

Tatua Co-operative Dairy Company's Proposed Development Concept Plan Change to the Matamata-Piako District Plan

Prepared for Tatua Co-operative Dairy Company Ltd

For Submission to Matamata-Piako District Council

Prepared by Beca Limited (Beca)

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1 Introduction

1.1 Outline

This plan change application to amend an existing Development Concept Plan in the Matamata-Piako District Plan has been prepared by Beca Ltd (Beca) on behalf of Tatua Co-operative Dairy Company Ltd (Tatua).

This report has been prepared in accordance with the requirements of Section 73 and the First Schedule of the Resource Management Act 1991 (the Act) and is intended to provide the information necessary for a full understanding of the proposal and any effects it may have on the environment.

To this end the report contains the following information:

- A description of the site and surrounding locality (Section 2)
- An assessment of the proposal against the relevant statutory planning documents (Section 3)
- An assessment of the actual and potential effects of the proposal on the environment (Section 4)
- The proposed plan change plans, rules and assessment criteria (Section 5)

1.2 Purpose

This proposed Plan Change seeks to replace the existing Development Concept Plan (DCP) to accommodate further expansion of the dairy factory and its operations and specifically identifies an area of rural zoned land immediately surrounding the existing site and on the opposite side of State Highway 26. The expansion of the milk processing factory on the site provides for the continued viability of the dairy industry and economic benefits which contribute to the vitality of the surrounding settlements.

The purpose of the Proposed Development Concept Plan (PDCP) is to provide for the site's continuing efficient use and future expansion, which is anticipated to be carried out over a number of decades.

1.3 Background

Tatua has been operating a dairy factory and processing milk and other raw materials and ingredients into a range of dairy, food, and other products at the existing site in Tatuani for over 100 years. The site is located on State Highway 26 near the intersection with State Highway 27 and is approximately 7km from Morrinsville.

Schedule 5 of the Matamata-Piako District Plan identifies the Tatua site as industrially zoned and subject to a Development Concept Plan. The current DCP identifies the status of specified activities (subject to the District Plan's performance standards) and makes some provision for future development. Over the last few years the site has had a variety of resource consents for developments such as an additional dryer, additional signage, warehousing and general expansion as these developments fell outside of the parameters of the current DCP. These resource consents have identified the need for an updated DCP that holistically deals with the current and the proposed activities intended for the site and to expand the site to accommodate these changes. This PDCP will assist in streamlining both Tatua and the Councils' processes with regard to development of the site into the future.

The site also has discharge consents from the Regional Council for dairy factory wastewater, treated domestic sewage and clean process water and stormwater.

1.4 Rationale

The New Zealand Institute of Economic Research (NZIER) recently published a document for Dairy Companies Association of New Zealand on Dairy trade's economic contribution to New Zealand (February 2017) which indicated that dairy remains New Zealand's largest goods export sector, at \$13.6 billion in the year up to March 2016. This is supported by the Waikato Regional Policy Statement, which recognises the important role that regionally significant industry and primary production plays in contributing to the economic, social and cultural wellbeing of people and communities.

Worldwide demand for dairy commodities has increased over recent years with demand predicted to continue. The current and proposed developments of the site represent significant capital expenditure and will enable Tatua to develop new products, particularly important for the emerging offshore markets.

The key purpose of the PDCP is to ensure that the current activities are appropriately reflected in the District Plan and to provide certainty for the future sustainable use and development of the site within the DCP.

The proposed change to the Matamata-Piako District Plan is specifically related to Schedule 5 which identifies the subject site under a DCP. The purpose of this proposed plan change is to provide a planning document which will operate as a standalone DCP for the Tatuani site, containing an updated planning map, rules and assessment criteria specific for the site.

The specific changes sought to the Development Concept Plan will be elaborated further in the report. Below is a summary of the main changes, which will then be reflected in the relevant rules and Planning Maps:

- An addition of a noise emissions control boundary
- Rationalisation of access points with additional access points proposed
- Identification of a precinct for expansion of the manufacturing aspects of the Dairy Factory
- Identification of a precinct for the administration; commercial and associated support activities for the Dairy Factory
- Identification of a precinct for stormwater and wastewater management elements

2 The Existing Environment

2.1 The Site

The site is located at 3434 State Highway 26 near the intersection with State Highway 27 and is approximately 7km from Morrinsville (as shown on Figure 1 below). The DCP covers an area of land on the southern side of SH26 and contains warehouse facilities, offices, buildings and car parking facilities.

The site is roughly rectangular and spread over a number of multi-angle land parcels with the legal descriptions from south west to north east set out below:

Table 1 - Legal Descriptions

Legal Description	Area (ha)
Part Lot 2 DPS 71013	23.87
Lot 1 DPS 33988	1.04
Lot 1 DPS 3109	0.10
Lot 1 DPS 68	0.34
Part Lot 2 DP 12404	0.035
Part Tatuahaua 1 Block	0.43
Lot 1 DP 12404	1.23
Lot 1 DPS 11186	0.29
Part Section 15 SO 468539	18.65
Lot 1 DPS 16815	0.29
Lot 2 DPS 33988	0.20

