Monday, 10 October 2022

Te Hui o Te Kaunihera ā-Rohe o Heretaunga
Hastings District Council
Commissioner Hearing Meeting

Kaupapataka

Attachment Volume 1

LIMITED NOTIFIED RESOURCE CONSENT APPLICATION FROM No.8 STUDIOS LIMITED TO ESTABLISH A SCREEN PRODUCTION STUDIO IN THE RURAL ZONE AT GORDON ROAD AND 376 PARKHILL ROAD, TE AWANGA (RMA20210474)

Te Rā Hui: Meeting date:	**Monday, 10 October 2022**
Te Wā: Time:	**9.00am**
Te Wāhi: Venue:	**Council Chamber** **Ground Floor** **Civic Administration Building** **Lyndon Road East** **Hastings**

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HASTINGS DISTRICT COUNCIL
207 Lyndon Road East, Hastings 4122 | Private Bag 9002, Hastings 4156
Phone **06 871 5000** | **www.hastingsdc.govt.nz**
TE KAUNIHERA Ā-ROHE O HERETAUNGA

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If calling ask for Shane Lambert
TRIM/File Ref 104672#0200

14 October 2021

No.8 Studios Limited
c/- Philip McKay, Mitchell Daysh Limited (Agent)
PO Box 149
Napier

philip.mckay@mitchelldaysh.co.nz

Dear Phil,

Application for Resource Consent – RMA20210474 – Gordon Road, Te Awanga – Resource Consent Application to Establish and Operate a Screen Production Studios

An initial assessment of your application for resource consent has been completed.

Under section 92 of the Resource Management Act (RMA) 1991, the Hastings District Council requests further information to fully assess your proposed activity, its effect on the environment and the ways in which any adverse effects on the environment might be mitigated.

Council received the above resource consent application from No.8 Studios Limited (No.8) on 17 September 2021. The application is for a Commercial Activity and associated earthworks to establish screen production studios comprising two studio buildings, a production building, a catering café and associated carparking and trailer parking areas; and construction of an approximately 2.5km long private access road. The screen production studios have a total building footprint coverage of approximately 8,900m^2; and a proposed gross floor area of 10,050m^2.

Additional information required to process this application includes:

1. Access for 'A-Class Actors' from Gordon Road

It is proposed that, for security purposes, some 'A-Class actors' may 'on occasions' access the site from Gordon Road, which will have security monitoring for admitting vehicles.

It is considered that there is insufficient information to identify where the proposed access from the end of Gordon Road to the Studio facility will traverse over the Te Awanga Downs' property, including where/if it will connect to the proposed main access road from Parkhill Road. It is also unclear if existing access roads within the property will be utilised, and if so, whether they will require upgrading, or if any new sections of roading are proposed to be constructed. If upgrading and/or construction of new roading is required, the design details and volume of earthworks required are not known.

It appears that existing access to the Te Awanga Downs' property from the end of Gordon Road is via an existing easement over a property at 252 Clifton Road, Te Awanga (Lot 3 DP 519212), being the site of the Greenstone Land Developments Ltd subdivision currently being developed. This land is within the Plains Production Zone and is not identified on the site plan as being part of the proposed site for the application. The existing access from Gordon Road is currently utilised by the Te Awanga Downs' farm, a property at 35 Gordon Road, Outfoxed, the Clifton Cricket Club, the Outfield Festival and other events.

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TE KAUNIHERA O HERETAUNGA

Given the above, it is considered that there is insufficient information to identify the effects (including cumulative effects) of the proposed access from Gordon Road, including effects of additional traffic on adjoining landowners and Gordon Road.

It is therefore requested that the following information be provided:

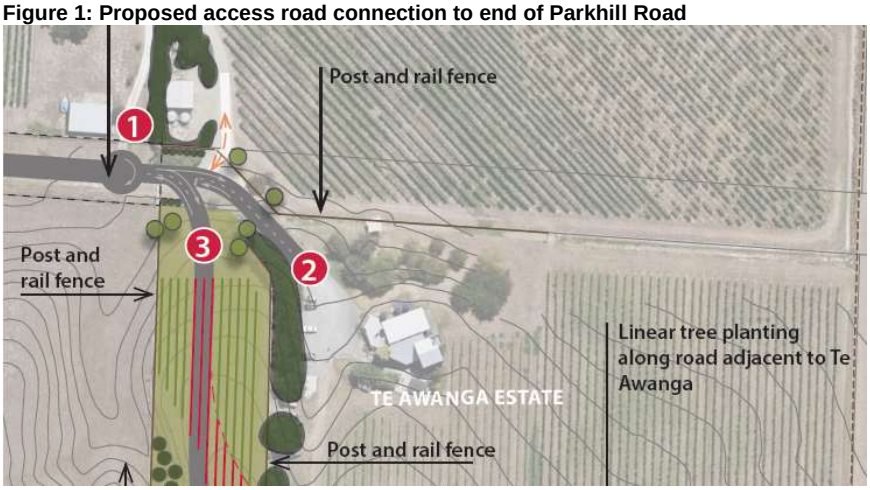
- Full details on the proposed A-Class actors' access from Gordon Road, including the exact location of the access from the end of Gordon Road to the Studio facility, the security gate location and operation, turning facilities for non-approved vehicles, safe sightline distances, design gradients and road formation widths, and earthworks volumes.
- Details of the expected number of daily trips of traffic associated with the production studios that will use the access from Gordon Road.
- An assessment from a suitably experienced traffic engineer of the effects of the proposed A-Class actors' traffic on the safety and efficiency of Gordon Road, including cumulative effects of traffic associated with existing activities using the Gordon Road access.
- An assessment of the effects of the A-Class actors' traffic on the amenity of residents on Gordon Road and adjacent landowners, including cumulative effects of traffic associated with existing activities using the Gordon Road access.

2. New Access from Parkhill Road

It is proposed to provide the main access road to the Studio facility from the southern end of Parkhill Road, via an easement over the Te Awanga Estate property. It is proposed to provide a 6m wide sealed carriageway within a 20m wide 'legal road'. Information provided with the application consists of general layout plans in both the landscape design (Wayfinder) and Traffic Impact Assessment report of Urban Connections present schematic details for the access road and the connection to Parkhill Road.

The Parkhill Road junction incorporates a turn circle at the end of Parkhill Road with the access road leading to both the production studios and Te Awanga Estate. The connection of the Te Awanga access and the production studio access road occurs via a 'Y' shaped intersection from off the back of the turning circle on Parkhill Road (refer to Figure 1 below). In addition to the primary movement lanes, it is noted that there appears to be a service / farm access located to the northeast of the Y shaped junction. There is no indication on priority of movement between a driver undertaking a U-turn at the turn facility, and drivers undertaking a through movement into Te Awanga Estate/production studios.

Figure 1: Proposed access road connection to end of Parkhill Road



The plans submitted with the application provide insufficient detail for a detailed analysis of the operation. The current design could be misleading and result in conflicts between drivers' movement to/from Te Awanga Estate and the proposed studios.

It is therefore requested that the following information be provided:

- Additional details on the form and control of the Parkhill Road junction at the end of Parkhill Road at a suitable scale to identify all safe operation and effects, including all necessary controls and road markings/signs to ensure that a clear message is presented to drivers, and the suitability of the radius and design or large vehicles to turn if required.

3. Construction Traffic (Access and Studios Establishment)

It is considered that there is insufficient information about construction traffic associated with the establishment of the access and production studios and the potential environmental effects.

It is therefore requested that the following information be provided:

- The locations where construction traffic will access the site – i.e. via the new Parkhill Road access and/or the access from Gordon Road?
- The types and daily volumes of construction traffic (including HVCs) generated during the establishment of the access roads and the production studios (including earthworks), and the proposed hours of operation of construction traffic. If both the Gordon Road and Parkhill Road accesses are to be utilised for construction traffic, provide information on the daily volume and type of construction traffic that will use each access.
- An assessment of the effects of the construction traffic on the amenity of residents on Parkhill Road and/or Gordon Road and adjacent landowners, including cumulative effects of traffic associated with existing activities using the access(es).

4. Loading

The application plans do not show loading spaces on the production studios site. It is anticipated that there will be significant loading/unloading from HVCs or other services at the production studios.

The application does not provide any details of the largest HVC expected to access the studios or the tracking of the expected vehicles through the road network, including access to and from any proposed loading areas (undefined in the application). It is critical that these matters are provided to ensure that appropriate road design is incorporated to ensure safe and effective movement of traffic on the site.

It is therefore requested that the following information be provided:

- Details of the longest HVCs expected to access and traverse through the site, including loading and unloading needs.
- Details of loading facilities, manoeuvring space requirements, tracking of largest vehicle and details of safe operation.

5. Provision of On-Site Parking

The application details in Section 1.4.1 of the application the provision of 250 car parks, along with 12 parking spaces for truck trailer units/caravans, while Section 3.6.3.4 details the provision of 326 car parks.

The truck trailer unit parking spaces layout is indicative of a hearing bone pattern, with no indication of the entry and egress tracking to access these parks. Our initial assessment of the

drawings provided with the application would suggest that a trailer unit could not access the parks easily. The applicant has not demonstrated evidence that a truck trailer unit could traverse through the proposed car park, and adjacent road network.

