

**NZ TRANSPORT AGENCY SUBMISSION ON MATAMATA-PIAKO DISTRICT PLAN
PROPOSED PRIVATE PLAN CHANGE 52**

TO: Matamata-Piako District Council

ATTENTION: Mark Hamilton

SUBMITTER: NZ Transport Agency

PO Box 973

Waikato Mail Centre

Hamilton 3240

ATTENTION: Julia FAMILTON

Phone: 07 958 7283

Email: hamiltonplanning@nzta.govt.nz

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**Plan Change 52, Tatua Co-operative Dairy Company Limited – Development Concept Plan for
Milk Processing Site, Tātuanui.**

This is a submission on Proposed Private Plan Change 52 (the Plan Change), Tatua Co-operative Dairy Company Limited – Development Concept Plan for Milk Processing Site, Tātuanui, on behalf of the NZ Transport Agency.

The Transport Agency **supports** the Plan Change subject to the amendments requested below.

The NZ Transport Agency's Role

The NZ Transport Agency (the Transport Agency) is a crown entity with the sole powers of control for all purposes of all state highways. The Transport Agency is also a significant investor in the local road network. The Transport Agency's objective, functions, powers and responsibilities are derived from the Land Transport Management Act 2003 (LTMA), and the Government Powers Roading Act 1989 (GRPA). The statutory objective of the Transport Agency is to undertake its functions in a way that contributes to an effective, efficient and safe land transport system in the public interest.

The Transport Agency's Submission

Matamata-Piako District Council (MPDC) has accepted a request for Private Plan Change 52 which seeks to provide for the integrated and coordinated development of the Tatua Co-operative Dairy Company Ltd located at State Highway 26, Tātuanui. The proposed Plan Change seeks to update the existing Development Concept Plan for the site to enable the expansion of factory facilities onto land adjacent to the existing site and on the opposite side of the highway. Safety and traffic

measures are proposed to be implemented as part of the plan change for pedestrians crossing the highway and to address potential adverse effects on the transport network arising from additional vehicle movements associated with the development.

The Transport Agency has reviewed the Plan Change and is generally satisfied that the mitigation measures identified in the Integrated Transportation Assessment have been adequately incorporated into the Plan Change provisions. Specifically, the Transport Agency is concerned at the potential for consequential risks to pedestrians using the carpark on the western side of the road (and having to cross the state highway). This concern will be addressed through the installation of a pedestrian underpass at State Highway 26 as required by Performance Standard 2.1(q). The Agency is, however, concerned that pedestrians may still cross the highway if this represents an easier option than using the underpass.

The Transport Agency also notes that the development will increase vehicle movements. This is addressed through the requirement for a Construction Traffic Management Plan (Performance Standard 2.1(t)) and the possible extension of the flush median on SH26 (Performance Standard 2.1(s)). This approach is supported by the Transport Agency.

Finally, the Transport Agency notes that any new or modified intersections with the State Highway should be subject to Transport Agency design approval (Performance Standard 2.1(u)).

Decision Requested/Changes Sought

- 1) Retain Plan Change 52 as notified with the exception of the specific changes sought below (additions underlined and italicised, deletions struckthrough).

- 2) Amend Performance Standard 2.1(u) to read as follows:

Vehicle access points shall be designed, formed and constructed to the standard required by the NZ Transport Agency as specified in the ~~MPDC Development Manual 2010, or such standards as agreed with the NZ Transport Agency~~ *NZ Transport Agency's Planning Policy Manual*.

- 3) Amend Performance Standard 2.1(q) to read as follows:

When the Tatua administrative headquarters is relocated to Development Area 2, or more than 30 carparks for factory staff are provided on the western side of SH26, a pedestrian/goods underpass shall be provided as shown on the DCP.

Note: The design of the site should encourage pedestrians to utilise the underpass by providing car-parking in close proximity and by incorporating design features such as

pedestrian barriers and signage to encourage its use and discourage pedestrians crossing the state highway.

- 4) The Transport Agency would accept alternative wording to achieve the same relief.

The Transport Agency does not wish to be heard in support of this submission.

The Transport Agency does not wish to present joint evidence.

Signed by Jenni Fitzgerald

A handwritten signature in blue ink, appearing to read 'JF', is positioned below the text 'Signed by Jenni Fitzgerald'.

Under delegated authority for
The NZ Transport Agency

Date: 28 March 2018