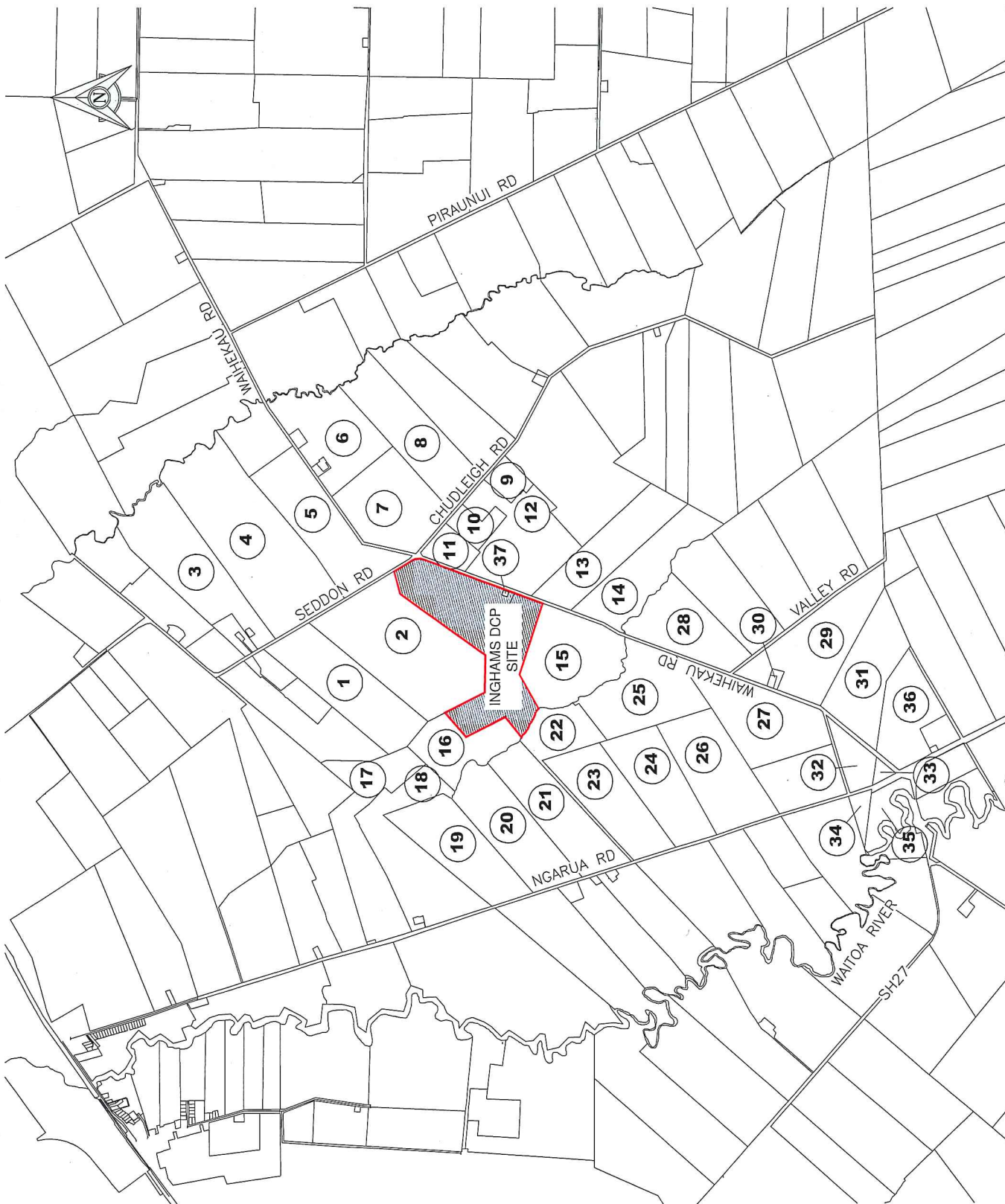


APPENDIX 10:

**CONSULTATION RECORD AND
FURTHER INFORMATION REQUESTS**

LOCALITY PLAN OF NEIGHBOURS CONSULTED

- 1 & 2 WD & SG FARQUHAR
- 3 5 6 7 10 11 LYNDHURST FARM LTD (E & S MULGREW)
- 16 17 18 19 20 21
- 4 RG & EJ HYDE
- 22 23 24 DR & GJ BAY
- 28 DIAGONAL FARM LTD (S & D OSBORNE)
- 27 31 32 33 34 35 TL & R LALICH
- 15 25 26 SU & JL HOLMES
- 12 13 14 JERSEY REST LIMITED (B & D DUNN)
- 36 RF & VL RUTTEN
- 29 ET, MN & L McIVOR
- 30 JA & JL GRAHAM
- 8 & 9 AK & M STOREY
- 37 POWERCO LTD



drawing title Locality plan of Neighbours Consulted		project Proposed Plan Change		client Ingham Enterprises Ltd Waikau Road Waitoa	
drawing number 140510/P/07		revision A		© copyright	

drawing status PRELIMINARY file: 140510_P_06.dwg xrefs:		checked SB approved TK		design BM grown BM	
scale NTS		date 22/4/13		issue/revision detail by chg opr	

BLOOM & OLLIVER CONSULTANTS Level 5, 18 Linden Street, Porirua 4113 Phone 04-438 9144, Fax 04-438 9143 Email consultants@blos.co.nz	
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Inghams 'Development Concept Plan' Plan Change: Neighbour Consultation Record

Date:	12/02/13	<p>Discussion:</p> <ul style="list-style-type: none"> ❖ Introduction, creation and content of existing DCP, resource consents gained since 2002. ❖ Proposed changes and company goals. ❖ Discussed environmental effects if the changes reach the max goal of 250,000 birds a day, including: <ul style="list-style-type: none"> • Traffic, discussed need for increased traffic and therefore carparks. Discussed possible new entrance of Seddon Road. • Noise, discussed expansion of noise boundary. • Visual, discussed likely changes including carpark and additional infrastructure including water treatment plant, possible move of despatch area and expansion of live bird areas. • Irrigation, discussed current land irrigation consents. • Riparian Management; discussed the allocated area on the DCP. <ul style="list-style-type: none"> ➤ Question arose regarding where the requirement came from to include this management area. i.e. concerns that there will be a requirement to complete the same on his property that borders the stream. • Discussed possible purchase of farm in the future. <p>Owners advised they are happy to support the progress of Inghams.</p> <p>Follow up:</p> <ul style="list-style-type: none"> • What the current Riparian Management includes. • Additional Riparian Management required to satisfy DCP. • Where the requirement of this management comes from.
Time:	9.00am – 9.40am	
Address:	72 Burwood Road, Matamata	
Present:	<p>Ross and Gayleen Bay (owners)</p> <p>Haden Shaw and Vonny Marsh (Inghams)</p>	

Date:	12/02/13	<p>Discussion:</p> <ul style="list-style-type: none"> ❖ Introduction, Creation and content of existing DCP, resource consents gained since 2002. ❖ Proposed changes and company goals. ❖ Discussed environmental effects if the changes reach the max goal of 250,000 birds a day, including: <ul style="list-style-type: none"> • Traffic, discussed need for increased traffic and therefore carparks. Discussed possible new entrance of Seddon Road. <ul style="list-style-type: none"> ➤ Rodger and Erica agreed a car park entrance would be beneficial from Seddon road but commented how they thought this would be also
Time:	11.00am – 11.20am	
Address:	373 Seddon Road, Ngarua.	
Present:	<p>Rodger and Erica Hyde (owners)</p> <p>Haden Shaw and Vonny Marsh (Inghams)</p>	

		<p>good for cars.</p> <ul style="list-style-type: none"> ➤ Mentioned the use of Seddon Road by the Fonterra trucks has increased. • Noise, discussed expansion of noise boundary. Some issues in the past but in general no issues with noise now. <ul style="list-style-type: none"> ➤ Discussed the installation of the hush glass in the bedrooms (by Inghams) when the kids were young and that helped but no issues now as they are all grown up. ➤ Noted that forklift noise and a bit of banging in the morning can be heard but they consider this to be part and parcel of noise in a rural environment. • Visual, discussed likely changes as per attached plans. • Odour, no issues. <p>Owners advised that they had sold their original farm to Inghams and have expected development since. They further commented that employment in the area is beneficial all round.</p>
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Date:	12/02/13	<p>Discussion:</p> <ul style="list-style-type: none"> ❖ Introduction, Creation and content of existing DCP, resource consents gained since 2002. ❖ Proposed changes and company goals. ❖ Discussed environmental effects if the changes reach the max goal of 250,000 birds a day, including: <ul style="list-style-type: none"> • Traffic, discussed need for increased traffic and therefore carparks. Discussed the likely change of the despatch gate. <ul style="list-style-type: none"> ➤ Issue with chicken trucks spraying pedestrians as they drive past. Explained the reasons they are wet, and the possible mitigations for this issue. ➤ Discussed the side covers on the bird trucks. Feedback received that they do contain the feathers much better. ➤ Discussed the cars as shift changeover driving over cats eyes which increases traffic noise. • Noise, discussed expansion of noise boundary. <ul style="list-style-type: none"> ➤ Comments made that they only hear factory noise when the wind is blowing in their direction. Otherwise no issues with noise. • Visual, discussed likely changes as per attached plans including infrastructure upgrades. • Odour, no issues with odour. • Roads, discussed Waiheka Road and how it is much better now that the council had upgraded it. • WWTP, discussed the process on site. • Power, discussed the substation and why Inghams needed to build this.
Time:	1.00pm– 1.30pm	
Address:	783 Waiheka Road, Ngarua	
Present:	<p>Stephen and Daryl Osborne (Owners)</p> <p>Haden Shaw and Vonny Marsh (Inghams)</p>	

		<p>Generally owners feedback was supportive on the possible development of Inghams.</p> <p>Follow up:</p> <ul style="list-style-type: none"> • Wet Truck mitigations • Traffic education – re cats eyes and traffic speed.
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Date:	12/02/13	<p>Discussion:</p> <ul style="list-style-type: none"> ❖ Introduction, Creation and content of existing DCP, resource consents gained since 2002. ❖ Proposed changes and company goals. ❖ Discussed environmental effects if the changes reach the max goal of 250,000 birds a day, including: <ul style="list-style-type: none"> • Traffic, discussed need for increased traffic and therefore carparks. Discussed current staff numbers and the need for this to increase by increments associated with the increase in bird numbers. Discussed Seddon Road entrance option. <ul style="list-style-type: none"> ➤ Comment made on the speed of traffic on Waiheke Road • Noise, discussed expansion of noise boundary. • Visual, discussed likely changes as per attached plans including infrastructure upgrades. • Odour, no issues with odour. • Free range, discussed the differences in farming methods. <p>Generally owners feedback was supportive on the possible development of Inghams. Happy to know that Inghams is such a large employer in the area, and would not like to complain about anything when they provide so much employment opportunities.</p> <p>Follow up:</p> <ul style="list-style-type: none"> • Feedback regarding traffic speed mitigations would be appreciated
Time:	3.00pm– 3.40pm	
Address:	23 West Street, Morrinsville	
Present:	<p>Trevor, Laurie and Rita Lallich (owners)</p> <p>Haden Shaw and Vonny Marsh (Inghams)</p>	

