

## Further Submission on Proposed Private Plan Change 57 (Calcutta Farms Limited Plan Change, Matamata)

*Schedule 1 of the Resource Management Act 1991*



**To: Matamata-Piako District Council**

### Further submitter's details:

Name: Maven Matamata Limited

Contact person: Carl Salmons

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Phone: \_\_\_\_\_ Mobile: 027 510 5154

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**This is a further submission in support of or in opposition to a submission on Private Plan Change 57.**

**Private Plan Change 57 – Calcutta Farms Limited** is a proposal that seeks to rezone approximately 41ha of land located on the southern side of State Highway 24, Matamata from Rural Zone to Industrial Zone in conjunction with a Development Area Plan (DAP). The site is located on the eastern side of Matamata and is adjacent to the Matamata Transfer Station.

I am (tick one):

☐ A person representing a relevant aspect of the public interest (please explain how you fall within this category):

\_\_\_\_\_  
\_\_\_\_\_

☒ A person who has an interest in the proposal that is greater than the interest that the general public has (please explain how you fall within this category):

Adviser/Consultant to land owners and developers in Matamata Piako District

\_\_\_\_\_

☐ The local authority for the relevant area.

**I support / oppose the following submissions**

Please complete the attached page/(s)

I wish to present at the council planning hearing:

☒ Yes ☐ No

**PLEASE NOTE: IF YOU DO NOT TICK EITHER "YES" OR "NO" ABOVE, THEN IT WILL BE ASSUMED THAT YOU DO NOT WISH TO BE HEARD.**

I would be prepared to present a joint case at the hearing with others making a similar submission:

☒ Yes ☐ No

Signed: Carl Salmons Date: 21 March 2023

**Notes:**

- **Further submissions close at 4.30pm Tuesday 21 March 2023.**
- A copy of your further submission must be sent to the original submitter within five working days of sending your further submission to Council.
- Please send the completed form to: Matamata-Piako District Council, 35 Kenrick Street, PO Box 266, Te Aroha 3342, or email to [submissions@mpdc.govt.nz](mailto:submissions@mpdc.govt.nz), or complete online at [mpdc.nz/calcutta](http://mpdc.nz/calcutta); or you can drop it off at any Council office before the closing date.

Office use only:

TRIM # \_\_\_\_\_ NAR # \_\_\_\_\_ Container 22/2985



**Please fill in a new box/ page for each submission point.**

(For instance if you are making further submissions on four submission points please attach one page for each submission point eg. four pages in total)

(Attach additional copies of this page as necessary)

Further Submitter Name: \_\_\_\_\_

Submission Number (1 - 29 – PLEASE SELECT ONE): \_\_\_\_\_

Position (please tick one): Support ☐      Oppose ☐

Reason for position:

Refer to attached document.

Decision sought from Council (Please tick appropriate box and complete below):

☐ Allowed in whole

☐ Allowed in part

Which  
part? \_\_\_\_\_

☐ Disallowed in whole

☐ Disallowed in part

Which  
part? \_\_\_\_\_

Please download additional pages if required online at [mpdc.nz/calcutta](http://mpdc.nz/calcutta)

Page \_\_\_\_\_ (Please fill in page number)





21 March 2023

To: Matamata Piako District Council  
PO Box 266  
Matamata  
  
Via email: [submissions@mpdc.govt.nz](mailto:submissions@mpdc.govt.nz)

Submitter: Maven Matamata Limited  
8 Tainui Street  
Matamata

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### Further submission with respect to Proposed Private Plan Change 57 – Calcutta Industrial

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The following document provides further submissions on seven of the submissions lodged with respect to the above proposed plan change.

Maven Matamata Limited support the submissions lodged by Matamata Chamber of Commerce, Matamata Futures Trust, and Classic Group Limited with respect to the proposal.

Maven Matamata Limited oppose the submissions lodged by Barr and Harris Surveyors, Waikato Regional Council, Andrew Holroyd and Harlow Holdings Limited with respect to the proposal.

Our further submission points are as contained in the attached table.

Maven Matamata wish to be heard in support of this further submission.

If others make similar submissions, Maven Matamata would be prepared to consider a joint case presentation at hearing.

