

Further Submission on Proposed District Plan Change (Form 6)

Clause 8 of Schedule 1 of the Resource Management Act 1991



Further submitter's details:

Received 20 June 2018

Name: J SWAP CONTRACTORS LTD
(Organisation / Individual)

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(If different from above)

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This is a submission on Private Plan Change 50 - Development Concept Plan for Hobbiton Movie Set, Buckland Road, Matamata.

I am (tick one):

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

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

MADE ORIGINAL SUBMISSION

I support /oppose the submission of:

Original Submission Number: PLEASE SEE ATTACHED

Name of Original Submitter: FURTHER SUBMISSION

Original Submitter's Address: _____

The particular parts of the submission I support or oppose are:

Office use only:

TRIM # _____ NAR # _____ Container 16/3633

The reasons for my support or opposition are (attach additional pages if necessary): _____

I seek the following decision from Council. That:

☐ The whole ☐ The part (please give precise details): _____

PLEASE SEE ATTACHED FURTHER SUBMISSION

Of the original submission be:

☐ Allowed ☐ Disallowed

I wish to present at the council planning hearing:

☒ Yes ☐ No

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

☒ Yes ☐ No

Signed: _____ Date: 20/06/2018

Notes:

- Part 1 of Schedule 1 of the Resource Management Act 1991.
- A copy of your further submission must be sent to the original submitter within five working days of sending your further submission to Council.
- Please send the completed form to: Matamata-Piako District Council, 35 Kenrick Street, PO Box 266, Te Aroha 3342, scan and email it to submissions@mpdc.govt.nz, or drop it off at any Council office before the closing date.
- **Further submissions close at 5pm on Wednesday, 20 June 2018.**
- I accept that by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public. After the closing date, all submissions received will be available for public viewing.

Further submission from J Swaps Contractors Limited - Plan Change 50 – Hobbiton Development Concept Plan, June 2018

Submitter	Decision that the submitter wants Council to make	Support/ Oppose	Reason
2. Monique Moore 719 Buckland Road RD2, Matamata rmmooore@farmside.co.nz	Accept the Plan Change with the following amendments: • 70 km/hr speed limit along all of Buckland Road; • 50 km/hr speed limit through the Hobbiton Area. • Improve visibility at the exit from Hobbiton (remove hill/ straighten road). • Provide judder bars at both ends of the Hobbiton Area. • Provide a pedestrian crossing at the Buckland Road frontage of the Hobbiton Area. • Provide painted arrows on all road corners to direct traffic (including Cambridge end). • Provide white lines along all of Buckland Road.	Support	The impact on the roading hierarchy was identified in the J Swap submission and the need for physical improvements to be undertaken. Further investigations should be undertaken to determine the most appropriate physical changes to the roading hierarchy including an investigation of double lanes. It is also necessary to determine how these should be funded e.g. via Council's Development Contribution Policy, a targeted rate or some other funding mechanism.
3. David Reichmuth, 21 Buckland Road, RD2, Matamata dreich@gmail.com	Decline the Plan Change in its entirety for the reasons outlined in the submission	Oppose in part	J Swaps do not support declining the plan change. However J Swaps do support some of the points the submitter has made as follows: • The roads cannot handle the traffic and are shocking as is. • The town is ill equipped to handle the extra visitors. • There is barely enough parking in town (even for a bicycle). • Noise pollution from cars and busses racing up Buckland Road. • Foreign drivers are a danger to other motorists. The impact on the roading hierarchy was identified in the J Swap submission and the need for physical improvements to be undertaken. Further investigations should be undertaken to determine the most appropriate physical changes to the roading hierarchy including an investigation of double lanes. It is also necessary to determine how these should be funded e.g. via Council's Development Contribution Policy, a targeted rate or some other funding