Date:	12/02/13	<p>Discussion:</p> <ul style="list-style-type: none"> ❖ Introduction, Creation and content of existing DCP, resource consents gained since 2002. ❖ Proposed changes and company goals. ❖ Discussed environmental effects if the changes reach the max goal of 250,000 birds a day, including: <ul style="list-style-type: none"> • Traffic, discussed need for increased traffic and therefore carparks. Discussed truck manoeuvring and remedies completed for this to date. Discussed possible movement of despatch truck entrance gate in the future. <ul style="list-style-type: none"> ➤ Comment made about the noise at shift change over. Hush glass recently installed on this
Time:	4.30pm– 5pm	
Address:	Consultation on Inghams site.	
Present:	<p>Spensor Holmes (owner)</p> <p>Haden Shaw and Vonny Marsh (Inghams)</p>	

		<p>property. Feedback is that it has not improved much since installation.</p> <ul style="list-style-type: none"> ➤ Discussed new share milkers are moving in who have come from living 15m from a State Highway and are not concerned about traffic. • Noise, discussed expansion of noise boundary and traffic noise as above. • Visual, discussed likely changes as per attached plans including infrastructure upgrades. • Odour, no current issues with odour. <ul style="list-style-type: none"> ➤ Comments made that compared to years ago there has been a big improvement, Inghams have 'put their house in order' and needed to. Inghams have done a great job here. • Power, discussed substation and how this was for surety of supply. Discussed how the power supply has historically been unreliable in the area. <ul style="list-style-type: none"> ➤ Does Inghams draw of power have anything to do with the supply issues to neighbouring properties? ➤ Will the installation of the substation improve others supply? • Water, discussed council supply to Inghams and the approval of recent ground water take consent. Discussed water shortages. Talked about need to install a treatment plant prior to using any of the ground water take. Discussed variation 6 and impacts on local farmers. <p>Comment made by owner that changes are less important to him as he does not live on his property on Waiheka Road. He has few concerns and these would be more marked if he lived here.</p> <p>Follow up:</p> <ul style="list-style-type: none"> • Feedback regarding substation and effects to power supply to local neighbours.
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Date:	13/02/13	<p>Discussion:</p> <ul style="list-style-type: none"> ❖ Introduction, Creation and content of existing DCP, resource consents gained since 2002. ❖ Proposed changes and company goals. ❖ Discussed environmental effects if the changes reach the max goal of 250,000 birds a day, including: <ul style="list-style-type: none"> • Traffic, discussed need for increased traffic and therefore carparks. <ul style="list-style-type: none"> ➤ No concerns regarding increase in traffic movements but real concerns for the speed at which current and future traffic will travel at. 120km seems a common speed. Discussed what Inghams have done to encourage compliance.
Time:	8.30am – 9am	
Address:	681 Waiheka Road, Ngarua	
Present:	<p>Bill and Denise Dunn (owners)</p> <p>Haden Shaw and Vonny Marsh (Inghams)</p>	

		<ul style="list-style-type: none"> ➤ Discussed that truck drivers are generally considerate and friendly. However, comment was made - one recently took the Ngarua into Waiheka Road, right turn off too sharply. • Noise, discussed expansion of noise boundary and traffic noise as above. Generally ok with the noise emissions from site. <ul style="list-style-type: none"> ➤ Question raised about construction – is there any currently occurring as they can hear sporadic noises throughout the day. • Visual, discussed likely changes as per attached plans including infrastructure upgrades. In particular, discussed the likely change to the despatch building. Discussed the Plant and Building Management Area and the room for development to the left of the stream. • Odour, no current issues with odour and has been good for a while. • Rubbish, discussed how this has improved and not so much an issue these days. Inghams discussed the education program that was completed regarding rubbish. • Discussed ordering chicken and if this process is available to neighbours. <p>General owner feedback positive on all issues but really want some action on the speed of traffic.</p> <p>Follow up:</p> <ul style="list-style-type: none"> • Traffic speed mitigations • Truck driver education • Ordering chicken – process available?
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Date:	13/02/2013	<p>Discussion:</p> <ul style="list-style-type: none"> ❖ Introduction, Creation and content of existing DCP, resource consents gained since 2002. ❖ Proposed changes and company goals – effects these new goals may have on power consumption. ❖ Emailed the consultation pack with information. <p>Owners consider that they are not directly affected by the environmental effects of any proposed changes. No issues with any development and general feedback were that they want to be kept informed so they are up to date with the power supply needs of Inghams Enterprises.</p> <p>Follow up:</p> <ul style="list-style-type: none"> • Follow up discussion about consultation pack and any questions regarding proposed changes
Time:		
Address:	Power Co Substation, Waiheka Road, Ngarua	
Present:	David Davenport (owners) Vonny Marsh (Inghams)	

Date:	13/02/13	<p>Discussion:</p> <ul style="list-style-type: none"> ❖ Introduction, Creation and content of existing DCP, resource consents gained since 2002. ❖ Proposed changes and company goals. ❖ Discussed environmental effects if the changes reach the max goal of 250,000 birds a day, including: <ul style="list-style-type: none"> • Traffic, discussed need for increased traffic and therefore carparks. • Noise, discussed expansion of noise boundary and the proposal to extend this into Lot 4 DP 7322 and Lot 2 DP 12904. Discussed how this noise boundary reflects the current emissions. Discussed how at 250,000 birds per day (long term goal) it is not expected the noise emissions will increase any further hence the proposal to change the noise boundary to reflect current noise. Owners have no issues with this proposal and feedback form signed showing this. <ul style="list-style-type: none"> ➤ Owners advised that if they do hear noise it is between the hours of 6pm – 9pm at night. Comment made that they don't have problems with this and they do not have any complaints about the noise. • Visual, discussed likely changes as per attached plans including infrastructure upgrades. • Spare crates on farm discussed. <ul style="list-style-type: none"> ➤ Eddie to inform Vonny if these may be of use to him and if so, Vonny to follow up regarding disposal options. <p>Sceptical if development will proceed as planned but no issues with any of the environmental effects if it does so.</p> <p>Follow up:</p> <ul style="list-style-type: none"> • Plastic Crate disposal options
Time:	9.30am – 10.45am	
Address:	Waiheke Road, Ngarua	
Present:	<p>Shirley and Eddie Mulgrew (owners)</p> <p>Haden Shaw and Vonny Marsh (Inghams)</p>	

Date:	13/02/2013	<p>Spoke with Mr Rutten on the phone who was unavailable for consultation. He asked Inghams to drop off a consultation pack. Spoke briefly with Mrs Rutten while delivering pack.</p> <p>Brief Discussion:</p> <ul style="list-style-type: none"> ❖ Introduction, Creation and content of existing DCP, resource consents gained since 2002. ❖ Proposed changes and company goals. <p>Feedback received indicated no concerns with environmental effects. Current contract growers.</p>
Time:		
Address:	Waiheke Road, Ngarua	
Present:	<p>Mr and Mrs Rutten (Owners)</p> <p>Vonny Marsh Haden Shaw (Inghams)</p>	

Date:	13/02/13	<p>Discussion:</p> <ul style="list-style-type: none"> ❖ Introduction, Creation and content of existing DCP, resource consents gained since 2002. ❖ Proposed changes and company goals. ❖ Discussed environmental effects if the changes reach the max goal of 250,000 birds a day, including: <ul style="list-style-type: none"> • Traffic, discussed need for increased traffic and therefore carparks. • Noise, discussed expansion of noise boundary and the proposal to extend this into lot 4 DP7322. Discussed how this noise boundary reflects the current emissions. Discussed how at 250000 birds per day (long term goal) it is not expected the noise emissions will increase any further hence the proposal to change the noise boundary to reflect current noise. <ul style="list-style-type: none"> ➤ Comment made regarding the odd bang and noise from Inghams. • Visual, discussed likely changes as per attached plans including infrastructure upgrades. <ul style="list-style-type: none"> ➤ Comment made regarding Wallaces offal trucks leaving offal and feathers on the road. <p>Overall, feedback received from owners was positive. Owners considered that more traffic means the industry growing which is good to see. Also commented that it is good to see development.</p> <p>Owner made the commitment to fill out the feedback form once he has had time to consider the proposal of the noise emission control boundary on the property.</p> <p>Follow up:</p> <ul style="list-style-type: none"> • Wallace offal truck mitigations • Consider addition of tree planting mitigation in DCP? • Consider double glazing options <p>A Feedback form received on 22/02/2013:</p> <ul style="list-style-type: none"> • Stated there was a concern with noise, in particular the air gusts and horns. • Suggested reasonable tree planting buffer. • Suggested double glazing.
Time:	1pm – 1.30pm	
Address:	374 Seddon Road, Waihou	
Present:	<p>Don Farquhar (owner)</p> <p>Haden Shaw and Vonny Marsh (Inghams)</p>	

Date:	15/02/2013	<p>Spoke with Eric McIver who was unavailable for consultation. He asked Inghams to contact Lucas, his son. A consultation pack was dropped off to Lucas McIver's house on Waghorn Road.</p> <p>Teleconference Discussion:</p> <ul style="list-style-type: none"> ❖ Introduction, Creation and content of existing DCP, resource consents gained since 2002. ❖ Proposed changes and company goals. <p>Feedback received from owner was that any environmental effects of the development would not really affect them as they do not live on their land on Waiheke Road. They are current contract growers.</p>
Time:		
Address:	Waghorn Road, Matamata	
Present:	<p>Eric McIver, Lucas McIver (owners)</p> <p>Vonny Marsh (Inghams)</p>	

Date:	19/02/13	<p>Teleconference Discussion:</p> <ul style="list-style-type: none"> ❖ Introduction, Creation and content of existing DCP, resource consents gained since 2002. ❖ Proposed changes and company goals. ❖ Briefly discussed some environmental effects if the changes reach the max goal of 250,000 birds a day, including: <ul style="list-style-type: none"> • Traffic, discussed need for increased traffic and therefore carparks. <ul style="list-style-type: none"> ➢ Speed of traffic (not number of cars) is a concern • Discussed development briefly <ul style="list-style-type: none"> ➢ Would this include a rendering plant? Feedback was no - Inghams have other options available to them before this would be considered. • Internet, discussed how this was an issue for them. <ul style="list-style-type: none"> ➢ Question raised regarding whether Inghams service can be extended to neighbours? <p>Overall, owners were concerned about the traffic speed, and relieved to know that there is no rendering plant in the proposed DCP.</p> <p>Follow up:</p> <ul style="list-style-type: none"> • Consultation pack to Jody and Jason • Respond regarding Internet availability • Confirmation regarding rendering plant.
Time:	10am – 10.15am	
Address:	849 Waiheke Road, Ngarua	
Present:	<p>Jody Graham (owners)</p> <p>Vonny Marsh (Inghams)</p>	