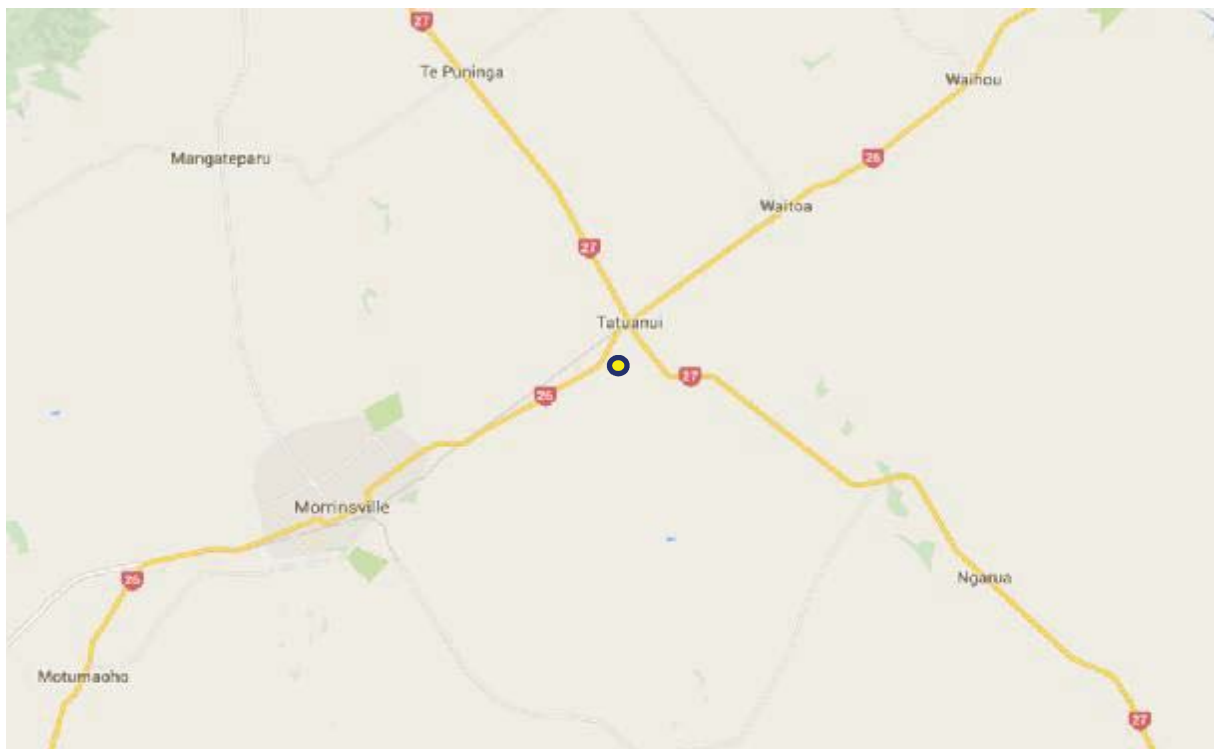


Figure 1: Location of Tatua Co-operative Dairy Company Ltd in Tatuani.

The site is largely zoned Industrial under the Matamata-Piako District Plan aside from a portion of land (where a new dryer has recently been consented) which is zoned Rural. The land surrounding the existing factory is zoned Rural and predominantly consists of flat pastoral land and some dwellings. There is a mechanical workshop to the north of the site and a farm supplies store on the western side of SH26.



Figure 2: Aerial view of site

3 Statutory Context

3.1 Resource Management Act 1991

The relevant matters for Council to consider under Section 73 of the Act; Preparation and change of district plans are matters conveyed in Schedule 1 of the Act.

The Resource Management Act 1991 seeks to promote the sustainable management of natural and physical resources:

Managing the use, development and protection of natural and physical resources in a way and at a rate, which enables people and communities to provide for their social, economic and cultural wellbeing and for their health and safety while –

(a) sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and

(b) safeguarding the life-supporting capacity of air, water, soil and ecosystems; and

(c) avoiding, remedying or mitigating any adverse effects of activities on the environment.

The purpose of the Act is only achieved when the matters in (a) to (c) have also been adequately provided for within a District Plan. The Council has a duty under Section 32 to examine whether a proposed objective and its provisions are the most appropriate way for achieving the purpose of the Act.

In achieving the purpose of the Act, all persons exercising functions and powers under it, in relation to the use, development and protection of natural and physical resources, are required to recognise and provide for the matters of national importance identified in Section 6. In the broadest sense, Section 6 of the Act provides the basis for ensuring that matters relating to land and development do not adversely impact heritage values, natural character, significant landscapes and habitats. Section 6(e) ensures that the development of infrastructure recognises and provides for the relationship of Maori with their ancestral lands and water. Section 7 of the Act identifies other matters that particular regard is to be given to. The matters of relevance are:

(b) the efficient use and development of natural and physical resources:

(ba) the efficiency of the end use of energy:

(c) the maintenance and enhancement of amenity values:

(f) maintenance and enhancement of the quality of the environment:

(g) any finite characteristics of natural and physical resources:

In order to achieve the purpose of the Act, it must be ensured that people and communities provide for their economic, social, and cultural well-being and for their health and safety. In respect of the Plan change, the purpose of the Act is promoted by ensuring that physical resources are sustainably managed. Physical resources such as the productive and appropriate use of land are important for the community's overall wellbeing.