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			mechanism. J Swaps note that the impact on the District's infrastructure notably that within the Matamata town centre was also identified in J Swaps submission.
5. Kaye Ring, 330 Rangitanuku Road kaye.spence@sealedair.com	Require the addition of a turning bay on State Highway 29 (southbound) into Rangitanuku Road, and double-laning of Rangitanuku Road in order to prevent accidents caused by drivers unused to NZ road rules and single lane roads.	Support	The impact on the roading hierarchy was identified in the J Swap submission and the need for physical improvements to be undertaken. Further investigations should be undertaken to determine the most appropriate physical changes to the roading hierarchy including an investigation of double lanes. It is also necessary to determine how these should be funded e.g. via Council's Development Contribution Policy, a targeted rate or some other funding mechanism.
7. Carolyn and John Evans 8. John Evans 156 Buckland Road, RD 2, Matamata silvermistmatamata@gmail.com	Accept the plan change with the following amendments 1. An 80km/hr speed limit for Buckland and Puketutu Roads. 2. Road modifications at 399 and 385 Buckland Road for clear view and access. 3. Roundabout at the corner of Hopkins Road and SH 29. 4. Monitoring and checks on the effects of traffic volumes due to the addition of accommodation at Shires Rest, especially at night.	Support	The impact on the roading hierarchy was identified in the J Swap submission and the need for physical improvements to be undertaken. Further investigations should be undertaken to determine the most appropriate physical changes to the roading hierarchy including an investigation of double lanes. It is also necessary to determine how these should be funded e.g. via Council's Development Contribution Policy, a targeted rate or some other funding mechanism.
9. New Zealand Transport Agency, PO Box 973, Waikato Mail Centre, Hamilton, 3240 Att: Claudia Jones hamiltonplanning@nzta.govt.nz	1. Retain Plan Change 50 as notified with the exception of the specific changes below: Include a new Performance Standard under Table 1.1 that states the following: • Vehicle movements shall not exceed 387,000 per year. If vehicle movements exceed the 387,000 cap, the activity becomes a Restricted-Discretionary Activity under Performance Standard 1.2.2. Discretion	Support in part	The impact on the roading hierarchy was identified in the J Swap submission and the need for physical improvements to be undertaken. Further investigations should be undertaken to determine the most appropriate physical changes to the roading hierarchy including an investigation of double lanes. It is also necessary to determine how these should be funded e.g. via Council's Development Contribution Policy, a targeted rate or some other funding mechanism.

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	is restricted to the assessment of an ITA that addresses the non-compliance. 3. The Agency would accept alternative wording to achieve the same relief.		J Swaps support the principle of a cap on vehicle movements. It is unclear how this would be monitored and therefore when the standard would be triggered.
10. Gregan Family Trust, 774 Buckland Road, RD 2, Matamata Att: Denis Gregan dennisgregan@hotmail.co.nz	Accept the Plan Change with the following conditions: a. That the section of road adjacent to 385 Buckland Road have designed parking bays constructed and that the entranceway be reconfigured in the interests of safety; b. That consideration be given to pedestrian safety on Buckland Road; c. That consideration be given to the construction of a vehicle underpass at the Hobbiton entrances; d. That the speed limit on Buckland Road be reduced to 80km/hr or less; e. That Hobbiton make full disclosure of its intentions for public functions that may cause nuisance; and; f. That community meetings be held at least annually in the interests of transparency and community involvement.	Support in part	The impact on the roading hierarchy was identified in the J Swap submission and the need for physical improvements to be undertaken. Further investigations should be undertaken to determine the most appropriate physical changes to the roading hierarchy including an investigation of double lanes. It is also necessary to determine how these should be funded e.g. via Council's Development Contribution Policy, a targeted rate or some other funding mechanism.
11. Gasquoine Holdings Ltd, 696 Buckland Road, RD 2, Matamata, 3472 Att: David Gasquoine tekereru.farm@xtra.co.nz	That MPDC take into account the concerns as stated in the submission and take note of the inadequate infrastructure that MPDC is responsible for and have been made well aware of, by a number of concerned residents over a period of time. Specific points from the submission: Questions exist over MPDC's intentions regarding providing a user-friendly and safe road user environment. The section of road at Buckland Road West is inadequate for the volume and type of tourist traffic that it carries. There are minimal road markings/	Support	The impact on the roading hierarchy was identified in the J Swap submission and the need for physical improvements to be undertaken. Further investigations should be undertaken to determine the most appropriate physical changes to the roading hierarchy including an investigation of double lanes. It is also necessary to determine how these should be funded e.g. via Council's Development Contribution Policy, a targeted rate or some other funding mechanism. J Swaps note that the impact on the District's infrastructure notably that within the Matamata town centre was also identified in J Swaps submission.