The drawings provided with the application show the location of the proposed car parks, but lack details on the access manoeuvring space, tracking or aisle widths for all the car park entry and circulation movements, and details of parking dimensions and vehicle tracking.

It is therefore requested that the following information be provided:

- Confirmation/clarification of the actual total number of car parks proposed to be provided on site.
- Details on the access manoeuvring spaces, size of car park spaces, aisle widths and off-set dimensions to fixed objects (if required) for the car park design.
- Details of tracking paths for truck trailer units within the car park.

6. Parking Spaces for People with Disabilities

The application proposes to provide 6 parking spaces for disabled persons. Given the proposed 326 parking spaces and 12 trailer spaces, the provision of parking spaces for people with Disabilities should be at a minimum of 7.

It is therefore requested that the following information be provided:

- Details on the number, location and design of parking spaces provided for people with Disabilities.

7. Emergency Vehicle Access

Fire and Emergency New Zealand (FENZ) has issued access guidelines to ensure that emergency vehicles can respond appropriately, including a requirement for fire service vehicles to have unobstructed access to within 20m of a building.

The guidelines recognise that it is important that road carriageways are wide enough to allow appliances to easily negotiate them and provide sufficient room to allow vehicle crews to work with firefighting equipment around the vehicle. NZS 4404:2010, Section 3.3.6 Parking, Passing and Loading provides the following guidance:

> "*…Parking and loading shall not be provided so that it has the potential to obstruct the movement of emergency or service vehicles along the road …"*

At 6m wide, the proposed main access road formation equates to a 'E5, Rural: Shop and Trade' or 'E8, Rural: All Other' in accordance with NZS 4404:2010. Given the intermittent high use by large vehicles, and the risk of conflicting movements between large and small vehicles, widening the carriageway of the main access road, particularly at small radius curves, will be required.

Any carriageway not leading directly to an exit (i.e. dead end) should be provided with a turnaround area that prevents the need to perform multiple turns.

FENZ specifies a ramp gradient of 1:8 or less and the maximum negotiable ramp gradient is 1:5. Access ramps that follow a curved or circular profile in plan view should have a maximum gradient no greater than 1:10 (measured along the centre line).

It is therefore requested that the following information be provided:

- Feedback from FENZ on whether the proposal will be consistent with the FENZ emergency vehicle access guidelines, including:
    - whether the proposed carriageway widths are sufficient to allow an appropriate fire truck or large vehicles to pass safely on the access road, especially on tight curves.
    - whether the design of the studio complex road network demonstrates the safe movement of large vehicles and emergency vehicles.

8. Traffic Impact Assessment Report (TIA)– Urban Connections

8.1 Section 6.1.2 Trip Generation During Production

The TIA report expects to have the site's afternoon peak flow from 5pm to 6pm and have assigned 50% of the site's total exit trips to the network PM peak at 5.00-5.30pm. Generally, most people will leave their office right after workhour, especially if it is a long working day. Residents on the local road network may still be travelling during the proposed peak hour travel times.

It is therefore requested that the following information be provided:

- Clarify why the rate of 50% of the site's total exit trips to the network PM peak at 5.00-5.30pm has been assigned.

8.2 Section 7. Traffic Effects

The TIA report assesses traffic impacts utilising the Practical Absorption Capacity in the peak hour at the surrounding intersection of Parkhill Road/Raymond Road and the intersection of East Road/Parkhill Road. However, no details on the effects on level of service and, hence, effect on the intersection operation have been provided.

The movement of large vehicles has been detailed in the TIA report. However, the report fails to demonstrate the tracking required for large vehicles moving through the intersections, particularly considering the slow acceleration that may exist due to the superelevation of the through movement curve and considering the right turn movement on Parkhill Road/East Road intersection.

It is therefore requested that the following information be provided:

- Details on traffic effects on the surrounding Parkhill Road/ Raymond Road intersection, evaluated using SIDRA intersection or an equivalent programme.
- Vehicle tracking results on the key intersections along the traffic route.

8.3 Section 8. Layout and Design – Production Studio Access Road / Outfoxed Access Road Intersection

The TIA does not provide any details on the junction between the Outfoxed access road and the production studios access road. The Wayfinder drawings indicate that this will be formed as a near square crossroad with vegetation along the production studio access to "…*buffer visibility into Outfoxed*".

It is therefore requested that the following information be provided:

- Indicative design drawings of the junction form and controls, including an assessment of the intervisibility sight lines, markings and signs.

8.4 Section 8.3.1 Parkhill Road / Raymond Road Intersection

Remedial treatments for the Parkhill Road/Raymond Road intersection are proposed and are indicated in Figure 23 of the TIA. However, further clarification of the nature of the treatments is required.

It is therefore requested that the following information be provided:

- Detailed design drawings of the junction form and controls, including an assessment of the intervisibility sight lines, vehicle tracking paths, car park dimensions, markings and signs for the proposed remedial treatments for the Parkhill Road/Raymond Road intersection, including adjacent to the school and kindergarten.

9. Noise Effects from Helipad

The application states that the proposed helipad does not fall into the definition of a Helicopter Depot under the District Plan, and it is only expected to be used on an 'occasional basis'.

While it is agreed that the helipad will not be a helicopter depot, the take-off (departure) and landing (approach) of helicopters from the helipad may create intermittent noise in the local area, which is an 'effect' requiring assessment under the RMA.

It is therefore requested that the following information be provided:

- Details of the type(s) of helicopter(s) that will use the helipad.
- The maximum number of movements per day that will occur (NB: one movement comprises 1 landing and 1 take-off).
- The hours of operation for the helipad.
- The flight paths/tracks helicopters will follow for movements to and from the helipad.

The above information will assist with the assessment of effects on the environment.

In accordance with section 92A of the Act you must within 15 working days of the date of this request, take one of the following options:

1. Provide the information; or
2. Inform the Council in a written notice that you agree to provide the information; or specify a reasonable timeframe for providing the information for agreement of Council, or;
3. Inform the Council in a written notice that you refuse to provide the information.

Please note that section 95C(2) of the Resource Management Act requires Council to publicly notify your application if:

i. the information is not received within either 15 working days, or;
ii. the information is not received within any agreed timeframe, or;
iii. if you decline to provide the information.

Council's deposit fee for public notification is $15,000.00 (incl. GST).

A decision on your application has been placed on hold awaiting your response to this request, in accordance with section 88B of the Act. Where possible however, the application will continue to be processed as allowed by the information already supplied.

Please contact me if you have any questions regarding the above information request or the further processing of the application.

Yours sincerely

Janeen Kydd-Smith
Consultant Planner
on behalf of Hastings District Council
janeen@sageplanning.co.nz

Authorised by:

Shane Lambert
Team Leader Environmental Consents
Planning and Regulatory Services
Hastings District Council

RECORD OF TITLE
UNDER LAND TRANSFER ACT 2017
FREEHOLD

Search Copy

R.W. Muir
Registrar-General
of Land

Identifier	**HBV3/731**
Land Registration District	**Hawkes Bay**
Date Issued	27 September 1995

Prior References
HBA2/1037

Estate	Fee Simple
Area	17.3590 hectares more or less
Legal Description	Lot 1-2 Deposited Plan 24898
Registered Owners	

Hawkes Bay Wine Investments Limited

Interests

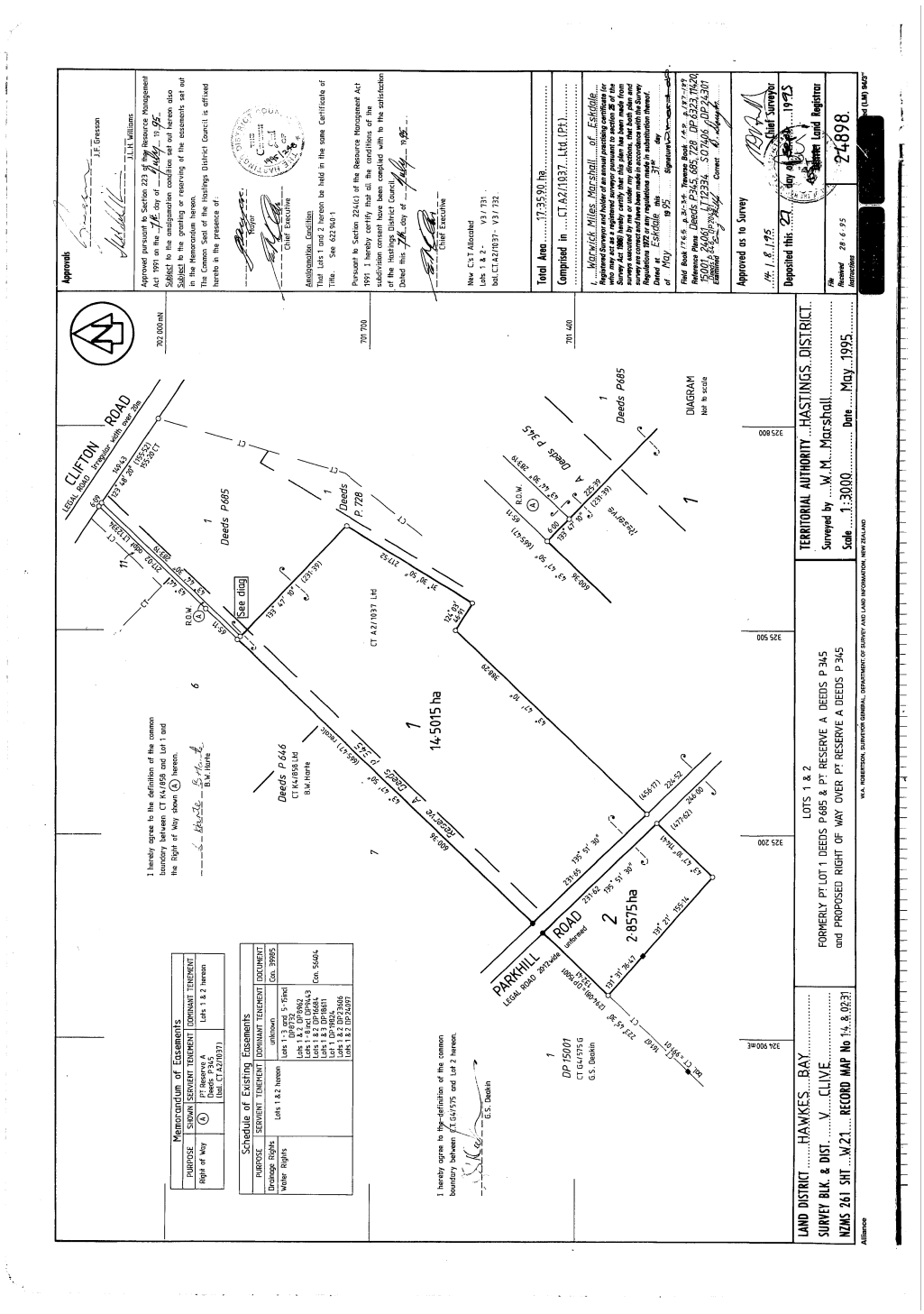
Subject to drainage rights created by Conveyance 39985