The Act seeks to maintain and enhance amenity values 7(c), and improve the quality of the wider environment 7(f). Section 8 of the Act requires that the principles of the Treaty of Waitangi (Te Tiriti o Waitangi) are taken into account. Therefore, in respect of Sections 5, 6, 7 and 8 of the Act, the Plan change must manage the amenity effects of the area. As such, development processes need to ensure that any potential visual amenity, acoustic and traffic effects are dealt with correctly.

The proposed changes are considered largely an administrative change to allow for the intended growth of the site without having to carry out an application for resource consent for each parcel of growth. The proposed Plan change is considered to be consistent with and give appropriate effect to the statutory documents, other strategies and non-regulatory measures listed above. There are not considered to be any aspects of the listed documents that the proposed Plan change is inconsistent with.

3.1.1 Schedule 1, Part 2; Section 22 Form of request

(1) A request made under clause 21 shall be made to the appropriate local authority in writing and shall explain the purpose of, and reasons for, the proposed plan or change to a policy statement or plan and contain an evaluation report prepared in accordance with section 32 for the proposed plan or change.

(2) Where environmental effects are anticipated, the request shall describe those effects, taking into account clauses 6 and 7 of Schedule 4, in such detail as corresponds with the scale and significance of the actual or potential environmental effects anticipated from the implementation of the change, policy statement, or plan.

This report explores the rationale and options associated with the proposal and the potential effects of the development on the environment. The potential effects of the proposal are principally effects on visual amenity, traffic and acoustic effects. Technical reports have been prepared in respect to each of these factors and have been explained in Section 4 below. No further aspects are anticipated to be required to be included in this application for a plan change.

3.2 Regional Policy Statements and Plans

The RMA additionally requires consideration of a range of statutory documents, which have considered the purpose of the RMA in their preparation. This includes the Waikato Regional Policy Statement (WRPS) and the Waikato Regional Plan (WRP). These documents provide additional policy guidance to Council in undertaking its functions under section 31(1)a) of the RMA.

The PDCP will provide for an integrated approach to the management of resources including water, energy and infrastructure which are essential to regionally significant industry and primary production activities.

3.2.1 Waikato Regional Policy Statement

The Waikato Regional Policy Statement (WRPS) provides an overview of resource management issues in the Waikato Region, including policies and methods to achieve integrated management of natural and physical resources and guidance in the development of sub-ordinate plans. Section 4.1 identifies the need for an integrated approach to intensification and ensuring there are high level plans and strategies with a coordinated approach. The PDCP is in line with this approach as it provides an overview of the development of the site.

The following objectives and policies are also considered to be of relevance and relate to:

Objective 3.1 Integrated management

Natural and physical resources are managed in a way that recognises:

- d) *the needs of current and future generations;*
- e) *the relationships between environmental, social, economic and cultural wellbeing;*
- f) *the need to work with agencies, landowners, resource users and communities; and*

Policy 3.2 Resource use and development

Recognise and provide for the role of sustainable resource use and development and its benefits in enabling people and communities to provide for their economic, social and cultural wellbeing, including by maintaining and where appropriate enhancing:

- a) *access to natural and physical resources to provide for regionally significant industry and primary production activities that support such industry;*

Policy 4.4 Regionally significant industry and primary production

The management of natural and physical resources provides for the continued operation and development of regionally significant industry and primary production activities by:

- a) *recognising the value and long term benefits of regionally significant industry to economic, social and cultural wellbeing;*
- b) *recognising the value and long term benefits of primary production activities which support regionally significant industry;*
- c) *ensuring the adverse effects of regionally significant industry and primary production are avoided, remedied or mitigated;*
- d) *co-ordinating infrastructure and service provision at a scale appropriate to the activities likely to be undertaken;*
- e) *maintaining and where appropriate enhancing access to natural and physical resources, while balancing the competing demand for these resources;*
- f) *avoiding or minimising the potential for reverse sensitivity; and*
- g) *promoting positive environmental outcomes.*

Implementation Method 4.4.1 Plan provisions

District and regional plans should provide for regionally significant industry and primary production by:

- a) *identifying appropriate provisions, including zones, to enable the operation and development of regionally significant industry, which for new development is consistent with Policy 6.14 and Table 6-2;*
- b) *maintaining the life supporting capacity of soil to support primary production;*
- c) *maintaining and where appropriate enhancing access to natural and physical resources for regionally significant industry and primary production, while balancing the competing demand for these resources;*
- d) *recognising the potential for regionally significant industry and primary production activities to have adverse effects beyond its boundaries and the need to avoid or minimise the potential for reverse sensitivity effects;*
- e) *recognising the need to ensure regionally significant industry is supported by infrastructure networks of appropriate capacity;*

- f) recognising the benefits of enabling the co-location of regionally significant industry to support efficient use of infrastructure, and minimise transportation requirements;*
- g) recognising and balancing the competing demands for resources between regionally significant industry, primary production and other activities;*
- h) ensuring the adverse effects of regionally significant industry and primary production are avoided, remedied or mitigated; and*
- i) promoting positive environmental outcomes.*

The above objectives and policies recognise the important role that regionally significant industry and primary production plays in contributing to the economic, social and cultural wellbeing of people and communities. The Tatua Co-Operative Dairy Company has a direct relationship with the management and continued viability of the surrounding dairy farming activities and provides economic benefits to the surrounding settlements.