Date:	21/02/2013	<p>Discussion:</p> <ul style="list-style-type: none"> ❖ Introduction, Creation and content of existing DCP. ❖ Proposed changes and company goals. ❖ Discussed environmental effects if the changes reach the max goal of 250,000 birds a day, including: <ul style="list-style-type: none"> • Traffic, discussed need for increased traffic and carparks. Entrance #6 discussed <ul style="list-style-type: none"> ➤ Concerns raised with the safety of the area. The bus stops on Seddon Road, and wondered if the Council can improve or if Inghams can allow for improvement in the carpark upgrade. • Noise, discussed increase in the noise contour and that there is no predicted increase in production noise associated with the increase in bird numbers. <ul style="list-style-type: none"> ➤ Question arose regarding noise in a westerly wind. Sounds heard such as emptying bins around 10.30-11pm. Discussed that the boundary was developed on a day of calm weather and this could obviously be distorted if the winds changed. Talked about the importance to contact Inghams at time of noise so immediate investigation can be completed. ➤ Can double glazing be installed on their three houses 117, 87 and 53 Chudleigh Road? Discussed this had been done in the past for traffic noise but would be investigated in this instance. • Visual, discussed likely changes including carpark and additional infrastructure including water treatment plant. No concerns raised • Odour <ul style="list-style-type: none"> ➤ Question raised about work practices around 7.30pm in the evening as odour can occasionally be smelt resulting in shutting all house windows. Inghams asked if they are able to make contact immediately when they experience the odour so an investigation can be done. • Water use, discussed Inghams reliance on TeAroha town supply and the recent bore water take consent granted. <ul style="list-style-type: none"> ➤ Slight concern for the effects on their water table. Discussed the bore monitoring program that will be in place after the exercise of the water take consent. <p>Owners have no major issues with the proposed DCP.</p> <p>Follow up:</p> <ul style="list-style-type: none"> • Double glazing • School bus pick up area • Talk to night shift super intendant re liaison with neighbour for night time complaints.
Time:	10.00am-10.50am	
Address:	117 Chudleigh Road, Ngarua.	
Present:	<p>Andrew, Kelly and Monica Storey (owners)</p> <p>Haden Shaw and Vonny Marsh (Inghams)</p>	

Date:	April 2013	<p>Follow-up meetings and discussions:</p> <p>A Feedback form was received on 22/02/2013 that:</p> <ul style="list-style-type: none"> • Stated there was a concern with noise, in particular the air gusts and horns. • Suggested reasonable tree planting buffer. <p>A landscape plan was presented that identified screen planting about the site, including screen and riparian planting between site development and the Farquhar property. Advised that riparian planting would not be as wide as shown and that the screen planting would be two rows thick (approximately 3m wide).</p>
Time:	Various	
Address:	374 Seddon Road, Waihou	
Present:	<p>Don Farquhar (owner)</p> <p>Vonny Marsh (Inghams)</p>	



PROPOSED CHANGE TO THE OPERATIVE MATAMATA-PIAKO DISTRICT PLAN

CONSULTATION AND FEEDBACK FORM – FEBRUARY 2013

Introduction

Inghams Enterprises (NZ) Pty Ltd ('Inghams') operates a poultry processing factory at Waiheke Road, Waitoa. The site is provided for in the Operative Matamata-Piako District Plan ('District Plan') in the form of a Development Concept Plan ('DCP'). Additionally, the site holds a number of resource consents granted by both the District and Regional authorities.

Progressive development of the Inghams site means that the DCP has effectively been superseded by resource consents and no longer provides for future growth of the facility.

The purpose of the Plan Change is to ensure alignment between Inghams existing resource consents and the Development Concept Plan ('DCP') contained within the Matamata-Piako District Plan, and to provide for additional growth and development.

Specifically, the Plan Change seeks to achieve the following outcomes:

- To increase (or delete) the daily processing number limit in birds per day, in order to allow for future growth;
- To amend the noise level limits in order to better reflect current and future noise emissions; and
- To update the DCP to reflect current site status and planned future development.

The details of the Plan Change are outlined in a summary dated 12 February 2013.

Consultation

The details of the plan change have been presented to and discussed with me/us, including the range of environmental effects that are expected to result. These effects include traffic effects, noise, effects on rural character and amenity, landscape planting and screening, and wastewater and stormwater disposal.

Having considered the details of the plan change, I/we provide the following comments/feedback:

Discussed proposed change to operative Matamata Piako District Plan including the extension of the noise boundary into lot PT Lot 4 DP 7322.

No issues with proposal.

EODIE MULGREN



PROPOSED CHANGE TO THE OPERATIVE MATAMATA-PIAKO DISTRICT PLAN

CONSULTATION AND FEEDBACK FORM – FEBRUARY 2013

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Having considered the details of the plan change, I/we provide the following comments/feedback:

Our only concern is the noise level from the plant.
With a reasonable tree planting buffer, this may help us

Previously, your firm addressed the extra noise level experienced
and added thickened glass to two bedroom windows. However
this did not help greatly. Perhaps a more efficient double-glazing
would have been better.

Early in the morning, there are quite a number of 'sudden' loud air gusts (like a train!) and hooter sounds from trucks or loaders (perhaps to indicate a loading completion or sign to move??). This tends to wake you up quickly!

Name: Sue and Don Farquhar
Address: 374 Seddon Rd R.D. 3 Te Aroha
Phone Number: 07-8846-689 E-mail: suedon@farmside.co.nz



PROPOSED CHANGE TO THE OPERATIVE MATAMATA-PIAKO DISTRICT PLAN

CONSULTATION AND FEEDBACK FORM – FEBRUARY 2013

Introduction

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Having considered the details of the plan change, I/we provide the following comments/feedback:

We are happy with the proposed tree planting
Schedule.

Name:

D & S. Fanguhar

Address:

374 Seddon Rd R.D. 3 Te Anau

Phone Number:

07- 8846-689

E-mail:

suedon@farmside.co.nz



PROPOSED CHANGE TO THE OPERATIVE MATAMATA-PIAKO DISTRICT PLAN

CONSULTATION AND FEEDBACK FORM – FEBRUARY 2013

Introduction

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Having considered the details of the plan change, I/we provide the following comments/feedback:

Discussed proposed change to operative
Matamata Piako District Plan including
the extension of the noise boundary into
the following properties

Section 3 SO 432231 (labelled ① on the attached map)

Part Lot 4 DP 7322 (labelled ② & ③ " ")

Lot 3 DP 7327 (labelled ⑤ " ")

No issues with proposal

Eddie Mulgrew

22/8/14



PROPOSED CHANGE TO THE OPERATIVE MATAMATA-PIAKO DISTRICT PLAN

CONSULTATION AND FEEDBACK FORM – FEBRUARY 2013

Introduction

Inghams Enterprises (NZ) Pty Ltd ('Inghams') operates a poultry processing factory at Waiheka Road, Waitoa. The site is provided for in the Operative Matamata-Piako District Plan ('District Plan') in the form of a Development Concept Plan ('DCP'). Additionally, the site holds a number of resource consents granted by both the District and Regional authorities.

Progressive development of the Inghams site means that the DCP has effectively been superseded by resource consents and no longer provides for future growth of the facility.

The purpose of the Plan Change is to ensure alignment between Inghams existing resource consents and the Development Concept Plan ('DCP') contained within the Matamata-Piako District Plan, and to provide for additional growth and development.

Specifically, the Plan Change seeks to achieve the following outcomes:

- To increase (or delete) the daily processing number limit in birds per day, in order to allow for future growth;
- To amend the noise level limits in order to better reflect current and future noise emissions; and
- To update the DCP to reflect current site status and planned future development.

The details of the Plan Change are outlined in a summary dated 12 February 2013.

Consultation

The details of the plan change have been presented to and discussed with me/us, including the range of environmental effects that are expected to result. These effects include traffic effects, noise, effects on rural character and amenity, landscape planting and screening, and wastewater and stormwater disposal.

Having considered the details of the plan change, I/we provide the following comments/feedback:

Discussed proposed change to operative Matamata Piako District Plan including the extension of the noise banding into lot PT Lot 4 OP 7322.

No issues with proposal.

EODIE MULGREN

Steve Bigwood

From: Steve Bigwood
Sent: 23 May 2013 14:42
To: 'kahurerehildatuhakaraina@gmail.com'
Subject: FW: Inghams Plan Change
Attachments: Appendix 8 Archaeological Site Record.docx; Appendix 6 Freshwater Ecological Assessment.pdf

Afternoon Rangitonga, Kahurere and Menzies

Thanks for meeting with us this morning.

I had an action to forward you copies of the freshwater assessment and the NZAA Archaeological Site Record map. These are attached along with the following further explanation:

Ecological Effects

The proposed Development Concept Plan includes the expansion of the 'Building and Plant Management Area' (BPMA) to include the upper reaches of an unnamed tributary of the Waipuna Stream. An assessment of the natural freshwater resources in the unnamed tributary was carried out to determine the potential level of effects of development on the unnamed tributary. The freshwater ecological assessment is attached.

The freshwater assessment indicates the lower section of the unnamed tributary is intermittent and likely only flows for part of the year. The upper reach of the unnamed tributary which is noted to be within the extended BPMA appears ephemeral and is likely to only flow during periods of high rainfall.

The freshwater assessment reports that the unnamed tributary represents intermittent and low quality aquatic habitat with limited, and in many cases no significant riparian vegetation (illustrated by the pastoral grasses found across the stream channel). Due to the ephemeral nature of the stream and poor habitat quality, the freshwater assessment concludes that effects from the proposed plan change are likely to be no more than minor.

Should the unnamed tributary be filled or diverted, the freshwater assessment considers that the ephemeral reach of the unnamed tributary would be adequately compensated for by riparian planting along the lower section. The amendment to the Development Concept Plan thus incorporates riparian planting in the lower reaches of the unnamed tributary which will enhance habitat quality along that reach in the long term.

Impact on Archaeological Sites

Archaeological sites are protected under the Historic Places Act 1993 ("HPA") from damage or destruction. An archaeological site is defined under Section 2 of the HPA as any place –

"Archaeological site means any place in New Zealand that—

- (a) Either—
 - (i) Was associated with human activity that occurred before 1900; or
 - (ii) Is the site of the wreck of any vessel where that wreck occurred before 1900; and
- (b) Is or may be able through investigation by archaeological methods to provide evidence relating to the history of New Zealand."

Protection of archaeological sites is provided by Section 10 of the HPA. This includes both known archaeological sites as well as lands where there is reasonable cause to expect that an archaeological site may exist.

The New Zealand Archaeological Association ('NZAA') records have been checked and these records do not identify any recorded archaeological sites on the Inghams site or in the immediate vicinity. A copy of the NZAA Archaeological Site Record map is attached.