Subject to water and pipeline rights over part created by Conveyance 56404

Appurtenant hereto is a right of way created by Transfer 637235.2 - 27.2.1996 at 3.31 pm

The easements created by Transfer 637235.2 are subject to Section 243 (a) Resource Management Act 1991

10765719.4 Mortgage to ANZ Bank New Zealand Limited - 28.4.2017 at 12:29 pm


HBV3/731
Approvals
Total Area ..... 17.3590 ha
Comprised in ..... CT A2/1037 Ltd (Pt)
Deposited this 27th day of May 1995
Chief Surveyor
Hastings Land Registrar
24898
CLIFTON ROAD
PARKHILL ROAD
Deeds P685
Deeds P728
Deeds P345
CT A2/1037 Ltd
14.5015 ha
2.8575ha
DIAGRAM
Memorandum of Easements
Schedule of Existing Easements
LOTS 1 & 2
FORMERLY PT LOT 1 DEEDS P685 & PT RESERVE A DEEDS P345
and PROPOSED RIGHT OF WAY OVER PT RESERVE A DEEDS P345
LAND DISTRICT ..... HAWKES BAY
SURVEY BLK. & DIST. ..... CLIVE
NZMS 261 SHT ..... RECORD MAP No 14, 8, 02.21
TERRITORIAL AUTHORITY ..... HASTINGS DISTRICT
Surveyed by ..... W. M. Marshall
Scale ..... 1:3000 Date ..... May 1995

FORM 9

APPLICATION FOR RESOURCE CONSENT

Sections 88 and 145, Resource Management Act 1991

To Hastings City Council

1. I, No.8 Studios Limited, apply for the following type of resource consent:

   Land use consent.

2. The activity to which the application relates (the proposed activity) is as follows:

   Establish screen production studios comprising of two studio buildings, a production building, a construction workshop, a catering cafe and associated carparking and trailer parking areas; and construction of an approximately 2.5km long private access road; and to undertake all associated earthworks. The screen production studios have a total building footprint coverage of approximately 8,900m^2; and a proposed gross floor area of 10,050m^2.

3. The site at which the proposed activity is to occur is as follows:

   The location of the Screen Production Studios is to be on a 24ha area of land to be leased from the owners of the 229.6ha Record of Title (Identifier: 815158) on which the site is to be located.

   (a) The land is legally described as Lots 6 – 8 DP 519212 and forms part of a wider 359ha farm owned by Te Awanga Downs Trustee Limited and currently accessed from Gordon Road, Te Awanga. It is noted that access to the portion of the site subject to this application is to be from Parkhill Road;

   (b) The initial portion of the access from Parkhill Road crosses over a separate Record of Title legally described as Lots 1 & 2 DP 24898 BLK V CLIVE SD (Identifier: V3/731) owned by Te Awanga Estate. It is southwestern most portion of the property that the access is proposed to cross in connecting the Te Awanga Downs property with the end of Parkhill Road. The address of the Te Awanga Estate property is 376 Parkhill Road; and

   (c) The subject site and surrounds comprise of typical Hawke's Bay coastal hill country. The land use of the farm on which the subject site is located is pastoral farming with some fodder crops. The wider property is also diversified with the Clifton Cricket Club and Outfoxed adventure tourism facilities. The 24ha leased area is located on the south eastern portion of the property in a natural basin.

4. The full name and address of each owner or occupier (other than the applicant) of the site to which the application relates are as follows:

Te Awanga Downs Trustee Limited, c/- 326 Parkhill Road, RD 10 Hastings 4180 (being the owner of the land where the screen production studio is proposed and over which the majority of the proposed access road will cross).

Te Awanga Estate Limited; 376 Parkhill Road, Te Awanga Estate, Hastings 4172 (being the occupier of the land over which the initial portion of the proposed access road crosses in connecting Parkhill Road with the Te Awanga Downs property). *The owner of this property as recorded on the record of title is Hawke' Bay Wine Investments Limited.*

5. There are no other activities that are part of the proposal to which this application relates.

6. The following additional resource consents are needed for the proposal to which this application relates and have not been applied for at this stage:

Stormwater Discharge Permit

Wastewater Discharge Permit

Both of these resource consents will be applied for at detailed design stage following the certainty of land use consent being obtained for the overall development.

Detailed design of the road is still to be completed it is noted however that there will be a culvert crossing which will be subject to the provisions of the National Environmental Standard for Freshwater. There are however, no wetlands in the location of the proposed SPS or access road alignment.

7. I attach an assessment of the proposed activity's effect on the environment that—

(a) includes the information required by clause 6 of Schedule 4 of the Resource Management Act 1991; and

(b) addresses the matters specified in clause 7 of Schedule 4 of the Resource Management Act 1991; and

(c) includes such detail as corresponds with the scale and significance of the effects that the activity may have on the environment.

8. I attach an assessment of the proposed activity against the matters set out in Part 2 of the Resource Management Act 1991.

9. I attach an assessment of the proposed activity against any relevant provisions of a document referred to in section 104(1)(b) of the Resource Management Act 1991, including the information required by clause 2(2) of Schedule 4 of that Act.

10. I attach the following further information required to be included in this application by the district plan, the regional plan, the Resource Management Act 1991, or any regulations made under that Act:

Assessment of Effects on the Environment

Appendix A: Record of Title

Appendix B: Development Plans

Appendix C: Landscape Assessment

Appendix D: Traffic Impact Assessment

Appendix E: Stormwater Servicing Report

Appendix F: Archaeological Assessment

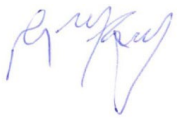
Appendix G: Assessment of Compliance with District Plan Standards

Appendix H: Natural Hazards Property Report

Appendix I: Minutes and Attendance Register of Te Taiwhenua o Heretaunga Hui

Appendix J: Written Approvals

Date: 16 September 2021 (amended 27 September 2021)



Signature:

Philip McKay

Associate, Mitchell Daysh Limited

(Person authorised to sign on behalf of applicant)

Address for Service: Mitchell Daysh Limited
PO Box 149
Napier

Telephone: 0274 955 442
Email: philip.mckay@mitchelldaysh.co.nz

Contact person: Philip McKay

MITCHELL DAYSH

NO.8 STUDIOS LIMITED

PARKHILL STUDIOS

Land Use Consent Application to Establish and Operate a Screen Production Studio

16 September 2021

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Appendix J: Written Approvals

REPORT INFORMATION

Report Status	Final
Our Reference	MDL001435
Author	Philip McKay
Review By	Lisa Thorne
Version Number	03
Version Date	16 September 2021

PART A

Resource Consent Application –

Form 9

FORM 9

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3. The site at which the proposed activity is to occur is as follows:

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Wastewater Discharge Permit

Both of these resource consents will be applied for at detailed design stage following the certainty of land use consent being obtained for the overall development.

Detailed design of the road is still to be completed it is noted however that there will be a culvert crossing which will be subject to the provisions of the National Environmental Standard for Freshwater. There are however, no wetlands in the location of the proposed SPS or access road alignment.

7. I attach an assessment of the proposed activity's effect on the environment that—

(a) includes the information required by clause 6 of Schedule 4 of the Resource Management Act 1991; and

(b) addresses the matters specified in clause 7 of Schedule 4 of the Resource Management Act 1991; and

(c) includes such detail as corresponds with the scale and significance of the effects that the activity may have on the environment.

8. I attach an assessment of the proposed activity against the matters set out in Part 2 of the Resource Management Act 1991.

