



**Proposed Private Plan Change 46**  
**Development Concept Plan for Inghams Enterprises**  
**(NZ) Pty Ltd**

**Summary of Submissions**  
**and**  
**Copy of Submissions**  
**Received**









## **Contents**

### **Summary of Submissions**

<b>Submission</b>	<b>Submitter</b>
<b>1</b>	<b>Ngati Haua</b>
<b>2</b>	<b>Eric McIver</b>
<b>3</b>	<b>Maree McIver</b>
<b>4</b>	<b>Fonterra Co Operative Group Ltd</b>
<b>5</b>	<b>Powerco</b>
<b>6</b>	<b>New Zealand Transport Agency</b>
<b>7</b>	<b>New Zealand Transport Agency</b>









Submitter	Specific provisions of the plan change that the submission relates to	Support/ Oppose	Details of Submission	Decision that the Submitter wants Council to make	To be heard
1. Ngati Haua Iwi Trust	General purpose of the plan change	Support	The submitter was consulted and supports the changes proposed.	Accept the plan change as notified.	No
2. Eric McIver	Not stated	Support	Not stated	Accept the plan change.	Not stated
3. Maree McIver	Not stated	Support	Not stated	Accept the plan change.	Not stated
4. Fonterra Cooperative Group Ltd	Entire plan change	Support	<p>1. The particular aspects supported by Fonterra include:</p> <ol style="list-style-type: none"> <li>The proposed DCP which includes all relevant performance standards and assessment criteria so there is no requirement to refer elsewhere in the District Plan, is a sound approach.</li> <li>The removal of the delineation of individual buildings and structures for simplicity and to provide flexibility, helps to avoid the DCP from becoming outdated.</li> <li>Support for changing a number of activities to permitted status such as workshops, servicing, wastewater, and water treatment facilities, transportation depots, energy plants, earthworks, and hazardous substances/dangerous goods;</li> <li>Support for the extension of the noise emission control boundary (after careful consultation), to provide for expansion;</li> <li>Support for the simplified landscaping, which provides for greater scope for redevelopment within site boundaries.</li> </ol> <p>2. Fonterra supports the proposed changes as they will better provide for future development of the site and will avoid development being subject to unnecessary resource consents and the associated uncertainty, costs, and delays associated with the consent process.</p>	Retain the provisions as notified	No
5. Powerco	<p>1. Exclusion of Powerco's substation site on Lot 1 DP 443679 from the DCP, and retaining the lot's underlying Industrial zoning.</p> <p>2. Provision of 'Access Point 1' identified on the DCP which provides access to Powerco's substation.</p> <p>3. Amendment of 'Performance Standard 7' relating to landscaping by including an advice note.</p>	Support, subject to amendment of 'Performance Standard 7'.	<p>1. Powerco's substation is currently located within the DCP. Electricity substations are not provided for in the DCP and as a result, Powerco was required to obtain a non-complying activity consent at the time that the substation was established.</p> <p>PPC 46 proposes to alter the boundary of the DCP so that Powerco's site would be excluded from the DCP area and would not, therefore, be required to comply with the provisions of the DCP. Powerco supports this change. The underlying zoning of the substation site will not be affected by the DCP boundary change. Accordingly, the substation site will retain its Industrial zoning.</p> <p>2. The amended DCP identifies 6 primary access points to the site. The performance standards require all vehicle accesses to be located in accordance with the DCP. 'Access Point 1', identified in the DCP, provides access to Powerco's substation from Waihekau Road and its inclusion in the DCP is therefore supported.</p> <p>3. PPC 46 proposes additional screen planting along Waihekau Road in order to mitigate landscape and visual amenity effects. Powerco appreciates the need for the screen planting. However, it seeks to ensure that the screen planting is appropriate in terms of species selection, location, height, and management to avoid interference with Powerco's existing overhead powerlines in Waihekau Road. This is because vegetation in close proximity to electricity lines can create a public safety hazard and result in "flashovers", an interruption of electrical service, or an outage (for example due to trees falling on the lines).</p> <p>As such, Powerco supports screen planting along Waihekau Rpad but seeks the inclusion of an advice note in 'Performance Standard 7' of PPC46 drawing attention to the need for compliance with the Electricity (Hazards from Trees) Regulations 2003 in all parts of the plan change area. The regulations define the safe separation distances required between trees and overhead electricity lines. Compliance with the regulations is mandatory.</p>	<p>1. Retain the proposed boundary of the DCP to the extent that it excludes Powerco's existing electricity substation located on Lot 1 DP 446379 and retain the underlying Industrial zoning of Lot 1 DP 446379.</p> <p>2. Retain 'Access Point 1' on the DCP and the associated performance standards for access to the extent that they enable continued use of the existing access to Powerco's substation on Lot 1 DP 446379.</p> <p>3. Include the following advice note in 'Performance Standard 7' relating to landscaping in the PPC 46 area:</p> <p><u><i>Advice Note:</i></u>  <u><i>Vegetation to be planted near electric lines should be selected and/or managed to ensure that it will not result in that vegetation breaching the Electricity (Hazards from Trees) Regulations 2003. To discuss works, including tree planting, near any electrical line, contact the line operator.</i></u></p>	No