**Maven Matamata Limited**

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Matamata Futures Trust [fj.healey@xtra.co.nz](mailto:fj.healey@xtra.co.nz)  
Waikato Regional Council [joapaulo.silva@waikatoregion.govt.nz](mailto:joapaulo.silva@waikatoregion.govt.nz)  
Barr & Harris Surveyors [gavin@barrharris.co.nz](mailto:gavin@barrharris.co.nz)  
Andrew Holroyd [holroyd@xtra.co.nz](mailto:holroyd@xtra.co.nz)  
Harlow Holdings Limited [Jacob.burton@russellmcveagh.com](mailto:Jacob.burton@russellmcveagh.com)  
Classic Group Limited [Scott.keene@classicdevelopments.co.nz](mailto:Scott.keene@classicdevelopments.co.nz)

Submission	Relief Sought by Submitter	Position of Maven Matamata	Reason for Support/Opposition
<p>Submission # 8</p> <p>Matamata Chamber of Commerce  <a href="mailto:steve@matamatanz.co.nz">steve@matamatanz.co.nz</a>  +64272042946</p>	<p>Accept Plan Change</p> <ul style="list-style-type: none"> <li>• There is a desperate need for more industrial land and the development will enable growth of the business sector.</li> <li>• The development is well designed with significant public and amenity space.</li> <li>• Any negative impacts will be low.</li> </ul>	<p>Support</p>	<p>We support Matamata Chamber of Commerce's submission for the following reasons;</p> <ul style="list-style-type: none"> <li>- Industrial land within Matamata is very scarce now, and this is predicted to exacerbate through the medium and long term as well.</li> <li>- We support growth within Matamata and in doing so we emphasise the importance of industrial areas as a source of employment, to enable people to live and work within the community and have choice in doing so.</li> <li>- Matamata will be very restricted in its ability to grow if land is not made available for development.</li> <li>- The proposed landscape buffer area and ecological areas provide a framing of the site which provides a "natural" boundary between the industrial zoning and rural zoning to the south. We agree with the submitter that the landscaping and roading layout is well designed and provides a positive asset to Matamata.</li> </ul>

<p>Submission # 12</p> <p>Matamata Futures Trust  <a href="mailto:fj.healey@xtra.co.nz">fj.healey@xtra.co.nz</a>  0274329617</p>	<p>Accept Plan Change</p> <ul style="list-style-type: none"> <li>• Strong need for industrial land.</li> <li>• Will be a positive asset for Matamata.</li> </ul>	<p>Support</p>	<p>We support Matamata Futures Trust's submission for the following reasons;</p> <ul style="list-style-type: none"> <li>- The proposed plan change meets anticipated demand for industrial zoned land within Matamata which indicated 10ha in the medium term and up to 28ha in the longer term will be required.</li> <li>- The proposed plan change centralises industrial activity within the Matamata township, which in turn will encourage employment opportunities, encourages people to live and work in the community, provides options for employment and enables Matamata as a local rural town to thrive. The NPS-HPL will significantly limit future development of Matamata so encouraging opportunities where possible to enable Matamata to develop – through residential, industrial and commercial opportunity is important to avoid an exodus of residents when the town cannot cater for their needs, and the needs of their extended families.</li> </ul>
<p>Submission # 14</p> <p>Classic Group Limited  <a href="mailto:Scott.keene@classicdevelopments.co.nz">Scott.keene@classicdevelopments.co.nz</a></p>	<p>Accept Plan Change</p> <ul style="list-style-type: none"> <li>• Rezoning will help with providing adequate supply of industrial land.</li> <li>• The PC57 site is well located with access to SH24 and links to existing industrial land and planned Residential areas.</li> </ul>	<p>Support</p>	<p>We support Classic Group Limited's submission for the following reasons;</p> <ul style="list-style-type: none"> <li>- Rezoning of industrial land will support the anticipated shortfall of supply in the medium to long term. This meets anticipated growth demands and provides for employment and services for residents.</li> </ul>

	<ul style="list-style-type: none"> <li>• Supports transport corridor to land to the south.</li> </ul>		<ul style="list-style-type: none"> <li>- The site location on a key transport route is a key advantage and will encourage business investment in Matamata.</li> <li>- Future-proofing the development to enable connections to the south (if required) is supported.</li> </ul>
Submission # 16 Waikato Regional Council	<p>MPDC does not progress the Plan Change.</p> <ul style="list-style-type: none"> <li>• If a short fall in industrial land is identified, then a district wide assessment of land supply and highly productive land should be undertaken. If the plan change is progressed, additional assessment of long tailed bats, stormwater disposal and management and transportation provisions is required.</li> <li>• The rezoning is contrary to the National Policy Statement – Highly Productive Land (NPS-HPL).</li> <li>• The rezoning proposal does not comply with the criteria under the NPS-HPL for rezoning.</li> </ul>	Oppose in part	<p>We oppose Waikato Regional Council's submission for the following reasons;</p> <ul style="list-style-type: none"> <li>- The provisions of the NPS-HPL significantly restrict Matamata's ability grow and to accommodate the needs of future generations given that the periphery of Matamata is all class 1 and 2 soils, which are considered highly productive.</li> <li>- The protection of HPL in the district is also dependent on ensuring that zoned land in the District is provided for in convenient locations to support the industries that enable it. Industrial zoned land is appropriate to be located on the periphery of small towns.</li> <li>- The NPS-HPL allows for the rezoning of Highly Productive land where it is required to provide sufficient development capacity to meet expected demand land. The spatial extent of land rezoned is required to be the minimum necessary to provide for the development capacity. The business capacity study that MPDC commissioned confirmed</li> </ul>