3.2.2 Waikato Regional Plan

This document provides regional guidance, standards and rules for management of many of the effects and activities likely to occur in the Tatua site. Section 3.5.11.1 sets out good practice for the management of stormwater discharges and states that the Regional Council will *"in conjunction with territorial authorities, organisations, industry groups and individuals discharging stormwater, provide guidance to develop and implement good practices or appropriate codes of practice"*. In particular, during the further development of the DCP, section 3.5.11.3 examines methods to promote the development of stormwater management plans. These methods record the way in which the stormwater network is operated, including methods to avoid, remedy or mitigate the adverse effects of stormwater discharge, and promote alternative methods for the treatment and disposal of stormwater from existing and new development. Sections 6.1.4 and 6.1.7 outline regional and local air management and the effects of landuse on air quality. The DCP is still subject to the permitted air quality standards in the Waikato Regional Plan, ensuring that *"discharging activities take all reasonable steps to internalise their discharged effects including making use of the best practicable option"*.

3.3 District Plan

Section 3.3 of the District Plan outlines the matters which must be included in a DCP for any site identified in Schedule 5. This Schedule forms part of the District Plan and may be changed or varied only as a result of a change or variation to the District Plan. All DCP's must include plans which show:

- The extent of the site
- Proposed development on the site
- Building envelopes
- Car parking, access, loading and manoeuvring areas
- Effluent disposal areas
- Landscaping on the site
- Noise emission control boundary

DCPs can also include other specific site restrictions and requirements. Any specific rules in the DCPs take precedence over the general development controls and performance standards of Section 3, and the relevant rules applicable to the zone. Any activity not provided for or not located in general accordance with the DCP becomes a non-complying activity. The Plan also requires that where a DCP does not provide for an activity and needs to be altered, then a change to the District Plan will be required.

The PDCP is considered to be in accordance with the existing objectives and policies identified in Section 2.4.7 of the District Plan and will not necessitate any changes to these. The PDCP will contain specific rules

and assessment criteria that will relate to the Tatuani site, rather than to alter or refer to rules in various sections of the Plan. The proposed rules are described further in the report.

The current DCP has both rural and industrial underlying zones. As a result of a larger area included in the PDCP, the underlying zones are proposed to remain as is, this is to ensure that the land that is not immediately utilised for factory purposes will be able to operate appropriately under the relevant underlying zoning.

The objectives and policies in Section 3 that relate to significant resource management issues, particularly as they relate to integrating land-use and infrastructure (section 2.4.6) and also the Environment as they relate to Amenity (section 3.5.2) and Transportation (section 3.8) are of particular relevance to the request for a DCP.

Section 2.4.6 relates specifically to integrating land-use and infrastructure, and in particular:

Objective 1: *Land-use, subdivision and infrastructure are planned in an integrated manner that:*

- *Does not compromise the function, operation, maintenance, upgrading or development of infrastructure, including regionally significant infrastructure;*
- *Recognises the need for the provision of infrastructure; and subdivision, land-use and development to be co-ordinated; and*
- *Ensures the sustainable management of natural and physical resources while enabling people and communities to provide for their economic, social, and cultural wellbeing*

Policy 1 - Rezoning, new development, and expansion/ intensification of existing development shall take place where:

- *The operation, maintenance, upgrading, or development of infrastructure, including regionally significant infrastructure, is not compromised;*
- *There is sufficient capacity in the infrastructure networks to cope with the additional demand, or where the existing networks can be upgraded cost-effectively to meet that demand;*
- *The networks have been designed to carry the type of service including the type and volume of traffic required to support the development; and*
- *Adverse effects on the natural and physical environment can be appropriately avoided, remedied, and mitigated.*

Policy 2 - Land use and infrastructure must be co-ordinated so that:

- *Development can be appropriately serviced by infrastructure in a cost-effective manner;*
- *Land use change does not result in adverse effects on the functioning of infrastructure networks; and*
- *Development does not adversely affect the efficiency and effectiveness of infrastructure networks.*

The PDCP recognises the need for expansion to an existing infrastructure in the region which is co-ordinated and ensures the sustainable management of natural and physical resources while enabling people and communities to provide for their economic, social, and cultural wellbeing. The proposal is located on a site that is appropriate for the use and can be managed to ensure that any adverse effects are avoided, remedied or mitigated. As outlined in Section 4.2 of this report and within the Transport Impact Assessment (attached as Appendix E), the scope of activities provided for by the PDCP is not anticipated to have any adverse effects on transport network or regionally significant infrastructure.

The Plan sets a direction for managing amenity through the consideration and use of development standards, the protection provided through controlling design, appearance and character, the management of nuisance effects, and controlling signage.

3.4 Summary of Section 32 Report

The Council is required under the Resource Management Act 1991 (RMA) to consider the efficient use of development, and the sustainable management of natural resources. Council must also address amenity issues and ensure that the quality of the environment is maintained and enhanced. In achieving the purpose of the Act, the Council must carry out an evaluation under Section 32 before notifying a Plan Change or Variation and prepare a report, which is publicly available from the date of notification.

This part of the plan change report summarizes the analysis required under Section 32 of the RMA to undertake a plan change to a Development Concept Plan in the District Plan.

