

13/6753

SUBMISSION# 11.....

**SUBMISSION ON PLAN CHANGE 43 AND 44 – TRANSPORTATION, WORKS AND NETWORK UTILITIES –  
MATAMATA PIAKO DISTRICT PLAN**

**TO:**

Patrick Clearwater  
Matamata Piako District Council  
PO BOX 266  
**TE AROHA 3342**

**NAME OF SUBMITTER:**

Tidmarsh Holdings Ltd

**ADDRESS FOR SERVICE:**

PO Box 406  
Matamata 3440

Attention: Jason Tidmarsh  
Ph: 07 881 9160  
Fax: 07 881 9158  
Email: jason@pearsonengineering.co.nz

Tidmarsh Holdings Ltd wishes to be heard in support of this submission. If others make a similar submission, we would be prepared to considered presenting a joint case with them at any Hearing.

**RECEIVED**  
27-11-13

## Tidmarsh Holdings Ltd submission on Plan Change 43 and 44 – Matamata Piako District Plan

Dear Sir,

Thank you for the opportunity to provide feedback on Plan Change 43 and 44 – Matamata Piako District Plan.

We would like to commend the Council on the amendments that have been proposed to the Transportation section of the Plan which we consider effectively protects the on-going viability of the town centres.

### Relief sought

Tidmarsh Holdings Ltd broadly supports the amendments to the Plan. We therefore seek to retain all of the amended provisions as notified except to the extent that specific changes are made in accordance with the relief sought by Tidmarsh Holdings Ltd in the balance of this submission and any further submissions that we may make at the appropriate time. Where specific relief is provided, we would accept words to like effect. We additionally recognise that, to achieve consistency with the Plan and to ensure that its provisions are consistent with the purpose of the Act, any relief may give rise to consequential amendments that may not have been identified.

Our specific submissions on the Plan are set out on the attached table. Insertions we wish to make are marked in bold and underlined, while recommended deletions are shown as struck out text. We look forward to working with Council further during the subsequent Plan Change development phases.

Yours faithfully



Jason Tidmarsh  
Director, Tidmarsh Holdings Ltd

SUBMISSION NUMBER	PLAN CHAPTER	PLAN SECTION	SUBMISSION/COMMENTS	RELIEF SOUGHT
1	3.8.1 Significant Resource Management Issues	Bullet point 1 page 3:40 A	THL supports recognition of the economic importance of a safe, efficient, and well-connected transport network.	Retain as notified
2	Local Transport Infrastructure	Third paragraph page 3:42 A	THL supports acknowledgement that parking and loading requirements must take into account the need to use land efficiently, and must avoid standards that are so onerous as to constrain development.	Retain as notified
3	Local Transport Infrastructure	First paragraph page 3:43 A	THL supports the position that requiring the same parking and loading in the "core" (i.e. "shopping frontage") areas of the town centres would be contrary to the need to preserve their historic character and amenity values. THL also supports a balanced approach to ensure adequate street and public parking is provided in the town centres to protect traffic safety and efficiency, while limiting the requirement for on-site parking in the "shopping frontage" areas. THL is similarly, supportive of loading requirements in these parts of the town centres being managed on a case-by-case basis.	Retain as notified
4	Local Transport Infrastructure	Second paragraph page 3:43 A	THL supports planning for land use in a manner that seeks to promote an energy efficient urban form but considers that direct reference needs to be made in this section to address issues associated with protecting the integrity of town centres.	<p>THL submits in support of the second paragraph on page 3:43 but seeks for Council to undertake the following (or similar) amendments to the text:</p> <p>.... coupled with a well-connected road network that minimises travel distances. <u>Within town centres, Council is seeking to maintain the compact nature of these areas to avoid the cumulative effects on the transport network of dispersal of office and retail activity. Development should encourage safe and hospitable pedestrian environments along shopping frontages, allow for a higher level of development</u></p>

				<u>intensity to support pedestrian use of the town centre, and protect amenity at street level.</u>
5	3.8.2 Significant Resource Management Issues	Objective O7 page 3:45 A	THL supports the provisions of Objective O7 in providing for parking and loading to ensure safety without constraining development or leading to the inefficient use of land.	Retain as notified
6	3.8.2 Significant Resource Management Issues	Policy P12 page 3:46 A	Typo	Amend the Plan as follows:  To ensure that subdivision and development takes into account the existing and proposed capacity and design of the transportation networks and that any adverse effects are avoided, remedied or mitigated.
7	3.8.2 Significant Resource Management Issues	Policy P18 page 3:47 A	THL agrees with the provisions of Policy P18 relating to parking and loading in the "shopping frontage" areas in town centres. THL considers that unnecessary parking and loading restrictions will constrain development, acting counter to maintaining compact urban form and vibrant town centres.	Retain as notified
8	3.8.2 Significant Resource Management Issues	Policy P19 page 3:47 A	<p>THL considers that there is a disconnect between Policy P18 and P19. It is unclear whether P19 seeks to also address the "shopping frontage" areas in the town centres. It may be a matter of terminology, but the policies appear to run counter to one another. Additionally there is no policy provision for the case-by-case assessment of loading requirements in the "shopping frontage" areas as signaled in the first paragraph on page 3:43.</p> <ul style="list-style-type: none"> <li>• Provision for parking and loading shall avoid adverse effects on the safety and efficiency of the road network; while:</li> <li>• The requirement for on-site parking and loading must not unnecessarily constrain</li> </ul>	<p>Amend Policy P19:</p> <ul style="list-style-type: none"> <li>• To specify which areas the provisions apply to.</li> <li>• Provide policy direction for the case-by-case assessment of loading requirements in the "shopping frontage" areas</li> <li>• Address the disconnect between the two policies – P18 seeks to avoid constraining development through parking and loading provisions that may affect the character of the areas. P19 seeks that the amenity of town centres is not adversely affected by loading and lack of parking.</li> </ul>

