Proposed Private Plan Change 50 – Hobbiton Development Concept Plan, 487, 501 and 502 Buckland Road, Matamata Summary of Submissions and Further Submissions received

Submitter	Specific provisions of the plan	Position (Oppose/ Support/	Details of submission	Decision that the Submitter wants Council to make and relief sought:	Submitter to be heard?	Further Submissions	Support or oppose original	Decision Requested	Further submitter to be
	change that the submission relates to	Neutral)		Additions in bold underlined text Deletions in strike through			submission		heard?
1. Opal Hot Springs and Holiday Park c/- Brian and Carryline Anderson 257 Okauia Springs Road, RD1, Matamata info@opalhotsprings.co.nz Note: The submission appears to be invalid on the grounds of trade competition.	Camping facilities as Permitted Activity.	Oppose overnight camping facilities as a Permitted Activity.	 There is adequate supply of camping facilities for both campervans and tents at Opal Springs. Camping facilities at Hobbiton will detract from the revenue that Opal Springs gains from its camp sites and will make running the historic Opal Springs site more difficult as it relies on a percentage of the income to subsidise running costs. Campers at nearby Tower Museum abuse the honesty box system and often use the kitchen and shower facilities at Opal Springs for free, putting further strain on resources. Several phone apps rent out peoples driveways for overnight campervan stay, which further erodes the market for registered campgrounds. There is no demand for additional camping facilities. At Opal Springs, the supply of available facilities has been adequate, even during peak times such as Christmas, Easter, and during the Lions Tour and Rugby World Cup. While there may be a shortage of motel accommodation on isolated days during peak times, there is no shortage of camping facilities. This will be corroborated by other sites such as the Te Aroha Holiday Park and Okoroire Hotel. Opal Springs provides a unique kiwi camping experience that is appreciated by both local and overseas visitors. 	Decline overnight camping facilities as a Permitted Activity at Hobbiton	No		Connect	Alland	Va.
2. Monique Moore 719 Buckland Road RD2, Matamata rmmoore@farmside.co.nz	Road use and traffic.	Support, subject to road hazards and safety concerns being addressed.	With current and increasing tourist numbers there are significant road hazards that need to be addressed for the safety of all road users.	 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 	No	J Swaps Contractors Limited The impact of the roading hierarchy was identified in the J Swap submission and the need for physical improvements to be undertaken. Further	Support	Allow	Yes

				the Hobbiton Area. Provide painted arrows on all road corners to direct traffic (including Cambridge end). Provide white lines along all of Buckland Road.		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.			
					No	Powerco Limited The submitter is neutral to the change sought but seeks protection of its assets. Any proposed alterations in the street may affect Powerco assets. The submitter wants to ensure it is consulted prior to any alterations to roading layout around its assets.	Neutral	Allow, subject to protection of Powerco assets	Yes
3. David Reichmuth, 21 Buckland Road, RD2, Matamata dreich@gmail.com	The whole of the Plan Change.	Oppose the whole of the Plan Change.	 Lack of specific rules, policies and detail of ongoing operations. Deliberate attempt to hide the specifics, in order to gain the acceptance of unknowing people based on vague information. 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 buses racing up Buckland Road. Foreign drivers are a danger to other motorists. There is no need for more visitors – the 	Decline the Plan Change in its entirety for the reasons outlined in the submission.	No	J Swaps Contractors Limited J Swaps do not support declining the plan change, however, the following points are supported: • The poor condition of the roads and their inability to	Both Support in part and Oppose in Part		Yes

operate	ors already earn up to a quarter of a	handle		
	NZ dollars per day during peak	the traffi	c.	
times -	- more than enough to ensure the	Matama		
site's fi	nancial sustainability.	is ill-		
• There	are existing movie facilities in	equippe	4	
Cambr	idae	to handl		
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• in rega	rd to overnight stay and camping			
lacility	there are no local treatment	visitors.	4-	
	s to deal with the effluent. This is	Matama	a	
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	obbiton tourists are short stay	insufficie		
visitors		t parking	-	
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		The impact of th	e	
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		submission and		
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		double lanes. It		
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		funded e.g. via		
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The proposal will detract from the rural									
setting and rural landscape identified in									
the application as a "major drawcard and			t	he application as a "major drawcard and					
point of interest for international tourists".									
Hosting movies and concerts in Matamata									
or another developed urban environment									
where the infrastructure already exists,									
will be a far better option compared to									
pushing hundreds of vehicles at once onto									
a country road with potentially drug and									
alcohol affected drivers where there are				alcohol affected drivers where there are					
already instances of poor driving, near				already instances of poor driving, near					
misses, and accidents.									
The applicants have admitted to grossly									
exceeding the limits of their existing									
resource consent. This shows a high level									
of contempt for the terms of their resource									
				consent which has gone un-punished by		i .			

			the Council. There is therefore no confidence that the proponents will adhere to the limits set in the proposed Plan Change. • The Plan Change states that consultation was carried out in 2016 and that no feedback was received. The Submitter has not been consulted and was unaware of the proposed changes until the receipt of the public notice in April 2018. • While other neighbours have been consulted, the Submitter who is the closest neighbour has been left out of the consultation. This shows a lack of care for due process or impact on neighbouring properties. • The Submitter has experienced a number of incidents of tourists trespassing on his farm to get closer to the Hobbit set. This creates an unacceptable health and safety risk that is beyond the Submitter's control.						
5. Kaye Ring, 330 Rangitanuku Road kaye.spence@sealedair.com	Use of Rangitanuku Road as a through route for traffic going to and from Hobbiton to Rotorua.	Amend the Plan Change by the inclusion of Rangitanuku Road as a Collector Road in order to accommodate the additional traffic.		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.	No	J Swaps Contractors Limited The impact of 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.	Support	Allow	Yes

