

Proposed Plan Change 52 to the Operative Matamata-Piako District Plan

Proposed Development Concept Plan for Milk Processing Site, State Highway 26, Tatua – Summary of Submissions

Submitter	Specific Provisions of the plan change that the submission relates to:	Position (Support/ Oppose/ Neutral)	Details of Submission and relief sought: <ul style="list-style-type: none"> additions in bold underlined text deletions in strike through actions shown in red text 	Decision that the Submitter wants Council to make:	Further Submissions	Submitter to be heard?
1. KiwiRail Holdings Limited Level 1 Wellington Railway Station Bunny Street PO Box 593 Wellington, 6140 Attention: Pam Butler Pam.butler@kiwirail.co.nz	Safety risks and safe operation at a railway level crossing that could be affected by a change in activity at the Site.	Support, subject to road/rail safety issues being addressed.	<p>The submitter requests the provision of an assessment of the impact of the proposal on the State Highway 27 crossing over the Waitoa Branch Line in terms of risks and safe operations.</p> <p>Confirmation is sought whether the existing level crossing is adequate to accommodate the proposed increase in traffic, or if additional mitigation is required. The use of the “Level Crossing Safety Impact Assessment” (LCSIA) process is recommended to assess risk.</p> <p>In assessing the risks, the submitter advises the 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:</p> <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 layout 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 to identify whether any safety mitigation measures are required now, or if they could be staged as part of the site’s future development. • Secondary Relief sought: If an LCSIA is not conducted, add the following: “2.1 Performance Standards for Permitted Activities: <u>(x) A Level Crossing Safety Impact Assessment (LCISA) for the SH27 level crossing will be required, identifying whether upgrades are required to achieve address risk and achieve safe operating levels for road users, incl. pedestrians/cyclists. The LCSIA recommended mitigation measures must be implemented prior to occupation or use of activities established a result of Plan Change 52.</u>” • 3.1 Matters of Control/Discretion Traffic (a) ii: Infrastructure provision, including works needed to maintain the safety and efficiency of the transportation system such as any upgrades necessary to pedestrian and cycle facilities, intersections, <u>level crossings,</u> pavements and structures on the system affected by the proposed activity. 	Accept the plan change subject to the relief in the adjacent column.	NZ Transport Agency The Transport Agency supports the submission of KiwiRail Holdings Limited (submitter 1) in its entirety. The assessments identified by the submitter are necessary to ensure the effects of development are appropriately avoided, remedied or mitigated. The Transport Agency does not wish to be heard in support of this further submission.	Yes
2. Ngai Haua Iwi Trust 19A Allen Street, Morrinsville, 3700 Attention: Lisa Gardiner Lisa@ngatihauaiwitrust.co.nz	The DCP in its entirety.	Oppose, until the cultural and environmental effects of the proposal are adequately	<p>The Ngati Haua rohe spans from Te Aroha south to Te Weraiti, then west to Maungatautari and on to Te Rapa, Mangateparu and back to Te Aroha. Part of the Ngati Haua rohe is included in Waikato Raupatu Claims Area established in 1995.</p> <p>Ngati Haua extend the co-management instruments afforded to Waikato-Tainui through the Raupatu Settlement to cover the Ngati Haua area of interest, and are involved in co-management of the Waikato River.</p>	Decline the plan change or, if the plan change is not declined, prepare a Cultural Assessment Report.		Yes