6. NZ Transport Agency To be superseded if late submission (see below) is accepted.	<div>1. Whole of plan change;</div> <div>2. Section 1.1;</div> <div>3. Performance Standards;</div> <div>4. Section 1.3 Matters of Discretion.</div>	Not opposed, provided that the effects on the state highway and regional transportation network are mitigated.	<div>1. PPC 46 will enable an increase in poultry production from 160,000 birds per day as a permitted activity, and up to 250,000 birds per day as a controlled activity. The current Traffic Impact Assessment (TIA) assesses the effect on the transport network of an increase in production rate up to 250,000 birds.</div> <div>2. During previous consultation, the Transport Agency identified that t the right-turn bay lane at the Ngarua Road/SH27 intersection would need to be lengthened approximately 5m to accommodate the proposed increase in usage. The current TIA has indicated that the lengthening is not necessary at this stage.</div> <div>3. At present the activity status “triggers” relate to the number of birds processed at the site. The Transport Agency wants to ensure that specific trip generation triggers are included in order that actual effects on the transport network from the activity can be assessed.</div> <div>4. Specific trip generation triggers will allow the Transport Agency to revisit the proposed lengthening of the right-turn bay at the Ngarua Road/SH 27 intersection, as well as to identify and address any further effects on the network.</div> <div>5. While the level of production gives an indication of likely trip generation based on current levels (and the Transport Agency is supportive of the TIA which is based on these figures), should the actual generation differ, there should be the ability to consider the effects as they occur.</div>	<div>1. Insert a new performance standard into Section 1.1:</div> <div><div>12. Traffic generation</div><div>There shall be monitoring of traffic movements to and from the site including the effects on the intersection with SH27, on a three-monthly cycle.</div><div>The applicant shall provide a detailed monitoring report to the Performance Manager: NZ Transport Agency and Matamata-Piako District Council. This monitoring shall include increase to crash rates at site access and key intersections along the access routes.</div><div>If the traffic generation from the site exceeds 1,685 vehicles per day (vpd):</div><div>a. The Ngarua Road/SH27 right-turn bay shall be increased in length by 5m within 3 months from the date of. Unless otherwise agreed to by the Council in consultation with the NZ Transport Agency, the upgrade to the Ngarua Road/SH27 right-turn bay shall be undertaken within 3 months from the date the traffic generation from the site exceeds 1685vpd.</div><div>b. A broad Integrated Transport Assessment shall be prepared with reference to the approach and guidelines from the NZ Transport Agency Research Report No. 422, November 2010. Please refer to the Matamata-Piako District Plan Chapter 9, Transportation, Section 9.1.6(v)(b) for the matters to be addressed in a broad ITA.</div></div>
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2. Make the following consequential amendment to Section 1.3.1D, by inserting a new matter of discretion (vi) relating to this performance standard:



	<p>3. At present the activity status “triggers” relate to the number of birds processed at the site. The Transport Agency wants to ensure that specific trip generation triggers are included in order that actual effects on the transport network from the activity can be assessed.</p> <p>4. Specific trip generation triggers will allow the Transport Agency to revisit the proposed lengthening of the right-turn bay at the Ngarua Road/SH 27 intersection, as well as to identify and address any further effects on the network.</p> <p>5. While the level of production gives an indication of likely trip generation based on current levels (and the Transport Agency is supportive of the TIA which is based on these figures), should the actual generation differ, there should be the ability to consider the effects as they occur.</p> <p>6. While the Transport Agency is generally supportive of the TIA provided, and does not object to permitted activity status for production up to 160,000 birds generating up to 1,240 vpd, it considers that a greater degree of discretion is required for production (and traffic generation) above this level.</p> <p>7. As proposed, controlled activity status would apply for production of between 160,000 – 250,000 birds per day (with no performance standards). The Transport Agency does not oppose allowing for the higher production level but considers this should be a restricted discretionary activity to allow for the effects to be considered and mitigated.</p> <p>8. The current format and structure of the plan change is not consistent with the existing district plan and the Transport Agency considers Council should make changes necessary to address this.</p>	<p><b>BUILDING AND PLANT MANAGEMENT AREA:</b></p> <ul style="list-style-type: none"><li>Processing of between 160,000 and 250,000 poultry per day;</li></ul> <p><b>RESTRICTED DISCRETIONARY ACTIVITIES:</b></p> <p>The following shall be restricted discretionary activities are restricted discretionary:</p> <p><b>TOTAL DCP:</b></p> <ul style="list-style-type: none"><li>Any permitted or controlled activity which is provided for in this <del>DCP</del> DCP and does not meet the relevant performance standards within Section 1.1.</li><li>Processing of between 160,000 and 250,000 poultry per day.</li><li>Any activity identified in the activity table as a <del>Restricted</del> Restricted Discretionary Activity in the Rural Zone not otherwise provided for in this DCP.</li></ul> <p>3. Amend Section 1.2.1 by inserting new matters of control:</p> <table><tr><td>1. Controlled Activities provided for in the Development Concept Plan</td><td>C. Traffic, Parking, Loading and Access: (a) ..... (b) The level of traffic generated by the activity, and whether the effects on the transport network are consistent with those anticipated by the Traffic Impact Assessment Waitoa Plant Plan Change, August 2013, prepared by Bloxam, Burnett &amp; Oliver Ltd, and if not, whether a new ITA should be prepared in accordance with Chapter 9. (c) The need to upgrade the Ngarua Road/SH27 right turn bay.</td></tr></table> <p>4. Amend Section 1.3.1 by inserting new matters of discretion and Advice</p> <p>Note*:</p> <table><tr><td>1. Restricted Discretionary Activities provided for in the Development Concept Plan:</td><td>D. Traffic, Parking, Loading and Access a) ..... (i)..... (ii)..... (iii).... (iv).... (v)..... (vi) The extent to which the levels of traffic generated by the activity, and the effects of the traffic, are consistent with those anticipated by the Traffic Impact Assessment Waitoa Plant Plan Change, August 2013, prepared by Bloxam, Burnett &amp; Oliver Ltd. Where levels/effects are greater than those anticipated, a new ITA prepared in accordance with Chapter 9 will be required. (vii) Whether upgrades to the transport network, particularly the Ngarua Road/SH27 right turn bay, are required. (ix) The recommendations of an ITA if required (see Rule 9.1.6).</td></tr></table> <p>* Wording for advice note not stated.</p> <p>5. Retain the remaining provisions as notified, notwithstanding formatting, numbering and other minor changes necessary to ensure consistency with the existing district plan.</p>	1. Controlled Activities provided for in the Development Concept Plan	C. Traffic, Parking, Loading and Access: (a) ..... (b) The level of traffic generated by the activity, and whether the effects on the transport network are consistent with those anticipated by the Traffic Impact Assessment Waitoa Plant Plan Change, August 2013, prepared by Bloxam, Burnett & Oliver Ltd, and if not, whether a new ITA should be prepared in accordance with Chapter 9. (c) The need to upgrade the Ngarua Road/SH27 right turn bay.	1. Restricted Discretionary Activities provided for in the Development Concept Plan:	D. Traffic, Parking, Loading and Access a) ..... (i)..... (ii)..... (iii).... (iv).... (v)..... (vi) The extent to which the levels of traffic generated by the activity, and the effects of the traffic, are consistent with those anticipated by the Traffic Impact Assessment Waitoa Plant Plan Change, August 2013, prepared by Bloxam, Burnett & Oliver Ltd. Where levels/effects are greater than those anticipated, a new ITA prepared in accordance with Chapter 9 will be required. (vii) Whether upgrades to the transport network, particularly the Ngarua Road/SH27 right turn bay, are required. (ix) The recommendations of an ITA if required (see Rule 9.1.6).
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# Submission on Proposed Private Plan Change

Clause 6 of Schedule 1 of the Resource Management Act 1991



To: Matamata-Piako District Council

## Submitter's details:

Name: Ngati Haua hui Trust  
Contact person: Jess Samuels  
Address for correspondence: PO Box 270, Morrinsville 3340  
Phone: 07 958 0266 Fax: \_\_\_\_\_  
E-mail: jessica@ngatihauauiatrust.co.nz

This is a submission on Private Plan Change 46: Development Concept Plan for Poultry Processing & Manufacturing, Waitoa which seeks to amend the Development Concept Plan for the Inghams Enterprises (NZ) Pty Limited poultry processing factory in Waitoa.

The specific provisions of the plan change that my submission relates to are: The general purpose of the Plan Change.

My submission is (include whether you support or oppose the specific provisions or wish to have them amended, and the reasons for your views; attach additional pages if necessary):

Ngati Haua hui Trust were directly consulted with about this Proposed Plan Change and were happy with the changes proposed and will provide their support.

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I seek the following decision from Council (please give precise details):

☒ Accept the plan change

☐ Decline the plan change

☐ Accept the plan change with the following amendments

☐ If the plan change is not declined, make the following amendments

I wish to be heard in support of my submission:

☐ Yes

☒ No

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

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

☐ Yes

☒ No

I could gain an advantage in trade competition through this submission.

☐ Yes

☒ No

If you could gain an advantage in trade competition through this submission please complete the following:

I am directly affected by an effect of the subject matter of this submission that—

(a) adversely affects the environment; and

(b) does not relate to trade competition or the effects of trade competition

☐ Yes

☐ No

Signed: \_\_\_\_\_

Date: 15/12/2014

**Notes:**

- The submission and decision you wish Council to make should only relate to the contents of the proposed plan change.
- Submissions close at **5.00pm on Wednesday, 28<sup>th</sup> January 2015.**
- Please send the completed form to: Matamata-Piako District Council, 35 Kenrick Street, PO Box 266, Te Aroha, fax to 07 884 8865, or drop it off at any Council office before the closing date or email to [submissions@mpdc.govt.nz](mailto:submissions@mpdc.govt.nz) or complete online at [www.mpdc.govt.nz](http://www.mpdc.govt.nz).
- After the closing date, submissions will be copied and a complete set and summaries of all submissions received will be available for public viewing.