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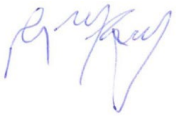
Date: 16 September 2021



Signature:

Philip McKay

Associate, Mitchell Daysh Limited

(Person authorised to sign on behalf of applicant)

Address for Service: Mitchell Daysh Limited
PO Box 149
Napier

Telephone: 0274 955 442
Email: philip.mckay@mitchelldaysh.co.nz

Contact person: Philip McKay

PART B

Assessment of Effects on the Environment

Parkhill Studios

1. INTRODUCTION

1.1 SUMMARY

No.8 studios Limited ("**No.8 Studios**" or "**the applicant**") seek land use consent to construct, maintain and operate a screen production studio ("**SPS**") to be known as, Parkhill Studios. The studios are proposed to be accessed by an approximately 2.5km long private access road from the end of Parkhill Road across Te Awanga Downs Farm, with the initial 150m of the private road crossing Te Awanga Estate land. The construction of the private access road and associated earthworks also forms part of this application.

Approximately 24ha is to be leased off Te Awanga Downs, on the western portion of their pastoral farming property. The 24ha area is within the parcel legally described as Lot 6 DP 519212, which is held in a 229ha Record of Title (Identifier: 815158), which in turn is part of a 359ha farming property. The location of the lease area is at approximate grid reference E 1941085 N 5603324 near the western boundary (see Figure 1 below). The property over the western boundary is planted in production forestry. The term of lease is less than 35 years, as such no subdivision consent is required. The SPS is proposed to comprise of studio buildings, a construction workshop, a production building, a catering café, trailer caravan parking, staff carparking, an access road connecting with Parkhill Road, a helicopter pad, a stormwater detention pond and amenity landscaping. The total building gross floor area of 10,070m^2 is estimated with an impervious site coverage of approximately 22,889m^2.

To inform and support this application technical assessments have been prepared, including a Traffic Impact Assessment, an Archaeological Assessment, a Stormwater Report and a Landscape Assessment.

Figure 1 – Location of Parkhill Studios Lease Area (Source: Wayfinder)

1.2 BACKGROUND

No.8 studios are looking to establish a screen production studio in Hawke's Bay. A considerable amount of time was spent investigating potential sites before the proposed site was decided on.

1.2.1 Resource Management Planning Assessment Commissioned

1.2.1.1 Purpose and Overview

The process of finding a suitable site followed an investigation by the economic development arm of the Hastings District Council ("**HDC**") investigating the potential for the film industry to establish in Hawke's Bay and within the Hastings District. As part of that investigation Mitchell Daysh Limited were commissioned to report on the most appropriate planning zoning for a SPS development from a resource consenting perspective under the Resource Management Act 1991 ("**RMA**") and Hastings District Plan ("**HDP**").

The locational requirement brief was provided by industry representative Daniel Betty in a document titled 'Hawke's Bay Development of Screen Production Studios' and included the following:

- 30 hectares (could be part of a larger operating farm);
- 10 hectares could be enough for an initial development;
- Within 30 -45minute travel time of Hawke's Bay Airport or a 20km radius;
- Preferred to not be under an Air NZ Flight Path;
- Private – away from any main roads, and no immediate neighbours; and
- Heavy vehicle accessibility – plenty of flat land with no overhanging or one-lane bridges restricting access.

Following further discussion, the following two criteria also emerged as being important locational requirements for the unique needs of a SPS:

- Away from external noise sources; and
- Accessible to residential accommodation for workers.

The image in Figure 2 below was provided by industry representatives as a generic example of the indicative components of a SPS development, and includes, a large warehouse type structures for the studios, a separate office building, a car park and an area for accommodation trailers / caravans. It is noted the image below shows a total of six separate studios.

Figure 2 – Indicative Screen Production Studio Layout

1.2.1.2 Zone Options Investigated

SPS are not an activity that are specifically referenced or provided for in the HDP.

The respective HDP definitions of industrial and commercial activity are set out as follows:

- ***Industrial Activity:*** *means the use of land or buildings for the manufacturing, fabricating, processing, packing or storage of substances, into new products and the servicing and repair of goods and vehicles, whether by machinery or hand and includes transport depots and the production of energy but excludes helicopter depots and renewable electricity generation activities.*
- ***Commercial Activity:*** *means the use of land or buildings for the display, offering, provision, sale, repair or hire of goods, equipment or services; and includes commercial service activities, but excludes helicopter depots.*

On the basis of the above definitions SPS are a commercial activity in providing buildings and land for the service of film (or screen) production.

The resulting Mitchell Daysh Ltd Planning Assessment (the "**SPS Planning Report**") completed in June 2020 considered various zoning options. A Commercial Zone location was acknowledged as appropriate from a HDP definition perspective; however, such zones were not investigated in detail in the SPS Planning Report due to the land and building size requirements being larger than what such a Commercial Zone could provide. Further to this a Commercial Zone could not provide the necessary privacy requirement.

The Plains Production Zone was discounted as a potentially appropriate zone location due to its strong focus on retaining versatile land for primary production purposes and the relatively large building and site coverage needs of a SPS.

Given the above, the merits of the following HDP zones were assessed in the SPS Planning Report:

- General Industrial Zone (on vacant land in Irongate or Omahu Road North); and
- Rural Zone (where reasonably accessible to the urban areas).

1.2.1.3 Findings

Industrial Zone

The Report concluded that an SPS would be a non-complying activity in the industrial zones of the HDP but that resource consent would be likely to be obtained. This is because in many respects an SPS is consistent in nature to an industrial activity, particularly in building design, land area requirements and in having no need to attract customers to the site. Further to this, the assessment concluded that a SPS would likely be able to demonstrate consistency with the objectives and policies of the HDP Industrial Zone. An issue of concern identified was that of noise reverse sensitivity as there would be potential for noise from surrounding activities to impact on a SPS affecting filming with background noise, particularly given the higher noise levels permitted in the industrial zones (70 dB $L_{Aeq\ (15\ min)}$ at all times).

Rural Zone

SPS activities would require discretionary activity resource consent in the Rural Zone. The Report identified that there would be consenting challenges due to the 'non-rural' character and large building and land area requirements of a SPS. Provided potential adverse effects are able to be avoided or mitigated however on a site-specific basis, location in a Rural Zone would be appropriate.

Conclusion

In general, the SPS Planning Report identified that the most appropriate consenting pathway for a SPS would be to locate an SPS in a General Industrial Zone, followed by a Rural Zone. The Report concluded that that both of these options would be possible, but within the Rural Zone in particular it would be location dependant and would need to be subject to a site-specific assessment. Subject to an appropriate site being identified, it may then be considered consistent with most of the relevant objectives and policies for a Rural Zone location.

1.2.2 No.8 Studios Site Selection Process

Based on the findings of the SPS Planning Report, No.8 Studios initially considered options in the General Industrial Zone. However, it proved difficult in finding a site that would both provide the necessary land area requirement and the level of privacy and noise protection required and that would be economically viable.

Favourable properties, in terms of SPS locational criteria, have been available on the market in the Plains Production Zone. Based on advice that non-complying resource consent would be unlikely to be granted in this Zone, such options were not considered further.

This left the Rural Zone as providing the greatest potential for No.8 Studios to establish a suitable site. To meet the locational criteria only that part of the Rural Zone near to urban areas is potentially viable. Following the investigation of several sites, including a site to the southwest of Hastings, the current Parkhill Road site was identified by No.8 Studios as meeting the SPS locational criteria. Mitchell Daysh Ltd provided advice that the subject site was possible from a resource consenting perspective provided all potential adverse effects on the environment can be appropriately addressed. The following assessment sets out how this is to be achieved.

1.3 SITE DESCRIPTION

As set out above, the subject site comprises of a 24ha lease area within the western portion of a 229ha Record of Title, which is part of the wider 359ha Te Awanga Downs farm.. This lease area is to be accessed by an approximately 2.5km long private road to be constructed to connect the site with the end of Parkhill Road (refer to the Wayfinder plans in **Appendix 2** for plans of the full extent of the access road).

Topographically the north eastern portion of the wider site includes flat to undulating terraces while the central and western portions are comprised of coastal hill country.

The Te Awanga Downs property is used primarily for pastoral farming with the woolshed, yards and farm buildings located at the north eastern end of the site some 450m along a private accessway connecting with the end of Gordon Road, Te Awanga. The residential dwelling associated with the management of Te Awanga Downs is located on an adjacent but separate record of title.

The wider site also includes the following additional activities (see Figure 3 for location of activities), which are currently accessed from the end of Gordon Road:

- The Clifton Cricket Club grounds set in a valley in the midst of the property (See Figure 3 below where these venues are identified);
- Outfoxed outdoor adventure activities, consented under RMA20200022 as a commercial activity providing for up to 80 customers. The activities offered include the 'The Landing' for hosting functions; 'The Den' for clay bird target shooting; and 'The Lookout' as a golf driving range (See Figure 3 below where these venues are identified);
- 'Outfield Music Events' resource consents have been granted for the outfield music event for up to 3,000 people in February 2020 (RMA20200006) and February 2021

(RMA20200527) hosted on land adjacent to the cricket ground (See Figure 3 below where these venues are identified).