6. Powerco Limited, ● Elect	etricity Neutral, but seeks to	Electricity capacity:	Addition of the following clauses	No	Powerco Limited The submitter is neutral to the change sought but seeks protection of its assets. Any proposed alterations in the street may affect Powerco assets. The submitter wants to ensure it is consulted prior to any alterations to roading layout around its assets.	Neutral	Allow, subject to protection of Powerco assets	Yes
Private Bag 2065, New Plymouth, 4340, Att: Simon Roche simon.roche@powerco.co.nz capa Prote utilitie activi deve within proxi Plant vege Ongo main and to	ection of ies from vities and elopment in close timity; ating of etation; loing ntenance upgrades xisting ensure that the plan Change does not result in unreasonable constraints being placed on Powerco's established below and above ground electricity assets (shown in Appendix A and B to the submission). Any alterations to the site	 There is insufficient existing electricity network capacity to provide for the upgrades proposed in this Plan Change. The existing Lake Road transformer that serves the site is operating close to full capacity during peak load periods and will not be able to serve the proposed development. Powerco will need to be informed prior to redevelopment so that upgrades can be undertaken if this occurs before 2019. 	Addition of the following clauses to performance standards (1), (4) and (5) as outlined below in bold underlined text, is sought: 1. Building Envelope for all buildings associated and ancillary to a permitted activity listed in the DCP e) All new buildings close to existing electrical infrastructure, in Precincts 1 and 2 shall be in keeping with the setbacks outlined in the New Zealand Code of Practice for Electrical Safe Distances NZECP 34:2001 (NZECP34:2001) 4. Landscaping for New Buildings d) All planting and landscaping shall be in keeping with the New Zealand Code of Practice for Electrical Safe Distances NZECP 34:2001 (NZECP34:2001) and the Electricity (Hazards from Trees) Regulations 2003 (the Tree Regulations). 5. Landscaping of Car Parking Areas b) All planting and landscaping shall be in keeping with the New Zealand Code of Practice for Electrical Safe Distances	NO .				

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Trees should be positioned away from		
existing above and below ground		
infrastructure to avoid the potential for		
conflict and to ensure compliance with the	conflict and to ensure compliance with the	

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			Tree Regulations.						
			The Tree Regulations also define safe						
			separation distances required between						
			trees and overhead distribution lines.						
			Compliance with the regulations is						
			mandatory and their purpose is to protect						
			the security of supply of electricity and the						
			safety of the public.						
			Trees must be located and managed by						
			the tree owner to comply with the Growth						
			Limit Zones between electrical line						
			conductors and trees, as prescribed by						
			the Tree Regulations, and this should be						
			recognised in the plan change.						
			The planting of trees and shrubs can also						
			affect underground cables. Powerco's						
			underground cables are usually laid at a						
			depth of 600mm below the surface. Large						
			trees and shrubs with deep root systems						
			should not be planted over the top of						
			underground cables as the root system						1
			could intermingle with the cable and						
			cause interruptions of the flow of						1
			electricity. Consultation should be						
			undertaken with Powerco prior to planting						
			of any vegetation in close proximity to						
			overhead or underground electricity lines.						
			Ongoing maintenance and upgrading of						
			existing assets:						
			It is important that Powerco is able to						
			access all its assets for the continued						
			inspection, operation, maintenance and						
			upgrading of existing electricity						
			infrastructure, including where they						
			traverse or are located within the Hobbiton						
			Precinct areas. Appropriate provision						
			should be made around any development						
			within the precincts, for this to occur.						
			Powerco's assets are not subject to						
			easements and are instead protected						
			under section 23 of the Electricity Act						
			1992. The Electricity Act 1992 sets out						
			parameters around Powerco's ability to						1
			access land for the purpose of maintaining						
			and upgrading its assets and include						1
			requirements (inter alia) around						1
			notification, the ability for landowners to						1
			set reasonable conditions on entry and						1
									1
			dispute resolution processes.						1
			Given the Electricity Act processes						
			already in place, including the requirement						
			to consult with landowners prior to						1
			undertaking maintenance and upgrade						1
			work, Powerco seeks that Plan Change						1
			50 recognises and provides for the						1
									1
			ongoing operation, maintenance and						
			upgrading of existing utilities in an						
			unrestricted manner.						
7. Carolyn and John Evans	Traffic effects	Accept Plan Change	It is generally accepted that Puketutu and	Accept the plan change with the	No	NZ Transport	Oppose	Disallow	No
8. John Evans	and traffic	subject to	Buckland Roads are 60-80km/hr speed	following amendments		Agency			1
	•				•		•	•	•

156 Buckland Road, RD 2, Matamata silvermistmatamata@gmail.co m	management	amendments as outlined in the submission.	roads. They should be changed to 80km/hr to reflect the change in road use and traffic volume. This sends another message to drivers to drive accordingly. • Rapid #399 and 385 Buckland Road have been identified as hazard spots. Convex mirrors as suggested seem to be a cheap measure to try and fix the problem. Road modification is required to provide clear views for the safety of all road users. • The corner of Hopkins Road and SH 29 is a ticking time bomb. There have been numerous accidents there and countless near misses, flashing signs are at best a temporary answer, someone will be killed here and a roundabout is the only answer to slow traffic at this point. It is the tourist driver that we, "as locals" encounter on a daily basis that has to be catered for.	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.	3) A roundabout at the intersection of Hopkins Road with SH 29 is not supported. Improvements such as this on a state highway require further assessment and approval from NZTA.			
					Powerco Limited The submitter is neutral to the change sought but seeks protection of its assets. Any proposed alterations in the street may affect Powerco assets. The submitter wants to ensure it is consulted prior to any alterations to roading layout around its assets.	Neutral	Allow	Yes
					J Swaps Contractors Limited The impact of the roading hierarchy was identified in the J Swap submission and the need for physical improvements to be undertaken. Further investigations should be	Support	Allow	Yes

			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.n Z	submission. the Plan Change provisions. However, the	2. 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 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.	An annual cap of 387,000 vehicle movements would ensure that the transport network would not be subject to effects beyond what has been assessed in the ITA.	Support Allow Yes

Temporal of the residual period of the residu					T		1.0	C	A II :	l V
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estimated traffic safety iss		
Buckland Road, and has f		
account traffic issues on t		
network, beyond Buckland		
There are increasing num		
pedestrians on Buckland		
no designated pedestrian		
not adequately formed to	, maintral and 15	
acceptable level of safety		
pedestrians and drivers of		
• The Plan Change which p		
increase vehicular traffic of		
Road imposes an unreaso	on Buckland	
risk for residents and all re		
• The NZ Transport Agency correspondence, does no		
road safety proposals are		
• The entrance to 385 Buck		
often blocked by tourist ve section of road has no pro		
vehicles to stop, yet is often		
stopping area to take pho		
absence of proper parking risk to farm staff and the g		
The proposed implements and primare at the entrance		
and mirrors at the entrance Buckland Road will have I		
effects on the safety of roa		
Rather, the road should be parking have expected, and		
parking bays created, and	d the verticle	
entrance re-aligned.	we the Alleh hitere	
Ingress and egress to/from eite and the erroring of true.		
site and the crossing of tra		
Shire's Rest and the Movi		
along a 400m section of E between two blind corners		
that busses could cross B to 140 times per day, at a		
to one crossing every 4.8 together with the increase		
traffic has implications on		
trainic has implications on the road, and road safety.		
• It is not unusual for drivers		
to take evasive action on		
road due to tourists station		
carriageway, pedestrians		
road or within the berm, o		
crossing over/ turning into		
from the Hobbiton Site. The		
of a vehicle underpass be		
Shire's Rest and the Movi		
be an appropriate long-ter		
the above safety issues. (
Hobbiton revenue streams	as the cost of the	
underpass will be proporti		
than in the case of a dairy		
business where an under		
business where an under	Page 10 about 10	