# Submission on Proposed Private Plan Change

Clause 6 of Schedule 1 of the Resource Management Act 1991



To: Matamata-Piako District Council

## Submitter's details:

Name: Eric McIver

Contact person: Eric McIver

Address for correspondence: 13 Cedar Way  
Morrinsville

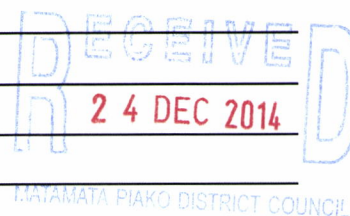
Phone: 07 889 4649 Fax: 07 889 4649 / 07 3253992

E-mail: \_\_\_\_\_

This is a submission on Private Plan Change 46: Development Concept Plan for Poultry Processing & Manufacturing, Waitoa which seeks to amend the Development Concept Plan for the Inghams Enterprises (NZ) Pty Limited poultry processing factory in Waitoa.

The specific provisions of the plan change that my submission relates to are: \_\_\_\_\_

My submission is (include whether you support or oppose the specific provisions or wish to have them amended, and the reasons for your views; attach additional pages if necessary): \_\_\_\_\_



Office use only:

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I seek the following decision from Council (please give precise details):

☒ Accept the plan change

☐ Decline the plan change

☐ Accept the plan change with the following amendments

☐ If the plan change is not declined, make the following amendments

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I wish to be heard in support of my submission:

☐ Yes ☐ No

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

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

☐ Yes ☐ No

I could gain an advantage in trade competition through this submission.

☐ Yes ☐ No

If you could gain an advantage in trade competition through this submission please complete the following:

I am directly affected by an effect of the subject matter of this submission that—

- (a) adversely affects the environment; and  
(b) does not relate to trade competition or the effects of trade competition

☐ Yes ☐ No

Signed: \_\_\_\_\_

Date: \_\_\_\_\_

*E J M J*

*21.12.2014*

**Notes:**

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# Submission on Proposed Private Plan Change

*Clause 6 of Schedule 1 of the Resource Management Act 1991*



**To: Matamata-Piako District Council**

### Submitter's details:

Name: Maree McIver

Contact person: Maree McIver

Address for correspondence: 13 Cedar Way  
Morningsville

Phone: 07 889 4649. Fax: 07 889 4649 / 07 3253 992

E-mail: \_\_\_\_\_

**This is a submission on Private Plan Change 46: Development Concept Plan for Poultry Processing & Manufacturing, Waitoa which seeks to amend the Development Concept Plan for the Inghams Enterprises (NZ) Pty Limited poultry processing factory in Waitoa.**

The specific provisions of the plan change that my submission relates to are:\_\_\_\_\_

My submission is (include whether you support or oppose the specific provisions or wish to have them amended, and the reasons for your views; attach additional pages if necessary):

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24 DEC 2014  
MATAMATA-PIKO DISTRICT COUNCIL

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35 Kenrick Street - PO Box 266 - Te Aroha 3342 - [www.mpd.govt.nz](http://www.mpd.govt.nz)

Morrinsville & Te Aroha 07 884 0060 - Matamata 07 881 9050 - Fax 07 884 8865





I seek the following decision from Council (please give precise details):

☒ Accept the plan change

☐ Decline the plan change

☐ Accept the plan change with the following amendments

☐ If the plan change is not declined, make the following amendments

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I wish to be heard in support of my submission:

☐ Yes

☐ No

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

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

☐ Yes

☐ No

I could gain an advantage in trade competition through this submission.

☐ Yes

☐ No

If you could gain an advantage in trade competition through this submission please complete the following:

I am directly affected by an effect of the subject matter of this submission that—

(a) adversely affects the environment; and

(b) does not relate to trade competition or the effects of trade competition

☐ Yes

☐ No

Signed: \_\_\_\_\_

Date: \_\_\_\_\_



21.12.2014

**Notes:**

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# Submission on Proposed Private Plan Change

Clause 6 of Schedule 1 of the Resource Management Act 1991



To: Matamata-Piako District Council

## Submitter's details:

Name: Fonterra Cooperative Group Limited.  
Contact person: Adrian Pyne  
Address for correspondence: PO Box 10397, Te Rapa,  
Hamilton  
Phone: 0272734898 Fax: \_\_\_\_\_  
E-mail: adrian.pyne@fonterra.com

This is a submission on Private Plan Change 46: Development Concept Plan for Poultry Processing & Manufacturing, Waitoa which seeks to amend the Development Concept Plan for the Inghams Enterprises (NZ) Pty Limited poultry processing factory in Waitoa.

The specific provisions of the plan change that my submission relates to are: \_\_\_\_\_

Please see attached letter  
\_\_\_\_\_  
\_\_\_\_\_

My submission is (include whether you support or oppose the specific provisions or wish to have them amended, and the reasons for your views; attach additional pages if necessary): Please see attached letter  
\_\_\_\_\_  
\_\_\_\_\_  
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Office use only: TRIM # _____ NAR # _____ Container: 14/3564
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I seek the following decision from Council (please give precise details):

☒ Accept the plan change

☐ Decline the plan change

☐ Accept the plan change with the following amendments

☐ If the plan change is not declined, make the following amendments

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I wish to be heard in support of my submission:

☐ Yes

☒ No

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

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

☐ Yes

☐ No

I could gain an advantage in trade competition through this submission.

