

PROPOSED PLAN CHANGE 51 TO THE OPERATIVE MATAMATA-PIAKO DISTRICT PLAN

Proposed Development Concept Plan for Milk Processing Site, Factory Road, Waharoa (Open Country Dairy) – Summary of Submissions and Further Submissions Received

Submitter	Specific provisions of the plan change that the submission relates to	Position (Support/ Oppose/ Neutral)	Details of Submission	Decision that the Submitter wants Council to make	Further Submissions	Submitter to be heard?
1. New Zealand Transport Agency PO Box 973 Waikato Mail Centre Hamilton, 3240 Att: Claudia Jones claudia.jones@nzta.govt.nz	Traffic effects, specifically on the intersections of Link Road and Hawes Street with State Highway 27.	Support	Traffic volumes expected as a result of the proposed plan change have been assessed and it has been determined that the capacity of the two State Highway 27 intersections is sufficient to cater for the traffic projected to be generated by the expansion of the factory.	Accept plan change.		No
2. Powerco Limited Private Bag 2061 New Plymouth, 4342 Att: Simon Roche simon.roche@powerco.co.nz (Original Submission) 2. Powerco Limited Private Bag 2061 New Plymouth, 4342 Att: Simon Roche simon.roche@powerco.co.nz (Revised Submission)	The company's electrical assets and security of electricity to the site.	Neutral	<ul style="list-style-type: none"> Powerco has electricity assets within the site including underground cables, distribution transformers, and high voltage switch boxes. The underground cable in the north of the site is protected by easement. However, another cable in the centre of the site does not currently have an easement. Powerco seeks to ensure that its electricity assets are appropriately protected and provisions are included to enable the ongoing development, operation, maintenance and upgrading of its electricity distribution network. 	Powerco seeks to ensure that the following matters are taken into account when the plan change is considered: <ul style="list-style-type: none"> Major changes to ground level – changes to ground level in the vicinity of underground and above ground utilities should be minimised, and/or the relevant utility provider should be consulted. Location of new buildings – the “Dial Before You Dig” service (www.beforeudig.co.nz) should be used before undertaking works in proximity to underground assets. Easements – an easement in gross should be created to protect the existing electricity cable through the site. <i>Note – the requirement to create the easement referred to above has been deleted in Powerco's Revised Submission, because the asset is understood to be owned by OCD, and not Powerco.</i> 		No
3. Matamata-Piako District Council PO Box 266 Te Aroha, 3342 Att: Mark Hamilton mhamilton@mpdc.govt.nz	<ul style="list-style-type: none"> Permitted activities – c). Performance standards 1.1.12; 1.1.14; & 1.1.15. Matters of control – 1.2.3; Matters of discretion 1.3.2. Factory Road 	Support, subject to amendments	<ul style="list-style-type: none"> Permitted activities c) – delete “medical rooms, child care centres and recreational activities for staff”. Performance standard 1.1.12 – delete requirement for front yard landscaping. Performance standard 1.1.14 b), d) and f) – clarify the requirement for staff car parking, loading, and parking formation and add a new performance standard (h) for accessible parking. Performance standard 1.1.15 – include requirement for vehicle access to be designed by qualified engineer. Matters of control 1.2.3 a), c) and e) – clarify the matters of control relating to staff parking, loading space, and traffic generation. Matters of discretion 1.3.2 a), c), e) and f) – clarify the matters of discretion relating to staff parking, loading space, and traffic assessment and generation. Reliance on private section of Factory Road as transportation link/ strategic connection for a number of land owners/ occupiers and concerns regarding road surface/ pavement strength given the projected increase in heavy vehicle movements. 	Accept plan change subject to amendments as requested in the submission and consideration of the impact on the private section of Factory Road.		Yes
4. Waharoa Park Limited c/- Barr & Harris Surveyors Ltd PO Box 112; Matamata, 3440 Att: Gavin Harris gavin@barrharris.co.nz	Assessment of infrastructure capacity and recognition of industrial land use on Waharoa Park Limited's Dunlop Road/ Mowatt Street industrial-style subdivision.	Support, subject to amendments.	<ul style="list-style-type: none"> Waharoa Park Limited's Dunlop Road/ Mowatt Street industrial-style subdivision was subject to traffic and servicing requirements including off-site upgrades, funded by Waharoa Park Limited. The submission seeks to ensure that the assessment of effects for the plan change recognises the consented and previously mitigated infrastructure effects of the Waharoa Park Limited subdivision. 	Accept the plan change with the following amendments: <ul style="list-style-type: none"> Assessment of infrastructure effects in terms of the full impact of the previously consented Waharoa Park Limited subdivision, recognising the prior mitigation works for the fully developed subdivision funded by Waharoa Park Limited. 		Yes