The separate Section 32 analysis accompanies (and is appended to) this plan change document, and outlines the proposed amendments to the Matamata-Piako District Plan, and is summarised below.

The purpose of the RMA as stated in section 5(1) is "to promote sustainable management of natural and physical resources".

The purpose of the Act is achieved by providing for the wellbeing of people and communities while avoiding, remedying or mitigating adverse effects, which might arise from an activity. People living within the Tatuanui area or adjacent areas to the site will have different expectations as to what might promote their wellbeing and what type of effects are appropriate in that environment, whilst Tatua is interested in the opportunities this PDCP offers. Conversely, adjacent landowners are likely to be sensitive to any additional development of the site and will be interested in the existing amenity afforded by rural and rural lifestyle activities.

The role of Council under the Act is to identify these different expectations and balance these against such matters as the position between private and public rights, the need for supplying sufficient land for an established development, provision for certain activities to occur within appropriate areas, and the avoidance, remediation or mitigation of adverse effects.

The key issue which is to be addressed by this Plan change is:

- Certainty for the functioning and growth of the Tatuanui site

a) To ensure that the current activities are appropriately reflected in the District Plan, and to provide certainty for the future sustainable use and development of the site.

Tatua has developed the area within the existing DCP and has been operating successfully for over 100 years. The site is highly developed and is an integral part of the character of the area. The key issue is that the potential growth of the site is not reflected in the District Plan and therefore, there is no certainty for the nature of development and functionality. This certainty is needed for Tatua to be able to carry out appropriate and realistic forward planning for the factory to allow further investment into the site. The growth of the site to accommodate additional buildings and to introduce a commercial nature to the operations of the site will allow a more efficient use of the already developed land. The co-location of the Tatua factory with its corresponding warehousing and office facilities will reduce traffic movements and will be an appropriate use of the surrounding area that is already exposed to the potential effects of the site. It is important to ensure that the size, type and range of activities within the PDCP are compatible with the nature of the activities in the existing area.

b) To ensure that the PDCP is able to adequately address the potential environmental effects that may arise from its implementation.

Commercial and industrial activities are generally accompanied by an intensification of use and effects - an increase in traffic, signage, visual effects and parking requirements. There is also the potential for reverse sensitivity issues to arise. Potential adverse effects on the roading network arising from commercial activities must also be considered and the effects appropriately avoided, remedied or mitigated.

There are a number of potential environmental effects which require consideration and evaluation in the assessment of the PDCP's provisions. Nuisance effects such as noise and odour can be an issue when adjoining an industrial area. There are no anticipated adverse odour discharges from the site however there are currently noise effects from the operation of the boilers that are non-compliant with the minimum dBA levels stipulated in the District Plan. The potential noise effects have been explained in the attached Acoustic Report (attached as Appendix D). Visual effects can also impact on land uses. As the area of the PDCP is expected to provide sufficient land for the foreseeable future development of the site, visual amenity is able to be dealt with in a pragmatic manner. As the exact location of all future buildings is not known, shelter belts and height restrictions will greatly reduce the potential impact of additional development on the site. Furthermore, the existing character of the site is one that is already extensively developed and of an industrial nature. Further development of the site and adjoining land will therefore meet the expectations of surrounding landowners. Existing dwellings in the area will, however, continue to be provided with a level of protection from the adverse effects of the industrial use nearby. Managing the effects of business and industrial activities on the environment to avoid, remedy or mitigate significant adverse effects on the amenity of the area is considered essential.

This report assesses the proposed new rules and assessment criteria which support existing objectives and policies as an appropriate means of achieving the purpose of the Resource Management Act (RMA), together with addressing the issues raised above. It also provides an evaluation of the rules and other methods as required by Section 32 of the RMA. Having regard to the effectiveness and efficiency of those rules and other methods the evaluation provides an examination of their appropriateness in achieving the sustainable management of the area as a result of the PDCP.

Overall, the proposed approach, being the development of a new Development Concept Plan with associated suite of rules and other methods is considered the most appropriate and efficient way of meeting the purpose of the RMA.

4 Assessment of Environmental Effects

This section addresses the actual and potential effects arising from the proposed plan change. With this in mind the matters covered are:

- Visual Amenity and Landscape Effects
- Traffic Effects
- Acoustic Effects
- Amenity and Safety Effects
- Stormwater/Wastewater Effects
- Loss of Productive Land

In each sub section below is a commentary on the actual and potential effects.

4.1 Visual Amenity and Landscape Effects

A separate Landscape and Visual Assessment has been carried out and is attached in Appendix C. The following commentary is a summary of the conclusions.

4.1.1 Existing Site

The Tatua factory is an industrial site typical of a dairy factory and the buildings have a two tone colour combination including off white walls and red roofs. As with other dairy factory sites an array of stainless steel vats, pipes and trays connect various buildings. The SH26 frontage is characterised by Tatua branding, tanker bay, site entries and the factory car parking with planting and landscaping along approximately 35% of the road facade. The site contains two signs on the Eastern side of SH26: a large whipping can and a double sided sign signalling the visitor entrance (total of 15.5m²).

The site is largely zoned as Industrial, some areas are zoned Rural, while the additional areas to be included in the PDCP surrounding the site and opposite State Highway 26 are zoned Rural. The site is characterised by the existing industrial activity which visually consists of large buildings, pipes and some signage from the road frontage.