			development, or result in development that is not in keeping with the character of the town centre. To enhance the amenity value of the central business area of Te Aroha, Matamata, and Morrinsville by ensuring that such areas are not congested by service delivery activities and a lack of adequate parking.	And any consequential relief that will give effect to these matters.
9	Anticipated Environmental Results	Number 7 page 3:50 A	The AER requires amendment to clarify that 'self sufficiency' in regards to parking and loading spaces is not required in the "shopping frontage" areas of town centres.	Amend the Plan as follows:  7. Increase in the number of activities <b>outside of "shopping frontage" areas</b> which are self sufficient in terms of parking and loading space provision.
10	Anticipated Environmental Results	Number 9 page 3:50 A	THL agrees with the provisions of AER 9 requiring adequate parking and loading without constraining development or leading to inefficient use of land.	Retain as notified
	9.1.2 Access	Table page 9:4-9:6 B	THL considers that the provisions in the table relating to vehicle crossings onto various road hierarchies to be unnecessarily complex. Additionally the requirement to assess proposals based on whether a vehicle crossing changes "in character, scale, or intensity of use" is too vague for plan users to accurately determine whether a consent is required.  The trigger thresholds that are provided seem too low for an arterial and significant road (50vpd) and too high for a local road (250vpd).  The provisions of neighbouring rural Councils should be considered in respect of seeking to achieve some consistency in this matter	Amend the Plan to:  <ul style="list-style-type: none"> <li>Rationalize the table relating to vehicle crossings onto various road hierarchies to reduce the complexity of provisions and standards. Consider the provisions of Waikato and Waipa DCs when redrafting these rules.</li> <li>Remove the wording "in character, scale, or intensity of use" and replace with threshold triggers or similar in the table in order to provide certainty to Plan users about when a consent is required.</li> <li>Increase the trigger thresholds provided in the Plan.</li> </ul> And any consequential relief that will give effect to these matters.
11	9.1.2 Access	Rule (vii) page 9:14 B	<ul style="list-style-type: none"> <li>The requirement to assess proposals based on whether a vehicle crossing changes "in character, scale, or intensity of use" is too vague for plan users to accurately determine whether a consent is required.</li> <li>The matters of discretion need to relate back to</li> </ul>	Amend the Plan to:  (vii) Access to properties with frontage to specified "Shopping Frontage" (a) Performance standard Within the specified "Shopping Areas", no new



			<p>the fundamental issue of pedestrian safety and not provision of additional parking accessed from the new crossing which would further compromise pedestrian safety in this environment. The Plan provisions need to aim for reduced conflicts between development, pedestrians and road users.</p> <ul style="list-style-type: none"> <li>• The premise of shopping frontage notations is to provide a pedestrian safe environment and increase the vibrancy and amenity of the area. Whether there is a net increase in the supply of car parking served by the vehicle crossing should not be a matter for consideration because more vehicles crossing pavements in these areas exacerbates safety issues.</li> <li>• No formation standards or sight distance requirements would mitigate the effects of additional cars crossing pedestrian footpaths.</li> </ul>	<p>vehicular access <del>vehicle crossing or existing vehicle crossing that changes in character, intensity, or scale of use</del> shall be permitted to the property from the street over the specified "Shopping Frontage" front boundary of the property.</p> <p>(b) Restricted-discretionary activity A new vehicle crossing <del>or existing vehicle crossing that changes in character, intensity, or scale of use to a site</del>, across the specified "Shopping Frontage" shall be a restricted-discretionary activity.</p> <p>(i) Matters to which discretion is restricted The Council's discretion is restricted to the following matters when considering an application for resource consent under this rule:</p> <ul style="list-style-type: none"> <li>• Whether access can be gained to the site through an alternative route that does not cross the specified "Shopping Frontage".</li> <li>• <b>Whether there is a net increase in the supply of car parking when the number of on-site parking spaces served by the vehicle crossing is compared to the loss of public parking spaces at the road frontage as a result of the formation of the vehicle crossing;</b></li> <li>• The intensity of development on the site – i.e. whether the Floor Area Ratio (FAR) exceeds 1;</li> <li>• Effects on pedestrian safety and amenity having regard to the particular location and the nature of the activity;</li> <li>• Effects on the function, safety, and efficiency of the transport network;</li> <li>• Effects on the character of the street and the streetscape;</li> <li>• Any matters identified by Council as road controlling authority and/or NZTA where the access affects the state highway network.</li> </ul> <p>(ii) Matters in respect of which conditions can be</p>
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				<p>imposed Where consent is granted, the Council may impose conditions to require <del>a net increase in the supply of parking spaces,</del> and measures to avoid, remedy, or mitigate adverse effects on the function, safety, and efficiency of the transport network, pedestrian safety, and the character of the street.</p> <p>And any consequential relief that will give effect to these matters.</p>
12	9.1.3 On site loading	Rule (i)(a) and (b)page 9:19 B	<p>THL is supportive of the loading requirement provisions of this rule where there is development or change of use on sites with at least one frontage onto the "Shopping Frontage" areas. However, THL notes that the terms "Shopping Frontages" and "Specified Shopping Frontage" are used interchangeably throughout the Plan and request that one term is selected and employed consistently.</p>	<p>Retain Rule (i)(a) and (b) page 9:19 B as notified subject to the following amendment:</p> <ul style="list-style-type: none"> <li>Amend the Plan and the Planning Maps and the Planning Map Legend to employ either "Specified Shopping Frontage" or "Shopping Frontage" in a consistent manner.</li> </ul>
13	9.1.3 On site loading	Rule (ii)(iii)(c) and (d)page 9:19-9:20 B	<p>THL accepts the alternative means of compliance offered by this rule and the provisions notified to address situations where the site is within specified shopping frontage but the Floor Area Ratio (FAR) exceeds 1. THL considers that these provisions appropriately manage the effects of loading as expected in a town centre but make adequate provision for situations where the standard cannot be complied with and may therefore have an adverse effect on the immediate traffic and pedestrian environment.</p>	Retain as notified
14	9.1.4 On site parking	Rule (i)(a)page 9:21 B	<p>THL agrees with the provisions of Rule 9.1.4 on-site parking within the specified shopping frontage areas. THL considers that this rule is consistent with the recommendations of the Transport engineer's assessment in Appendix 3 of the Plan change document in so far as:</p> <ul style="list-style-type: none"> <li>Requiring on site parking in these areas can have unintended consequences and be contrary to other strategic objectives</li> </ul>	Retain as notified