	move stock.					
	The speed limit on Buckland Road,					
	particularly from the start of the hill section					
	up to the Karapiro Road/ Taotaoroa Road					
	intersection would be made safer by					
	imposing a speed limit less than 80km/hr.					
	Vehicles operating at 100km/hr on					
	Buckland Road pose an unnecessary					
	safety risk to other users.					
	The Plan Change provisions for proposed functions and relevant noise generation					
	are vague. Full disclosure is required. It is					
	of concern that the site has not been					
	operating in accordance with its current					
	consented visitor numbers. There is					
	concern that the same non-compliance					
	may occur in regard to noise limits.					
	The Submitter, residents of Buckland					
	Road, and the surrounding area have a					
	reasonable expectation to the quiet					
	enjoyment of their land. Hobbiton needs					
	to ensure that this expectation is					
	preserved.					
	Regular meetings, at least annually with					
	residents of Buckland Road should be					
	held to address matters of concern,					
	effects on residents and their properties,					
	and full disclosure in regard to compliance.					
	Compilance.					
			.I Swans	Support in	Allow in	Yes
			J Swaps Contractors	Support in Part	Allow in	Yes
			Contractors	Support in Part	Allow in part	Yes
						Yes
			Contractors			Yes
			Contractors Limited The impact of the roading hierarchy			Yes
			Contractors Limited The impact of the roading hierarchy was identified in			Yes
			Contractors Limited The impact of the roading hierarchy was identified in			Yes
			Contractors Limited The impact of the roading hierarchy was identified in the J Swap submission and			Yes
			Contractors Limited The impact of the roading hierarchy was identified in the J Swap submission and the need for			Yes
			Contractors Limited The impact of the roading hierarchy was identified in the J Swap submission and the need for physical			Yes
			Contractors Limited The impact of the roading hierarchy was identified in the J Swap submission and the need for physical improvements to			Yes
			Contractors Limited The impact of the roading hierarchy was identified in the J Swap submission and the need for physical improvements to be undertaken.			Yes
			Contractors Limited The impact of the roading hierarchy was identified in the J Swap submission and the need for physical improvements to be undertaken. Further			Yes
			Contractors Limited The impact of the roading hierarchy was identified in the J Swap submission and the need for physical improvements to be undertaken. Further investigations			Yes
			Contractors Limited The impact of the roading hierarchy was identified in the J Swap submission and the need for physical improvements to be undertaken. Further investigations should be			Yes
			Contractors Limited The impact of the roading hierarchy was identified in the J Swap submission and the need for physical improvements to be undertaken. Further investigations			Yes
			Contractors Limited The impact of 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			Yes
			Contractors Limited The impact of 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			Yes
			Contractors Limited The impact of 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			Yes
			Contractors Limited The impact of 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			Yes
			Contractors Limited The impact of 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			Yes
			Contractors Limited The impact of 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			Yes
			Contractors Limited The impact of 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			Yes
			Contractors Limited The impact of 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			Yes
			Contractors Limited The impact of 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			Yes
			Contractors Limited The impact of 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			Yes
			Contractors Limited The impact of 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			Yes

	1	T			T		T	ı	
						Development			
						Contribution			
						Policy, a targeted			
						rate or some			
						other funding			
						mechanism.			
						Powerco Limited	Neutral	Allow	Yes
						Th			
						The submitter is			
						neutral to the			
						change sought			
						but seeks			
						protection of its			
						assets.			
						Any proposed			
						alterations in the			
						street may affect			
						Powerco assets.			
						The submitter			
						wants to ensure it			
						is consulted prior			
						to any alterations			
						to roading layout			
						around its assets.			
11. Gasquoine Holdings Ltd,	Road marking,	Accept the plan	The Submitter is a resident of Buckland	That MPDC take into account the	Yes	J Swaps	Support	Allow	Yes
696 Buckland Road, RD 2,	road signage	Change with the	Road and the owner of 686B, 696, and	concerns as stated in the		Contractors			
Matamata, 3472	and general	amendments	835 Buckland Road located west of	submission and take note of the		Limited			
Att: David Gasquoine	infrastructure on	outlined in the	Hobbiton.	inadequate infrastructure that		The a fine and a fittle a			
tekereru.farm@xtra.co.nz	Buckland Road,	submission.	Hobbiton has had a positive effect on the	MPDC is responsible for and have		The impact of the			
	west of		wider Matamata economy and	been made well aware of, by a number of concerned residents		roading hierarchy was identified in			
	Hobbiton.		community.						
			However, the impact has not been	over a period of time.		the J Swap submission and			
			positive for Buckland Road residents.			the need for			
			Questions exist over MPDC's intentions			physical			
			regarding providing a user-friendly and			improvements to			
			safe road user environment.			be undertaken.			
			The tour operators and MPDC must take			Further			
			responsibility to ensure that the effect on			investigations			
			existing ratepayers and residents is			should be			
			managed to have minimal impact on their			undertaken to			
			ability to carry out day-to-day activities in			determine the			
			what should be a user-friendly and safe			most appropriate			
			environment.			physical changes			
			Improvements on Buckland Road East are applicated and in general manage.			to the roading			
			are applauded and in general manage			hierarchy			
			traffic as well as possible under the circumstances. However tourists still stop			including an			
			unexpectedly and some sealed off-road			investigation of			
			areas at strategic points would make road			double lanes. It is			
			use safer.			also necessary to			
			The section of road at Buckland Road			determine how			
			West is inadequate for the volume and			these should be			
			type of tourist traffic that it carries. There			funded e.g. via			
			are minimal road markings/ signage until			Council's			
			the road enters the Waipa District			Development			
			adjacent to the Taotaoroa Quarry.			Contribution			
			Buckland Road West is frequently used			Policy, a targeted			
			by tourist buses. The section of road is			rate or some			
	1	1	by tourist buses. The section of road is				l	l	