☐ Yes

☒ No

If you could gain an advantage in trade competition through this submission please complete the following:

I am directly affected by an effect of the subject matter of this submission that—

- (a) adversely affects the environment; and
- (b) does not relate to trade competition or the effects of trade competition

☐ Yes

☐ No

Signed: \_\_\_\_\_

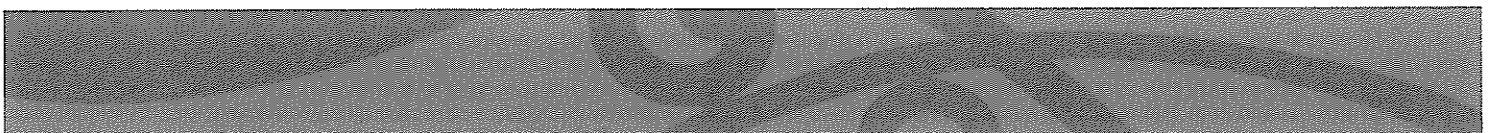


Date: \_\_\_\_\_

21/1/15

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# FONTERRA SUBMISSION ON

## Proposed Plan Change 46 (Development Concept Plan for Poultry Processing and Manufacturing, Waitoa) to the Matamata-Piako District Plan

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**To:** Matamata-Piako District Council  
PO Box 266  
TE AROHA 3342  
submissions@mpdc.govt.nz

**Submitter** Fonterra Co-operative Group Limited

**Contact:** Adrian Pyne

**Address for Service:** Fonterra Co-operative Group Limited  
PO Box 10397  
Te Rapa  
HAMILTON

Fonterra does not wish to be heard in support of this submission.

Fonterra could not gain an advantage in trade competition through this submission.

I confirm that I am authorised on behalf of Fonterra Co-Operative Group Ltd to make this submission.

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### 1. INTRODUCTION

- 1.1 Fonterra Co-operative Group Limited (Fonterra) is a global, co-operatively owned company with its roots firmly planted in New Zealand. Our 10,500 New Zealand farmer shareholders produce some 16 billion litres of the 22 billion litres of milk we collect and process annually as the world's largest processor of dairy products.
- 1.2 Fonterra has significant assets and operational interests in the Matamata-Piako District, specifically the Waitoa and Morrinsville Dairy Manufacturing Sites which make a significant contribution to the local and regional economy. As with the Ingham's Poultry Processing Plant at Waitoa (provided for under Plan Change 46), both sites are subject to Development Concept Plans (DCP) within the Matamata Piako District Plan.
- 1.3 Sound planning is required to ensure that such resources (and their future development) are appropriately recognised, provided for and protected under statutory planning documents such as



the Matamata-Piako District Plan, and through planning mechanisms such as a Development Concept Plan.

## **2. SUBMISSION**

### **2.1 Entire Plan Change**

#### *Submission*

2.2 Fonterra generally supports the provisions in Proposed Plan Change 46 to the Matamata-Piako District Plan (Proposed PC46), and accordingly seeks no changes. The particular aspects of the Proposed PC46 that are supported by Fonterra include:

- The proposed DCP appears to include all relevant performance standards and assessment criteria so there is no requirement to refer elsewhere in the District Plan which is a sound approach;
- The delineation of individual buildings and structures have been removed for simplicity and to provide flexibility which helps to avoid the DCP from becoming outdated;
- A number of activities have been changed to permitted status such as workshops, servicing, wastewater and water treatment facilities, transportation depots, energy plants, earthworks, hazardous substances/dangerous goods);
- The noise emission control boundary has been extended (after careful consultation) in the proposed DCP to provide for expansion; and
- Simplified landscaping – which provides for greater scope for redevelopment within site boundaries.

2.3 Fonterra supports the proposed changes as they will better provide for future development of the Ingham's Poultry Processing Plant at Waitoa, and will avoid the current undesirable situation of such development being subject to unnecessary resource consents (and the associated uncertainty, costs and delays associated with the consent process).

#### *Relief Sought*

2.4 Retain the provisions of Plan Change 46 (Development Concept Plan for Poultry Processing & Manufacturing, Waitoa).

Submission ends.

**Signature: FONTERRA CO-OPERATIVE GROUP LTD**



Adrian Pyne  
**ENVIRONMENTAL MANAGER UPPER NORTH ISLAND**

**21 January 2015**





**SUBMISSION BY POWERCO LIMITED ON PRIVATE PLAN CHANGE 46:  
DEVELOPMENT CONCEPT PLAN FOR POULTRY PROCESSING &  
MANUFACTURING, WAITOA**

**Due 28 January 2015**

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**TO:** Matamata-Piako District Council  
PO Box 266  
Te Aroha  
  
Via email: [submissions@mpdc.govt.nz](mailto:submissions@mpdc.govt.nz)

**FROM:** Powerco Limited  
Private Bag 2061  
**NEW PLYMOUTH**

**ADDRESS FOR SERVICE:** BURTON PLANNING CONSULTANTS LIMITED  
Level 1, 2-8 Northcroft Street  
PO Box 33-817, Takapuna  
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Attention: Georgina McPherson

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## **1. INTRODUCTION**

- 1.1. This submission has been prepared on behalf of Powerco Limited (*Powerco*). Powerco is New Zealand's second largest gas and electricity distribution company. Powerco's network spreads across the upper and lower central North Island servicing over 400,000 consumers. This represents 46% of the gas connections and 16% of the electricity connections in New Zealand. These consumers are served through Powerco assets including nearly 8,500 kilometres of electricity lines (including overhead lines and cables) and 850 kilometres of gas pipelines.
- 1.2. Powerco has an electricity sub-transmission and distribution network traversing the Matamata Piako district. This includes a number of zone substations, one of which is located adjacent to the Inghams poultry processing factory in Waitoa on Lot 1 DP 446379. In addition, Powerco has existing overhead electricity lines running along Waihekau Road in front of the Inghams factory.

