing intersection if Council proceeds with the rezoning proposal for Horrell Road.

7. The following resource consents are needed for the proposed activity and have (or have not) been applied for:

No necessary resource consents have been identified or applied for at this stage. Any additional resource consent requirements will be assessed and applied for in advance of any physical works on the site.

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

Consultation has been undertaken with the landowners at Horrell Road including the owner of Lot 1 DPS 35142 which is subject to the proposed designation.

Consultation has also been undertaken with the New Zealand Transport Agency.

Matamata-Piako District Council 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.

- The designation plan (TDG Ref 13711-N1A)
- The traffic assessment of upgrade options for Horrell Road (Refer Appendix 3.3 of Plan Change 47 Report).
- A preliminary design report for the realignment and other upgrades measures (Refer Appendix 3.4 of Plan Change 47 Report).

**Signature on behalf of
Matamata-Piako District Council**

28 September 2016