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	signage until the road enters the Waipa District adjacent to the Taotaoroa Quarry. Buckland Road West is frequently used by tourist buses. The section of road is barely adequate for farm-related traffic, let alone tourist buses with drivers unfamiliar with the road. The section of road already serves two chicken growing farms, dairy farms, dry stock farms and many lifestyle blocks all of which contribute to the ever-increasing traffic flow. The excuse that Buckland Road is "not wide enough" to justify a centreline or more road markings/ signage is not reasonable. The road section needs at least a centreline. Speed is not an issue, but it is the lack of directional arrows that causes many near misses. MPDC should provide the same level of road signage and markings as are already provided on the section of Buckland Road West within the Waipa District. The ITA's reliance on no "fatal and injury crashes" is not an appropriate road engineering model to apply to an existing rural road that has become a busy service industry and tourist route. The "near misses" are too numerous to report as they occur on most days. Tourists frequently park overnight on farm tracks, gateways, and front verges. "No Camping" signs need to be erected at all off-road areas. The public toilet facilities in Matamata are inadequate. A modern "user pays" ablution block should be developed.		
12. Glenda O'Sullivan, 127 Buckland Road, RD 2, Matamata	Decline the Plan Change as it will be premature to accept the Plan Change without careful consideration being given to road status changes and what this fully	Oppose	Oppose the relief sought however J Swaps supports the submitter's comments regarding the impact on the roading hierarchy as identified in the J Swap submission. Further

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greenanne@xtra.co.nz	entails for all. More time is needed to fully investigate this matter.		investigations should be undertaken to determine the most appropriate physical changes to the road hierarchy including an investigation of double lanes. It is also necessary to determine how these should be funded e.g. via Council's Development Contribution Policy, a targeted rate or some other funding mechanism.
13. Matamata-Piako District Council PO Box 266, Te Aroha, 3342 Att: Mark Hamilton MHamilton@mpdc.govt.nz	3. Amend the "General" provision (d) on Sheet 1 of the DCP. d) For restricted discretionary and discretionary activities the matters of discretion within DCP Rule 1.2 shall <u>be used as a guide</u> apply. 15. Amend Performance Standard 1.1.6 "Access" (Sheet 4 of the DCP). <u>Reason:</u> To ensure that both commercial vehicle crossings to Buckland Road are located in accordance with their indicative position on the DCP. a) Precinct 1 shall have no more than two commercial vehicle crossings to Buckland Road <u>located in accordance with the DCP.</u> 19. Amend Performance Standard 1.1.7(g) relating to sign posting of parking and loading spaces (Sheet 4 of the DCP). <u>Reason:</u> The suggested amendment to the performance standard is intended to help ensure that best practice will be followed for the layout and smooth operation of the Hobbiton carpark. g) Parking areas and loading spaces shall be clearly signposted at the road frontage <u>in accordance with the NZTA Traffic Control Devices Manual.</u>	Support	3. Clarification is sought as to what is meant by "shall be used as a guide". 15. Support the amendment regarding the location of two commercial vehicle crossings in accordance with the DCP. 19. Support the amendment of the performance standard to ensure that signage shall be in accordance with the NZTA Traffic Control Devices Manual.

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	20. Amend Performance Standard 1.1.7(i) relating to on-site parking (Sheet 4 of the DCP). <u>Reason:</u> The suggested amendment to the performance standard is to ensure that vehicles associated with Hobbiton will be parked within the boundaries of Precincts 1 and 2, not the farmland which makes up the balance of the DCP. i) All vehicles associated with the activities occurring on the Hobbiton Movie Set Development Concept Plan (DCP) site shall be parked on the DCP site <u>within Precincts 1 and 2</u>. No vehicles shall be parked in the road reserve. 21. Add new Performance Standard 1.1.Y "Traffic Management" (Sheet 4 of the DCP). <u>Reason:</u> A new performance standard covering the matters within the Proposed Memorandum of Understanding is required, to ensure that these matters are enforceable, in perpetuity. 1.1.Y Traffic Management <u>The applicant and Council have agreed to a Memorandum of Understanding (MOU) that requires the ongoing maintenance of the affected road network, including signage, traffic safety measures and road markings. This agreement shall be reflected in the DCP's performance standards so that in the event of the change of ownership of the site, the MOU will be enforceable in perpetuity.</u> 22. Amend Performance Standard 1.1.8 "Visitor Numbers" (Sheet 4 of the DCP). <u>Reason:</u> The proposed amendment provides clarity over the maximum daily number of visitors to the site. a) Visitor numbers shall not exceed 3,500 people per		20. Support the performance standard to ensure that parking is within the site rather than the road reserve. 21. Support in principle. However it is unclear what is included in the Memorandum of Understanding and what has been agreed to in terms the ongoing maintenance of the affected road network, including signage, traffic safety measures and road markings. It is also unclear if the MOU can be relied on when it sits outside of the District Plan. J Swaps seeks that the MOU provisions are included in the plan change as performance standards. J Swaps also suggests that a funding arrangement could be provided for where the applicant and the Council agree to a percentage share for the works that are required. J Swaps also seeks clarification on the mechanisms to address cross boundary issues, particularly in relation to funding necessary roading improvements along the western extent of Buckland Roads and also the intersection of SH1 with Karapiro Roads. 22. Support the inclusion of the maximum limit for daily visitor numbers however J Swaps note that this could then be in conflict with the proposed cap on vehicle movements of 387,000. Agreement should be reached as to the measurement which will be used regarding this matter –

