

Under the Resource Management Act 1991 (the Act)

In the matter of an appeal under clause 14(1) of Schedule 1 to the Act

Between **Calcutta Farms Limited**

Appellant

And **Matamata-Piako District Council**

Respondent

**Notice of the NZ Transport Agency's wish to be a party to
proceedings under s 274 of the Act**

Dated 10 November 2017

To: The Registrar
Environment Court
Auckland

- 1 The NZ Transport Agency (**'Transport Agency'**) wishes to be a party to the appeal proceedings ENV-2017-AKL-000161 (**'Appeal'**) between Calcutta Farms Limited (**'Appellant'**) and Matamata-Piako District Council (**'Respondent'**) in relation to the Respondent's decisions on Proposed Plan Change 47 to the Matamata-Piako District Plan (**'Proposed Plan Change 47'**).
- 2 The Transport Agency made submissions and further submissions on the subject matter of the Appeal. The Transport Agency was served a copy of the Appeal on 27 October 2017.
- 3 The Transport Agency is not a trade competitor for the purposes of section 308B(2) or clauses 6(4) and 29(1B) of Schedule 1 of the Act.
- 4 The Transport Agency is interested in the proceedings, namely the amendments the Appellant seeks to the zoning provisions and the effects those amendments will have on the transport network.
- 5 The Appellant seeks:
 - a An extension of the Residential Zone as requested in the Appellant's submission;
 - b Creation of a new Future Residential Policy Area as requested in the Appellant's submission; and/or
 - c Such alternative relief as considered appropriate to make better provision for residential growth at Matamata by applying some form of residential zoning and/or Policy Area overlay within the land shown in the Appellant's submission.
- 6 The Transport Agency opposed the requested rezoning and the creation of a new Future Residential Policy Area as the potential effects on the transport network have not been assessed. Any rezoning of land to enable further development must be carefully planned and assessed to ensure that adverse effects on the transport network are identified, and then avoided, remedied or mitigated.
- 7 Further, the Transport Agency opposes the requested changes as:

- i The environmental effects have not been assessed and therefore effects have not been avoided, remedied or mitigated;
- ii The proposed changes would not promote the sustainable management of the physical resource of the State highway network;
- iii The State highway network is regionally and nationally significant infrastructure, and as such is key to enabling the people and communities of Matamata to provide for their social, economic and cultural wellbeing;
- iv They do not achieve consistency with the matters in Part 2 of the Act, particularly by promoting the efficient use and development of natural and physical resources; and
- v They do not result in the most appropriate plan provisions in terms of section 32 of the Act.

8 The Transport Agency agrees to participate in mediation or other alternative dispute resolution of the Appeal.



James Bevan
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for and on behalf of the NZ Transport Agency

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