	<ul style="list-style-type: none"> <li>• The land supply assessments do not support the rezoning proposal and sufficient industrial land supply is available for the next 10 years.</li> <li>• Where rezoning of productive land is required, then the area of rezoning is restricted to the minimum necessary for development capacity.</li> <li>• Any shortfall of industrial land should be supported by a district wide assessment of appropriate areas for rezoning.</li> <li>• The rezoning is contrary to objectives within the Waikato Regional Policy Statement.</li> <li>• If the rezoning is progressed, additional assessment of ecological effects including habitat for long tailed bat and the managements of stormwater will be required.</li> <li>• Climate change policies in connection with transportation are required.</li> </ul>		<p>the likely shortfall in the medium to long term for industrial zoned land. This was supported by the Market Economics report which identified a short term sufficient supply, but long term shortfall.</p> <ul style="list-style-type: none"> <li>- We agree with BBO's assessment that the rezoning of land proposed is the planning intervention required now to facilitate the delivery of the anticipated shortfall of industrial zoned land in the medium to long term. This meets the NPS-HPL requirement that rezoning can occur to provide for sufficient development capacity to meet expected demand.</li> <li>- We acknowledge that demand for this industrial land is likely to occur in a 10 year + timeframe but future planning and pre-zoning is important to ensure the continued growth and availability of opportunities within Matamata, which will encourage investment and long term stability of the town.</li> <li>- The scale of the proposed plan change provides for the long term capacity requirement anticipated. Providing for medium term capacity now does not make sense as this would compromise good outcomes in terms of landscaping, stormwater, connectivity and amenity, when</li> </ul>
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			<p>it is clear more industrial land will need to be made available in the near future.</p> <p>We support Waikato Regional Council's submission on the following matters;</p> <ul style="list-style-type: none"> <li>- Supporting provision for multi-modal forms of transport to the subject site, including provision for walking and cycling opportunities.</li> <li>- Ensuring that WRC's stormwater Management Guidelines are adopted when designing future stormwater systems, providing treatment options for the roading network such as swales and the proposed wetlands.</li> </ul>
<p>Submission # 17 Barr Harris Surveyors Ltd <a href="mailto:gavin@barrharris.co.nz">gavin@barrharris.co.nz</a> 078888777</p>	<p>Decline Plan Change.</p> <ul style="list-style-type: none"> <li>• The plan change is predicated on a 250ha master plan for the east side of Matamata. The master plan needs to be assessed in terms of the overall spatial and future development of the Matamata township.</li> <li>• The spatial extent and location the rezoning is inappropriate.</li> <li>• Matamata has existing traffic issues.</li> </ul>	Oppose	<p>We oppose Barr and Harris Surveyors Limited's submission for the following reasons;</p> <ul style="list-style-type: none"> <li>- The Masterplan document referred to is a conceptual document designed as a guidance to facilitate and consider future development. Masterplans are helpful in providing a holistic concept for future development and are not legally binding and do not hold any legal weight. They are not required to be subjected to a public notification process. We support an overall spatial assessment of the Matamata township, although this would need to be considered outside of the scope of this PPC.</li> </ul>