As is common practice on sites where earthworks are proposed, Inghams will develop an accidental discovery protocol during the works and will ensure that the appropriate protocols are followed in the unlikely event that any archaeological features are uncovered during earthworks. On this basis it is expected that there will not be any adverse effects on any archaeological sites as a result of earthworks.

From our meeting we understand that Ngati Haua have previously reviewed the Inghams site and determined that there are no known cultural sites. We would be grateful if you could confirm this and forward any records you have confirming this.

If you require any further information or wish to discuss any aspect of the plan change proposal please do not hesitate to contact me direct.

Steve Bigwood Senior Planner



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Steve Bigwood

From: kaukau rangitionga [rangitionga@gmail.com]
Sent: 05 July 2013 08:19
To: Steve Bigwood
Subject: Re: Inghams Plan Change

Kia ora Steve. I had 5 minutes yesterday with our research team and found that the block name is Waiheka 1 and 4 and part of a block called Orongomaeroa. There are some land features I need to check out & I have emailed another researcher for help. Also I am keeping Jill Taylor of Hauraki in the loop. I did try to visit Inghams to leave maps but was told that the offices were closed (4.15). Sorry for the delay but research team flat out on our treaty claim naku na rangitionga

On 7/1/13, Steve Bigwood <sbigwood@bbo.co.nz> wrote:

> Thanks, that would be most appreciated.

>
>

> Steve Bigwood Senior Planner

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>

> -----Original Message-----

> From: kaukau rangitionga [<mailto:rangitionga@gmail.com>]

> Sent: 01 July 2013 10:59

> To: Steve Bigwood

> Subject: Re: Inghams Plan Change

>

> Kia ora Steve. Just back from Australia. I am in the queue to do that

> research & should have feedback to you by thursday<rangitionga

>

> On 6/21/13, Steve Bigwood <sbigwood@bbo.co.nz> wrote:

>> Morning Kahurere, Rangitonga and Menzies

>>

>> We are currently in the final stages of preparation of the Plan

>> Change document and expect to lodge with the District Council in early July.

>> Can you please provide me with an update on the progress of your

>> feedback.

>>

>> Thanks and regards,

>>

>>

>>

>> Steve Bigwood Senior Planner

>> [[cid:image003.jpg@01CE6E6C.4A7862D0](#)] PO Box 9041 | Level 5 18 London

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>> Email sbigwood@bbo.co.nz<<mailto:sbigwood@bbo.co.nz>> | Website

Steve Bigwood

From: Steve Bigwood
Sent: 28 May 2013 11:05
To: 'jilltaylor@vodafone.co.nz'
Subject: Inghams Plan Change
Attachments: Summary and Plans.pdf

Morning Jill,

I am the planning consultant working with Boram Keam on the proposed Inghams Plan Change for their Waitoa site. Boram has asked that I forward you some background information on the plan change for your review prior to our upcoming meeting. The background information is accordingly attached.

Please do not hesitate to contact me if you require further information or wish to discuss aspects of the plan change proposal.

Regards,



Steve Bigwood Senior Planner

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NZ TRANSPORT AGENCY
WAKA KOTAHI

Bloxam Burnett & Olliver

- 4 OCT 2012

Received

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2 October 2012

Steve Bigwood
Bloxam Burnett & Olliver
Level 2 Waitomo House
PO Box 9041
Hamilton 3240

Attention: Steve Bigwood

Dear Steve,

Inghams Enterprises (NZ) PTY Ltd – Waitoa Plant Plan Change – NZTA Comment to Draft Traffic Impact Assessment

Thank you for providing the NZTA with the opportunity to comment on the draft application for the Inghams Enterprises (NZ) Pty Lt proposed change to the Matamata Piako District Plan to facilitate the intensification of on-site activities by increasing the production threshold to 250,000 birds per day.

The Agency has had the opportunity to review the Draft Traffic Impact Assessment, and meet with BBO. Based on this I am able to provide preliminary comments to these documents. Early consultation for this plan change is appreciated and allows for issues to be identified and resolved between the parties. The Draft TIA has been circulated to the NZTA Asset Manager and Safety Engineer who have provided their preliminary comments.

Generally the NZTA is supportive of industry as it provides for economic development and local benefits. The site is managed through the use of a Development Concept Plan in the Matamata Piako District Plan, the NZTA is interested in understanding whether the Plan Change will facilitate further development that may produce a different set of traffic issues? If so will the NZTA be in a position to be able to comment as an affected party in the future?

This site is not directly accessed from the State Highway network but relies on the intersections being State Highway 26/Seddon Road to the north of the site and State Highway 27/Ngarua Road to the south. The NZTA's concern is having enough information to identify any adverse effect on the safe and efficient function of these intersections and that measures are put in place to avoid, remedy or mitigate the effects.

During the meeting it was discussed that Heavy Commercial Vehicles would not be able to travel to the site using the State Highway 26/Seddon Road route, due to noise impacts on the amenity for the residents along this route. The NZTA would like to see this condition carried through to the new plan change. It would be useful to understand how effectively this is complied with as vehicles may be likely to take alternative shorter (and thus more economic) routes.

The Draft TIA does mention that an increase in vehicles (about 25 – 30vph) is expected. It would be useful to understand the peak hour flows turning at this junction and how many will be right-turners. Is there any need to provide mitigation for the additional vehicle movements?

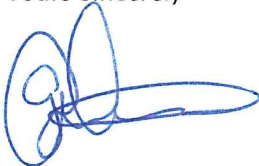
The intersection between State Highway 27/Ngarua Road is proposed to carry 50% of additional light traffic and all the Heavy Commercial Vehicles heading to the site. There is a right turn bay installed and good sight distances. This section of State Highway is assessed as carrying nearly 5000 AADT with high truck volumes (21%).

The NZTA are keen to understand further why the additional flows travelling through this intersection as part of the proposal will not result in any additional effects, particularly during the peak times. More information such as a copy of the SIDRA modelling and conclusions, and more detailed analysis relating to queue lengths and safety would also assist. Based on this the NZTA would be in a better position to understand whether any mitigation is required.

Please note that this response is our current view of application based on the information that has been provided. If this proposal is put on hold for any length of time and resubmitted at a later date, or any information relating to the project changes significantly, we will need to review our comments with regard to any traffic, safety and policy changes. As further information in relation to the impact of the proposal on the state highway network is provided there may be additional issues that arise and will need to be addressed.

Please feel free to contact me if you have any questions or require further information.

Yours sincerely



Gina Hutchison
Resource Planner

21 February 2013

Steve Bigwood
Bloxam Burnett & Olliver
Level 2 Waitomo House
PO Box 9041
Hamilton 3240

Attention: Steve Bigwood

Dear Steve

Inghams Enterprises (NZ) PTY Ltd – Waitoa Plant Private Plan Change – NZTA Comment to Traffic Impact Assessment (December 2012)

Thank you for providing the NZTA with the opportunity to comment on the draft application for the Inghams Enterprises (NZ) Pty Ltd proposed private plan change to the Matamata Piako District Plan to facilitate the intensification of on-site activities by increasing the production threshold to 250,000 birds per day.

As mentioned previously, we appreciate the early consultation on this plan change and subsequent changes made to the draft Traffic Impact Assessment (TIA). The updated TIA has been circulated to the NZTA Asset Managers and Safety Engineer and based on this we have provided additional comments to the proposal.

As stated in the TIA, the majority of HCV's associated with the activity will be gaining access to the site from the south. However, in regards to those HCV's travelling from the west, Inghams has proposed to implement a policy disallowing them to use the SH26 and Ngarua Road intersection, resulting in no HCV performing right turns into Ngarua Road and left turns out of Ngarua Road. The NZTA supports this approach and its inclusion in the proposed plan change.

In addition the TIA states that there will be no right turn movements from SH26 onto Seddon Road. The NZTA would like to see what further measures will be put in place to enforce this and to ensure compliance with the abovementioned policy regarding no turning movement on the SH26 and the Ngarua Road intersection.

A concern the NZTA has for SH27 is that the right turn lane into Ngarua Road is short and narrow and would need to be lengthened to accommodate the additional heavy vehicle movements that are, according to the TIA, coming predominantly from the south.

Please note that this response is our current view of the application based on the information that has been provided. If this proposal is put on hold for any length of time and resubmitted at a later date, or any information relating to the project changes significantly, we will need to review our comments with

regard to any traffic, safety and policy changes. As further information in relation to the impact of the proposal on the state highway network is provided there may be additional issues that arise and will need to be addressed.

Please feel free to contact me if you have any questions or require further information.

Yours sincerely

A handwritten signature in black ink, consisting of several overlapping loops and a long horizontal stroke extending to the right.

Neda Bolouri
Resource Planner

Steve Bigwood

From: Neda Bolouri [Neda.Bolouri@nzta.govt.nz]
Sent: 05 March 2013 08:08
To: Cameron Inder
Cc: Steve Bigwood; Katherine Davies
Subject: RE: Inghams Waitoa Plan Change

Hi Cameron

Thank you for your email and for inputting information, regarding the use of SH26/Ngarua road intersection, into the TIA.

In regards to lengthening the stacking area of the right turn bay at SH 27/Ngarua Road, this is not necessarily reliant on the number of birds/day production, but rather on the intended development, the increased traffic volumes and subsequently the safety of road users.

As stated in the letter this is the Agency's current view based on the information provided. We will be happy to review a revised application.

Kind Regards

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From: Cameron Inder [mailto:cinder@bbo.co.nz]
Sent: Thursday, 28 February 2013 12:26 p.m.
To: Neda Bolouri
Cc: Steve Bigwood; Katherine Davies
Subject: RE: Inghams Waitoa Plan Change

Hi Neda.

- Agreed there was no mention of the SH 26/Ngarua Rd intersection as it is not a frequent route used by Inghams trucks. Instead it is like all other intersections in the region which are available for use and could be used infrequently, yet we don't assess every one of them. Omitting them does not mean we propose a policy to not use them. Although I think it is unnecessary, I'll add a paragraph to the ITA to cover off that use of SH26 / Ngarua Road is expected to remain low and infrequent with negligible effects.
- Lengthening the right turn bay at SH 27 / Ngarua Rd by 5m will potentially require a significant amount of civils work and cost for little gain. Inghams would like to know what the threshold point is in terms of birds/day production that triggers the need for the extension? I could not answer that as the models indicate the length is sufficient as is. Please advise.

Thanks,

Cameron Inder Transportation Engineer



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From: Neda Bolouri [<mailto:Neda.Bolouri@nzta.govt.nz>]

Sent: Friday, 22 February 2013 2:12 p.m.

To: Cameron Inder

Cc: Steve Bigwood; Katherine Davies

Subject: Inghams Waitoa Plan Change

Hi Cameron

Thank you for your comments.

In regards to your first point, there was no mention in the TIA of the SH26/Ngarua Road intersection movements. The TIA provides movements and numbers for all the other intersections proposed to be used and, as this intersection was omitted, the NZTA thought that this meant that this intersection is not proposed to be used.