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	day, excluding visitors attending events which finish more than one hour before the first movie set tour commences or begin one hour after the final movie set tour has finished. <u>For the avoidance of doubt, the 3,500 daily visitor maximum limit shall include all event patrons within the time period specified above.</u> 26. In regard to Performance Standard 1.1.12 "Signage" (Sheet 5 of the DCP), Council considers that there is insufficient assessment in relation to Hobbiton-related traffic using Rangitanuku Road. Further assessment is required to ensure that the effects of Hobbiton-related traffic using Rangitanuku Road are mitigated. 29. Include new Performance Standard 1.1.15 "Accommodation" (Sheet 5 of the DCP). Reason: The proposed new performance standard provides suggested maximum visitor numbers permitted in each of the visitor accommodation sites in Precinct 1. The figures are calculated on the basis of likely capacity for both accommodation areas based on the draft plans sighted for each. <u>a) A maximum of 86 visitors per night are permitted in Hobbiton Movie Set Visitor Accommodation area as detailed on the DCP.</u> <u>b) A maximum of 30 self-contained mobile camping vehicles are permitted per night in the Hobbiton Movie Set located within the "Overnight Park-Over Camping Area" detailed on the DCP.</u> <u>Include location of Hobbiton Movie Set Visitor Accommodation and Overnight Park-Over Camping</u>		vehicle movements or daily visitor numbers. J Swaps would support the use of vehicle movements as this would encourage a greater use of shared transport. 26. Support further assessment to ensure that the effects of Hobbiton-related traffic are considered. 29. Support the provision of limited on-site accommodation. Providing this service should alleviate the concerns of local residents in terms of overnight parking around the local area.

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	<u>Area on Sheet 2 of the DCP.</u> 30. Amend Restricted-Discretionary matters 1A(a) and 1A(d) (Sheet 6 of the DCP). A. Events: Any application shall be assessed upon consideration of the following: a) Traffic Management Plan for events over 500 people without buses, or over 1,000 people in all circumstances <u>The traffic effects and mitigation measures, including effects on the road network, parking, access, loading and signage.</u> d) <u>Set up and Clean up</u> A. Events: Any application shall be assessed upon consideration of the following: g) <u>Visual</u> h) <u>Signage</u> i) <u>Fireworks</u>		30. Support the requirement for a traffic management plan. Also seek that notification is provided to J Swaps regarding the date, time and type of events.
15. Derrys Farm Ltd, 496A Puketutu Road, RD 2, Matamata, 3472 Att: Nola Broomhall nolabroomhall@hotmail.co.nz <u>Late submission</u>	1. Introduction of planning framework: Support introduction of planning framework with consideration of the affected local community (e.g. Buckland Road residences) in the decision making process regarding the objectives, policies and rules. 2. Increase in visitor numbers, movie screenings, amplified music events and on-site visitor accommodation: Oppose the increase in visitor numbers to 3,500 per day, 12 movie screening and 6 amplified music events and on-site visitor accommodation and overnight camping facilities. Buckland Road and surrounding areas are in a rural environment and of natural scenic	Support	Support the submitter's comments regarding traffic safety concerns. The impact on the roading hierarchy was identified in the J Swap submission and the need for physical improvements to be undertaken. Further investigations should be undertaken to determine the most appropriate physical changes to the roading hierarchy including an investigation of double lanes. It is also necessary to determine how these should be funded e.g. via Council's Development Contribution Policy, a targeted rate or some other funding mechanism.

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	beauty. With the increase in visitors, events, and traffic, the Submitter has major concerns that this will impact the natural environment, create major traffic safety concerns (many traffic or near traffic accidents go unreported) and will have adverse impacts on environmental pollution e.g. increase in roadside rubbish, damage to native vegetation due to cars stopping to take photos. As a land owner in the affected area, the Submitter is concerned the land value will be negatively impacted, due to reduced desirability to live in the area; in addition rates are likely to increase to manage infrastructure improvements.		