Other features of the wider site include several ponds amongst the hills in the western portion of the property and two flood protection dams established by HDC to protect Te Awanga from overland flow from the Te Awanga Downs hills and beyond in major rainfall events. It is noted that the No.8 Studios lease area is proposed behind one of these dams and hence a comprehensive assessment of stormwater effects has been commissioned for this application from Infir and is attached as **Appendix E**.

The location of the No.8 Studios site is approximately 1.5km south of the residential extent of Te Awanga, but due to the intervening hills will not be visible from Te Awanga.

Another feature of the wider site is that it includes some eight recorded archaeological sites all listed as pre 1769 in origin (see District Plan map in Figure 5 below). All of these recorded archaeological sites are located on the northern portion of the site, with the closest being some 800m from the No.8 Studios development site. Due to the recorded archaeology in the wider area however, an archaeological assessment has been commissioned from Archaeology Hawke's Bay to establish if the proposed activity could have any potential adverse effects on archaeology. This report is attached as **Appendix F**.

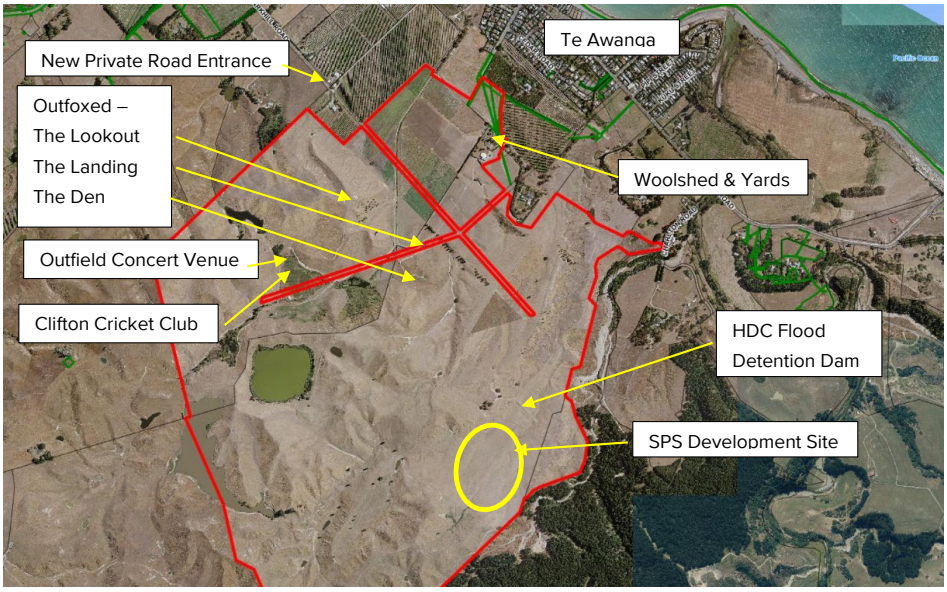


Figure 3: Approximate site location outlined in yellow Oval.

Surrounding land uses to the application site comprise vineyards to the north of the site in the coastal strip between Parkhill and Clifton Roads. The formed end of Parkhill Road

terminates at Te Awanga Estate and the proposed private road will first cross the north western side of the Te Awanga Estate property in accessing the Te Awanga Downs property. The adjacent land on the south western side of Parkhill Road comprises of pastoral farming and lifestyle residential properties, with similar land uses between the subject site and Te Awanga.

The land adjacent the northern extent of the site has been rezoned for residential development as a growth node for Te Awanga as can be seen in the District Plan map in Figure 5 below (dotted shading).

The adjoining site to the southeast is a large production forestry and pastoral farming property. The adjoining land to the southwest is pastoral farming hill country.

1.4 PROPOSED ACTIVITY

1.4.1 Overview

No.8 Studios are proposing to construct and operate a SPS, to be known as Parkhill Studios, including the various building and site development components set out as follows and illustrated in the site plan in Figure 4 below.

- Two studio buildings with a covered breezeway between each adjoining building totalling approximately 6,440m^2 of gross floor area:
- A construction workshop of approximately 1,050m^2 gross floor area;
- A double story production building with a footprint of approximately 1,080m^2 and a gross floor area of approximately 2,160m^2;
- A catering café of approximately 420m^2 gross floor area;
- Parking for cars in 3 separate areas totalling approximately 250 car parks;
- A sperate parking area for up to 12 accommodation trailers / caravans[1];
- The construction of an approximately 2.5km private road across existing farm land into the site, including a gate house near the entrance to the SPS complex;
- Helicopter pad; and
- A stormwater detention pond;
- additional on-site landscaping; and
- Earthworks associated with both the construction of the SPS and private access road.

[1] It is noted that the trailers / caravans are not for overnight accommodation but rather for a place for 'list cast' to go between set ups. Therefore, there is no residential component associated with the proposed Screen Production Studio.

At completion of the development, the total impervious surface coverage (comprising buildings and hardstand areas) on the site (excluding the access road up to the lease area) would be approximately 2.288ha.

Figure 4: SPS Site Layout Plan (Source: Wayfinder)

1.4.2 Purpose

The Parkhill Studios facility would be available for production companies to hire out for the filming of movie, television or streaming service productions. The studios are considered by the applicant to be more economically viable than existing studios in Auckland due to the ease of access for workers, and with more favourable traffic conditions. Considerable interest has been shown by overseas production companies regarding the possibility of a SPS facility in Hawke's Bay, including by Ron Howard's company Imagine Entertainment.

1.4.3 Nature of Operations

The proposed activity at Parkhill Studios will eb and flow in regard to the workforce on site at any one time. Approximately 70 staff would occupy the site permanently. During the filming of a production there may be over 350 additional people (actors and support crew) on site.

The filming stage will typically continue for up to 2 months and then there is likely to be a gap of 2 – 3 months before the next filming project. Each production project is typically expected to last on average 22 weeks.

Operating hours are proposed from 6:00am to 6:00pm, with filming generally starting at 8:30 am. It is proposed 11-hour workdays; therefore, operation closing time by 6 pm. As set out in the Traffic Impact Assessment prepared by Urban Connection ("TIA") ("**Appendix D**"), these hours will not coincide with the start and finish times of the Haumona School and kindergarten facilities. That report also recommends upgrading of the section of Parkhill Road from the Raymond Road intersection though to the dead end to mitigate the effects created by the increased traffic accessing the SPS. This is proposed as part of the application and discussed further in the Assessment of Effects on the Environment below.

1.4.4 Site Access and Servicing

The site plan in Figure 4 above includes 326 car parking spaces, with additional 12 parking spaces for accommodation trailers. Parking areas will be dual-purpose, as the studios are expected to use some of this area as backup staging when other sets cannot be accessed.

The vast majority of vehicles accessing the site will enter and exit via Raymond Road and the proposed new private road. On occasions, for security purposes some 'A-Class actors' may access the site via Gordon Road, which will have security monitoring for admitting vehicles, if for example those actors were staying at Cape Kidnappers.

The Parkhill Studios project is aimed at being self-sustainable for utility servicing and providing an attractive landscaped environment for staff and visitors. See the Wayfinder Report in Appendix C for full details of the proposed landscaping. This is also discussed further below in the Assessment of Effects on the Environment.

Internet access it to be provided by satellite connection rather than cables; on-site wastewater is to be provided for the production building and cafeteria amenities. When extra people are on site for filming mobile toilet facilities will be provided by the same trucks that provide such facilities for outdoor filming locations. Detailed design and Regional Council consenting of the onsite effluent disposal system will take place prior to applying for building consent.

Water supply is proposed to be provided by roof water collection as much as possible with water to be trucked when necessary. Solar electricity production is proposed for the production building.

As mentioned above a stormwater assessment has been prepared by Infir and is attached as Appendix E. This assessment provides calculations based on various rainfall event scenarios and the proposed impervious surface coverage and onsite detention. The report demonstrates that stormwater from the development will be mitigated to

predevelopment flows and will not have any adverse effects on the Council's stormwater detention dam.

Earthworks for the road construction are proposed to be minimised as much as possible by avoiding steep slopes and utilising existing farm tracks where possible as is illustrated in the concept plans for the access prepared by Wayfinder (see Figure 5 below). Nevertheless, a relatively large volume of earthworks will be required to level different parts of the development site. Total earthworks volumes are estimated at approximately 150,000m^3, with 40,000 m^3 of this for the SPS development and approximately 110,000 m^3 for construction of the access road.