			<ul style="list-style-type: none"> <li>• New development or a change of use can trigger a resource consent application for parking provision in areas where providing spaces are either impractical or undesirable.</li> <li>• Council generally provides dispensation for parking requirements in these areas meaning that in some respects, the process becomes a revenue gathering exercise rather than a true mitigation measure.</li> <li>• Cash in lieu payments can also deter development from locating within the areas where the activity would be most appropriately situated.</li> <li>• Requiring on-site parking can adversely affect the economic viability of development and density in town centres.</li> <li>• A more flexible approach to parking will reduce compliance and development costs and therefore facilitate development in areas where it is most desirable.</li> <li>• This approach is consistent with measures being undertaken by neighbouring local authorities</li> </ul>	
15	9.1.4 On site parking	Rule (b)(c) and (ii) page 9:21 B	<p>THL conditionally supports these provisions provided that Rule (i)(a) page 9:21 B is retained as notified or its requirements are further reduced. THL accepts that where the floor area ratio is exceeded that some parking compensation may be necessary in order to offset the effects of additional floor area. In the event that Council changes or tightens the provisions of Rule (i)(a) page 9:21 B, THL opposes the provisions of these rules on the basis that requiring on-site parking or cash in lieu for on-site parking in specified shopping frontage areas:</p> <ul style="list-style-type: none"> <li>• Is contrary to the advice provided to Council by expert traffic engineers</li> <li>• Will have unintended consequences and is contrary to other strategic objectives</li> <li>• New development or a change of use will trigger a resource consent application for parking provision in areas where providing spaces are either</li> </ul>	Retain the provisions as notified provided that Rule 9.14 (i)(a) page 9:21 B is retained as notified or its requirements are further reduced. In the event that this does not occur, Rule (b)(c) and (ii) page 9:21 B should be deleted.



			<p>impractical or undesirable.</p> <ul style="list-style-type: none"> <li>• Council is likely to provide dispensation for parking requirements in these areas in any event, meaning that in some respects, the process becomes a revenue gathering exercise rather than a true mitigation measure.</li> <li>• Cash in lieu payments will deter development from locating within the areas where the activity would be most appropriately situated.</li> <li>• Requiring on-site parking can adversely affect the economic viability of development and density in town centres.</li> </ul>	
16	9.1.4 Parking Table	Page 9:21- 9:32 B	THL conditionally supports these provisions provided that Rule (i)(a)page 9:21 B is retained as notified or its requirements are further reduced. Please see submission point 15.	Retain the provisions as notified provided that 9.14 Rule (i)(a)page 9:21 B is retained as notified or its requirements are further reduced.
17	Planning Map 32		THL supports the extent of the shopping frontages notation in Matamata Town Centre	Retain the extent of the “shopping frontages” notation in Matamata Town Centre, particularly as notated over Hetana Street, Arawa Street and Broadway
18	15. Definitions	Page 15:5 B	THL supports the definition of “Floor Area Ratio”.	Retain as notified
19	All Planning Maps		THL considers that the Planning Maps need to be amended in order to notate the “shopping frontages” in a another colour or style. Currently on the printed version of the maps it is very difficult to establish where the shopping frontage notation is located on Roads like Broadway in Matamata which is also subject to a designation. Amend the maps in order to differentiate between the dashed shopping frontages notation and the dashed designations notation.	Amend the Planning Maps to notate the “shopping frontages” in a another colour or style in order to differentiate between the dashed shopping frontages notation and the dashed designations notation.

**SUBMISSION ON PLAN CHANGE 43 AND 44 – TRANSPORTATION, WORKS AND NETWORK UTILITIES –  
MATAMATA PIAKO DISTRICT PLAN**

**TO:**

Patrick Clearwater  
Matamata Piako District Council  
PO BOX 266  
TE AROHA 3342


**NAME OF SUBMITTER:**

M & C O'Callaghan

**ADDRESS FOR SERVICE:**

40 Tamihana Street  
Matamata 3400

Attention: Cathy O'Callaghan  
Ph: 07 888 5785 or 021 646 149  
Email: cathyocal@yahoo.co.nz

RECEIVED 12.55 -   
27 NOV 2013  
MATAMATA-PIAKO  
DISTRICT COUNCIL

We wish to be heard in support of this submission. If others make a similar submission, we would be prepared to consider presenting a joint case with them at any Hearing.