## **2. POWERCO'S SUBMISSION**

- 2.1. Inghams Enterprises is proposing to undertake a private plan change (*PPC46*) to amend the development concept plan (*DCP*) for its poultry processing factory in Waitoa.
- 2.2. Powerco's zone substation at Lot 1 DP 446379 is currently located within the DCP for the Inghams poultry processing factory. Electricity substations are not provided for by the DCP and as a result, Powerco was required to obtain a non-complying activity consent at the time the substation was established. PPC46 proposes to alter the boundary of the DCP such that Powerco's zone substation would be excluded from the DCP area and would not, therefore, be required to comply with the provisions of the DCP. Powerco supports this change. The underlying zoning of the substation site will not be affected by the DCP boundary change and will remain 'Industrial Zone'.
- 2.3. The amended DCP included in PPC46 identifies six primary access points to the site. The performance standards require all vehicle accesses to be located in accordance with the DCP. Access point 1 identified in the DCP provides access to Powerco's existing substation from Waihekau Road and its inclusion in the DCP is, therefore, supported.
- 2.4. PPC46 proposes additional screen planting along Waihekau Road in order to mitigate landscape and visual amenity effects of the poultry processing factory. Powerco appreciates the need for the screen planting. However, it seeks to ensure



that the screen planting is appropriate in terms of species selection, location, height and management to avoid interference with Powerco's existing overhead lines in Waihekau Road. This is because vegetation in close proximity to electricity lines can create a significant public safety hazard and result in flashovers<sup>1</sup>, an interruption of electrical service or an outage, for example due to trees falling on the lines.

- 2.5. As such, Powerco seeks the inclusion of an advice note in performance standard 7 of PPC46 drawing attention to the need for compliance with the Electricity (Hazards from Trees) Regulations 2003 (*the Tree Regulations*) in all parts of the plan change area. The Tree Regulations define the safe separation distances required between trees and overhead electricity lines. Compliance with the Tree Regulations is mandatory.

### **3. RELIEF SOUGHT**

- 3.1. Retain the proposed boundary of the Development Concept Plan to the extent that it excludes Powerco's existing electricity substation located at Lot 1 DP 446379 and retain the underlying Industrial zoning of Lot 1 DP 446379.
- 3.2. Retain access point 1 on the DCP and the associated performance standards for 'access' to the extent that they enable continued use of the existing access to Powerco's zone substation at Lot 1 DP 446379.
- 3.3. Include the following advice note in Performance Standard 7 relating to Landscaping in the PPC46 area:

#### Advice Notes

*Vegetation to be planted near electric lines should be selected and/or managed to ensure that it will not result in that vegetation breaching the Electricity (Hazards from Trees) Regulations 2003. To discuss works, including tree planting, near any electrical line, contact the line operator.*

- 4. POWERCO DOES NOT WISH TO BE HEARD IN SUPPORT OF THIS SUBMISSION.**
- 5. IF OTHERS MAKE A SIMILAR SUBMISSION, POWERCO WOULD BE PREPARED TO CONSIDER PRESENTING A JOINT CASE AT ANY HEARING.**
- 6. POWERCO COULD NOT GAIN AN ADVANTAGE IN TRADE COMPETITION THROUGH THIS SUBMISSION.**

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<sup>1</sup> A flashover is the term used to describe a momentary, but major electric arc usually across an insulator string



**7. POWERCO IS DIRECTLY AFFECTED BY AN EFFECT OF THE SUBJECT MATTER OF THE APPLICATION THAT—**

- i. ADVERSELY AFFECTS THE ENVIRONMENT; AND**
- ii. DOES NOT RELATE TO TRADE COMPETITION OR THE EFFECTS OF TRADE COMPETITION.**

Dated at TAKAPUNA this 28<sup>th</sup> day of January 2015

Signature of person authorised to sign on behalf of Powerco Limited:



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Georgina McPherson

Address for service: (as per cover sheet)

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**Auckland 0740**

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File ref: 09/063



**NZ TRANSPORT AGENCY SUBMISSION ON PROPOSED PRIVATE PLAN CHANGE 46:  
DEVELOPMENT CONCEPT PLAN FOR POULTRY PROCESSING & MANUFACTURING, WAITOA**

*In accordance with Schedule 1 of the Resource Management Act 1991*

**TO:** Matamata-Piako District Council  
PO Box 266  
**TE AROHA 3342**

**ATTENTION:** Mark Hamilton

**SUBMITTER:** The NZ Transport Agency  
PO BOX 973  
Waikato Mail Centre  
**HAMILTON 3240**

**ATTENTION:** Lana Gooderham  
Phone: 07 958 7254  
Fax: 07 957 1437

**This is a submission on Proposed Private Plan Change 46: Development Concept Plan for Poultry Processing & Manufacturing, Waitoa which seeks to amend the Development Concept Plan for the Inghams Enterprises (NZ) Pty Limited poultry processing factory in Waitoa.**

**The specific provisions of the plan change that the Transport Agency's submission relates to are:**

Whole of plan change  
Section 1.1 Performance standards  
Section 1.3 Matters of Discretion

**The Transport Agency's submission is:**

The Transport Agency is generally not opposed to Proposed Plan Change 46, provided that provision for the effects on the state highway and regional transportation network to be mitigated are incorporated.