tarrely adequate for farm-desided traffic, let also counts touse with drivers unfamiliar and accounts touse with drivers unfamiliar and some process of the county of the					
with the road. The section of road already serves two chickon proving farms, dairy stock farms and many illestyles increasing fulfills where the recommendation of the even increasing fulfills will be set to the even increasing fulfills will be even on the wild on even of more or and markings' signage is not at a centreline. Speed is not an issue, but it is the lack of directional arrows that causes many near misses. MPICS should be an even of the even of		barely adequate for farm-related traffic, let	other funding		
serves two chicken growing farms, dairy farms, dry slock farms and many fliestyle thickes all of which contribute to the even The excuse that Studend Road is not wide enough to justify a centreline or more road markingly sligage is not reasonable. The road section needs at the state is the last of directional arrows that causes many near misses. MPCs should provide the same level of road signage and markings as are already provided on the Waysp District. The TIT's rollance on or Student within The TIT's rollance on or Student within The TIT's rollance on or Student misses are too runnerous to sport as they corrected to a proposition froat engineering model to apply to an oxiding provide reasonable and too the provided or misses are too runnerous to sport as they occur on most load. The river misses are too runnerous to sport as they occur on most load. The river misses are too runnerous to sport as they occur on most loads. The river misses and too the provided or misses and the misses are misses and too the misses. The order of the misses are too misses and the misses misses and the misses are misses and the misses		alone tourist buses with drivers unfamiliar	mechanism.		
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farms, dry stock farms and many lifestyle blocks all of which contribute to the ever- increasing traffic flow. **Contribution of the ever- increasing traffic flow. **Indication of the ever- increasing traffic flow. **All traffic flow. *			J Swaps note that		
blocks all of which contribute to the ever- increasing staffic Robard. Road is "not wide enough" to justify a contribution or responsible. 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 ahould provide the same level of road signage if the section of Buckland Road West within the Walapa District. The ITA's reliance on no "fatal and injury crashes" is not an appropriate road engineering model to apply to an existing industry and tourist route. The 'roar misses' are too numerous to report as they occur on most days. The public folder facilities in Mullamatia are inadequate. A moment user pays," ablution block should be developed. Powerco Limited Powerco Limited The submitted to be change sought but seeks protection of its assets. Any proposed all establishment in the street may affect Powerco assets. The submitted to the change sought but seeks protection of its assets. The submitted to the change sought but seeks protection of its assets. The submitted to the change sought but seeks protection of its assets. The submitted to be change sought but seeks protection of its assets. The submitted to be change sought but seeks protection of its assets.					
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12. Glenda O'Sullivan, 127 Buckland Road, RD 2, Matamata greenanne@xtra.co.nz	Proposed changes to road hierarchy (Rule 9.1.1).	Decline, and require more consultation.	 The Submitter seeks further consultation regarding the proposed changes in the status of the roading and what long-term implications this has on the land owners and residents of Buckland Road. Also, further consultation is needed around the encouragement of using Puketutu/ Buckland Road as the main entry point for tourists to the Hobbiton Site and what measures will be put in place to manage the intersections leading to this entry point. Hobbiton is great for the community economically but more open consultation is needed to make sure that the safety and interests of other landowners on route to Hobbiton is given more consideration. 	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 entails for all. More time is needed to fully investigate this matter.	Yes	J Swaps Contractors Limited J Swaps opposes the relief sought; however, the submitter's comments regarding the impact on the roading hierarchy was identified in the J Swaps submission. 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.	Oppose in part	Allow	Yes
13. Matamata-Piako District Council PO Box 266, Te Aroha, 3342 Att: Mark Hamilton MHamilton@mpdc.govt.nz	Purpose		1. Delete the "Purpose" description from Sheet 1 of the DCP. Reasons: Development Concept Plans (DCP) are intended to provide a complete planning framework that includes relevant rules, performance standards and matters of discretion to govern the activities undertaken on identified sites. No other DCP's within the Matamata-Piako District Plan include a "purpose", so it is suggested that this is removed for reasons of consistency and as it is unclear what weighting should be afforded to the "purpose".	PURPOSE Tourism activities at 'Hobbiton' are well established and are recognised as an important and significant contributor to the economic growth and employment in the Matamata- Piako District. The purpose of this Development Concept Plan (DCP) is thus to provide for the ongoing management, operation and growth of tourism activities at 'Hobbiton' within an appropriate planning framework.	Yes				

Activity Schedule: General	2. Include provision for effluent systems within the DCP	Include provision for effluent systems within the DCP.	
General	Reason: It has come to MPDC's attention that the existing and proposed effluent systems are located outside the precinct boundaries. As a result, these should be provided for within the DCP.		
Activity Schedule: General (d)	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 be used as a guide apply.	
Total DCP Permitted Activities c)	4. Amend Permitted Activity Clause 3(c) "Administrative offices for Hobbiton activities" on Sheet 1 of the DCP. Reason: Clarity of the type of use expected for the administration offices is required.	c) Administration offices for Hobbiton activities permitted under the DCP.	
Total DCP Permitted Activities d)	5. Amend Permitted Activity Clause 3(d) "Buildings associated and ancillary to a permitted activity" on Sheet 1 of the DCP. Reason: Corrects a grammatical error	Buildings associated with, and ancillary to, a permitted activity.	
Total DCP Permitted Activities h);	6. Amend Permitted Activity Clause 3 h) relating to earthworks on Sheet 1 of the DCP. Reason: The rule as drafted allows unlimited volume of material to be deposited, while volumes less than 2,000m³ would not have been permitted.	Earthworks including ether than clean fill activities, involving the depositing of up to 2,000m³ or more of material clean fill obtained from onsite (as measured compacted in place).	
Total DCP Permitted Activities i); new permitted activity	7. Include new Permitted Activity Clause 3 i) for importing cleanfill up to 1,000m³ on Sheet 1 of the DCP.	Earthworks involving the importing of up to 1,000m³ of cleanfill material (as measured compacted in place).	

Total DCP Restricted Discretionary Activities b);	8. Amend Restricted-Discretionary Activity Clause 3 b) on Sheet 1 of the DCP. Reason: The proposed performance standard is less prescriptive and allows for greater scope of earth moving activities than just clean fill.	Clean fill activities Earthworks involving the depositing of more than 2,000m³ or more of material (as measured compacted in place) and/or the importation of more than 1000m³ of material from offsite.				
Performance Standards: 1) Building Envelope for all buildings associated and ancillary to a permitted activity listed in this DCP 1.1.1	9. Amend Title of Performance Standard 1.1.1 on Sheet 4 of the DCP. Reason: The amendment corrects a grammatical error in title.	Building Envelope for all buildings associated with, and ancillary to, a permitted activity listed in this DCP.				
Performance Standards: - Building Envelope for all buildings associated and ancillary to a permitted activity listed in this DCP 1.1.1 a)	10. Amend Performance Standard 1.1.1(a) "Maximum height" on Sheet 4 of the DCP. Reason: To ensure that a maximum building height exists for the entire DCP, not just Precinct 1.	a) Maximum Height in Precinct 1 and 2: 10m				
Performance Standards: - Building Envelope for all buildings associated and ancillary to a permitted activity listed in this DCP 1.1.1 d)	11. Amend Performance Standard 1.1.1(d) relating to side and rear yards, on Sheet 4 of the DCP. Reason: To ensure that performance standard d), which details yard setback requirements refers to the appropriate, earlier, performance standard relating to height relative to boundary.	d) Side yards and rear yards in Precincts 1 and 2: 10m to precinct boundary, provided that — (i) Buildings may be erected on any rear or side yard so long as the written consent of any affected property owner(s) is obtained and compliance with DCP Performance Standard 1.1.1 ab) above is achieved.				
Landscaping for New Buildings 1.1.4 a), b) c);	12. Amend Performance Standard 1.1.4 (a), (b) and (c) relating to landscaping of new buildings (Sheet 4 of the DCP). Reason: The wording of the proposed performance standard is not sufficiently specific.	The performance standard needs to be redrafted so that compliance can be determined without any degree of discretion.	Powerco Limited The submitter is neutral to the proposed change, but seeks the addition of a new point d) to include reference to electrical safe distances: d) All planting and landscaping shall be in keeping with	Neutral	Allow	Yes