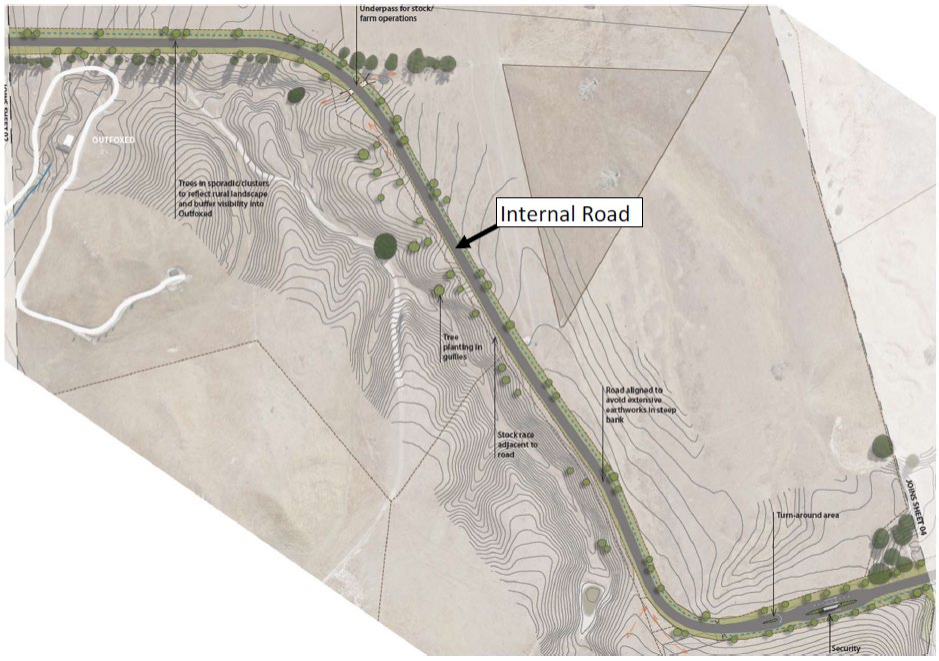


Figure 5 – Private Road Access Concept Design – Central Section (Source: Wayfinder)

As set out in the assessment prepared by Archaeology Hawke's Bay (see **Appendix F**) the earthworks that will be required for both the proposed SPS and access road avoid all recorded archaeological sites and in accordance with the recommendations of that report a precautionary Archaeological Authority application is to be applied for from Heritage New Zealand to cover any possibilities of accidental discovery. Consultation has taken place with mana whenua of the area in the development of this application as is set out below.

It is noted that the above estimates of earthworks volumes and areas are approximate only, and this application seeks to authorise all necessary earthworks for establishment of the SPS.

The helicopter pad shown on the site plan is anticipated to be used infrequently but is provided for to accommodate such access when required.

1.4.5 Road Network

As a result of the increase in traffic generated by the proposed SPS the Urban Connection TIA (Appendix D) has recommended improvements to the roading network which are adopted as part of this application. These improvements are out in detail in the AEE below and are summarised as follows:

- Parkhill Road (south of Raymond Road)
  - Widening of traffic carriageway.
  - Centreline marking.
- Parkhill Road / Raymond Road Intersection
  - Install raised pedestrian crossing platforms.
  - Install splitter island.
  - Relocation of sign to improve traffic sightlines.
  - Provision of angle car parking on the Parkhill Road verge adjacent the kindergarten.
  - Improve lighting of intersection.
- Parkhill Road / East Road Intersection
  - Install Flexi-posts along right turn bay.

1.4.6 Proposed Landscape Inputs

The landscape design and planting recommended in the Wayfinder LVA in Appendix C and Development Plans in Appendix B form part of this application. The SPS site layout plan prepared by Wayfinder achieves the following:

- retention of natural overland stormwater flow paths;
- responds to the existing site landform to limit the extent of earthworks; and
- completely screens visibility of the studio buildings from the wider area.

The proposed landscape plantings proposed include:

- Access Road

- Landscape design of entrance through Te Awanga Estate.
- Linear tree planting of road verges near entrance.
- Infill planting of poplars on steeper slopes above road.
- Trees on verges in midsection of road in sporadic clusters to reflect rural character and buffer Outfoxed.
- Tree planting in gullies adjacent road.

- SPS Development Area
  - Indicative mass native planting and specimen trees (mix of native and exotic) to provide additional on-site amenity and containment.
  - Trees to soften carparks and trailer parking area.

1.4.7 Consultation

Ongoing discussions have been held with Te Awanga Downs in negotiating a lease agreement and with Te Awanga Estate in gaining agreement for the access road entrance over their property. It is noted that the application cannot proceed without the legal agreement of both of these parties as No.8 Studios are dependent on Te Awanga Downs for use of their land for the studio site and access to it and on Te Awanga Estate for the initial segment of the accessway from the end of Parkhill Road. These discussions have resulted in formal written approvals to the application being provided by Te Awanga Downs. This approval is attached as **Appendix J**. A formal written approval is also anticipated from Te Awanga Estate and will be lodged as soon as available.

Following completion of the archaeological assessment and in accordance with the recommendations of that report, a hui was held at Te Taiwhenua o Heretaunga on 24 June 2021, to gain an understanding of potential effects on Māori cultural values. The minutes of the hui prepared by Te Taiwhenua o Heretaunga with an attendance register are attached as **Appendix I**. Further details on the outcomes of this consultation are set out under the 'Cultural Values' heading in the AEE section of this report below.

The Applicants have also engaged in discussion with the principal of Haumoana School, which resulted in proposing the formation of additional on road carparks near the intersection of Raymond Road and Parkhill Road as is set out in section 3.3.6.2 and Figure 11 below. Following that initial discussion however the Applicants were unable to set up any further meetings.

1.4.8 Benefits to Local Economy

The proposed SPS is anticipated to have significant economic benefits from a multiplier perspective. Specific economic benefits sourced from the Ministry of Employment and Innovation are set out under the 'Social and Economic Effects' heading below. Outside of

the benefits to the applicants and production companies utilising the facility, its operation will generate business for visitor accommodation and rental car operators for cast and crew coming in for specific filming periods. This includes high end accommodation facilities and hospitality providers in catering for 'A List' actors. There will also be work generated for dress makers for costume production as well as for construction material suppliers for prop production.

No.8 Studios have approached EIT for a potential 2-week add-on to current national training programmes, specifically for movie industry/ studio training needs, as there is a whole range of trades and services required.

2. PLANNING ASSESSMENT

2.1 DISTRICT PLAN ZONING AND ACTIVITY STATUS

The site is located in the Rural Zone, this is shown in the HDP map extracted in Figure 5 below.

Figure 6 District Plan Map of Wider Site (black and white outline)

No additional features or overlays are present within the wider site in Figure 5 above aside from the archaeological sites identified in the northern half. The approximate SPS location is identified with the red circle.

As set out in section 1.2.1 the proposed SPS meets the District Plan definition of 'Commercial Activity'. Commercial Activities are permitted in the Rural Zone under Rule RZ5 within specified limits. Those limits are set out in specific performance standard 5.2.6C and are assessed in Table 1 below.

Table 1 – Assessment of Compliance with Commercial Activity Standard 5.2.6C

Ref	Standard	Comment
5.2.6C(1) Commercial Activity Threshold Limits – All Other Commercial Activities	Maximum Gross Floor Area: 100m^2 Personnel Limits: At least one person resident on the site shall carry out the activity. Maximum number of additional employees (to those resident on the site) shall be 3 persons.	Totalling the floor areas of the proposed buildings as set out in section 1.1 above, gives an overall gross floor area of 10,070m^2 – Does not Comply. There are no residential buildings proposed as part of this development. Does not Comply. During peak filming times it is expected that there will be up to 420 people working at the SPS facility. - Does not Comply.
5.2.6C(2) Commercial Activity Hours of Operation	Activities which involve the retailing of goods to the public shall be restricted to the following hours of operation: Any day of the week 8.00am-10.00pm	Activities are proposed to commence on site from 6:00am, however these activities do not involve the retailing of goods to the public. This standard is not therefore applicable to the proposed SPS.

As the proposed SPS development does not comply with standard 6.2.6C(1) it is subject to Rule RZ24 *'Commercial Activities not complying with the Specific Performance Standards in section 5.2.6C Commercial Activities'* as a **Discretionary Activity**.

Rule 5.2.4 states that the activities set out in the rule table are subject to the standards and terms of the Plan. Assessment of the activity has been provided against the relevant district plan standards in **Appendix G** and as demonstrated in that assessment all the relevant General Performance Standards applying to the Rural Zone in section 5.2.5 are complied with as are the standards in section 26.1 Transport and Parking.

Appendix G also provides assessment against section 27.1 Earthworks, Mineral, Aggregate and Hydrocarbon Extraction District Wide Activity. Detailed design is still to be completed for the road construction, so the exact details are not known. However, a total of 110,000m^3 of earthworks is estimated for the road construction, when combined with the 40,000m^3 estimated for the SPS complex development, approximately 150,000m^3 of earthworks is estimated for the total development. Given the large size of the site the maximum permitted volume of earthworks is 459,200m^3 so compliance will be achieved. Compliance with General Performance Standard 27.1.6D Excavation cannot be achieved a a maximum vertical cut of 5.6m depth will be required for the development of the building platforms (a maximum of 2.5m is permitted). Accordingly, resource consent as a **Restricted Discretionary Activity** is sought under Rule EM6.

It is noted that the SPS site plan set out in Figure 4 above shows a helipad. It is noted that this is accessory to the SPS and is only expected to be used on an occasional basis. It is not a Helicopter Depot subject to Restricted Discretionary Activity Rule RZ17 as the District Plan defines such activities as follows:

> *means a site regularly used as a base for the operation, servicing, refuelling and storage of helicopters.*

Overall, this application must be processed under the most stringent resource consent category status, that being as a **Discretionary Activity**.