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		assessed.	<p>The submitter appreciates the efforts to date of the applicant to discuss the DCP with Ngati Haua but request that a Cultural Assessment Report also be undertaken. The submitter believes that the DCP application cannot be assessed in isolation from the other large scale developments within their rohe.</p> <ul style="list-style-type: none"> Prepare a Cultural Assessment Report to identify Ngati Haua's cultural and environment issues associated with the DCP; and reference any future activities of Tatua against Ngati Haua's Rautaki Taiao Plan. 			
<p>3.Matamata-Piako District Council</p> <p>PO Box 266 Te Aroha, 3342 Attention: Mark Hamilton mhamilton@mpdc.govt.nz</p>	<ul style="list-style-type: none"> Permitted Activities - 1.1.1 (d); 1.1.2(a); 1.1.3 (a); 1.1.3 (c) and 1.1.3 (d). Performance Standards - 2.1 (a); 2.1 (b); 2.1 (c); 2.1 (f); 2.1 (m); 2.1(n); 2.1 (o); 2.1 (p) and 2.1 (w). Matters of Discretion – General, Bulk and Location, Colour and Odour. Miscellaneous matters. 	Support, with amendments.	<p>MPDC seeks amendments to the provisions/actions as shown below:</p> <ul style="list-style-type: none"> Permitted Activities 1.1.1(d): Any activity identified as a permitted activity, ancillary to the use of the site as provided for in 1.1.2 Development Area 1 and 1.1.3 Development Area 2, in the relevant underlying Zone as identified in the District Plan not otherwise provided for in this Development Concept Plan. Permitted Activities 1.1.2 (a) xi): Require a transportation assessment to justify inclusion of daycare facilities and recreation facilities or, otherwise, exclude both facilities from the rule. Permitted Activities 1.1.3 (a) xi): Require a transportation assessment to justify inclusion of daycare facilities and recreation facilities or, otherwise, exclude both facilities from the rule. Permitted Activities 1.1.3 (c): Activities and structures relating to the loading and unloading of goods, subsidiary to the activities undertaken onsite, for rail transport, including rail yards and rail sidings. Permitted Activities 1.1.3 (d) (i): Pedestrian/good underpass of SH26. Such an underpass will only be required when the Tatua administrative headquarters is relocated onto Development Area 2 or more than 10 30 carpark for factory staff are provided on the western side of SH26. Performance Standard 2.1(a): The maximum height of any building and / or structure shall be no greater than 8m unless otherwise identified on the Development Concept Plan, except that the following may exceed the relevant height limit by 5 m: i) Up to 2 Boiler stacks per boiler; and ii) 4 exhaust vents per dryer (for a maximum of (for up to 4 dryers) may exceed the height limit by up to 5m. Performance Standard 2.1(b): The addition of further detail to Sheet 6 – Height Control Plan displaying the setbacks on all boundaries of the Development Concept Plan. Performance Standard 2.1(c): Council encourages Tatua to ensure that all existing buildings currently comply with this performance standard. Performance Standard 2.1(f)(i): That the corrected noise level measured at the Noise Emission Control Boundary shall not exceed: Monday to Sunday including Public Holidays (7am to 10pm) 50 dB LAeq All other times 45 dB LAeq and 75 dB LAmx The corrected noise level measured at the Noise Emission Control Boundary (NECB) shall not exceed: Monday to Saturday (7am to 10pm): 50 dB LAeq At all other times, including Sundays and Public Holidays: 40 dB LAeq and 75 dB LAmx. 10.00pm to 7.00am: 65dB LAmx Performance Standard 2.1(f)(iv): Any new dwelling or extension to any bedroom or 	Accept the plan change subject to the relief in the adjacent column.	<p>NZ Transport Agency</p> <p>The Transport Agency supports in part the submission of Matamata-Piako District Council (submitter 3).</p> <p>The following amendments are supported:</p> <ul style="list-style-type: none"> Permitted Activities 1.1.2 (a) xi) Transportation assessment Permitted Activities 1.1.3 (a) xi) Transportation assessment Permitted Activities 1.1.3 (d) i) Underpass Performance Standard 2.1(b): Setbacks Performance Standard 2.1 (n): (i) Earthworks Performance Standard 2.1 (p)(ii): Carparking and Formation Standards Matter of Discretion – Bulk and Location (a) and (e) Signage Miscellaneous: Vegetation clearing to improve visibility onto SH 26 from Brown Road. <p>The Transport Agency does not wish to be heard in support of this further submission.</p>	Yes