## Reasons:

The plan change will enable Inghams Enterprises to increase production up to 160,000 birds per day as a permitted activity, and up to 250,000 birds per day as a controlled activity. The current Traffic Impact Assessment (TIA) assesses the effect on the transport network of an increase in production at the site of up to 250,000 birds.

The Transport Agency provided preliminary comments on this proposal in 2012 and 2013, specifically in relation to the intersections of the local roads with SH26 and SH27. It was identified that the right turn bay lane at the Ngarua Road/SH27 intersection would need to be lengthened approximately 5m to accommodate the proposed increase in usage. The current TIA has indicated that this lengthening is not necessary at this stage.

At present, the activity status triggers relate to the number of birds processed at the site. The Transport Agency would like to ensure that specific trip generation triggers are included in order to ensure that actual effects on the transport network from the activity can be assessed. This will allow the Transport Agency to revisit the proposed lengthening of the right turn bay at the Ngarua Road/SH27 intersection, as well as identify and address any further effects on the network. While the level of production gives an indication of likely trip generation based on current levels, and the Transport Agency is supportive of the TIA which is based on these figures, should the actual generation differ, there should be the ability to consider the effects as they occur.

In addition, the Transport Agency would like to be consulted if production exceeds 250,000 birds per day and the requirement for resource consent for a discretionary activity is triggered.

**The Transport Agency seeks the following decision from Council:**

If the plan change is not declined, make the following amendments:

1. Insert a new performance standard into proposed **Section 1.1**:

<b>12. Traffic generation</b>	<u>There shall be monitoring of traffic movements to and from the site including the effects on the intersection with SH27, on a 3 monthly cycle.</u>  <u>The applicant shall provide a detailed monitoring report to the Performance Manager, NZ Transport Agency and Matamata-Piako District Council. This monitoring shall include increase to crash rates at site access and key intersections along the access routes.</u>
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	<p><u>If the traffic generation from the site exceeds 1685vpd:</u></p> <p>(a) <u>The Ngarua Road/SH27 right turn bay shall be increased in length by 5m within 3 months from the date of . Unless otherwise agreed to by Council, in consultation with the NZ Transport Agency, the upgrade to the Ngarua Road/SH27 right turn bay shall be undertaken within 3 months from the date the traffic generation from the site exceeds 1685vpd</u></p> <p>(b) <u>A broad Integrated Transport Assessment shall be prepared with reference to the approach and guidelines from the New Zealand Transport Agency Research Report No. 422, November 2010. Please refer to the Matamata-Piako District Plan Chapter 9 Transportation, Section 9.1.6 (v)(b) for the matters to be addressed in a broad ITA.</u></p>
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2. Consequently, amend **Section 1.3.1D** by inserting a new a matter of discretion relating to this performance standard:

<p><i>1. Restricted Discretionary Activities provided for in the Development Concept Plan.</i></p>	<p><i>D. Traffic, Parking, Loading and Access:</i></p> <p><i>(a) Any application shall be assessed upon consideration of the following:...</i></p> <p><i>(vi) The matters addressed in, and recommendations of, an ITA. ...</i></p>
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3. Insert an Advice Note into Section 1.3 Matters of Discretion **2. Discretionary Activities** which requires further consultation to be undertaken with the Transport Agency.

Retain the remaining provisions as notified.

The Transport Agency **does** wish to be heard in support of this submission.

The Transport Agency **does not** wish to present joint evidence.

The Transport Agency **could not** gain an advantage in trade competition through this submission.

**A copy of this submission has been served on the Applicant.**

*B. Tobias*

Signed by Ben Tobias, Senior Planner



Subject to the delegated authority of  
The NZ Transport Agency

28/1/15

Date



**NZ TRANSPORT AGENCY SUBMISSION ON PROPOSED PRIVATE PLAN CHANGE 46:  
DEVELOPMENT CONCEPT PLAN FOR POULTRY PROCESSING & MANUFACTURING, WAITOA**

*In accordance with Schedule 1 of the Resource Management Act 1991*

**TO:** Matamata-Piako District Council  
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**This is a submission on Proposed Private Plan Change 46: Development Concept Plan for Poultry Processing & Manufacturing, Waitoa which seeks to amend the Development Concept Plan for the Inghams Enterprises (NZ) Pty Limited poultry processing factory in Waitoa.**

**The specific provisions of the plan change that the Transport Agency's submission relates to are:**

Activity Schedule

Section 1.1 Performance standards

Section 1.2 Matters of Control

Section 1.3 Matters of Discretion

Whole of plan change

**The Transport Agency's submission is:**



The Transport Agency is generally not opposed to Proposed Plan Change 46, provided that provision is made for the effects on the state highway and broader transportation network to be mitigated.