However, in your email you mention that SH26/Ngarua Road will be used occasionally. If this is the case then we would appreciate that this is included in the TIA to ensure a robust assessment of all intersections is made.

In regards to your third point, the NZTA requests an additional 5m be added to the right turn bay length. This is required as not only the number of heavy vehicles will be increasing but so will the number of private vehicles used by shift workers. This additional 5m will allow a heavy vehicle and two cars to safely use the right turn bay.

I hope this clarifies the points you raised earlier.

Kind Regards

Neda Bolouri

Resource Planner

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From: Cameron Inder [<mailto:cinder@bbo.co.nz>]

Sent: Thursday, 21 February 2013 2:40 p.m.

To: Neda Bolouri

Cc: Steve Bigwood

Subject: RE: Inghams Waitoa Plan Change

Hi Neda,

Thanks for sending NZTA's response today. A couple of important points for your review please:

- The third paragraph is incorrect. The ITA has not proposed that Inghams trucks will not use SH 26 / Ngarua Rd intersection. Inghams offered policy is for left turns out and right turns in to SH26 / Seddon Road. SH 26/Ngarua Road intersection has an existing right turn bay although few trucks use this intersection given there is little benefit over SH 27 nearby. However, occasionally live bird delivery trucks will come from the north on No.1 Road and use Ngarua Road which is more direct than SH 27. The intersection is in a 70kph speed zone and the right turn bay is 27m long with a 70m taper. Sight distance to the east is the shortest but still at 222m exceeds the SISD requirement for 90kph (214m). On the basis that its use by Inghams trucks will be infrequent and because there is good sight distance and a sufficient right turn bay length for HCVs, we consider that the intersection is suitable for use in its current form.
- In regards to the policy for using SH 26 / Seddon Road, Inghams transport manager has already issued a memo to all drivers that bans the left out and right in movements. It identifies that drivers caught performing those movements at the intersection will be given a written warning.
- SH 27 / Ngarua Road intersection: NZTA have indicated a concern with the right turn bay length and suggested it needs to be extended. The traffic data and models in the ITA show no consistent queue problem for this right turn so can you please identify what length of storage NZTA would like so that Inghams can give it consideration?

Regards,



Cameron Inder Transportation Engineer

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From: Neda Bolouri [<mailto:Neda.Bolouri@nzta.govt.nz>]

Sent: Thursday, 21 February 2013 11:29 a.m.

To: Cameron Inder

Cc: Steve Bigwood

Subject: RE: Inghams Waitoa Plan Change

Hi Cameron and Steve

Attached please find the NZTA's comments on the Inghams Proposed Private Plan Change.

The original is in the mail.

Kind Regards

Neda Bolouri

Resource Planner

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Steve Bigwood

From: Ally van Kuijk [AvanKuijk@mpdc.govt.nz]
Sent: 03 January 2013 16:39
To: Steve Bigwood
Subject: RE: Planning comments on proposed private plan change for Inghams Enterprises

Hi Steve,

Sorry I forgot to add two things.

- We also talked about the name on the DCP and did that mean that if Inghams didn't own / operate the site would the DCP become redundant? We talked about calling it something like Poultry Manufacturing or similar so if it changed hands there would be no issues - if you could have a think about this that would be great
- I have also asked my IT people about the preferred formate of the DCP and they will get back to me hopefully as soon as they get back from the summer hols.

Cheers

Ally van Kuijk | District Planner
Matamata-Piako District Council 35 Kenrick Street, PO Box 266, Te Aroha 3342
p 07 884 0060 | **m** 027 213 5175 | **f** 07 884 8865 | **w** www.mpdc.govt.nz

Please consider the environment before printing this email

From: Ally van Kuijk
Sent: Thursday, 03 January 2013 4:26
To: Steve Bigwood
Subject: Planning comments on proposed private plan change for Inghams Enterprises

Hi Steve,

Hope you had a good Xmas / New Years break.

As discussed, please find below some of my comments in regards to the draft DCP and assessment criteria submitted at the meeting held late December 2012. Some of the comments below were discussed at the meeting.

- Permitted activities
 - Wastewater irrigation spraying should be expanded to directly refer to wastewater liquid produced onsite as this is a controlled activity in rural zone
 - Clarification over "exisiting dwelling erected prior to 1/9/95" what does this actually mean?
 - The new provision you have added states " manufacture of poultry products in conjunction with other food products". I am unsure what you are trying to cover here? To me it reads as long as you are doing poultry you can manufacture any other food as well. Is your intention to cover things that are processed with poultry and therefore could be worded along the lines of "Manufacturing of poultry and/or primarily based poultry products"?
 - Making sure that the vehicle access provision covers all proposed and existing access points as I understand you are proposing an additional one so the rule needs to reflect tis
 - Workshops should only really be permitted for permitted activities and not controlled
 - Energy plants - what do you envisage this covering - prefer to use existing wording of District Plan or be very clear what is anticipated
- Controlled activities
 - Facilities for the storage of hazardous substances - have a think about this one given that HSNO has come into force since DCP was first done

- Earthworks needs to be expanded so that it is clear what is anticipated - does this relate to over 1000m³ or everything?
- Discretionary activities
 - There is a double up in the second bullet point under Building and Plant Management areas
 - Don't need the word "other" - first bullet point under Total DCP
- Non-complying activities
 - Wording of first bullet point needs to be clarified as not written very well and could be taken two ways
- General comments
 - Activity table - is it your intention that this only applies to activity table 2.2 or all activity tables through District Plan?
- Performance Standards
 - Effluent Disposal - as discussed section 1 is going to be moved to each section so this may need to be looked at - not too concerned about this one as can always change it when this part of the District Plan gets reviewed
 - Can we please refer to "odour" rather than "air emission" to keep consistent terminology through DP
 - Parking - I take it you are referring to car parking - is there any issues with parking spaces for trucks and other vehicles?
- Assessment Criteria
 - Our assessment criteria is very broad and as a result we are looking at moving the assessment criteria to each section it relates to rather than have generic assessment criteria in Section 1. As a result, can you please have a look at creating unique assessment criteria for this activity / DCP. I haven't had a very good look at what you have provided as it most refers back to section 1.

I hope these comments are helpful, please feel free to contact me with any queries / clarification that you need.

Cheers

Ally van Kuijk | District Planner

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Steve Bigwood

From: Steve Bigwood
Sent: 22 April 2013 14:31
To: 'dbellamy@mpdc.govt.nz'
Cc: 'Ally van Kuijk'
Subject: FW: Inghams Enterprises - Traffic Impact Assessment Waitoa Plant Plan Change - December 2012

Afternoon Dennis,

Please find below out traffic engineers' reply to the TIA review comments provided by Council's Bevin Boyett-Schultz. I understand that Bevin no longer works for Council but feel it is important that our response to his comments are on file.

As a general update on the Inghams Plan Change, we have completed the draft and it is presently being reviewed by Inghams. I expect that the final Plan Change will be lodged with Council next month. I will arrange a pre-lodgment meeting with you to discuss process in the coming weeks.

Regards,

Steve Bigwood Senior Planner



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From: Cameron Inder
Sent: 11 February 2013 14:27
To: Steve Bigwood
Subject: RE: Inghams Enterprises - Traffic Impact Assessment Waitoa Plant Plan Change - December 2012

Steve,

The following is my response relating to MPDC's review points in order as provided below.

1. We will update the Seddon Road ADT in the TIA to 500-600 vpd.
2. This item is in relation to Gate 4, which is the existing main entrance to the site. MPDC's point about speed surveys and truck stopping sight distance being greater than cars is noted, however reasons speed surveys and truck sight distances were not investigated are:
 - There are no physical changes proposed for this entrance.
 - The 10 year accident record attributable to the entrance is zero, which indicates no safety issues relating to sight distances
 - The long term plan is to remove heavy vehicles from using the access and have them use a new access on Seddon Road.
 - Although stopping sight distance is more for trucks than cars at the same operating speed, trucks typically operate at 10+ kph lower than cars with a driver eye height of 2.4m This means on level terrain the available sight distance usually complies if it complies for cars. A survey and long section would be required to demonstrate this at Gate 4 but it was considered unnecessary given the above

favourable factors. As an example, SSD for a car at 100kph is 165m, while trucks on the same stretch of road operating at 90kph require SSD of 160m (Austroads Guide to Road Design Part 3).

3. Agreed the U-turn is not desirable but it was described in the Consent application and supported by conditions in the consent for the dispatch access upgrade in 2011. This included that all vehicles greater than 5.2m length entering the dispatch gate must do so from the south, and the wastewater treatment access was also to be sealed to accommodate manoeuvring trucks that have approached from the north.
4. The consent condition relates only to vehicles using the dispatch gate (frozen produce trucks). The 1237 loads per year using Seddon Road is live bird delivery trucks which do not access the dispatch gate. The proposed Seddon Road access is close to Waihekau Road and given the locality of chicken farms demonstrated around the district (Section 8.2) it is expected that the majority of HCVs would continue to arrive and depart using Waihekau Road as at present. Furthermore, Inghams are also offering to restrict HCVs using Seddon Road north of the proposed access to only those travelling in the direction to and from of Te Aroha.
5. Point noted about inclusion of a map showing existing and future entrances. This will be added.
6. Agreed, relocating the entrance provides improved spacing.

Happy to discuss any of this as needed.

Regards,

Cameron Inder Transportation Engineer



PO Box 9041 | Level 5 18 London Street | Hamilton 3240 | New Zealand
Ph +64 7 838 0144 | Fax +67 7 839 0431 | DDI +64 7 834 8518 | Mob 021 715 377
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From: Ally van Kuijk [<mailto:AvanKuijk@mpdc.govt.nz>]

Sent: 20 December 2012 16:43

To: Steve Bigwood

Subject: Inghams Enterprises - Traffic Impact Assessment Waitoa Plant Plan Change - December 2012

Hi Steve,

I have had Bevin Boyett-Schultz look at the Traffic Impact Assessment and please find below his initial comments:

- Page 4, last sentence. 'The current traffic volume on Seddon Rod is unknown but estimated to be about 200-300 vpd'. MPDC records have a count on Seddon being 537 ADT on 3/2/10.
- Page 5, section 5.0, 3rd para. 'Sight distance of 115m for 80 km/h' is correct for cars but not trucks. These require a longer sight distance. The other problem with this statement is the assumption that the speed is 80 km/h. This may be true for traffic coming through the yield signs at the intersection but not for vehicles coming straight through from Waihekau Road. I would expect a report of this size to have a recorded traffic count and speed analysis to establish what the speed actually is.
- Page 6, last para. This mentions making a U turn to access the Dispatch Gate and this use to be infrequent. I question the wisdom of making a U turn on a road that has no speed measurement and being rather vague on frequency of use of this turning movement.