			<p>habitable room in an existing dwelling constructed within the NECB shall be designed to achieve a level of 30dB LAeq in any bedroom and 40dB LAeq in any other habitable room.</p> <ul style="list-style-type: none"> • Performance Standard 2.1 (m)(i): There shall be no contaminants or particulate matter that has adverse effects on human health or causes objectionable effects beyond the boundary of the site DCP. • Performance Standard 2.1 (m)(ii): Activities shall operate so as to ensure that dust generation is minimized. These activities shall be undertaken in a manner so as to avoid any adverse effects associated with dust and particulate emissions beyond the boundary of the site of emission DCP. • Performance Standard 2.1 (n): (i) All earthworks to be managed in accordance with the Waikato Regional Plan and the 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. • Performance Standard 2.1 (o)(i): Landscape planting, including retention of the existing oaks, shall be located in general accordance with the Development Concept Plan and is to be completed in accordance with the staging specified in the Development Concept Plan (Attachment B: sheets 7 -11). i.e. Development within a building area requires planting to be undertaken in the corresponding planting area. • Performance Standard 2.1 (o)(ii): Prior to the construction of new buildings/structures with a gross floor area (GFA) greater than 200m², or 8m in height, located outside the existing DCP shown on sheet 7, a landscape plan shall be submitted to the Matamata-Piako District Council as per (i) above. • Performance Standard 2.1 (p)(ii): Conduct a visitor parking assessment to justify the proposed number of visitor car parks in the performance standard. • Performance Standard 2.1 (p): (ix) All parking should be located within the Development Concept Plan. No overspill of visitor or staff parking shall be located within the road reserve. • Performance Standard 2.1 (w)(i): Require a transportation assessment to justify inclusion of daycare facilities and recreation facilities or, otherwise, delete the standard. • Matter of Discretion – General(a): Suitability of the activity with regards to its location as shown on the DCP and/or within the wider environment. • Matter of Discretion – Bulk and, Location and Signage (a): Any effects of an increase in signage, building height or a reduced setback from internal and road boundaries on the rural amenity values in the locality and the reasonable use of adjoining land. • Matter of Discretion – Bulk and Location(e): Proposed signs. • Matter of Discretion – Colour – (a): Alternative colour finishes and their effectiveness to address the visibility of the proposed structure individually and cumulatively within the Height Control Zone within the Development Concept Plan. • Matter of Discretion – Emissions to Air (Odour and Dust): b) The effects of dust or particulate matter originating from the DCP site including, but not limited to, its composite material and quantity. • DCP Title: Milk Processing Factory Site, SH 26, Tatuani • Sheet 7 – Planting Plan: Amend sheet title to remove reference to “Attachment B”. Remove “Planting Area F” from the key. Include on the key the boundaries for Development Areas 1-3. Include additional planting feature within Planting Areas A 			
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			<p>and F on the “Proposed Planting” key.</p> <ul style="list-style-type: none"> • Sheets 8, 9 and 10 – Planting Cross Sections: Remove reference to “Attachment C:” from the title of Sheets 8, 9 and 10. • Sheets 11 – Planting Schedule: Remove reference to “Attachment D:” from the title of Sheet 11. • Vegetation clearing: Request Tatua to clear vegetation to improve visibility onto SH 26 from Brown Road and include a provision to maintain sightlines at this location. • District Plan Map 25: amend map to include a border around the Tatua DCP boundary. 			
<p>4.NZ Transport Agency PO Box 973 Waikato Mail Centre Hamilton 3240</p> <p>Attention: Julia Familton hamiltonplanning@nzta.govt.nz</p>	<p>Pedestrians crossing State Highway 26 from the western carpark.</p> <p>Performance Standards 2.1 (q), (s), (t) and (u).</p>	<p>Support, with amendments.</p>	<p>The submitter is generally satisfied that the mitigation measures identified in the Integrated Transport Assessment have been incorporated into the DCP.</p> <p>The submitter’s chief concern is the risk to pedestrians parking on the western side of State Highway 26 (SH26) and crossing the highway to the Tatua site. Although a future pedestrian underpass will address this concern, the submitter is concerned that pedestrians may still cross the highway if it is easier than using the underpass.</p> <p>The submitter supports the use of a Construction Traffic Management Plan and the possible extension of the flush median on SH 26.</p> <p>The submitter notes that new or modified intersections with the State Highway network should be subject to Transport Agency design approval.</p> <ul style="list-style-type: none"> • “Performance Standard 2.1 (q): “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. <p><u>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.”</u></p> <p>“Performance Standard 2.1 (u): “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 <u>NZ Transport Agency’s Planning Policy manual</u>”.</p>	<p>Accept the plan change subject to the relief in the adjacent column.</p>		<p>No</p>