27 November 2012

Dear Sir,

Thank you for the opportunity to provide feedback on Plan Change 43 and 44 – Matamata Piako District Plan.

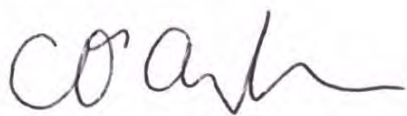
We are very pleased to note the amended provisions regarding parking and loading for shopping frontages in the District. We would like to commend the Council on the amendments that have been proposed, which we consider effectively protects the on-going viability of the town centres.

**Relief sought**

We seek to retain all of the amended provisions as notified except to the extent that specific changes are made in accordance with the relief sought in the balance of this submission and any further submissions that we may make at the appropriate time. Where specific relief is provided, we would accept words to like effect. We additionally recognise that, to achieve consistency with the Plan and to ensure that its provisions are consistent with the purpose of the Act, any relief may give rise to consequential amendments that may not have been identified.

Our specific submissions on the Plan are set out on the attached table. Insertions we wish to make are marked in bold and underlined, while recommended deletions are shown as struck out text. We look forward to working with Council further during the subsequent Plan Change development phases.

Yours faithfully

A handwritten signature in dark ink, appearing to read 'CO'Callaghan', written in a cursive style.

Cathy O'Callaghan



SUBMISSION NUMBER	PLAN CHAPTER	PLAN SECTION	SUBMISSION/COMMENTS	RELIEF SOUGHT
1	Local Transport Infrastructure	First paragraph page 3:43 A	We support the position that requiring the same parking and loading in the “core” (i.e. “shopping frontage”) areas of the town centres would be contrary to the need to preserve their historic character and amenity values. We also support a balanced approach to ensure adequate street and public parking is provided in the town centres to protect traffic safety and efficiency, while limiting the requirement for on-site parking in the “shopping frontage” areas. We are similarly supportive of loading requirements in these parts of the town centres being managed on a case-by-case basis.	Retain as notified
2	Local Transport Infrastructure	Second paragraph page 3:43 A	We support planning for land use in a manner that seeks to promote an energy efficient urban form but considers that direct reference needs to be made in this section to address issues associated with protecting the integrity of town centres.	<p>We support the second paragraph on page 3:43 but would like Council to undertake the following (or similar) amendments to the text:</p> <p>.... coupled with a well-connected road network that minimises travel distances. <b><u>Within town centres, Council is seeking to maintain the compact nature of these areas to avoid the cumulative effects on the transport network of dispersal of office and retail activity. Development should encourage safe and hospitable pedestrian environments along shopping frontages, allow for a higher level of development intensity to support pedestrian use of the town centre, and protect amenity at street level.</u></b></p>
3	3.8.2 Significant Resource Management Issues	Objective O7 page 3:45 A	We support the provisions of Objective O7 in providing for parking and loading to ensure safety without constraining development or leading to the inefficient use of land.	Retain as notified

4	3.8.2 Significant Resource Management Issues	Policy P18 page 3:47 A	We agree with the provisions of Policy P18 relating to parking and loading in the “shopping frontage” areas in town centres. We consider that unnecessary parking and loading restrictions will constrain development, acting counter to maintaining compact urban form and vibrant town centres.	Retain as notified
5	3.8.2 Significant Resource Management Issues	Policy P19 page 3:47 A	<p>We consider that there is a disconnect between Policy P18 and P19. It is unclear whether P19 seeks to also address the “shopping frontage” areas in the town centres. It may be a matter of terminology, but the policies appear to run counter to one another. Additionally there is no policy provision for the case-by-case assessment of loading requirements in the “shopping frontage” areas as signaled in the first paragraph on page 3:43.</p> <ul style="list-style-type: none"> <li>• Provision for parking and loading shall avoid adverse effects on the safety and efficiency of the road network; while:</li> <li>• The requirement for on-site parking and loading must not unnecessarily constrain development, or result in development that is not in keeping with the character of the town centre.</li> </ul> <p>To enhance the amenity value of the central business area of Te Aroha, Matamata, and Morrinsville by ensuring that such areas are not congested by service delivery activities and a lack of adequate parking.</p>	<p>Amend Policy P19:</p> <ul style="list-style-type: none"> <li>• To specify which areas the provisions apply to.</li> <li>• Provide policy direction for the case-by-case assessment of loading requirements in the “shopping frontage” areas</li> <li>• Address the disconnect between the two policies – P18 seeks to avoid constraining development through parking and loading provisions that may affect the character of the areas. P19 seeks that the amenity of town centres is not adversely affected by loading and lack of parking.</li> </ul> <p>And any consequential relief that will give effect to these matters.</p>
6	Anticipated Environmental Results	Number 7 page 3:50 A	The AER requires amendment to clarify that ‘self sufficiency’ in regards to parking and loading spaces is not required in the “shopping frontage” areas of town centres.	<p>Amend the Plan as follows:</p> <p>7. Increase in the number of activities <b><u>outside of “shopping frontage” areas</u></b> which are self sufficient in terms of parking and loading space provision.</p>
7	Anticipated Environmental Results	Number 9 page 3:50 A	We agree with the provisions of AER 9 requiring adequate parking and loading without constraining development or leading to inefficient use of land.	Retain as notified
8	9.1.2 Access	Table page 9:4-9:6 B	We consider that the provisions in the table relating to vehicle crossings onto various road hierarchies to be	Amend the Plan to:



			<p>unnecessarily complex. Additionally the requirement to assess proposals based on whether a vehicle crossing changes “in character, scale, or intensity of use” is too vague for plan users to accurately determine whether a consent is required.</p> <p>The trigger thresholds that are provided seem too low for an arterial and significant road (50vpd) and too high for a local road (250vpd).</p> <p>The provisions of neighbouring rural Councils should be considered in respect of seeking to achieve some consistency in this matter</p>	<ul style="list-style-type: none"> <li>• Rationalize the table relating to vehicle crossings onto various road hierarchies to reduce the complexity of provisions and standards. Consider the provisions of Waikato and Waipa DCs when redrafting these rules.</li> <li>• Remove the wording “in character, scale, or intensity of use” and replace with threshold triggers or similar in the table in order to provide certainty to Plan users about when a consent is required.</li> <li>• Increase the trigger thresholds provided in the Plan.</li> </ul> <p>And any consequential relief that will give effect to these matters.</p>
9	9.1.2 Access	Rule (vii) page 9:14 B	<ul style="list-style-type: none"> <li>• The requirement to assess proposals based on whether a vehicle crossing changes “in character, scale, or intensity of use” is too vague for plan users to accurately determine whether a consent is required.</li> <li>• The matters of discretion need to relate back to the fundamental issue of pedestrian safety and not provision of additional parking accessed from the new crossing which would further compromise pedestrian safety in this environment. The Plan provisions need to aim for reduced conflicts between development, pedestrians and road users.</li> <li>• The premise of shopping frontage notations is to provide a pedestrian safe environment and increase the vibrancy and amenity of the area. Whether there is a net increase in the supply of car parking served by the vehicle crossing should not be a matter for consideration because more vehicles crossing pavements in these areas exacerbates safety issues.</li> <li>• No formation standards or sight distance requirements would mitigate the effects of</li> </ul>	<p>Amend the Plan to:</p> <p>(vii) Access to properties with frontage to specified “Shopping Frontage”</p> <p>(a) Performance standard</p> <p>Within the specified “Shopping Areas”, no new vehicular access <del>vehicle crossing or existing vehicle crossing that changes in character, intensity, or scale of use</del> shall be permitted to the property from the street over the specified “Shopping Frontage” front boundary of the property.</p> <p>(b) Restricted-discretionary activity</p> <p>A new vehicle crossing <del>or existing vehicle crossing that changes in character, intensity, or scale of use to a site,</del> across the specified “Shopping Frontage” shall be a restricted-discretionary activity.</p> <p>(i) Matters to which discretion is restricted</p> <p>The Council’s discretion is restricted to the following matters when considering an application for resource consent under this rule:</p> <ul style="list-style-type: none"> <li>• Whether access can be gained to the site</li> </ul>



			additional cars crossing pedestrian footpaths.	<p>through an alternative route that does not cross the specified "Shopping Frontage".</p> <ul style="list-style-type: none"> <li>• <del>Whether there is a net increase in the supply of car parking when the number of on-site parking spaces served by the vehicle crossing is compared to the loss of public parking spaces at the road frontage as a result of the formation of the vehicle crossing;</del></li> <li>• The intensity of development on the site – i.e. whether the Floor Area Ratio (FAR) exceeds 1;</li> <li>• Effects on pedestrian safety and amenity having regard to the particular location and the nature of the activity;</li> <li>• Effects on the function, safety, and efficiency of the transport network;</li> <li>• Effects on the character of the street and the streetscape;</li> <li>• Any matters identified by Council as road controlling authority and/or NZTA where the access affects the state highway network.</li> </ul> <p>(ii) Matters in respect of which conditions can be imposed Where consent is granted, the Council may impose conditions to require <del>a net increase in the supply of parking spaces,</del> and measures to avoid, remedy, or mitigate adverse effects on the function, safety, and efficiency of the transport network, pedestrian safety, and the character of the street.</p> <p>And any consequential relief that will give effect to these matters.</p>
10	9.1.3 On site loading	Rule (i)(a) and (b) page 9:19 B	We support of the loading requirement provisions of this rule where there is development or change of use on sites with at least one frontage onto the "Shopping Frontage" areas. However, we note that the terms "Shopping Frontages" and "Specified Shopping Frontage" are used interchangeably throughout the Plan and request that one term is selected and employed consistently.	<p>Retain Rule (i)(a) and (b) page 9:19 B as notified subject to the following amendment:</p> <ul style="list-style-type: none"> <li>• Amend the Plan and the Planning Maps and the Planning Map Legend to employ either "Specified Shopping Frontage" or "Shopping Frontage" in a consistent manner.</li> </ul>

11	9.1.4 On site parking	Rule (i)(a)page 9:21 B	<p>We agree with the provisions of Rule 9.1.4 on-site parking within the specified shopping frontage areas. We consider that this rule is consistent with the recommendations of the Transport engineer's assessment in Appendix 3 of the Plan change document in so far as:</p> <ul style="list-style-type: none"> <li>• Requiring on site parking in these areas can have unintended consequences and be contrary to other strategic objectives</li> <li>• New development or a change of use can trigger a resource consent application for parking provision in areas where providing spaces are either impractical or undesirable.</li> <li>• Council generally provides dispensation for parking requirements in these areas meaning that in some respects, the process becomes a revenue gathering exercises rather than a true mitigation measure.</li> <li>• Cash in lieu payments can also deter development from locating within the areas where the activity would be most appropriately situated.</li> <li>• Requiring on-site parking can adversely affect the economic viability of development and density in town centres.</li> <li>• A more flexible approach to parking will reduce compliance and development costs and therefore facilitate development in areas where it is most desirable.</li> <li>• This approach is consistent with measures being undertaken by neighbouring local authorities</li> </ul>	Retain as notified
12	Planning Map 32		We support the extent of the shopping frontages notation in Matamata Town Centre	Retain the extent of the "shopping frontages" notation in Matamata Town Centre, particularly as notated over Hetana Street, Arawa Street and Broadway
13	All Planning Maps		We consider that the Planning Maps need to be amended in order to notate the "shopping frontages" in a another colour or style. Currently on the printed	Amend the Planning Maps to notate the "shopping frontages" in a another colour or style in order to differentiate between the dashed shopping