	<p>Connectivity issues will arise unless a town wide development strategy is prepared and followed.</p> <ul style="list-style-type: none"> <li>• The ME (economic report) does not take into account Mowatt St (Waharoa) in terms of current industrial land supply.</li> <li>• Further industrial land supply is likely to come from the Waharoa Plan Change.</li> <li>• Sufficient land is available for industrial land development.</li> <li>• The impacts on council services have not be adequately quantified or assessed.</li> <li>• Potential issues with the NPS-HPL and loss of productive land. A well planned development strategy is necessary for any future rezoning of Matamata.</li> <li>• Input is requested on rule provisions.</li> </ul>		<ul style="list-style-type: none"> <li>- The objection to the masterplan document is outside of the scope of this PPC.</li> <li>- While noting the traffic concerns raised, the supporting documentation provided with the PPC (Integrated Traffic Assessment prepared by BBO) notes that they would be a minor to moderate effect on the transport network if no transport mitigation measures were imposed. However, the report goes on to suggest a plethora of recommendations such as roundabout access to SH24, reduction in speed limit, construction of the roading network in accordance with the development manual, the encouragement of walking and cycle routes and upgrade of the SH24/Burwood Road/Tower Road intersection. These measures, while not resolving all traffic issues in Matamata will ensure that effects of the development on the wider transport network will be appropriately managed.</li> <li>- Mowatt Street in Waharoa is currently reliant on land use consents for light industry activities and, while catering for some of the demand for industrial land in the wider district, does not accommodate the need to provide for employment opportunities close to home, within walking or cycling distance from the Matamata urban environment. We also note the pretence that these sites are not currently serviced for wastewater disposal,</li> </ul>
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			<p>and require substantive assessment, consideration and funding to enable this in the future. We support and encourage Industrial Zoned land in both Matamata and Waharoa and investment in infrastructure across both Matamata and Waharoa. We acknowledge that Mowatt Street can, and likely will, supply some of the shortfall of land for Industrial uses, we see this as complementing PPC57, as opposed to competing with it. We need to encourage development both within Matamata and the wider district and both of these proposed plan changes are enabling of this.</p> <ul style="list-style-type: none"> <li>- As noted above, the NPS-HPL allows for the rezoning of Highly Productive land where it is required to provide sufficient development capacity to meet expected demand. Matamata is in a unique position whereby all land on its periphery is considered highly productive, so to enable development in the future we see no option but to consider sites that contain class I or II soils.</li> </ul>
<p>Submission # 27</p> <p>Andrew Holroyd  <a href="mailto:holroyd@xtra.co.nz">holroyd@xtra.co.nz</a></p>	<p>Decline Plan Change.</p> <ul style="list-style-type: none"> <li>• The plan change is set up as a forerunner to 200ha of mixed use development. This expansion will not benefit Matamata.</li> <li>• The land supply assessment do not identify or take into</li> </ul>	Oppose	<p>We oppose Andrew Holroyd's submission for the following reasons;</p> <ul style="list-style-type: none"> <li>- The Calcutta Masterplan Document is a conceptual document designed as a guidance to facilitate and consider future development. It is not legally binding and holds no legal weight. Development of the entire area is not subject to this PPC.</li> </ul>

	<p>account 20ha of industrial land in Waharoa (Mowatt Place). This is serviced apart from wastewater disposal and provides additional and appropriate areas for industrial development.</p> <ul style="list-style-type: none"> <li>• No assessment of effects on Banks Road intersection and existing transport issues.</li> </ul>		<ul style="list-style-type: none"> <li>- We see the area of industrial land in Waharoa as complementing the supply of industrial land proposed, as opposed to competing with it. There is additional work to be done on establishing wastewater reticulation to this area, and while opportunity is there, it is not yet confirmed.</li> </ul>
<p>Submission # 29 Harlow Holdings Limited</p> <p>Jacob Burton <a href="mailto:jacob.burton@russellmcveagh.com">jacob.burton@russellmcveagh.com</a> +64 9 367 8000</p>	<p>Decline Plan Change, or as a less preferred alternative. Any granting of Plan Change should provide connectivity and servicing upgrades to the surrounding area, and specifically 26 Rockford Street.</p> <ul style="list-style-type: none"> <li>▪ The plan change is; contrary to the RMA, contrary to the District Plan, not necessary to avoid, remedy or mitigate adverse effects on the environment, and does not represent the most appropriate way to achieve the objectives of the District Plan.</li> <li>▪ It would be more appropriate for the property to be zoned</li> </ul>	Oppose	<p>We oppose Harlow Holdings Limited's submission for the following reasons;</p> <ul style="list-style-type: none"> <li>- The proposal that any future industrial land supply should be on the northern side of Tauranga Road is a consideration that we do not oppose, however our understanding is that MPDC are required to offer this land back to the original landowner as a first option, as it was acquired for the bypass which is now not intended to go ahead. Given this, the land is not available to meet the anticipated demand for Industrial land in the medium term, so alternative options are required to be considered.</li> <li>- In terms of wider plans for Matamata we believe that provision for the bypass should still be considered and that this land should be retained by MPDC for further consideration.</li> </ul>

	<p>residential or retained as rural land.</p> <ul style="list-style-type: none"> <li>▪ Connectivity upgrades are necessary for any rezoning, specifically road connection to 26 Rockford Street.</li> </ul>		<ul style="list-style-type: none"> <li>- Rezoning this land to residential is a possible consideration but given the NPS-HPL, and the requirement to consider alternatives, we do think there are areas in the wider environment that are better suited for residential development. Notwithstanding this, the location of the site on the State Highway is a key factor in enabling access and the transport of goods between Tauranga, Auckland and Hamilton.</li> <li>- With respect to access to 26 Rockford Street, suitable access to this site is provided from Rockford Street. Notwithstanding this, the location of the roundabout on SH24 could enable access to this site, if necessary, in the future. Consideration of this would require further traffic assessment prior to implementation. We note again our support in provision of a bypass in this location. There is no reason why the PPC should be declined on this basis.</li> </ul>
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