

Form 5

**Submission on publically notified proposal for policy statement or plan,
change or variation under Clause 6 of Schedule 1, Resource Management Act
1991**

To: Matamata-Piako District Council

Name of Submitter: Matamata-Piako District Council

Submission on: Proposed Private Plan Change 51 - Development Concept
Plan for Milk Processing Factory Site, Waharoa

Address for service: PO Box 266,
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Attention: Mark Hamilton
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RECEIVED
26 OCT 2017

MATAMATA PIAKO DISTRICT COUNCIL

This is a submission on Proposed Private Plan Change 51

We could not gain an advantage in trade completion through this submission

The specific parts of Proposed Private Plan Change 51 that Council's submission relates to are:

- Permitted Activities - c)
- Performance Standards - 1.1.12
- Performance Standards - 1.1.14
- Performance Standards - 1.1.15
- Matters of Control - 1.2.3
- Matters of Discretion - 1.3.2

Background:

Matamata-Piako District Council is the territorial authority responsible for the production, administration and enforcement of the objectives, policies and rules contained within the Matamata-Piako District Plan.

The Plan provides the means for the Council and residents of Matamata-Piako to achieve the integrated management of the effects of the use, development and protection of the natural and physical resources with the District. The Council is therefore a key stakeholder in any District Plan Change undertaken in this district.

The Council commends Open Country Dairy for its proactive request to lodge a private plan change request to establish a Development Concept Plan for its milk processing facility in Waharoa. In summary we support the changes subject to some minor amendments detailed below.

Council's submission on Proposed Private Plan Change 51

Matamata-Piako District Council's submission on Private Plan Change 51 is set out in the attached tables. Insertions we wish to make are marked in **bold** and underlined, while recommended deletions are shown as ~~struck out~~ text.

Permitted Activities – bullet point c)

<u>Activity</u>	<u>Proposed Permitted Activities</u>	<u>Comment</u>	<u>Suggested Permitted Activities</u>
Permitted Activities	c) Ancillary activities to the operation of the milk processing facility including: canteens, dining rooms, ablution facilities, medical rooms, child care centres and recreational activities for staff	It is unclear why medical rooms, child care centres and recreational activities for staff are included within the Permitted Activities description. They were not specifically described elsewhere in the application or considered in the transportation assessment. They should either be included in the assessment or deleted from the descriptions of Permitted Activities.	c) Ancillary activities to the operation of the milk processing facility including: canteens, dining rooms, <u>and</u> ablution facilities. medical rooms, child care centres and recreational activities for staff

Performance Standard 1.1.12

<u>Number</u>	<u>Proposed Performance Standard</u>	<u>Comment</u>	<u>Suggested Standard</u>
1.1.12 - Front Yard Landscaping	50% of required Front Yard	Performance Standard 1.1.17 Landscaping references the DCP's landscaping plan and adequately defines the landscaping requirements.	Delete 1.1.12

		Performance Standard 1.1.12 is confusing and potentially in conflict with Performance Standard 1.1.17 and is therefore unnecessary and can be deleted.	
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Performance Standards 1.1.14

<u>Number</u>	<u>Proposed Performance Standard</u>	<u>Comment</u>	<u>Suggested Standard</u>
14. Car Parking, loading Fleet Parking and Formation and Manoeuvring	b) Each application to increase the milk processing capacity of the facility shall be accompanied by details outlining the staff increases associated with the capacity increase. Provision shall then be made for staff parking at a rate equivalent to the staff requirement for each consented increase in the milk processing capacity.	Modified to clarify the requirement	b) Each application to increase the milk processing capacity of the facility shall be accompanied by details outlining the staff increases associated with the capacity increase. Provision shall then be made for staff parking at a rate equivalent to the staff requirement for each consented increase in the milk processing capacity. <u>The number of car parks provided shall not be less than the number of staff expected on site at any one time.</u>
	d) 1 parking space shall be provided for a courier van at all times.		d) 1 <u>parking loading</u> space shall be provided for a courier van at all times.
	f) All parking dimensions shall be, formed and surfaced in accordance with the MPDC Development Manual 2010.	Replace 'dimensions' with 'spaces'.	f) All parking <u>dimensions spaces</u> shall be formed and surfaced in accordance with the <u>dimensions required by the MPDC Development Manual 2010.</u>