			the New Zealand Code of Practice for Electrical Safe Distances NZECP 34:2001 (NZECP 34:2001) and the Electricity (Hazards from Trees) Regulations 2003 (the Tree Regulations).			
Earthworks 1.1.X (new performance standard);	13. Include new Performance Standard 1.1.X relating to earthworks (Sheet 4 of the DCP). Reason: To address the adverse effects of earthworks, including material being tracked from the DCP site onto any road.	i) All earthworks to be managed in accordance with the Waikato Regional Plan and the Waikato Regional Council's "Erosion and Sediment control: guidelines for soil disturbing activities". (ii) That all vehicle movements associated with construction and/or development must not track dirt and loose material onto the road carriageway. Any material which may inadvertently deposit on the road must be immediately washed or swept clear of the road carriageway so that there is no hazard to the travelling public.	NZTA The submitter considers the addition, especially ii), necessary to ensure that the safety and efficiency of the transport network is not compromised.	Support	Allow	No
			Powerco Limited The submitter is neutral to the proposed change, but seeks the addition of a further criterion to include reference to safe distances from electrical infrastructure. The addition, the inclusion of a reference to the "Dial before U Dig" process and contacting Powerco to identify the location of electrical infrastructure prior to excavations. iii) Any earthworks in	Neutral	Allow	Yes

	close to existing
	electrical
	infrastructure, in
	Precincts 1 and 2
	shall be in
	keeping with the
	setbacks outlined
	in the New
	Zealand Code of
	Practice for
	Electrical Safe
	Distances NZECP
	34:2001 (NZECP
	34:2001) and dial
	before you dig.
	in A The Jeastine of
	iv) The location of
	underground
	infrastructure
	should be
	identified prior to
	works
	commencing to
	ensure that
	infrastructure is
	not accidently dug
	into and to avoid
	serious injury or a
	costly service
	interruption.
	Information on the
	location of
	underground
	pipes and cables
	can be obtained
	through the "Dial
	Before You Dig"
	service found
	online at
	http://www.before
	http://www.before udig.co.nz/#.
	Sugreen and
	v) Where works
	are proposed in
	close proximity to
	any overhead or
	below ground
	electrical line,
	electrical line,
	individuals are
	advised to contact
	the line operator
	to discuss works.

Landscaping of Car Parking Areas 1.1.5 a);	14. Amend Performance Standard 1.1.5(a) relating to landscaping of carparking areas (Sheet 4 of the DCP). Reason: Revision to performance standard to ensure to the visual effects of parked vehicles in all carparks are mitigated.	a) New All car parking areas within Precinct 1 shall be screened from Buckland Road by earth mounding and/or planting to a minimum height of 1.2m.	Powerco Limited The submitter is neutral to the proposed change, but seeks the addition of a new point b) to include reference to electrical safe distances: b) All planting and landscaping shall be in keeping with the New Zealand Code of Practice for Electrical Safe Distances NZECP 34:2001 (NZECP 34:2001) and the Electricity (Hazards from Trees) Regulations 2003 (the Tree Regulations).	Neutral	Allow	Yes
Access 1.1.6 a);	15. Amend Performance Standard 1.1.6 "Access" (Sheet 4 of the DCP). Reason: 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 located in accordance with the DCP.				
Car Parking, Loading Formation and Manoeuvering 1.1.7 b),	16. Amend Performance Standard 1.1.7(b) relating to car parking (Sheet 4 of the DCP). Reason: To ensure that the grassed all-weather parking areas are maintained to a sufficient standard to ensure their ongoing availability.	b) Grassed areas suitable for all-weather parking in summer shall be provided and maintained for overspill parking within Precinct 1. The grassed areas shall be of sufficient area to ensure that there is a minimum total of 450 car parking spaces provided within Precinct 1.				
Car Parking, Loading Formation and Manoeuvering 1.1.7 d),	17. Amend Performance Standard 1.1.7(d) relating to car parking (Sheet 4 of the DCP). Reason: To ensure that the car parking spaces for each residence are maintained to a sufficient standard to ensure their permanent availability to prevent additional demand in the general parking area.	d) A minimum of 1 car parking space shall be provided <u>and</u> <u>maintained in accordance with</u> <u>the MPDC Development Manual</u> for each Hobbiton Movie Set Visitor Accommodation residence.				

Car Parking, Loading Formation and Manoeuvering 1.1.7 f)	18. Amend Performance Standard 1.1.7(f) relating to loading (Sheet 4 of the DCP). Reason: A dedicated courier van parking space is considered desirable for a retail operation as busy as that within Precinct 1.	f) A new development or change of use shall provide dedicated onsite loading facilities facility shall be provided and maintained in Precinct 1 to accommodate a courier van meeting the "Type MB – Forward Control Passenger Vehicle" standard as defined in Table A of the New Zealand Transport Agency's vehicle classification.				
Car Parking, Loading Formation and Manoeuvering 1.1.7 g)	19. Amend Performance Standard 1.1.7(g) relating to sign posting of parking and loading spaces (Sheet 4 of the DCP). Reason: 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 in accordance with the NZTA Traffic Control Devices Manual.	NZTA The submitter considers the change an improvement to the plan change provisions, particularly the reference to the Traffic Control Devices Manual.	Support	Allow	Yes
Car Parking, Loading Formation and Manoeuvering 1.1.7 i)	20. Amend Performance Standard 1.1.7(i) relating to on-site parking (Sheet 4 of the DCP). Reason: 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 within Precincts 1 and 2. No vehicles shall be parked in the road reserve.				
Traffic Management 1.1.Y	21. Add new Performance Standard 1.1.Y "Traffic Management" (Sheet 4 of the DCP). Reason: 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 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.	NZTA The submitter considers the change necessary to ensure that the safety and efficiency of the transport network is not compromised. The submitter seeks confirmation that state highways are included in the 'road network' and clarification of the contents of the MOU and exactly what performance standards are proposed.	Support in part	Allow	Yes