The wider Tatuani landscape has a working rural character, illustrated by the predominance of dairy land use and a combination of rural based businesses including an engineering workshop, light retail, and the Tatua site. The surrounding landscape comprises open pasture, farm houses, milking sheds and other elements such as post and wire fencing and low clipped hedgerows formed along some fence lines.

4.1.2 Potential Effects

The potential visual effects of the proposed plan change can be separated into two categories; the visual impact of further development of the existing Tatua site, and the additional areas of land to be included in the PDCP.

It is considered that any additional development of the site will not have a significant visual impact as the character of the area is defined by the site and will be retained by the on-going industrial activity. Any potential visual effects arising from additional buildings such as height, colour and signage will be managed through appropriate setbacks and height restrictions and will continue to be in keeping with the visual aesthetic of the site, as demonstrated in the attached Visual Assessment. The potential visual impact of the development on residential dwellings in the vicinity is not considered to be adverse due to the already industrial nature of the site. Any potential visual effects generated by the intensification of the industrial activity by the construction of new buildings, car parking etc are mitigated by a proposed staged landscaping

plan that will create a buffer and visually soften some views of the site. Additionally, specific rules will be included which will create parameters for the new buildings to comply with, such as colour schemes, height and setbacks.

The expansion of the PDCP area to include land surrounding the site and on the opposite side of SH26 will be additional buildings used predominantly for office use, warehousing and other light commercial use. The potential visual effect of this growth will be in terms of the conversion of a site that has existing buildings and car parking and some areas of flat pastoral land, to a developed site over a number of years. While a similar standalone proposal may be viewed as a significant change to the landscape, particularly as the site is currently zoned Rural, a proposal such as this, which is in conjunction with the existing industrial activity on the other side of the State Highway, indicates that the level of visual impact will be minimal when viewed holistically and as it will be carried out in stages over a number of decades. Any potential visual effects from the proposed buildings, particularly on neighbouring properties and travelling vehicles will be mitigated through appropriate rules pertaining to setback, height restrictions and landscaping.

Views from the south west and from the north east along State Highway 26 will be minimal in terms of partial views of additional buildings which will be mostly screened by additional landscaping. Views from residential areas will be obstructed by proposed staged landscaping as well as the distance between the site and residential dwellings, separated by long stretches of pastoral land.

Overall, it is considered that the potential visual effects of the PDCP will be minor and will be appropriately mitigated through staged landscaping of the site, restrictions on building setbacks and height. Further information on the visual aspects of the proposed plan change can be seen in the Landscape and Visual Assessment attached in Appendix C.

4.1.3 Specialist Recommendations:

- That the landscaping treatment and staging is in accordance with Appendix 1 of the Landscape and Visual Assessment (and sheet 3 of the PDCP). That the seven landscape treatment areas (Areas A – G) will be implemented once a building is constructed within their corresponding building zones
- Overall, with regard to the criteria outlined in section 5.1 and the rural character and amenity provisions within Matamata Piako District Plan it is considered that the proposed Tatua Plan Change is – subject to the PDCP landscape framework – acceptable from a landscape and visual perspective

4.2 Traffic Effects

A separate Integrated Transportation Assessment (ITA) has been carried out and is attached in Appendix E. The following commentary is a summary of the conclusions.

The existing and proposed vehicle movements to and from the site are adequately accommodated on the existing network and all parking for the dairy factory is provided on site. Transportation matters have been dealt with in previous resource consents and all vehicle accessways are of a suitable standard. There are 30 existing car parks on the western side of State Highway 26: 25 parking spaces next to the green Project office, and 5 parking spaces in front to the Food Service office (front part of the Wrightson's building). These parking areas are used by staff working on both sides of the highway.

The proposed developments of the site will potentially reduce some heavy vehicle trips as warehousing and office buildings will be housed on site and will therefore reduce the need to transfer products off-site.

The effect of the additional development of Area 2 of the PDCP will result in the re-routing of some vehicle trips from the existing site access into an access on the opposite side of the road. In summary the new access has been found to operate acceptably from a safety and capacity perspective. The relocation will

reduce conflict between cars turning from the central median into the site and trucks turning to and from the tanker bay. A pedestrian underpass is proposed to provide safe pedestrian passage across the State Highway. Additional changes may result in some other minor vehicle re-routing and new driveways, which are considered to be acceptable.

As opposed to previous resource consents that specifically prescribe the amount and location of parking spaces required for the site, it is proposed to include a provision requiring 1 carpark per employee and that all parking must be provided on site. This eliminates any risk of vehicles parking along the State Highway and does not create any adverse effects on the existing network.

The assessment identifies that there is a possibility that once the existing northern access is closed the existing driveway at the southern end of the Tatua site (RAPID No.3388) will be upgraded and utilised as a site access. Subsequently, it is recommended that a flush median should be provided if turning volumes at this intersection increase to more than 10 right turning movements per day. This threshold is informed by the warrants within Austroads Guide to Road Design Part 4A for a road with a speed limit less than 100km/h and peak hour traffic volumes of approximately 600.

The traffic related effects of the development are considered to be less than minor and adequately managed in the proposed plan change. Further detail of this assessment is included in the ITA in Appendix E.