- Page 12, section 8.2, 1st para states 'A current consent condition requires all dispatch HCV's to access the site to and from the south only, avoiding the use of Seddon Road. I presume that this was to protect the Seddon Road pavement from damage but the first bullet point states that 1237 loads per year are using Seddon Road which appears to be contrary to the consent condition. And now they want to install a new access for Heavy Vehicles on Seddon Road to handle all future live bird deliveries, waste management and other day to day movements. To give some thoughts for the future, should Inghams start using High Productivity Vehicles (HPV), these will have to go via Seddon to SH 26 as there is a bridge on Waiheka Road to the south of the plant that cannot handle these HPV. There is a item on the forward works programme to work on the first 2 km of Seddon Road from SH 26. The item is 3-4 years away at present.
- The assessment also does illustrate on a map where the current and proposed access are to be / are located and this would have been useful when reading the assessment.
- On a positive note, the report advises that Gate 2 is to be relocated a further 75m south of it's present location which moves it a further 75m away from the intersection – a safer position.

I hope that gives you some initial feedback.

Cheers

Ally van Kuijk | District Planner

Matamata-Piako District Council 35 Kenrick Street, PO Box 266, Te Aroha 3342
 p 07 884 0060 | m 027 213 5175 | f 07 884 8865 | w www.mpdcc.govt.nz

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 at Matamata-Piako District Council

Steve Bigwood

From: Steve Bigwood
Sent: 02 August 2013 13:52
To: 'Patrick Clearwater'
Cc: Dennis Bellamy
Subject: RE: TRIM: Inghams Plan Change
Attachments: 140510_P_03_B.pdf; Table for performance standards updated 17 July 2013 A3.docx

Hi Patrick,

Thanks for your comments they were most helpful. We have considered the comments and provide the following responses [in red].

General

Overall we were very comfortable with the layout and content of the draft DCP.

1. *Site zoning – the existing DCP site is shown on the planning maps as Industrial zone. We have however noted that you have referred to only the rural zone in your DCP and wonder if this would be a more appropriate zoning. We would like to discuss this with you so please feel free to give us a call. Inghams proposal is to retain the Industrial zoning for the site. Rural zoning referred to in the DCP only as we want non-industrial development to be in accordance with adjoining Rural zoned development rather than industrial.*
2. *The DCP Boundary might need to be shown more clearly on the map i.e. a thicker line. Now a thicker line (refer to attached amended DCP).*
3. *Substation – is this area of land covered by the Development Concept Plan? The reason we ask is that it looks like it is included but there are no provisions for it to expand and what if the expansion is not associated with the site? Substation is a separate land title owned and operated by others independent of Inghams. Accordingly it is not part of the DCP. DCP boundary amended to exclude substation and a note included to clarify substation not part of Inghams DCP site (refer to attached amended DCP). Note that substation is within noise emission control boundary so Inghams do not have to comply with noise levels at their boundary.*

Activity Schedule

4. *Permitted Activities – 'Relevant' should be more explicit in 'relevant performance standards', e.g. 'in section x' or 'in this development concept plan' or 'for the x zone'. Amended wording to "Subject to compliance with the relevant performance standards within Section 1.1 the following activities are permitted:" (refer to attached amended DCP).*
5. *Existing dwelling – Is this subject to the Rural zone Development controls? It should be, therefore have added new performance standards for existing dwelling (refer to attached amended DCP). Are dwelling accessory buildings also permitted? Under the title TOTAL DCP for permitted activities, any activity identified in the activity table as a permitted activity in the rural zone not otherwise provided for in this DCP is a permitted activity. Under section 2.2 (Activity Table) of the District Plan 'accessory buildings for permitted activities' (rule 1.1) are a permitted activity. Therefore future accessory buildings for the existing dwelling are permitted. 'DPC' should be 'DCP'. Changed throughout DCP (refer to attached amended DCP).*
6. *Building and Plant Management Area – Does 'manufacture and packaging of primarily poultry based products' include poultry byproducts processing, such as rendering and biogas? We would like it to be made very clear what is and isn't anticipated. Rendering is not included and this has been clarified by a specific exclusion on the DCP (refer to attached amended DCP). Inghams have*

previously had a biogas system. It simply constituted the collection and burning of methane gas. This did not cause any environmental issues or complaints and did not require any consents. Inghams see this as part of the wastewater treatment facility, it is not interpreted as manufacturing and in our view it is clear that it does not fall within the activity category you highlighted.

7. *Discretionary Activities* – This activity status is stated as applying to any Permitted or Controlled activity that cannot meet the performance standards. This is inconsistent with the provision under Restricted Discretionary activities which states that any Permitted or Controlled activity that can't meet the performance standards is Restricted Discretionary. The intention was that Discretionary activities would be those that are not provided for as a permitted, controlled or restricted discretionary activity, but nevertheless meet the performance standards. Also any activity not located in accordance with the DCP but which can still meet the performance standards. That means that Non-complying activities are just those that are not anticipated and which can't meet the performance standards and/or are located other than anticipated and can't meet the performance standards. The change to the DCP are repeated below [in purple]:

Discretionary Activities

Total DCP

-Any activity which is provided for in this DCP as a Restricted Discretionary Activity and does not meet the performance standards;

- Any activity that is not provided for in this DCP as a Permitted, Controlled, or Restricted Discretionary Activity but which can meet the performance standards;

- Any activity which is not located in accordance with this DCP but which can meet the performance standards.

Non-complying Activities

-Any activity which is not provided for in this DCP as a Permitted, Controlled, or Restricted Discretionary Activity and which cannot meet all of the performance standards;

- Any activity which is not located in accordance with this DCP and which cannot meet all of the performance standards;

Performance Standards

8. *Building Envelope* – this rule may be unenforceable, particularly the first sentence. Unsure what is unenforceable. We have reproduced the format of section 3 (development controls) of the District Plan, including the building envelope rule title.
9. *Access* – there is no 'extraordinary heavy vehicle standard' in the District Plan – is this from the traffic impact assessment report? (We haven't seen the March 2013 version.) The TIA was drafted prior to the MPDC Development Manual and has not been updated. The TIA is now updated and the entranceway referred to is the 'Large Vehicle Entrance – Rural' in the MPDC Development Manual 2010 with amendments (refer to attached amended DCP).
10. *Signage* – the standard as written is more appropriate for smaller industrial sites. Given the large site frontage of the Inghams site, there may need to be a different standard – what is wanted in terms of signage? We may need a new definition of sign in the definitions section or clause in this section stating it only refers to signs visible from the road/ public space (as per section 3.5 of the District Plan). There may also need to be a control on letter height as per section 3.5.5 of the District Plan. Signage provisions have been amended (refer to attached amended DCP). Inghams only wish to have signs at the entrances, directional signs, signs warning of hazards etc as required

by other legislation and the ability to put a limited number of signs on the main building to identify the site (as there presently is). Otherwise they consider signs that are not visible to the public should also be allowed.

11. *Noise – the DCP states that at the noise control boundary the night time noise shall not exceed 45dBA. This is unique as in all cases in our District Plan and all Rural zone boundaries we have researched are 40dBA. We have also discussed this with our environmental health officer and his recommendation would be 40dBA. Inghams will be seeking the 45dBA level and the noise report that will accompany the Plan Change supports this level in this case. Although the zone standard for night time noise might be 40dBA, MPDC are allowing 45dBA for specific sites by way of resource consent. A resource consent (RCD 0688) to this effect applies to this site in that the plant has the higher level. That reflects agreement from neighbours, which is continuing. It also reflects the fact that this is a specific industry on a specific site. As such, the DCP is analogous to the planning envelope that would otherwise apply to a consented activity. Furthermore, the new DCP proposes adopting NZS6801.2008 which has a different mechanism for measuring noise and which better reflects the impact of environmental noise.*
12. *Vibration – we note that you have just used the District Plan requirements for this but we were wondering if this is still current best practice. We have done some research into vibration and it appears that there are many different standards with no real consistency of adoption with Council's. We are happy to continue to adopt the current standard. We would expect that Council would investigate the vibration standard when they get to reviewing the general vibration rule of the District Plan. Following Council's review if the vibration standard is to be amended we would expect that the Inghams DCP would also be amended at the same time (given that it will then be part of the District Plan).*
13. *Glare – again this has just been copied from District Plan and wonder whether this is the latest standards. We have done some research into glare and it appears that the current standard is still generally applicable. We are happy to continue to adopt the current standard. We would expect that Council would investigate the glare standard when they get to reviewing the general glare rule of the District Plan. Following Council's review if the glare standard is to be amended we would expect that the Inghams DCP would also be amended at the same time (given that it will then be part of the District Plan). Rule 4 may be unenforceable. Agree. Rule amended to clarify who (Council officers) is to define the discomfort caused by the lighting.*
14. *Hazardous substances – Should there be a mention of performance standards for this? (See section 5.7 of the District Plan.) We originally transferred the hazardous substances rules into the performance standards section but have now removed them because we consider that hazardous substances is now covered under the HSNO Act.*

Assessment Criteria

15. *Controlled Activities – Traffic, Parking, Loading and Access – these assessment criteria are written as rules – they might sit better in the Performance Standards section, for determining whether an activity is controlled, or not. Have moved two criteria to the Performance Standards. The other two criteria are only applicable to the production for controlled activities so they need to remain (refer to attached amended DCP). While they are written as rules this is considered appropriate.*
16. *Restricted Discretionary Activities – Noise Effects – It is unclear what the first sentence in a. means. What is the intent of this provision? 'Existing activities' in the sentence refers to existing lawful activities on neighbouring properties. Have amended the sentence to read: "The Council shall ensure that existing lawfully established activities on neighbouring properties in the locality are not adversely affected by unreasonable noise from the proposal." (refer to attached amended DCP).*
17. *Stormwater and effluent effects are in these assessment criteria – but not in the Controlled Activities section – should they be in both? The reports in the Plan Change and the existing resource consents held by Inghams with the Regional Council demonstrate that stormwater and*

effluent effects are adequately mitigated/provided for up to a production capacity of 250,000 birds per day (which is the controlled activity threshold). Therefore it is only after this production level that stormwater and effluent levels need to be assessed.

18. To keep in line with the recent plan change (Plan Change 42) we have done we would like to see the assessment criteria headed as 'matters of control' and 'matters of discretion'; that way you don't need a separate category for Restricted discretionary and discretionary. Have amended table (refer to attached amended DCP).

Once you have considered our response we would be happy to meet to discuss.

The Plan Change documentation is in the final stages of preparation, therefore we would like to discuss any significant differences prior to lodgement and would thus appreciate it if we could have your comments by the end of next week if that is possible.

Regards,



Steve Bigwood Senior Planner

PO Box 9041 | Level 5 18 London Street | Hamilton 3240 | New Zealand

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From: Patrick Clearwater [<mailto:PClearwater@mpdc.govt.nz>]

Sent: 05 July 2013 09:49

To: Steve Bigwood

Cc: Dennis Bellamy

Subject: RE: TRIM: Inghams Plan Change

Hi Steve,

Dennis, Ally and I have met together and discussed the Inghams proposed private plan change documents that you provided to us on 17 June 2013, and have some comments for you to consider below.