			version of the maps it is very difficult to establish where the shopping frontage notation is located on Roads like Broadway in Matamata which is also subject to a designation. Amend the maps in order to differentiate between the dashed shopping frontages notation and the dashed designations notation.	frontages notation and the dashed designations notation.
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## **Kelly Moulder**

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**From:** Robin Britton [rbritton\_wave@ihug.co.nz]  
**Posted At:** Wednesday, 27 November 2013 13:00  
**Conversation:** Plan change 43 & 44  
**Posted To:** Submissions (Corporate Planning)  
  
**Subject:** Plan change 43 & 44  
  
**Categories:** Green Category

Good afternoon – please find attached a copy of the Piako Gliding Club's submission on Plan changes 43 & 44

Thanks  
Robin

**Robin Britton**  
**Resource Management/ Planning Consultant**  
**027 281 2969**  
**PO Box 7016 Hamilton**  
**[rbritton@wave.co.nz](mailto:rbritton@wave.co.nz)**

*A member of*





**Matamata Piako District Council**

***By email to submissions@mpdc.govt.nz***

**Submission from: Piako Gliding Club**

**27<sup>th</sup> November, 2013**

**Submission on Proposed Plan Changes: 43: Transportation and 44: Works and Network Utilities**

**1. Introduction**

Thank you for the opportunity to make a submission on the proposed plan changes 43 & 44. On behalf of the Piako Gliding Club we wish to convey our special thanks for the willingness of staff and consultants to work with us to address some of the issues we have been facing.

**2. General Submission Points**

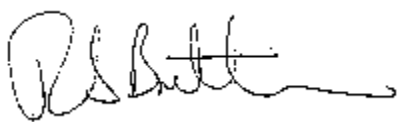
- a) The following submission points refer to the numbering used in the document titled: “Plan Change 43 – Transportation and Plan Change 44 – Works and Network Utilities”.
- b) Section 2.3.6 – **We submit** that reference should also be made specifically to the airfield as being significant infrastructure and transport network for the District. An airfield is defined as a network utility in the RMA (s166g) but this is not carried through to the definition in the District Plan glossary. Our concern is that the airspace is not covered by the existing definition clause vii.
- c) Due to the absence of the airfield from the definition of infrastructure/ utilities , when reading the plan objectives and policies relating to infrastructure and transport networks it is unclear whether the airfield is sufficiently addressed in the objectives, policies and rules.
- d) **We request** that the airfield (including the airspace above the land and which is used for aircraft circuit patterns (ie beyond the land boundaries of the airfield) should be specifically mentioned in the glossary definition of network utilities.
- e) **We request** that the use of terminology “network utilities” and “transport networks” be reviewed to ensure that the interests of the airfield are appropriately covered by the objectives and policies referring to transportation and network utilities.

**Specific Submission Points:**

- a) The following submission points refer to the numbering used in the document titled: “Plan Change 43 – Transportation and Plan Change 44 – Works and Network Utilities”.
- b) Section 1.4 – We suggest that an additional reference is made to the use of the airfield for *commercial* activities. This includes for example pilot training (as is undertaken by CTC) and other commercial operations which occur from time to time (such as helicopter surveys and

top dressing). These are significant commercial uses of this airfield. **We request** that the use of the airfield for commercial activities is acknowledged.

- c) We submit that Issue 3.1 and explanation 3.2 should refer to transportation networks as well. As currently written it does not appear to recognise the airfield, however reverse sensitivity issues and the need for integration between land use and use of the airfield, are fundamental for the on-going operations of the airfield now and into the future. **We request** that reference is made to the role of the airfield (or transportation networks). **We also request** that specific reference is made to avoiding reverse sensitivity effects from zoning and new development on neighbouring areas.
- d) Referring to 3.3 we support this Objective but only if the airfield is clearly identified as being significant infrastructure or reference is made to transportation networks as discussed above. **We request** that reference is made to the role of the airfield (or transportation networks).
- e) Policy P4 distinguishes between infrastructure and the transport network (this latter is not defined in the glossary). Therefore to clarify where the airfield rests within these policies **we request that:**
  - Policy P1 includes a new sub-clause which makes specific reference to the transportation network
  - Policy P2 includes a new sub-clause which makes specific reference to the transportation network
- f) The objectives in section 6.3 do not recognise the importance of the airfield and the need to protect it from land use activities that could have an impact on the operational requirements of the airfield. **We request** that a specific objective is included to protect the existing operations and future operations.
- g) Policies P3 & P12 are strongly supported and **we request** that no changes are made to them.
- h) With specific reference to the annotated District Plan, we fully support sections 5.2.10 & 5.2.7. **We request** that no amendments are made to these sections.
- i) With respect to the Airport map 1 & map 2 - we fully support the introduction of the height boundary of 30m within the area indicated and **we request** that no changes are made to these maps.