4.2.1 Specialist Recommendations:

- There is sufficient carparking in the network and at the access points to enable significant further development to occur
- A pedestrian underpass to provide a safe crossing of SH26 would be advantageous, should additional staff car parking be provided on the western side of this road
- Plan for safe pedestrian routes through the site as the factory is expanded to reduce pedestrian/vehicle conflict
- A Construction Traffic Management Plan should be prepared as part of any major development;
- Extension of the SH26 flush median past the driveway to the south of the site should this driveway be upgraded in future

4.3 Acoustic Effects

The site's current operations do not comply with the acoustic standards in Section 5.2 of the District Plan for activities within the Industrial and Rural Zones. An acoustic assessment has been provided by Marshall Day Acoustics and is provided as Appendix D. This assessment notes that the ambient noise generated by the adjacent roading network is a significant contributor to the noise generated in the environment and that the existing non Tatua owned dwellings will not experience any change in noise that they currently experience as a result of the PDCP.

The assessment also concludes that the current and future operations are able to operate with minimal impact on the surrounding environment subject to compliance with a proposed Noise Emissions Control Boundary (NECB). This NECB and associated rules have been proposed into the plan change.

The acoustic assessment was reviewed by Hegley Acoustic Consultants which provided recommendations on noise controls to be incorporated (attached as Appendix D). These recommendations have been further assessed by Marshall Day Acoustics and subsequently informed the noise provisions proposed as part of the PDCP application.

4.3.1 Specialist Recommendations:

To ensure that the intent of the above is captured within the PDCP we recommend that the Acoustic Performance Standards Section of the DCP text reads:

- a) That the corrected noise level measured at the Noise Emission Control Boundary shall not exceed:
 - Monday to Sunday including Public Holidays (7 am to 10 pm) 50 dB LA_{eq}
 - All other times 45 dB LA_{eq} and 75 dB LA_{max}
- b) The performance standard in (a) does not apply within the notional boundary of any rural dwellings within the following Lots
 - Section 15 SO 468539 (3458 SH26 and 4528 SH27)
 - Section 18 SO 468539 (4521 SH27)
 - Lot 2 DP 25518 (4543 SH27)
 - Lot 1 DPS 7021 (4479 SH27)
 - Lot 1 DPS 19332 (16 Brown Road)
 - Lot 2 DPS 57607 (11 Brown Road)
 - Lot 1 DPS 35994 (3386 SH26)
 - Part Lot 3 DP 12471 (34335 SH26)
 - Lot 1 DPS 38971 (4507 SH27)
 - Or within the notional boundary of any rural dwelling established post 1 December 2017 within the Noise Emission Control Boundary
- c) For any existing dwelling not currently owned by Tatua Co-operative Dairy Company Ltd (“Tatua”), that is within the NECB, as identified in Figure xx, where requested by the dwelling owner, Tatua shall, undertake an assessment of whether noise generated by Tatua would result in levels exceeding 30dB LA_{eq} within any bedroom or 40dB LA_{eq} within any other habitable room. In the event that this assessment indicates that these noise levels are exceeded as a result of noise generated by Tatua then Tatua shall, within 12 months of the date of approval of the DCP, offer the owner to upgrade their dwelling to achieve a level of 30dB LA_{eq} in any bedroom and 40dB LA_{eq} in any other habitable room. Where ventilating windows and/or doors need to be closed to achieve the internal noise level, ventilation shall be provided to satisfy the minimum requirements of Section G4 of the Building Code.
- d) Any new dwelling or extension to any bedroom or other habitable room in an existing dwelling constructed within the NECB shall be designed to achieve a level of 30dB LA_{eq} in any bedroom and 40dB LA_{eq} in any other habitable room.
- e) The noise level of any ventilation system installed to provide for a residential dwelling shall not exceed 30dB LA_{eq} when operating at the design speed as measured within 2m of the unit.
- f) That, all noise levels shall be measured and assessed in accordance with the requirements of New Zealand Standard NZS 6801:2008 “Acoustics – Measurement of Environmental Sound” and New Zealand Standard NZS 6802:2008 “Acoustics - Environmental Noise”
- g) All construction noise shall comply with the relevant noise levels stated in NZS 6803: 1999, section 7.2 ‘Recommended numerical Limits for construction noise’ and shall be measured and assessed in accordance with NZS 6803: 1999 ‘Acoustics – Construction Noise’

4.4 Amenity and Safety Effects

The site is currently operating as a milk processing facility under various consents and makes up part of the receiving environment. The PDCP seeks to provide for continued operation of this activity on the site and also to provide for expansion of the facility on the site in an integrated and co-ordinated manner.

Taking into consideration that the processing facility already makes up part of the receiving environment, and proposed mitigation of effects described above, the proposed activities provided for under the PDCP are considered to be consistent with the existing amenity on the site and surrounding environment, and are not anticipated to give rise to any adverse amenity effects.

The management of existing hazardous substances are permitted and maintained under existing consents. Therefore, it is considered appropriate to apply performance standards in the PDCP that are consistent with the approach taken by the District and that storage of Hazardous substances shall be managed in accordance with the Hazardous Substances and New Organisms Act 1996 (HSNO).

Any odour effects associated with the activity on the site will continue to be managed in accordance with the regional consents held for the site.