Visitor Numbers 1.1.8 a)	22. Amend Performance Standard 1.1.8 "Visitor Numbers) (Sheet 4 of the DCP). Reason: 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 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. For the avoidance of doubt, the 3,500 daily visitor maximum limit shall include all event patrons within the time period specified above.	NZTA The submitter considers the change an improvement to the plan change provisions, subject to clarification of the time frames for which the daily visitor cap of 3,500 can be exceeded for events, as the additional text seems to contradict the existing text.	Support in part	Allow	Yes
Noise 1.1.9 a)	23. Amend/ expand Performance Standard 1.1.9 relating to noise (Sheets 4 and 5 of the DCP). Reason: The proposed amendments are in keeping with the recommendations in Council's peer review of acoustic effects, or otherwise are required to provide clarity.	a) 7.00am - 50 dB L _{Aeq} 10.00 8.00pm 10.00 40 dB L _{Aeq} 8.00pm - and 70 dB L _{Aeq} L _{max}				
Noise 1.1.9 c)	Amend/ expand Performance Standard 1.1.9 relating to noise (Sheets 4 and 5 of the DCP). Reason: The proposed amendments are in keeping with the recommendations in Council's peer review of acoustic effects, or otherwise are required to provide clarity.	c) Up to 12 outdoor movie screening events that exceed the noise levels in Performance Standard 1.1.9 a) above are permitted to 11.00 10.30 pm during daylight savings time in any calendar year with no more than two events (outdoor movie screening or outdoor amplified music/concert events) in a sevenday period, and no more than three events in a calendar month. The outdoor movie screening events shall not exceed 55dB LAeq when measured at or within the notional boundary of any rural dwelling located outside the DCP area and existing at [insert date of plan change notification].				
Noise 1.1.9 d)	Amend/ expand Performance Standard 1.1.9 relating to noise (Sheets 4 and 5 of the DCP). Reason: The proposed amendments are in keeping with the recommendations in Council's peer review of acoustic effects, or otherwise are required to provide clarity.	d) Up to 6 <u>six</u> outdoor amplified music/concert events that exceed the noise levels in Performance Standard 1.1.9 a) above are permitted in any calendar year with no more than two events (outdoor movie screening or outdoor amplified music/concert				

		events) in a seven-day period, and no more than three events in a calendar month. The outdoor amplified music /concert events shall:		
		i) Not exceed six hours duration (excluding sound testing and balancing on the day of the event); ii) Not exceed 65 60db L _{Aeq} as measured at the notional boundary of any rural dwelling located outside the DCP area and existing at [insert date of plan change notification]; and iii) End by 11.00 10.30pm during daylight savings, and by 10.00pm at all other times of the year; and		
Noise 1.1.9 e)	Amend/ expand Performance Standard 1.1.9 relating to noise (Sheets 4 and 5 of the DCP). Reason: The proposed amendments are in keeping with the recommendations in Council's peer review of acoustic effects, or otherwise are required to provide clarity.	e) There are to be no more than two events (outdoor movie screening or outdoor amplified music/concert events) in a seven-day period, and no more than three events in a calendar month.		
Noise 1.1.9 f)	Amend/ expand Performance Standard 1.1.9 relating to noise (Sheets 4 and 5 of the DCP). Reason: The proposed amendments are in keeping with the recommendations in Council's peer review of acoustic effects, or otherwise are required to provide clarity.	f) Written notice shall be provided to the occupiers of all properties, within a 3km radius of the Precinct where any outdoor movie screening or outdoor amplified music/ concert event is being held, a minimum of seven 14 days prior to the event, The written notice shall include the following details:		
Noise 1.1.9 g) (plus three new performance standards);	Amend/ expand Performance Standard 1.1.9 relating to noise (Sheets 4 and 5 of the DCP). Reason: The proposed amendments are in keeping with the recommendations in Council's peer review of acoustic effects, or otherwise are required to provide clarity.	g) A single noise management plan shall be prepared for all concert and outdoor movie screening or outdoor amplified music /concert events. It shall be submitted to Council at least 10 14 working days prior to the first event and shall detail:		
Noise 1.1.9) new performance standard i)	Amend/ expand Performance Standard 1.1.9 relating to noise (Sheets 4 and 5 of the DCP). Reason: The proposed amendments are in keeping with the recommendations in Council's peer review of acoustic effects, or otherwise are required to provide clarity.	i) The above noise management plan shall be reviewed annually at the site operator's cost. The council shall have the ability to peer review the management plan at the site operator's cost prior to the first event in the calendar year as detailed in performance standard 1.1.9 g)		

		above.		
		If the noise management plan is considered to be unsatisfactory in any regard, that prior to any new event, steps shall be undertaken to ensure compliance.		
Noise 1.1.9) new performance standard j)	Amend/ expand Performance Standard 1.1.9 relating to noise (Sheets 4 and 5 of the DCP). Reason: The proposed amendments are in keeping with the recommendations in Council's peer review of acoustic effects, or otherwise are required to provide clarity.	j) All events shall be carried out in accordance with the current noise management plan.		
Noise 1.1.9) new performance standard k)		k) Monitoring shall be undertaken at five minute intervals throughout the event, including any sound testing, by a person qualified to undertake noise measurements. A copy of the monitoring report shall be provided to Council within 10 working days of the first event. If the noise limits are not complied with, steps shall be undertaken to ensure compliance prior to the next event.		
Lighting and Glare 1.1.10 a)	24. Amend Performance Standard 1.1.10 "Lighting and Glare" (Sheet 5 of the DCP). Reason: The amended performance standard is in keeping with the provisions within the District Plan: Part B 5.4 Lighting and Glare (i) and (ii).	a) At no time between 7.00am and 11.00 10.00pm shall any outdoor lighting be used in a manner that causes an added illuminance in excess of 125 lux, measured horizontally or vertically at the boundary of Buckland Road or any Rural zoned site located outside the Hobbiton Movie Set Development Concept Plan (DCP) area.		
Lighting and Glare 1.1.10 b)	24. Amend Performance Standard 1.1.10 "Lighting and Glare" (Sheet 5 of the DCP). Reason: The amended performance standard is in keeping with the provisions within the District Plan: Part B 5.4 Lighting and Glare (i) and (ii).	b) At no time between the hours of 11.00 10.00 pm and 7.00 am shall any outdoor lighting be used in a manner that causes:		