Robin Britton *on behalf of the Piako Gliding Club*



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**Piako Gliding Club wishes to present at the Council planning hearing**

**Piako Gliding Club would be prepared to present a joint case at the hearing with others making a similar submission**

**Piako Gliding Club would not gain an advantage in trade competition through this submission**

## **Kelly Moulder**

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**From:** Sally Millar [SMillar@fedfarm.org.nz]  
**Posted At:** Wednesday, 27 November 2013 15:42  
**Conversation:** Federated Farmers submission to PC 43 & 44  
**Posted To:** Submissions (Corporate Planning)  
  
**Subject:** Federated Farmers submission to PC 43 & 44  
  
**Categories:** Green Category

Please find attached Federated Farmers submission to Plan Change 43 & 44 of the Matamata Piako DP  
If you have any queries please do not hesitate to contact me

Regards  
Sally

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# SUBMISSION

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To: **Matamata Piako District Council**

From: **Federated Farmers of New Zealand**

On the: **Proposed Plan Change 43 – Transportation & 44 – Works and Network Utilities**

Date: 27 November 2013

Contact: Sally Millar  
Regional Policy Advisor

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Federated Farmers will not gain a trade advantage through this submission

**Federated Farmers wishes to be heard in support of this submission**

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**SUBMISSION TO MATAMATA PIAKO DISTRICT COUNCIL ON:**  
**PROPOSED PLAN CHANGES**  
**43 TRANSPORTATION**  
**44 WORKS AND NETWORK UTILITIES**

**1. INTRODUCTION**

Federated Farmers is a not-for-profit primary sector policy and advocacy organisation that represents the majority of farming businesses in New Zealand. Federated Farmers has a long and proud history of representing the interests of New Zealand's farmers.

The Federation aims to add value to its members' farming business. Our key strategic outcomes include the need for New Zealand to provide an economic and social environment within which:

- Our members may operate their business in a fair and flexible commercial environment;
- Our members' families and their staff have access to services essential to the needs of the rural community; and
- Our members adopt responsible management and environmental practices.

Our submissions are representative of member views and reflect the fact that resource management and government decisions impact on our member's daily lives as farmers and members of local communities.

Farming has a strong presence in the Matamata Piako District and contributes significantly to the district. Farmers seeks to uphold and enhance the value of farming in the Matamata Piako District. Federated Farmers of NZ therefore thanks the Matamata Piako District Council for this opportunity to provide a submission on the Proposed Plan Changes 43 – Transportation and 44 – Works and Network Utilities. We look forward to being involved in the process moving forward.

This submission is representative of member views and experiences with the management of resources within the Matamata Piako district. It reflects the fact that resource management and District Council policies and plans impact on our member's daily lives as farmers, members of the local community, landowners and ratepayers.

It is important that this is not viewed as a single submission, but rather as a collective one that represents the opinions and views of our members.

**Sally Millar**  
REGIONAL POLICY ADVISOR

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## **2. GENERAL COMMENTS**

Federated Farmers is generally supportive of the intent of the proposals that are contained with Plan Change 43 & 44. We do however have specific concerns in relation to the provisions relating to the following;

- Plan Change Process and Rolling Review
- Flood control works
- Transportation
- Stock Crossing provisions
- Electricity transmission
- Definitions

This submission will address each of these issues in turn. We will not make comments in relation to specific provisions in the Plan, unless they are of specific concern, but rather make holistic comments on the topic with the relief sought being amendments to the Plan Change provisions to give effect to our submission.

## **3. PLAN CHANGE PROCESS AND THE USE OF A ROLLING REVIEW**

Federated Farmers has concerns in regards to the approach that Matamata Piako District Council is undertaking to review its District Plan. Federated Farmers considers such an approach does not allow an appropriate assessment of the Plan direction in relation to the management of the natural and physical resources in the Matamata Piako District.

Federated Farmers considers resource management needs to be undertaken in an integrated manner and this is reflected in the Proposed Regional Policy Statement which dedicates a whole chapter to integrated management.

Federated Farmers members are a group within the community that does not use resources in isolation. Further the activities that our members undertake use multiple resources and have roll on implications to other activities they undertake and resource use.

It is therefore difficult to assess activities in isolation of the broader impacts on their businesses and residents in the community. The Plan Change process means that topics are quite narrow in scope and provides no opportunity to provide input into related areas that have yet to be reviewed and have no knowledge on how they may or may not change, or for areas that have been reviewed and are beyond appeal.

There is also a presumption that the District Plan layout and format is appropriate and best serves the needs of the resource user. In Federated farmers opinion like many first generation plans the Matamata Piako District Plan layout is clumsy and not user friendly in particular the very poor connection between the objectives, policies and methods. They are spread throughout the plan and require much page turning and for the non professional lay user near impossible to make any real analysis of the provisions for any particular activity.

In undertaking a whole of plan review would enable Council to assess the format and layout and enable changes to be made that reflect current best practice.

**Sally Millar**  
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### 3.1 EXAMPLES

The following are examples of issues arising from Plan Change 43 & 44 with undertaking a rolling review of the District Plan.

**Section 2.3 .1** provides information about the district population that should have also been able to be addressed in Plan Change 42 on Rural Subdivision as it provides a statement in relation to projected population changes in the District. While the focus is on urban settlement the data is easily extrapolated to projected rural growth and this information is instrumental to a determination on rural subdivision provisions which is now beyond appeal.