A report on plan change priorities will be going to Council on Wednesday. We will get back to you with their feedback on whether they would look to adopt the plan change or keep it as a private plan change.

General

Overall we were very comfortable with the layout and content of the draft DCP.

4. Site zoning – the existing DCP site is shown on the planning maps as Industrial zone. We have however noted that you have referred to only the rural zone in your DCP and wonder if this would be a more appropriate zoning. We would like to discuss this with you so please feel free to give us a call.
5. The DCP Boundary might need to be shown more clearly on the map i.e. a thicker line.

Steve Bigwood

From: Steve Bigwood
Sent: 23 September 2013 17:59
To: 'Wouter'
Cc: 'bkeam@ingham.com.au'
Subject: RE: Inghams Plan Change
Attachments: FINAL Table for performance standards updated 26 September 2013 A3.docx; 140510_P_03_B_SEPTMBER_FINAL.pdf

Evening Ally

Firstly, thanks for the below review comments. Our response is provided in **red** below.

Attached is a copy of the amended DCP. We propose to lodge the plan change with MPDC on 30 September, thus if you are able to review for any obvious errors before Wednesday 25 September that would be gratefully appreciated.

Regards,

Steve Bigwood Senior Planner

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Email sbigwood@bbo.co.nz | Website www.bbo.co.nz

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-----Original Message-----

From: Wouter [<mailto:vanplayerltd@gmail.com>]
Sent: 25 August 2013 21:05
To: Steve Bigwood
Subject: Inghams Plan Change

> Hi Steve,

My biggest apologies that it has taken me so long to get you this email. As discussed over the phone, I have reviewed the latest version of your draft DCP and make the following comments:

- > 1. In regards to noise, before I comment further i would like to see the section 32 which I understand clarifies why you want greater than 40dBA and the effects of this. **Inghams have investigated the alternatives to resolving the noise issue and are strongly of the view that the solution proposed within the DCP is the best when considering all parties. The noise report we believe bears this out.**
- > 2. I note that you are seeking a restricted discretionary activity status to process other foods. As discussed i like your wording around primarily poultry as i think this covers a lot but requires the basis to be chicken. I struggle to see that RD would be an appropriate activity status because the DCP is like a specific zoning for ighams. An example would be the residential zone is primarily for dwellings and saying that all other activities are restricted discretionary doesn't not sit comfortably with me. In addition part of the site could be used as a different business and this is not really what the DCP is about or envisages. I am happy to discuss further. **This activity is now a full Discretionary Activity on the DCP.**

> 3. I am not that comfortable that over 250,000 poultry is only RD activity status. I know that we discussed that the process of this number is a long way off and that the section 32 explains this in further detail. I would like to reserve my comments on this until I have read the section 32 **This activity is now a full Discretionary Activity on the DCP.**

4. The House front yard I think should be greater than 10m and rely on rural yards not industrial. You were going to check how close the dwelling was from the front boundary to see if this could be achievable. I also suggested as an alternative to be either 25m or behind the front line of the dwelling. **The existing dwelling is only located 10m from the front boundary. We have amended rule to say behind front façade of dwelling.**

> 6. We discussed traffic requirements and I think I am happy with your explanation between PM and assessment criteria.

> 7. Signage pm should include letter height as per the DP requirements. **Sign letter heights now included.**

> 8. Wasterwater and storm water should be in matters of control even if capacity already exists as tech and requirements change and this has at least a 10 year planning life.

Wastewater and stormwater matters of control now included.

9. We discussed rendering and processing of waste products. i cant really remember where we got to on this but i think we both agreed that processing of waste wasn't anticipated and we may need to note that on the DCP somewhere. **Rendering activities are non-complying activities on the DCP.**

10. We also discussed Design and Appearance wording and agreed that this was hard to assess and you agreed to have a look at it. **This has been removed. The glare clause has been placed in the 'lighting and glare' standard while the visual amenity issue we believe is covered in the 'landscaping' standard.**

I hope this is all we discussed am my apologies for formatting as i have sent this on my ipad which isn't as word friendly as my computer. i have a strange feeling there was another one but I can't think of it at the moment.

Also we discussed that we would be looking at getting a consultant to process this plan change.

If you have any queries, please don't hesitate to contact me. I officially start back at work on the 30th September but you can contact me anytime on my work mobile 0272135175. I don't have it on me all the time but if you leave a message I will get back to you. Again my biggest apologies that it has taken so long to get to you and I promise it won't happen again.

Cheers

Ally

Our Ref: 109.2013.7 – Plan Change 46
Your Ref: 140510
Enquiries to: Patrick Clearwater



30 October 2013

Bloxam Burnett & Olliver Limited
PO Box 9041
Hamilton 3240

Attention: Steve Bigwood

Dear Steve

Private Plan Change Request – Inghams Enterprises Development Concept Plan

- 1.0 Thank you for submitting your proposal to make changes to the Matamata-Piako District Plan in relation to the Inghams Enterprises property at Waihekau Road, Waitoa. Council staff have now had the opportunity to review the information provided and make the following comments below.

2.0 Further Information Required

In order for Council staff to better understand the effects the request will have on the environment, how the effects will be mitigated, and the efficiency and effectiveness of the changes proposed can you please provide the information detailed below, in accordance with clause 23(1) of schedule 1 of the Resource Management Act 1991.

2.1 Traffic Effects

2.1.1 *Effect on road pavements and road safety due to increase in traffic on the road network*

This includes the effect of increased traffic on the District's road network, the effect of an increase in heavy vehicles on Seddon Road, Waihekau Road and Ngarua Road, and the effect of an increase in traffic on the intersection of Ngarua and Waihekau Roads and the intersection of Alexandra and Waihekau Roads. Both safety and pavement deterioration need to be considered.

2.1.2 *Enforcement of permitted activity performance standards*

Resource consents currently held by Inghams are subject to a number of conditions, whereas the proposed Development Concept Plan will enable the processing of 160,000 birds and the use of entranceways as permitted activities. As a result, please provide the framework in which the conditions of these consents will be enforceable.

2.2 Visual Effects and Landscaping

2.2.1 *Implementation of landscaping*

The proposed Development Concept Plan states that to be a permitted activity and process 160,000 birds that the landscape plan needs to be implemented. Is the intention that all planting will be undertaken immediately?

The plan makes suggestions on what could be planted and also provides a graphic illustration of where it will be planted. Unfortunately, without definite measurements and requirements, i.e. width of landscaping, minimum height of vegetation, whether the vegetation is meant to achieve softening or total screening, it is very hard to decipher what exactly is required. As discussed the idea that this is just a concept plan and a detailed plan would need to be submitted with any resource consent application may resolve this issue.

2.2.2 Front yard requirement

The effects of changing the existing front yard requirement from 80 metres to 20 metres, particularly in regards to the Seddon Road frontage.

2.2.3 Front yard landscaping

Whether or not half the width of the front yard will be landscaped in accordance with Section 3.3.5 of Part B of the District Plan, and the effects of this.

2.2.4 Side yard requirement

The effects, effectiveness and efficiency of requiring a 10 metre yard area between the two properties that comprise the Development Concept Plan. In addition the effects of reducing the yard requirements for all other yards from 80 metres to 20 metres.

2.2.5 Bridge over the Waipuna Stream

A proposed bridge over the Waipuna Stream is referred to in Appendix 3: Landscape and Visual Assessment of the plan change request. A bridge is not mentioned elsewhere in the plan change report or provided for in the Development Concept Plan. Further information is therefore sought on whether a bridge is proposed and also the efficiency and effectiveness of a bridge being subject to the provisions in Section 12 of Part B of the District Plan, given that the landscape and visual assessment report addresses many of the potential issues in relation to such a structure.

2.3 Earthworks and Hazardous Substances

The plan change report (page 17) indicates that for earthworks and hazardous substances the general District Plan rules will apply however it is not referred to in the proposed Development Concept Plan. Given that the proposed Development Concept Plan is meant to be a 'one-stop shop', a reference should be included. However, please also detail the effectiveness and efficiency of subjecting earthworks and hazardous substances within the proposed Development Concept Plan to the provisions in Sections 2.2.9.1, 2.2.9.2 and 5.7 of Part B of the District Plan (as noted on page 17 of the Plan Change Report).

2.4 Odour and Glare

The section 32 assessment contains no assessment of the potential odour or glare associated with the proposed Development Concept Plan. In order for Council to understand your proposal could you please provide an assessment of these performance standards.

2.5 Section 32 Evaluation

We will be unable to notify the plan change before section 70 of the Resource Management Amendment Act 2013 comes into force on 4 December 2013. Are you

therefore able to provide further information to ensure that the section 32 analysis you have provided will meet the new requirements.

3.0 Commissioning of Reports

We would also like to give to commission reports in relation to the plan change request, in accordance with clause 23(3) of schedule 1 of the Resource Management Act 1991, as described below.

3.1 Traffic

After receiving the further information required on traffic effects as set out in paragraph 2.1 of this letter, we intend to commission a peer-review of the traffic impact assessment included in Appendix 4 to the plan change request. This will provide a technical assurance to Council that the description of the effects contained in the report is accurate, complete and unbiased.

3.2 Landscaping

After receiving the further information required on landscaping effects as set out in paragraph 2.2 of this letter, we may commission a peer-review of the landscaping assessment included in Appendix 3 to the plan change request. This will provide a technical assurance to Council that the description of the effects contained in the report is accurate, complete and unbiased.

3.3 Noise

We intend to commission a report to peer-review the noise report included in Appendix 5 to the plan change request. This will provide a technical assurance to Council that the description of the effects contained in the report is accurate, complete and unbiased.

4.0 Are you able to please confirm in writing whether you agree to providing the further information and if so, an estimated timeframe in which it will be provided. Please also provide in writing whether you agree to the commissioning of the above reports. Should you have any queries or concerns about the exact scope of the reports please don't hesitate to contact us to discuss it in further detail. In the meantime, the processing of your request will be put on hold.

5.0 In regards to any of the information in this request, please do not hesitate to contact Patrick Clearwater (phone 07 884 0060 or email pclearwater@mpdc.govt.nz) or me (phone 07 884 0060 or email avankuijk@mpdc.govt.nz).

Kind regards

Ally van Kuijk
District Planner

Steve Bigwood

From: Ally van Kuijk <AvanKuijk@mpdc.govt.nz>
Sent: Tuesday, 6 May 2014 6:35 a.m.
To: Steve Bigwood
Cc: Mark Hamilton; Marius Home
Subject: Comments on draft further information request

Hi Steve,

My apologies again for not getting back to you yesterday. I would like to ring you to discuss each comment but I thought if I sent you an email at least you would get an understanding of our comments when you got to work. Firstly I would like to thank you for all the effort that went into the further information request as it answered a number of the matters raised. Firstly below is a list of our main comments with a detail list on each section further below. Given that you have asked our comments on a draft document, some of the comments don't relate directly to the further information request however we have included them as well. In addition, Suz Kamptshof is getting back to me today on the roading issues so I will forward those when I get them.