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Signage 1.1.12 a), b);	25. Amend Performance Standard 1.1.12 "Signage" (Sheet 5 of the DCP). Reason: Grammatical amendment.	a) The following signs related to permitted activities established within Precincts 1 and 2 for the establishment or identification of permitted activities: i) Signs attached to or forming part of a building: 0.25m2 for every metre of related Precinct frontage up to a maximum total area of 16m² in each of for Precincts 1 and 2 combined. ii) Free standing signs: 0.25m² for every metre of related Precinct frontage up to a maximum total area of 16m² in each of for Precincts 1 and 2 combined. b)iii) For the avoidance of doubt: Provided there are no controls on signage visible only internal to the Hobbiton DCP area or for signs whose sole purpose is to direct traffic within a Precinct.	NZTA The reasoning for the amendment does not relate to the specified provision and it is unclear exactly what change is sought.	Oppose	Disallow	No
Signage 1.1.12 - comment	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.				
Events 1.13 c);	27. Amend Performance Standard 1.1.13 "Events" (Sheet 5 of the DCP). Reason: The proposed addition will clarify the intent of the performance standard being to limit visitor numbers so as not to exceed parking supply.	c) Events held during Movie Set Tour hours: the operator shall manage Events and Movie Set Tour visitor numbers so that parking does not exceed: • 450 parking spaces in the months November to March inclusive. • For all other months, the all- weather surface parking capacity.				
Fireworks Displays 1.1.14 a);	28. Amend Performance Standard 1.1.14 "Fireworks Displays" (Sheet 5 of the DCP). Reasons: a) Grammatical amendment	An interest in a series of all properties located within a 3km radius of the precinct where the fireworks displays within Precincts 1 and 2, written notice shall be provided to both the Council and the occupiers of all properties located within a 3km radius of the precinct where the fireworks display is being held a minimum of seven days prior to the event. The				

		minimum of 14 days prior to the event and include in the following details:				
Fireworks Displays 1.1.14 b);	b) The DCP is designed to supersede resource consents, so the deleted text is considered superfluous.	b) No fireworks displays shall be held between 1 August and 31 October in any calendar year unless otherwise approved by resource consent.				
Accommodation 1.1.15 a), b); (New performance standard)	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. Plan C1 from Page 27 of the Integrated Transport Assessment indicates a total of 34 cabins (Three single, three family and 14 duplex) in the Visitor Accommodation area: The maximum total of 86 visitors using the cabins each night have been calculated as follows: Two per single cabin Four per family cabin Four per duplex	a) A maximum of 86 visitors per night are permitted in Hobbiton Movie Set Visitor Accommodation area as detailed on the DCP. 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. Include location of Hobbiton Movie Set Visitor Accommodation and Overnight Park-Over Camping Area on Sheet 2 of the DCP.				
Matters of Discretion Restricted Discretionary Activities provided for in the Development Concept Plan 1.2.1 A. Events a)	30. Amend Restricted-Discretionary matters 1A(a) (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 The traffic effects and mitigation-measures, including effects on the road network, parking, access, loading and signage.	NZTA The submitter considers the change an improvement to the plan change provisions.	Support	Allow	No

Matters of Discretion Restricted Discretionary Activities provided for in the Development Concept Plan 1.2.1 A. Events d)	30. Amend Restricted-Discretionary matters 1A(d) (Sheet 6 of the DCP).	d) <u>Set up and Cc</u> lean up				
Matters of Discretion Restricted Discretionary Activities provided for in the Development Concept Plan 1.2.1 A. Events New matter of discretion);		Events: Any application shall be assessed upon consideration of the following: g) Visual				
Matters of Discretion Restricted Discretionary Activities provided for in the Development Concept Plan 1.2.1 A. Events New matter of discretion);		Events: Any application shall be assessed upon consideration of the following: h) Signage	NZTA The submitter considers the change an improvement to the plan change provisions.	Support	Allow	No
Matters of Discretion Restricted Discretionary Activities provided for in the Development Concept Plan 1.2.1 A. Events New matter of discretion);		Events: Any application shall be assessed upon consideration of the following: i) Fireworks				

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Restrice Discrete Activities to failure Perform Standa the Develo Concep 1.2.2;	ionary es due re of nance rds in	32. Review Restricted-Discretionary matters 1B (Sheet 6 of the DCP). Reason: The matter of discretion needs to be reviewed as it appears to relate to landfill, not clean fill activities, and is silent on the effects of earthworks.	B. Clean Fill Activities" needs to be reviewed as it appears to relate to landfill, not clean fill activities, and is silent on the effects of earthworks.			
Discret Activitie Activitie provide the Develop Concep 1.2.3;	s: s not d for in	33. Amend Restricted-Discretionary matters 1.2.2 and 1.2.3 (Sheet 6 of the DCP). Reason: These matters are largely addressed in the "Activity Schedule" on Sheet 1 of the DCP	2. Restricted Discretionary Permitted Activities due to failure of Performance Standards in the Development Concept Plan Restricted Discretionary is Activities that are restricted solely due to the failed standards and will be assessed only against the effects of non-compliance with those standards. 3. For Discretionary Activities Council shall and shall not restrict Council's discretionary powers.			
Definition	ons	34. Amend the definitions for a number of DCP terms, to improve clarity (Sheet 6 of the DCP).	"Hobbiton Movie Set Overnight Park-Over Camping Area" means land within Precinct 1 used for overnight accommodation of visitors to the Hobbiton Movie Set where a parking area the accommodation is provided for visitors with in self-contained mobile camping vehicles, and the maximum duration of any stay by visitors is one night. "Hobbiton Movie Set Visitor Accommodation" means a single-storey, stand-alone or duplex residential building that provides short-term overnight accommodation for travelers and tourists who generally have their principal place of residence elsewhere. Hobbiton Movie Set Visitor Accommodation may contain facilities in rooms for the preparation of meals by guests. "Tourism Retailing" means the use of land or buildings where goods principally related to Hobbiton are offered or exposed principally to the tourist market for			
			sale and includes: premises making and serving food and beverages such as cafes,			