<p>5. Ngati Haua Iwi Trust 19A Allen Street Morrinsville, 3700 Att: Weka Pene weka@ngatihauaiwitrust.co.nz</p> <p>WITHDRAWN 15 June 2018</p>	<ul style="list-style-type: none"> • All Permitted, Controlled, Restricted Discretionary, Discretionary and Non-Complying Activities. • Performance Standards 1, 2, 3, 5, 10, 17, 18, 19, 20 and 21. 	Oppose	<ul style="list-style-type: none"> • Waharoa is a place of significance to Ngati Haua, particularly the hapu of Ngati Rangi To Oro. • There are several traditional pa sites adjacent to the Site, where Te Waharoa and his people settled. • Raungaiti Marae and its members hold kaitiakitanga over the area within which the Site is located. • Tangata Whenua are concerned with the decline in life-force of the environment, surface water and groundwater quantity, and water quality of the Waitoa River (where food gathering and swimming is no longer recommended); and the decline in air quality. • Further development of the Site will lead to further pressures on natural resources and present a threat to the mauri of the area. 	Decline the plan change, or if not declined: <ul style="list-style-type: none"> • Provide further opportunity for consultation with iwi; • Provide further information; • Provide the iwi with further opportunity to consider an appropriate response to the plan change request. 		Yes
<p>6. Kiwirail Holdings Limited Level 1 Wellington Railway Station Bunny Street PO Box 593 Wellington, 6140 Pam.butler@kiwirail.co.nz (Late Submission)</p>	Safety risks and safe operation at the two railway level crossings that could be affected by an increase in production at the Site.	Support, subject to road/rail safety issues being addressed.	<ul style="list-style-type: none"> • Provide an assessment of the impact of the proposal on the two railway level crossings (Hawes Street and State Highway 27) in terms of risks and safe operations. • Confirm whether the existing level crossings are adequate to accommodate the proposed increase in traffic, or if additional mitigation measures are required. • Use the “Level Crossing Safety Impact Assessment” process (LCSIA) to assess the risks. • In assessing the risks, use the “Level Crossing Safety Score” (LCSS) together with the traditional ALCAM level crossing risk model score to consider the three additional data sources associated with crash risk being: <ul style="list-style-type: none"> – historical crash and incident data; – safety observations made by locomotive engineers and road controlling authority engineers; and: – a more detailed site assessment of the impact of the existing level-crossing lay-out on traffic/cyclists/pedestrians, and their interaction with it and the surrounding transport network . 	<ul style="list-style-type: none"> • Primary relief sought: Undertake the LCSIA assessment prior to consideration of the plan change, and identify whether any safety mitigation measures are required now, or could be staged as part of the Site’s future development. This will enable the increase in traffic from the currently consented 475 million litres per annum to the permitted activity limit of 750 million litres per annum proposed in the plan change, to be considered. • Secondary relief sought: As a minimum, require that level crossing risk is assessed at the Controlled and Restricted-Discretionary stages (for growth from 750 million litres and beyond), by adding the following clause as 1.2.3(f), 1.3.2(g), and 1.1.15 of the DCP: <ul style="list-style-type: none"> – “Undertake a Level Crossing Safety Impact Assessment LCSIA for the Hawes and Seddon Road level crossings with SH27, to determine whether upgrades or treatment are required to achieve safe operating levels for road users, pedestrians, and cyclists. If mitigation is required identify how it will be delivered to avoid adverse impacts.” 	<p>NZ Transport Agency</p> <p>The Agency supports the submission of Kiwirail Holdings Limited (submitter 6) in its entirety. The assessments identified by the submitter are necessary to ensure the effects of the development are appropriately avoided, remedied or mitigated. The Transport Agency does not wish to be heard in support of its original and further submissions.</p>	Yes