4.5 Stormwater/Wastewater Effects

Consent was granted in September 2016 to construct and operate a dissolved air flotation wastewater treatment plant to process the wastewater generated from the Dairy Factory.

As the site will be developing its industrial footprint there will be an added need for stormwater management. It is proposed, as part of the PDCP, to define an area where facilities for the management of both stormwater and wastewater can be accommodated. As these will largely be 'softer' areas i.e. open space rather than structures; they also provide the benefit of acting as a buffer to adjacent properties.

In terms of managing the effects of stormwater for any future development, the Regional Plan will continue to manage those aspects and compliance with the Regional Plan and MPDC Development Manual 2010, or obtaining resource consents, is the most appropriate mechanism rather than introducing controls through this plan change process.

4.6 Loss of Productive Land

Part of the site that is proposed to be included in the PDCP is currently zoned Rural. This site has been selected as it is well located in relation to key transportation options and will enable the site to work in conjunction with the existing operations. Consolidating all activities on one site will provide for efficiency and productivity gains.

The activity is part of the primary production chain (dairy products cannot occur without the appropriate processing) and by having such a facility in proximity to rural farms/suppliers (hence the location) promotes the use of productive soils in the region for primary production.

The activity relates to primary produce and agriculture and will add to the economy of the District and support the global pressures for food production. The surrounding rural land is not a large landholding and not suited to dairying due to its size. The activity makes good use of a mid-sized rural block and acts as a suitable buffer between the wider rural environment and the industrial site.

Overall the use of the site is considered to be productive in that it utilises a relatively smaller area of rural zoned land for the purposes of processing agricultural products, which is a direct result of productive land use.

4.7 Conclusion

Overall, and taking in to consideration the specialists assessments, it is considered that adverse effects associated with the works enabled by the PDCP are acceptable from a resource management perspective.

Furthermore, the nature of effects anticipated by the increase in capacity of the milk processing facility are such that reliance can either be placed on the objectives, policies and performance standards of the MPDC Plan, or where necessary specific standards and assessment criteria can be applied through the PDCP to ensure that any adverse effects are appropriately mitigated.

5 Proposed Plan Change

5.1 Proposed Development Concept Plan

The proposed changes to the Matamata-Piako District Plan will comprise of:

- An updated Development Concept Plan with specific rules and assessment criteria
- Attachments relating to height controls and planting

It is intended that development within the DCP area will be subject solely to the new provisions that relate to the PDCP, there will not be a need to cross reference to other provisions within the District Plan. In saying that where there are aspects not provided for in the DCP, such as subdivision or activities in accordance with the underlying relevant zone (Rural or Industrial), then the relevant provisions of the District Plan will apply.

As discussed in Section 3.3 of this Report, the existing Objectives and Policies, particularly Section 2.4.7 which relate to regionally significant infrastructure, are considered to be appropriate to support the proposed DCP.

Refer to Appendix A for the plan change amendments.

6 Consultation

A change to the District Plan will be required to be publically notified. Bearing this in mind the applicant has undertaken consultation with the following parties who were deemed as potentially affected by the proposal for the purposes of resolving any potential issues.

6.1 Neighbours

A consultation pack was sent to all neighbouring residences with habitable dwellings on the properties that fell within the acoustic limit surrounding the site as seen on Figure 2 in the Acoustic Report attached as Appendix D. The applicant also met with the property owners in the area of the acoustic non-compliance to discuss the nature of the project and ascertain any concerns. A follow up letter was sent to the same dwellings in December 2017 providing an updating and summarising the proposal.

6.2 Iwi

The applicant has met with representatives of Ngati Haua to discuss the application. As the application for plan change will be publically notified, Ngati Haua will have an opportunity to submit, however, Ngati Haua have stated that there are no elements raised by the proposal at this stage that would be of concern. A full copy of the Plan Change will be made available prior to notification. A full copy of the Plan Change was sent to Ngati Haua in December 2017.

6.3 NZ Transport Agency

The applicant met with the NZ Transport Agency, where comments were provided that indicated there are no significant issues against the proposal, however the NZ Transport Agency require that if any new vehicle entrances are proposed that they be contacted and that plans be made to ensure safe pedestrian crossing of the State Highway and these plans be sent to the Agency.

The Transport Agency discussed the possibility of relocating the proposed southern carpark to connect with the northern carpark in order to constrain entrance and exit movements (moving it out of the 100km/h zone and into the 70km/h zone). Effectively, this will encourage pedestrians to utilise the pedestrian underpass rather than cross the highway at the current proposed vehicle entrance at the southern carpark.

Details were discussed regarding the construction and maintenance of the proposed pedestrian underpass, acknowledging that once plans have been formulated, more detailed discussion can ensue. However, overall, there were no other concerns.

6.4 Council

The applicant had an initial meeting with Council's Senior Planner Ally van Kuijk regarding the proposed Plan Change. Matters such as stakeholder engagement and the PDCP format were discussed. No significant issues against the proposal were raised. Subsequent meetings with Mark Hamilton and consultant planner Marius Rademeyer have been held regarding the initial draft PDCP.

7 Conclusion

The proposed Plan Change application is considered to be an effective and efficient use of physical resources. The proposed change to the current Development Concept Plan is a proactive approach to the projected growth of the site.