**Reasons:**

The plan change will enable Inghams Enterprises to increase production up to 160,000 birds per day as a permitted activity, and up to 250,000 birds per day as a controlled activity. The current Traffic Impact Assessment (TIA) assesses the effect on the transport network of an increase in production at the site of up to 250,000 birds.

The Transport Agency provided preliminary comments on this proposal in 2012 and 2013, specifically in relation to the intersections of the local roads with SH26 and SH27. It was identified that the right turn bay lane at the Ngarua Road/SH27 intersection would need to be lengthened approximately 5m to accommodate the proposed increase in usage. The current TIA has indicated that this lengthening is not necessary at this stage.

At present, the activity status triggers relate to the number of birds processed at the site. The Transport Agency would like to ensure that specific trip generation triggers are included in order to ensure that actual effects on the transport network from the activity can be assessed. This will allow the need for proposed lengthening of the right turn bay at the Ngarua Road/SH27 intersection to be revisited, as well as giving the ability to identify and address any further effects on the network. While the level of production gives an indication of likely trip generation based on current levels, and the Transport Agency is generally supportive of the TIA which is based on these figures, should the actual generation differ, there should be the ability to consider the effects as they occur.

While the Transport Agency is generally supportive of the TIA provided and does not object to permitted activity status for production up to 160,000 birds generating up to 1,240 vpd, it considers that a greater degree of discretion is required for production (and traffic generation) above this level. As proposed, controlled activity status would apply for production of between 160,000-250,000 birds per day (with no performance standards). The Transport Agency does not oppose allowing for the higher production level but considers this should be a restricted discretionary activity to allow for the effects to be considered and mitigated.

The current format and structure of the plan change is not consistent with the existing district plan and the Transport Agency considers council should make changes necessary to address this.

**The Transport Agency seeks the following decision from Council:**

If the plan change is not declined, make the following amendments, or amendments to similar effect:



1. Insert a new performance standard into proposed **Section 1.1**:

12. Traffic generation	Traffic generation from the site shall not exceed 1,240 vpd.
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2. Amend the **Activity Schedule** as follows:

***Controlled Activities:***

Subject to compliance with the relevant performance standards within Section 1.1 the following shall be controlled activities ~~are controlled:~~

***Building and Plant Management Area:***

- ~~Processing of between 160,000 and 250,000 poultry per day.~~
- Associated and Ancillary plant and buildings.

***Total DCP:***

- Any activity identified in the activity table as a Controlled Activity in the Rural Zone not otherwise provided for in this DCP.

*The matters of control within Section 1.2 shall apply.*

***Restricted Discretionary Activities:***

The following shall be restricted discretionary activities ~~are restricted discretionary:~~

***Total DCP:***

- Any permitted or controlled activity which is provided for in this ~~DPE~~ DCP and does not meet the relevant performance standards within Section 1.1.
- Processing of between 160,000 and 250,000 poultry per day.
- Any activity identified in the activity table as a ~~Resticted~~ Restricted Discretionary Activity in the Rural Zone not otherwise provided for in this DCP.

*The matters of discretion within Section 1.3.1 shall apply.*

3. Amend **Section 1.2 .1** by inserting new matters of control:

1. Controlled Activities provided for in the Development Concept Plan	<p><b><i>C. Traffic, Parking, Loading and Access:</i></b></p> <p>...</p> <p>(b) <u>The level of traffic generated by the activity, and whether the effects on the transport network are consistent with those anticipated by the Traffic Impact Assessment Waitoa Plant Plan Change, August 2013, prepared by Bloxham Burnett &amp; Olliver Ltd, and if not, whether a new ITA should be prepared in accordance with Chapter 9.</u></p> <p>(c) <u>The need to upgrade the Ngarua Road/SH27 right turn bay.</u></p>
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4. Amend **Section 1.3.1** by inserting new matters of discretion and Advice Note:

<i>1. Restricted Discretionary Activities provided for in the Development Concept Plan.</i>	<p><i>D. Traffic, Parking, Loading and Access:</i></p> <p><u>(vi) The extent to which the levels of traffic generated by the activity, and the effects of the traffic, are consistent with those anticipated by the Traffic Impact Assessment Waitoa Plant Plan Change, August 2013, prepared by Bloxham Burnett &amp; Olliver Ltd. Where levels/effects are greater than those anticipated, a new ITA prepared in accordance with Chapter 9 will be required.</u></p> <p><u>(viii) Whether upgrades to the transport network, particularly the Ngarua Road/SH27 right turn bay, are required.</u></p> <p><u>(ix) The recommendations of an ITA if required (see Rule 9.1.6).</u></p>
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5. Retain the remaining provisions as notified, notwithstanding formatting, numbering and other minor changes necessary to ensure consistency with the existing district plan.

The Transport Agency **does** wish to be heard in support of this submission.

The Transport Agency **does not** wish to present joint evidence.

The Transport Agency **could not** gain an advantage in trade competition through this submission.

**A copy of this submission has been served on the Applicant.**

  
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Signed by Jenni Fitzgerald, Principal Planner  
Under delegated authority for  
NZ Transport Agency

29.01.15  
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Date