2.2 NATIONAL ENVIRONMENTAL STANDARD FOR ASSESSING AND MANAGING CONTAMINANTS IN SOIL TO PROTECT HUMAN HEALTH (NESCS)

In regard to the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health ("**NESCS**"), sheep-dips and stock yard are activities within a pastoral farming context which can result in the contamination of soil. As the site is, and has been, in pastoral use, evidence of such activities should be considered. As shown in the historical aerial photograph of the subject site from 1950 below (Figure 7), there is no evidence of such facilities in the part of the site proposed for the SPS. Figure 8 below shows a 1949 photograph of the wider site on which buildings and structures are visible in the current woolshed location and no other buildings or stock yards are visible along the alignment of the proposed new road.

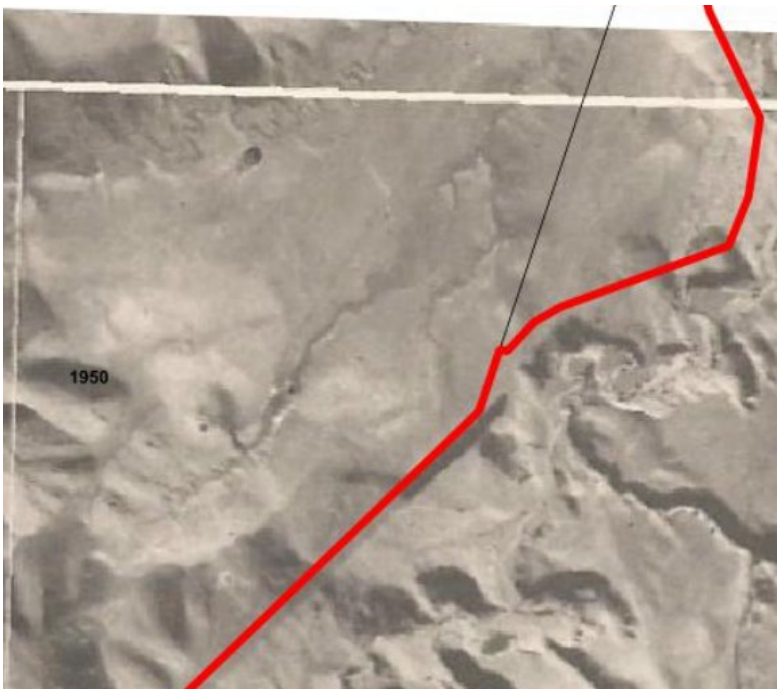


Figure 7: Historic Aerial Photograph of area of proposed SPS Location from 1950

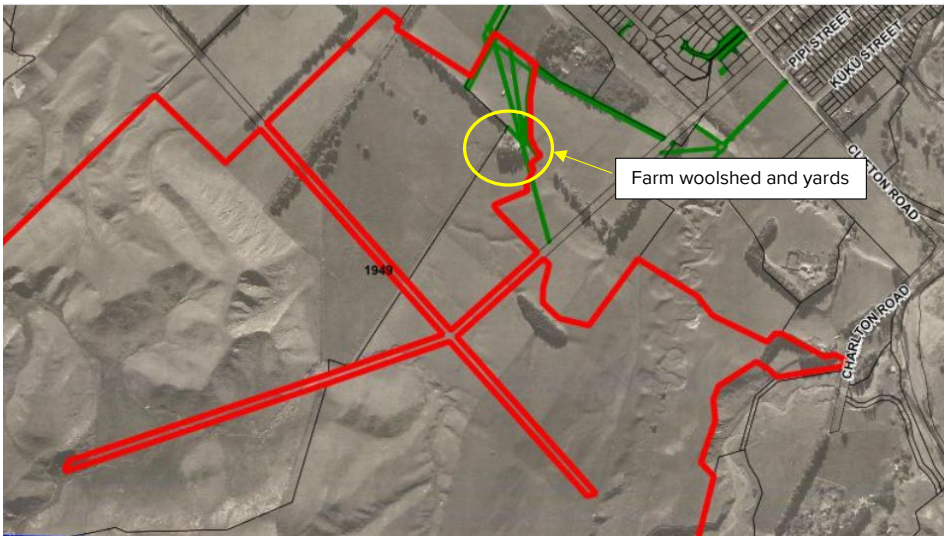


Figure 8 - Historic Aerial Photograph of wider site from 1949

Given the above, it is likely that any stockyards or sheep dips on the property would have been in the area of the woolshed and that it is highly likely that there has ever been HAIL activities carried out on either the area of the proposed SPS location or the proposed access road alignment. Accordingly, the proposal is therefore not considered to be on a 'piece of land' that is subject to the NESCS. No further consideration of the NESCS is therefore required.

2.3 STATUTORY CONSIDERATIONS

Section 104 of the RMA lists the matters that a consent authority must, subject to Part 2, have regard to in determining whether a resource consent application should be granted. It states:

> *(1) When considering an application for a resource consent and any submissions received, the consent authority must, subject to Part 2, have regard to–*
>
> *(a) any actual and potential effects on the environment of allowing the activity; and*
>
> *(ab) any measure proposed or agreed to by the applicant for the purpose of ensuring positive effects on the environment to offset or compensate for any adverse effects on the environment that will or may result from allowing the activity; and*
>
> *(b) any relevant provisions of—*
>
> *(i) a national environmental standard:*
>
> *(ii) other regulations:*
>
> *(iii) a national policy statement:*
>
> *(iv) a New Zealand coastal policy statement:*
>
> *(v) a regional policy statement or proposed regional policy statement:*
>
> *(vi) a plan or proposed plan; and*
>
> *(c) any other matter the consent authority considers relevant and reasonably necessary to determine the application.*
>
> *(2) When forming an opinion for the purposes of subsection (1)(a), a consent authority may disregard an adverse effect of the activity on the environment if a national environmental standard or the plan permits an activity with that effect.*
>
> *(2A) When considering an application affected by section 124 or 165ZH(1)(c), the consent authority must have regard to the value of the investment of the existing consent holder.*

Section 104 of the RMA does not give any of the matters to which a consent authority is required to have regard primacy over any other matter. All of the relevant matters are to be given such weight as the consent authority sees fit in the circumstances, and all provisions are subject to Part 2 of the RMA – although it is understood that a consent

authority is not required to consider Part 2 of the RMA beyond its expression in the relevant statutory planning documents, save for limited exceptions which do not apply here.

The matters for consideration under section 104(1)(a), (ab), (b) and (c) of the RMA are assessed below.

3. ASSESSMENT OF EFFECTS ON THE ENVIRONMENT

3.1 INTRODUCTION

This section of the AEE provides an assessment of the actual and potential environmental effects associated with the establishment of the SPS, access road and ancillary activities. This section is informed by the various technical assessments which are appended to this AEE.

The assessment of actual and potential effects is also informed by the Commercial Activity specific performance standard outcomes of the Rural Zone and Earthworks District Wide Activity assessment criteria. While it is acknowledged that the activity is a discretionary activity, and the Council has scope to consider all adverse effects which may be relevant, these District Plan provisions have been used to guide the assessment of environmental effects below.

3.2 EARTHWORKS AND CONSTRUCTION

3.2.1 Volume of Earthworks Proposed

Earthworks and construction activities have the potential to result in soil erosion with consequent sedimentation and dust deposition in the receiving environment. Earthwork activities will be required for the formation of the private road access, and the construction of the building platforms, parking and access areas and stormwater detention pond on the SPS site. This is estimated to comprise:

- Cut to fill of approximately 110,00m^3 over a length of approximately 2,200m, for the proposed private access road; and
- Cut to fill of approximately 40,000m^3 for the development of the SPS complex including a stormwater detention basin with a 5,000m^3 capacity.

The proposed earthworks will be carried out in accordance with best practice erosion and sediment control methods, and it is anticipated that standard conditions requiring these measures be placed on this resource consent.

On this basis the most appropriate suite of management practices will be adopted to suit the site constraints to minimise silt and sediment discharges to land and water and generally avoid the discharge of sediment and dust beyond the construction areas. These

measures should include construction and operation controls, as well as decommissioning controls once construction is completed, with the aim of preventing erosion and dust, and minimising the need to capture sediment within the site.

An assessment of the Earthworks Assessment Criteria in Section 27.1.7 is provided below, with the criteria set out in italic font.

3.2.2 Earthworks Land Disturbance and Vegetation Clearance

27.1.7A LAND DISTURBANCE AND VEGETATION CLEARANCE

(a) The effects of land disturbance and vegetation clearance will be assessed in terms of their effects on:

(i) The life-supporting capacity of soils.
(ii) Soil erosion and stability.
(iii) Soil Runoff and Sedimentation.
(iv) Natural landforms and contours.
(v) Flora and fauna.
(vi) Significant cultural, ecological and historic heritage sites (including archaeological sites).
(vii) Composition and characteristics of any fill used.

The life supporting capacity of the soil being disturbed is not highly versatile Heretaunga Plans land and is in the transitional area between a coastal terrace and lower versatility coastal hill country. Productive potential for farming activities is reduced by limited access to water and summer drought conditions in recent years. Therefore, although the earthworks and subsequent SPS development will result in a reduction in the area of the property used for land based primary production, adverse effects on the life supporting capacity and versatility of the soils on the site is considered to be no more than minor.

As mentioned above the land disturbance will necessitate best practice earthworks erosion and sediment control measures to be put in place, and such controls will mitigate the effects of erosion and sedimentation.

The effects on natural landforms and contours is discussed in the Wayfinder assessment and it is concluded that there will be no significant landforms compromised.