**Section 3.1.2.1 Natural Character and heritage** – we note the deletion of SP1 and SP2 and 3.1.2.2 the deletion of SP1 to SP6; 3.1.2.3 SP1 – SP6. It is further noted that there are similar deletions throughout the Plan e.g. Natural Hazards Section. . Federated Farmers has no comment in relation to these deletions with respect to Transportation or Works and Network Utilities as there appears to be no relationship to these matters. However we may well do in the context of an anticipated further plan change in relation to indigenous biodiversity and/or amenity, but is such a subsequent plan change these matters would be in context but out of scope and will not be able to provide comment.

**Section 3.3.2.1 Natural Hazards P5.** Federated Farmers considers the phrase “acceptable degree of protection” to be vague and uncertain. The explanation provides that what has been determined acceptable is that identified on the planning maps and the return periods are identified in the rules and the Development Manual. While this maybe an acceptable degree of protection this can only be determined by balancing with all the other objectives, policies and methods to avoid or mitigate risk of Natural Hazards.

As the balance of the Natural Hazards Chapter is considered out of scope for this Plan Change and may well change when a review is undertaken of this Chapter Federated Farmers is unable to provide any comment as to the veracity of 3.3.2.1P5.

***Federated Farmers submits that Council reconsiders its approach to undertaking a rolling review of the District Plan.***

### 4. FLOOD CONTROL WORKS

Section 3.8 Activities (other than flood control works – see section 8.8)

Federated Farmers is generally supportive of the provisions in 3.8, but however consider that the section describing the area that the provisions apply to (5 bullet points) reader understanding would be improved by the addition of a diagram.

***Federated Farmers submits that a diagram is included under the section “The following provisions apply to activities” to aid reader understanding of where the provisions apply.***

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## 5. TRANSPORTATION

9.1.2(vi) Access for seasonal rural activities. Federated Farmers notes that 9.1.2(vi)(a)(ii) provides;

*Vehicles must not track loose material onto the carriageway of the road which may cause a hazard/nuisance to road users. Any material that may deposit on the road must as soon as practicable be swept or washed clear of the carriageway.*

Federated Farmers has concerns as to what will be considered a hazard or nuisance. When accessing a road directly from a farm paddock it is near impossible not to track some loose material from the paddock to the road. Federated Farmers accepts that no material should create a road hazard we however seek some clarity as to what constitutes a nuisance that would create a breach of the standard and that this be stated in the provision.

Federated Farmers considers that this would go some way in preventing vexatious or frivolous complaints that are not only time consuming and costly for the landowner but also Council.

***Federated Farmers submits that 9.1.2(iv)(a)(ii) is amended to provide clarity as to what constitutes an nuisance effect.***

## 6. STOCK CROSSING PROVISIONS

Federated Farmers finds 8.7.1 Activity table confusing and not at all clear as to how it is to be applied. Many of the provisions are described as not applicable. For example 8.7.1.4 that provides for the crossing of stock over a formed carriage way is determined as not applicable in all zones except for the reserve of formed roads, but then 8.7.2 provides standards for the crossing of roads.

Federated farmers is unclear how there can be performance standards when there is no permitted activity status that relates to those performance standards. Further we note that the performance standards are very similar to the "Stock Movements on Roads" of the Councils Land Transport Bylaw 2008 and as a result create confusion and unnecessary duplication.

While we consider that stock underpasses are appropriate to be managed in the District Plan, in regards to stock movements and crossings Federated Farmers considers that they should be deleted from the District Plan and solely controlled via the Bylaw as is the common practice in other districts. This would remove the layer of duplication between the bylaw and the District Plan.

***Federated Farmers submits that provisions in relation to stock crossing and stock movement along roads be removed from the District Plan and managed through the Bylaw provisions of Council.***

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## 7. ELECTRICITY TRANSMISSION

Federated Farmers has been working with Transpower to obtain an agreed set of provisions that seek to achieve the protection of the National Grid while ensuring Federated Farmers members farming activities are not disrupted. To this end Federated Farmers has seen a draft of Transpower's submission which proposes to amend Plan Change 44 in relation to the sections in the Plan for the National Grid and without having seen the final version is generally supportive of its approach.

Federated Farmers therefore seeks the adoption of the Transpower submission subject to any specific amendments that Federated Farmers may make through the further submission and hearing process.

## 8. DEFINITIONS

### 8.1 Built Environment.

Federated Farmers notes that the definition to the built environment is restricted to that in the urban areas. This definition is at odds with the definition that is in the Proposed Waikato Regional Policy Statement which provides

*"buildings, physical infrastructure and other structures in urban rural and coastal marine area and their relationships to natural resources and land use and people"*

Federated Farmers considers that definition in the Regional Policy Statement is correct as rural dwellings, farm buildings and other structures in the Rural Zone are part of the built environment of the district and should be identified as such.

***Federated farmers submits that the definition of built environment in the District Plan be amended to reflect that of the Regional Policy Statement.***

### 8.2 Flood Control Works.

Federated Farmers does not have concerns with the definition of flood control works. However the diagram includes several words or activities that are not otherwise defined in the plan. For example, riparian fencing and planting, retiring land, vegetation removal, pest weed removal, and gravel extraction. While these are activities of flood control works they are also activities that are undertaken for reasons other than flood control works. These words/activities are often defined in plans for clarity and certainty and not having them specifically defined in the Plan could infer in Matamata Paiko District that they only apply to Flood Control Works.

***Federated Farmers submits that these activities are given specific definitions in the Plan.***

We do wish to be heard in support of this submission

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