		New Performance Standard: accessible parking is required	<u>h) Four accessible parking spaces shall be provided at all times. The dimensions of the accessible spaces shall be in accordance with NZS4121:2001</u>
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Performance Standards 1.1.15

15 - Access	c) All vehicle accesses shall be designed and constructed in accordance with the MPDC Development Manual 2010.	Include qualification for designer as recommended by Transportation Assessment.	c) All vehicle accesses shall be designed <u>by an appropriately qualified engineer</u> and constructed in accordance with the MPDC Development Manual 2010
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Matters of Control 1.2

<u>Number</u>	<u>Proposed Matter of Control</u>	<u>Comment</u>	<u>Suggested Matter of Control</u>
3. Traffic and Parking	a) Staff Parking to be provided at a rate as per the performance standards (being at a rate equivalent to staff numbers, plus 10 visitor spaces).	Modified to clarify the requirement	a) Staff P arking to be provided at a rate as per the performance standards (being at a rate equivalent to <u>the number of staff on site at any one time numbers</u> , plus 10 visitor spaces)
	c) Allocation of loading space for a courier van adjacent to the office building;	The loading space is in addition to the number of staff and visitor car parks	c) Provision Allocation of a loading space for a courier van adjacent to the office building;
	e) Traffic generation: to be demonstrated to be in general accordance with the following estimated truck delivery movements per year (based on cumulative production capacity): 1 billion litres – 76,000	Include units	e) Traffic generation: to be demonstrated to be in general accordance with the following estimated truck delivery movements per year (based on cumulative production capacity): 1 billion litres/ <u>year</u> – 76,000 <u>vehicles/year</u>

Matters of Discretion 1.3.2

<u>Number</u>	<u>Proposed Matter of Discretion</u>	<u>Comment</u>	<u>Suggested Matter of Control</u>
2. Traffic and Parking	a) Staff Parking to be provided at a rate as per the performance standards (being at a rate equivalent to staff numbers, plus 10 visitor spaces).	As above	a) Staff P arking to be provided at a rate as per the performance standards (being at a rate equivalent to <u>the number of staff on site at any one time numbers</u> , plus 10 visitor spaces).
	c) Allocation of loading space for a courier van adjacent to the office building;	As above	c) <u>Provision</u> Allocation of loading space for a courier van adjacent to the office building;
	e) Provide a Traffic Assessment (including surveys) to determine the existing level of service at the time of expansion for the intersections at Factory Road/Hawes Street and SH27, and Link Road and SH27. This assessment shall demonstrate that this level can be maintained (and may include mitigation, such as a Fleet Management Strategy to limit impacts on the intersections during peak times, or physical mitigation to the intersections).	<p>Assessment should review actual vs. expected trip generation.</p> <p>It is desirable to set a minimum level of service (e.g. Level Of Service D) or maximum delay (e.g. 35 seconds/vehicle) rather than 'no worse than existing'.</p>	e) Provide a <u>Transportation</u> Traffic Assessment (including <u>traffic</u> surveys) to determine <u>whether the actual trip generation is as expected, for</u> the existing level of service at the time of expansion for the intersections at Factory Road/Hawes Street and SH27, and Link Road and SH27. This assessment shall demonstrate that this level <u>[insert quantitative measure e.g. "No worse than LOS D"]</u> can be maintained. (and may include The <u>The Transportation Assessment should consider</u> mitigation, such as a Fleet Management Strategy to limit impacts on the intersections during peak times, <u>and/or</u> physical mitigation to the intersections).
	f) Traffic generation: to be demonstrated to	Include units.	f) Traffic generation: to be demonstrated to be


	be in general accordance with the following estimated truck delivery movements per year (based on cumulative production capacity): 1.25 billion litres – 95,000		in general accordance with the following estimated truck delivery movements per year (based on cumulative production capacity): 1.25 billion <u>litres/year</u> – 95,000 <u>vehicles/year</u>
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Matamata-Piako District Council notes that the suggested changes to the DCP application are, in most cases, minor and that they can be addressed through further discussions with the Applicant.

The Council does acknowledge the heavy reliance of the DCP application on Factory Road as a transportation link to the Applicant's site. As such the Council has concerns about the road surface and pavement on the private section of the road, given both the intended increase in heavy vehicle movement on Factory Road, and its importance as a strategic connection for a variety of landowners and residents.

Matamata-Piako District Council wishes to be heard in support of its submission.

Regards



Dennis Bellamy

**Group Manager Community Development
Matamata-Piako District Council**