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				restaurants and licensed premises; premises for green/blue chroma key photography and photography; and ancillary storage and warehousing of goods to be sold through the retail activity					
14. J Swap Contractors Ltd, c/- AECOM, PO Box 13161, Tauranga, 3141 Att: Richard Harkness richard.harkness@aecom.com	Section 2.3 'Significant Resource Management Issues' AND Section 2.4: 9.01 "Tourism Outcome sought" Section 2.4:9 Policy 2 Rule 9.1.1'Roading hierarchy' clause (i)(c)'Collector roads'	Support in part subject to changes outlined in the submission.	 Lack of physical mitigation proposed for roads and intersections that will be affected by the proposed plan change. The impact on the infrastructure currently in place, particularly in the Matamata town centre and surrounds, and how improvements will be provided for and/ or funded. Overall the Hobbiton Movie Set is positive for the town. However capacity in certain parts of the town and wider roading network is being strained or pushed towards its maximum reasonable, safe or enjoyable use. Section 2.3 'Significant Resource Management Issues' AND Section 2.4:9 - 01 "Tourism Outcome sought": Tourist attractions generate additional impacts not only in relation to a particular site but also on the wider roading network. It is unclear how these effects will be mitigated or how they will be funded. The Submitter acknowledges that on-site effects will be addressed through either the proposed provisions in the plan change or through a resource consent. However the increase in tourists to the Matamata-Piako District will also place greater strain on the infrastructure network within the town centre and surrounds. This includes effects on parking, traffic flows, public toilets and other community facilities. These effects should be recognised through the plan change and adequate funding provided to require increased, and or, upgraded facilities, either through the direct addition of new facilities by the applicant, Council's Development Contributions Policy or the addition of a specific rate for tourist attractions. 	Section 2.3 'Significant Resource Management Issues' AND Section 2.4:9.01 "Tourism Outcome sought": Enabling the growth of the tourism industry is supported. However it is unclear what measures have been considered to "avoid, remedy and mitigate the localised environmental effects of tourist attractions." The Submitter would support the addition of wording that clearly articulates the types of measures that would be considered. For example physical improvements to the roading network and provisions within the Council's Development Contributions Policy.	Yes	NZTA Oppose Rule 9.1.1 The NZTA does not support improvements to the western end of Buckland Road to incentivise its increased use by tourists. Significant efforts have been made to ensure that the eastern end of Buckland Road is considered as the primary and preferred route to Hobbiton to avoid SH1 and Karapiro Road.	Oppose	Disallow	No
			Section 2.4:9 - Policy 2: As it currently stands Policy 2 allows consideration of the importance of major tourist attractions to the District and consideration of the effects of the Development Concept Plan. It is unclear whether this provides for a more holistic	Section 2.4:9 - Policy 2: This policy is supported in part. The Submitter proposes that an additional policy is included in the proposed plan change which recognises the impact of major tourist attractions on the wider					

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			view to be considered of the effects that	community and the specific					
			these attractions may have on the wider	matters to be considered. This		Powerco Limited	Neutral	Allow	Yes
			community and the infrastructure within	would include consideration of					
			areas such as the town centre.	increased traffic movements		The submitter is			
				throughout the District;		neutral to the			
				particularly the town centre, and		change sought			
				impacts on other infrastructure		but seeks			
				that may be utilised by tourists.		protection of its			
						assets.			
				• Rule 9.1.1'Roading hierarchy'-					
			Rule 9.1.1'Roading hierarchy'- Clause	Clause (i)(c)'Collector roads'		Any proposed			
			(i)(c)'Collector roads'	The proposed plan change has		alterations in the			
			Increased traffic movements are one of	identified several physical		street may affect			
			the main effects that will be created by	improvements for the eastern		Powerco assets.			
			the inclusion of Hobbiton as a	end of Buckland Road. We		The submitter			
			Development Concept Plan. The site has	would support the addition of		wants to ensure it			
			seen a significant increase in visitor	physical road carriageway (for		is consulted prior			
			numbers and this is set to increase	example road straightening)		to any alterations			
			(based on the numbers proposed as a	improvements within both the		to roading layout			
				eastern and western end of		around its assets.			
			permitted activity).	Buckland Road.		מוסטווט ונס מססכנס.			
			The impact of this increase should recult in	In addition further consideration					
			The impact of this increase should result in						
			improvements to other parts of the roading	should be given to the impact of					
			network within the vicinity of Hobbiton. This	the increased traffic movements					
			is particularly prevalent with foreign tourist	on surrounding roads and the					
			drivers using rural roads that are poor in	intersections with the State					
			nature and not previously designed for the	Highway network (both within the					
			traffic volumes and type of use anticipated.	Matamata-Piako and Waipa					
			Where these tourist drivers interact with	Districts).					
			heavy vehicles, such as road trucks, road						
			safety for both parties can be compromised.						
			Examples include the western end of						
			Buckland Road and the intersections with						
			State Highway 29 at Puketutu Road and						
			Taotaoroa Road and Karapiro Road with						
			State Highway 1. Adequate funding for						
			these improvements should be included in						
			the consideration of the Development						
			Concept Plan or through another						
			mechanism to ensure that the costs are						
			predominantly borne by the proposed plan						
			change applicant (internalised) and not the						
			wider community (externalised).						
15. Derrys Farm Ltd, 496A	1. Introduction of	Support introduction	1. Introduction of planning framework:	Decline the increase in tourist	Yes	J Swaps	Support	Allow	Yes
Puketutu Road, RD 2,	planning	of planning	Support introduction of planning	numbers and introduction of new		Contractors			
Matamata, 3472	framework.	framework in part;	framework with consideration of the	events.		Limited			
Att: Nola Broomhall	2. Increase in	oppose increase in	affected local community (eg Buckland						
nolabroomhall@hotmail.co.nz	visitor	visitor numbers,	Road residences) in the decision making			J Swaps supports			
1.5 Iddi Communication India.	numbers.	movie screenings	process regarding the objectives, policies			the submitter's			
Note: Late submission	3. Movie	and amplified music	and rules.			comments			
Late Sabilission	screenings &	events and on-site	and fulos.			regarding traffic			
	amplified	visitor	2. Increase in visitor numbers, movie			safety concerns.			
	music events.	accommodation.	screenings, amplified music events			The impact on the			
		accommodation.	and on-site visitor accommodation:			roading hierarchy			
	On-site visitor		Oppose the increase in visitor numbers to			was identified in			
	accommodatio					the J Swaps			
	n.		3,500 per day, 12 movie screening and 6						
			amplified music events and on-site visitor			submission.			
			accommodation and overnight camping facilities. Buckland Road and surrounding			Further			
			areas are in a rural environment and of						
	1	1	areas are in a rurar environment and of	<u> </u>	1	investigations	İ		

natural scenic beauty. With the increase	should be	
in visitors, events, and traffic, the	undertaken to	
Submitter has major concerns that this	determine the	
will impact the natural environment,	most appropriate	
create major traffic safety concerns	physical changes	
(many traffic or near traffic accidents go	to the roading	
unreported) and will have adverse	hierarchy	
impacts on environmental pollution e.g.	including an	
increase in roadside rubbish, damage to	investigation of	
native vegetation due to cars stopping to	double lanes. It is	
take photos. As a land owner in the	also necessary to	
affected area, the Submitter is concerned	determine how	
the land value will be negatively	these should be	
impacted, due to reduced desirability to	funded e.g. via	
live in the area; in addition rates are likely	Council's Council	
to increase to manage infrastructure	Development	
improvements.	Contribution	
	Policy, a targeted	
	rate or some	
	other funding	
	mechanism.	