Main overarching planning comments:

- I. Further discussion of wastewater treatment is necessary to better understand the potential for odour effects. We take it the existing wastewater treatment facility already installed on site is adequate to process the wastewater from 160,000 birds per day? If so, then we need to document that. If not, then there should be control over expansion of the treatment facility to ensure odour effects are avoided. Then, expansion of the processing capacity from 160,000 to 250,000 birds per day, will increase the wastewater generated on the site by an estimated additional 2,700m³ per day. This is substantial, raising the potential for odour. We think the matters of control should be expanded to include "the method of wastewater treatment to avoid adverse odour effects" and "the ability to require a technical assessment of the adequacy of the treatment system/ odour modelling". Assessment of odour effects (from wastewater produced on site) should also be added in section 9 of the Plan Change Report.
- II. The Plan Change Report should be amended to include reference to MPDC's transportation and utilities plan changes – specifically the relevance of the objectives and policies and particularly the objectives and policies for integrating land-use and infrastructure.
- III. A minor amendment is required to the explanation of the status of the PWRPS provisions in paragraph 8.2.4 of the Plan Change Report

Detailed comments

3.2.1 - Under Plan Change 43 and 44 (Transportation and Utilities Plan Change) which was notified earlier this year and scheduled to have a hearing on 4th June, Waiheke Road is now a collector road.

5.1.10 and 5.2 - Same issue as above, PC 43 and 44 have updated some of these objectives and policies and we believe this should be reflected in this document. I am happy to send you an electronic copy of the notified version if that helps. Alternatively it is on our website under plan changes.

5.23 - spelling error "identified"

5.34 - 5.9.1 should be included in regard to parts of the District Plan exempted by DCPs and there are new access standards in PC 43 and PC 44 that should be updated

6.1.3 and wording in Performance Standards - Given that both Earthworks and Hazardous Substances are defined under the RMA as functions of a local Council we would prefer to see Unlimited Earthworks and Unlimited Hazardous Substances included as permitted activities on the actual DCP.

6.1.3 and DCP - In regards to the bridge over the Waipuna stream we would prefer to see this on the DCP under permitted activities with wording like "Bridge over the Waipuna Stream as depicted on the DCP". This would mean that it would have to be shown on the DCP.

6.1.3 - Rendering - Here your section 32 says that Rendering would be a non-complying activity however it could potentially be a discretionary activity under your DCP provisions should it comply with the

performance standards. We believe that this should be singled out and identified as a non-complying activity on the DCP.

8.1.1 - Please see comment above about PC 43 and PC 44.

8.2.4 - Unfortunately, the PRSP is different to Plans in regards to when full weight is applied. It is our understanding that a provision doesn't have full weighting in an PRPS until the entire document is adopted however weighting on an unchallenged provision should be given accordingly.

9.1.1 - In the list should odour and amenity be added?

9.3.13 - Add "than" in the sentence

9.3.18 first bullet point - should be "designed"

9.4.1 - "compliance of new facilities" - have these been identified?

9.8.1 - we believe that the section 32 needs a little more information around the wastewater treatment plant as detailed above, as it is likely to be the main source of potential odour effects..

DCP - we are not going to die in a ditch over this but still see that potential activities like rendering could be discretionary not non-complying if they meet all the performance standards.

DCP - buffer - think this needs to be clarified a little more as is it an irrigation buffer or a buffer for the entire site.

Performance Standard (PS) - the height in relation to boundary rule we believe could create you issues particularly in relation to the road boundary as if you want to build a 10m height building you would need to be at least 40m away - not an issue for us but thought we might raise it.

PS 4 (d) - we would prefer wording "approved in accordance with the above" rather than just "approved" as it makes the PS less subjective :-) we are happy with similar wording

PS 4 (f) - as written this would be hard to monitor so we would like to add "that on request traffic numbers and routes shall be made available to Council staff" or words to that effect.

PS 5 (b) - rather than just limiting it to trucks we believe car parking spaces should be clear or an manoeuvring.

PS - Earthworks and Hazardous Substances - please see comment above

Matters of Control - please see comments above as a matter of control in relation to odour may need to be included here depending on what the wastewater treatment plant can cater for.

Matter of discretion - please see comments above the matters of discretion in regards to odour may need to be updated to reflect the ability for Council to require odour modelling

PS - Marius did note that the only PS missing is dust if you felt like including it :-)

I hope the above gives you an understanding of our comments but I will endeavour to ring you today to discuss further.

Cheers

Ally van Kuijk | District Planner

Matamata-Piako District Council 35 Kenrick Street, PO Box 266, Te Aroha 3342

p 07 884 0060 | m 027 213 5175 | f 07 884 8865 | w www.mpdcc.govt.nz

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Steve Bigwood

From: Cameron Inder
Sent: Wednesday, 7 May 2014 9:13 a.m.
To: Steve Bigwood
Subject: FW: Inghams Waitoa plan change

fyi

From: Susanne Kampshof [mailto:skampshof@mpdc.govt.nz]
Sent: Wednesday, 7 May 2014 8:58 a.m.
To: Cameron Inder
Cc: Ally van Kuijk; Marius Rademeyer
Subject: RE: Inghams Waitoa plan change

Hi Cameron,
Just a very quick e-mail to cover our discussion a few minutes ago.

council would feel more comfortable with getting the test pits and FWD's completed to ensure we can capture the actual impact of the additional traffic, specifically the heavy vehicles on the road.

Council will arrange for the test pits and fwd's to be completed, but as discussed I need to investigate how soon we can get the fwd's completed. we are planning to do some other work on our main arterials throughout the network and it would be good to have this work combined. But not sure what your timeframe is likely to be.

As discussed, it would be good if we could include this as a planning rule in the current process you are completing so that the work will be done when required.

I am sorry for not getting back to you yesterday, I was tied up in meetings until the end of the day.

Thanks,

Susanne Kampshof | Asset Manager Strategy and Policy
Matamata-Piako District Council 35 Kenrick Street, PO Box 266, Te Aroha 3342
p 07 884 0060 | **m** 027 489 3919 | **f** 07 884 8865 | **w** www.mpdc.govt.nz

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From: Cameron Inder [mailto:cinder@bbo.co.nz]
Sent: Tuesday, 06 May 2014 2:27
To: Susanne Kampshof
Cc: Steve Bigwood
Subject: Inghams Waitoa plan change

#####

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Hi Susanne,

I've left a message on your answer phone and would appreciate a call back this afternoon when back from your meeting please. It's in regards to the assessment of the pavement levy offered by Inghams in our letter to Ally van Kuijk on 22 April.

Thanks,

Cameron Inder Transportation Engineer



PO Box 9041 | Level 5 18 London Street | Hamilton 3240 | New Zealand
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From: Cameron Stanley
Sent: Thursday, 5 December 2013 10:05 a.m.
To: Susanne Kampshof
Cc: Cameron Inder
Subject: RE: Waiheka data etc

Hi Susanne,

I have had a look through the data you gave me and as you said there isn't a lot of information about the pavement.

In the request for further information that we were sent by Patrick Clearwater, the traffic effects section asks us to consider the Ingham's proposal's effect on safety and pavement deterioration (see attached copy of letter). I am wondering how we will be able to provide a meaningful response to the question of pavement deterioration if we have little idea of the composition/structure of the pavement. Is there any other available information to help answer this question? Or otherwise, do you know what is expected of us in regards to an assessment of pavement deterioration?

Thanks for your help.

Cameron.

From: Susanne Kampshof [<mailto:skampshof@mpdc.govt.nz>]
Sent: Wednesday, 4 December 2013 9:47 a.m.
To: Cameron Stanley
Subject: FW: Waiheka data etc

Hi Cameron,
Please find attached RAMM data we could extract from the system. Unfortunately there isn't very much information in there around the pavement. Please let me know if you do need any further data.

Thanks,

Steve Bigwood

From: Steve Bigwood
Sent: 28 June 2013 17:58
To: 'Bonnie Harper'
Cc: bkeam@ingham.com.au; 'hshaw@ingham.com.au'; 'Joan Forret'
Subject: RE: Comments on proposed plan change to MPDC district plan

Hi Bonnie

Thank you for the positive feedback.

In regard to the stormwater and wastewater issues you raise, the Plan Change report does provide more detail of the regional consenting issues and we will add commentary on Inghams commitment to engage with the Regional Council on these matters during design development.

Regards,

Steve Bigwood Senior Planner



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From: Bonnie Harper [mailto:Bonnie.Harper@waikatoregion.govt.nz]
Sent: 28 June 2013 17:25
To: Steve Bigwood
Subject: Comments on proposed plan change to MPDC district plan

Hi Steve,

Thanks for the opportunity to provide comments on the draft private plan change for the Ingham's site. Overall we are happy with the proposed development concept plan and future plans for the site. I have met with our transport advisor, freshwater ecologist and consenting staff to get some feedback on the proposal. We are aware the proposal will result in an expansion of the carpark which will require piping of the tributary of the Waipuna stream. We are satisfied with Tonkin and Taylor's ecological assessment of the tributary and their recommendations. The proposal will result in more impermeable surfaces from the carpark and more buildings on site which will affect stormwater run-off. The increase in production will also affect wastewater and water use. The report on the proposed plan change briefly mentions these infrastructure effects, and while they do not directly relate to the contents of a development concept plan, we would like yourself and Ingham's to be aware the consents to take water and discharge stormwater and wastewater will need reconsidering in light of the proposed development. There is a possibility the current consent limits for these activities could be breached as a result of the increased production, so we would like to engage in conversation on these issues sooner than later. It would be good if the report on the proposed plan change indicated more clearly the intent to engage with the Regional Council in re-assessing these consents based on the increased production. We would also expect an assessment of the Waipuna stream to take place as part of considering the stormwater and wastewater consents.

WRC generally supports the Traffic Impact Assessment prepared by BBO. We consider that the recommendations provided by BBO are appropriate, and should be implemented as part of the plan change to ensure that any adverse transport effects associated with the intensification can be appropriately managed and mitigated. We note that the site is located near SH26 and SH27, and both corridors are identified as regionally significant transport routes within the PRPS and Regional Land Transport Strategy (RLTS). We consider that whilst the increased production (250,000 birds/day) will result in more traffic movements per day, this is still well within the capacity of the surrounding road

network, and the impact on the SH26 and 27 routes should be no more than minor. We also support the proposed entrance on Seddon Road (Gate 6) to separate all HCVs from the staff and visitor access. This will provide greater transportation and safety outcomes for the surrounding network.

We generally agree with the assessment of the Proposed Regional Policy Statement, however not all of the relevant objectives, policies and methods were considered. We would have liked to see Objectives 3.7, 3.11a, 3.13, 3.15(d), Policies 11.1, 14.3, and Methods 6.3.9, 8.3.7(e), 11.1.1 and 11.1.2 included in Appendix 11.

Please do not hesitate to contact me to discuss anything further.

Kind Regards,

Bonnie Harper | Senior Policy Advisor | Policy and Transport Group

Waikato Regional Council

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