There is currently very little fauna and fauna other than agricultural pasture over the area of the proposed road alignment and the SPS site so the earthworks will not result in the loss of any vegetation of significance. As can be seen in the Wayfinder plans in Figures 4 and 5 above, significant areas of vegetation are proposed to be planted along the road alignment and over the SPS site as part of the development following earthworks.

Effects of earthworks on known cultural values and archaeology will be avoided, and accidental discovery protocols are proposed along with a precautionary Archaeological Authority application as is discussed further in the corresponding sections of this assessment below.

3.2.3 Earthworks Visual Impact

27.1.7B VISUAL IMPACT

(a) The visual effects of the activity will be assessed in terms of its potential effect on:

(i) The residential or recreational (including tourism) use of land in the vicinity of the activity.
(ii) The existing character of the locality and amenity values.
(iii) Whether the land is covered by Outstanding or Significant Landscape Areas will be assessed under the Assessment Criteria 27.1.7F.

The visual effects of the overall development are assessed in the Wayfinder Landscape Assessment in **Appendix C**. The specific visual impact of the earthworks will be temporary and for the majority of the earthworks, not visible beyond the boundaries of the subject site. The exceptions to this will be the initial section of the new road through the Te Awanga Vineyards property that may be visible from the adjoining properties to the northwest and short sections of the road may be visible at a distance. Due to the temporary nature of the visual effects of the earthworks in these locations and the proposed landscape planting plan for the margins of the private road any visual effects of the earthworks are considered to be no more than minor.

3.2.4 Earthworks Effects on Other Land Uses and Adjoining Properties

27.1.7C EFFECTS ON OTHER LAND USES AND ADJOINING PROPERTIES

The extent to which the activity will interfere with, or adversely affect, the current use of the land on which the activity is sited, or adjoining land uses. Consideration will be given to any potential effects of the proposed activity on adjoining properties and land uses, such as effects on surface drainage patterns, dust nuisance, or adverse effects on adjoining buildings. Permanent effects will be given more weight than temporary effects. Consideration will also be given to methods to avoid adverse effects on land use activities which are allowed in the Zone where the activity is located, such as the distance of activities from boundaries, and methods to avoid disturbance to adjoining properties, including livestock, particularly during birthing, and dust on fruit, particularly during harvesting season.

As set out above, the visual effects on adjoining properties from earthworks will be no more than minor due to a general lack of visibility and the proposed landscaping of the finished earthworks. The mitigation measures discussed above will prevent sedimentation and dust from earthworks from effecting neighbouring properties or waterways downstream of the earthworks.

It is noted that the written approval of the owners of Te Awanga Downs has been provided with the application and is attached in Appendix J and the written approval of Te Awanga Estate is anticipated to be provided in due course. These are the two properties over which the private road traverses. It is noted that regardless of any Te Awanga Estate

formal RMA written approval, the application can not proceed without their legal agreement to enable right of way access to the site from the end of Parkhill Road.

3.2.5 Noise Effects from Earthworks

> *27.1.7D NOISE*
>
> *In assessing the impact of noise, regard shall be had to the noise sensitivity of the receiving environment, including adjacent land uses, where it is proposed to undertake the activity. Consideration will also be given to hours of operation of the activity.*

Earthworks will be subject to the construction noise standards set out the HDP and the applicable NZ Standards, and due to the separation from neighbouring dwellings it is not expected that there will be any difficulty in complying with these standards.

3.2.6 Summary of Earthworks Effects

Steps will be taken to ensure that all erosion and sediment control measures are fit for purpose, and that these measures are maintained to ensure effectiveness for the duration of the works. At the completion of works, all areas of cut and fill will be either retained or otherwise appropriately covered, battered, re-grassed or vegetated to minimise erosion and to prevent slope failure and to contribute to the proposed landscaping of the road berm and SPS site in accordance with the Wayfinder Plans in Appendix 2. Furthermore, no earthworks will be undertaken within proximity to any archaeological sites, or areas of significant vegetation, and the visual impact of the earthworks will be minimal.

Overall, all earthworks and construction activities will be appropriately managed, and any adverse effects are therefore anticipated to be no more than minor.

3.3 LANDSCAPE AND VISUAL EFFECTS

The Landscape and Visual Effects Assessment prepared by Wayfinder (the '**Wayfinder LVA**'), provided as **Appendix C** assesses the actual and potential landscape and visual effects of the proposal on the surrounding environment. The introduction of the assessment sets out that:

> *The following LVA outlines the potential adverse effects associated with this proposed activity and outlines, in relation to landscape and visual amenity, why this property is an appropriate location for a proposal of this nature. The result will be a change in land use, from farming to film industry, however the site context and setting are considered able to absorb that change in manner which does not compromise the existing landscape and visual amenity values associated with the surrounding area.*[2]

[2] *'Parkhill Studios Landscape and Visual Effects Assessment'*, Wayfinder Landscape Planning & Strategy, August 2021 (page 4).

3.3.1 Landscape Effects

The Wayfinder LVA notes that the proposed development will alter the land use, and to a degree the landform, of a portion of existing farmland (cropping/grazing) to a commercial activity. The assessment sets out that this will result in a change in character away from the current rural environment, but that this change is largely contained to an isolated pocket of a much wider farmland. To this extent the Wayfinder LVA notes the following:

- Physical qualities of this site, which made it a desirable film studio location, assist with integration into the Rural Zone without compromising the surrounding amenity values;
- The site is secluded and located beyond the eastern extent of the public road network;
- The placement of built development within the expansive farm setting limits visibility from the wider environment;
- The access road is to be constructed and aligned in a manner which responds to the landscape setting (e.g. follows natural barriers), while also providing for the continuation of the farming operation (and access to the other on-site activities); and
- The rural experience visitors will obtain from the access road is a key feature of the proposal.

The Wayfinder Assessment assess the magnitude of effects on landscape values as being 'Low' at a locality scale, but acknowledges that such effects are 'High' at a site scale, stating:

> *The landscape effects of this proposal can be distinguished at two key scales. Firstly, at the site scale, where the proposal is a substantial change to the existing rural landscape which would result in a **High** landscape effect. Secondly, at a locality scale (property, surrounding hills and settlement of Te Awanga), where the proposal is able to integrate into the receiving landscape with only a **Low** landscape effect.*
>
> *It is considered that the adverse effect at the site scale is only appreciable from within the application property, due to the overall size of the application site and placement of the studio complex in an isolated part of the property.*[3]

In terms of the 'High landscape effect' the context of the site in regard to District Plan landscape significance is important. The site is not an Outstanding Natural Landscape or an area of High or Outstanding Natural Character and nor is it identified in the District Plan as a Significant Amenity Landscape or Rural Landscape Character Area. The High landscape effect is therefore in the context of an existing pastoral farm and those effects are confined to being perceived from within the boundaries of the subject site only.

[3] Ibid (page 14).

Further to this the landscape effects are assessed as 'low' when considered as part of the wider area of Te Awanga and surrounds.

Adverse effects on landscape values of the locality beyond the subject site are therefore considered to be no more than minor.

3.3.2 Visual Effects

A series of viewpoint locations have been considered in siting the proposed SPS buildings to positions and elevations that prevent views of the buildings from beyond the site boundaries. These include viewpoints from:

- Parkhill Road near the Raymond Road intersection;
- Two positions on Clifton Road (gates of 234 and the Te Awanga Estate entry);
- 22 Gordon Road;
- End of Charlton Road;
- Te Awanga Estate boundary with subject site; and
- From the midst of the subject site.

These viewpoints demonstrate that the proposed new buildings will not be visible from any public viewpoint or other property off the site (except from the adjoining forestry property to the southeast). The new private road will be visible from the boundary of the adjoining Te Awanga Estate as is shown in the image below.

Figure 9 – Wayfinder Visual Simulation: Viewpoint 6 Te Awanga Estate Boundary

The Wayfinder Assessment assesses the visual effects from each viewpoint as 'Very Low' and makes the following overall conclusion in regard to visual effects:

> *Overall, the visual effects from the wider environment are all considered to be **Very Low**, due to the separation distance and site design. Visual effects are likely to be greater within the property, in close proximity to the access road and studio complex, however the identified views are still only considered to have a **Low** adverse effect.*
>
> *The location and alignment of the proposed access restricts available views and consequentially, also restricts the number of potentially affected parties. In relation to landscape and visual amenity effects, only the application property (Te Awanga Downs) and Te Awanga Estate Winery, are considered potentially effected and both have provided written approval. Effects on these parties therefore do not need to be considered for consent. The only other property which could be considered influenced by the presence of the proposed commercial activity is the adjacent land to the south east (Owned by Oscar Oy) which is actively forested and has no residential components overlooking the proposal site. The visual effects of the proposed development will therefore be no more than minor and less than minor on any person.*[4]

It is noted that the above comment is made in anticipation of the written approval of Te Awanga Estate being provided. This approval is still anticipated but is still pending at the point of lodgement of the application. To clarify only the road access will be visible from Te Awanga Estate, and not the development site. An internal road access on farming property is not out of character with the Rural Environment.

Based on the expert landscape and visual effects assessment provided by Wayfinder it is therefore concluded that the visual effects of the proposed development will be less than minor on the wider environment and on any person. Therefore, no adjoining or adjacent properties are adversely affected in terms of visual effects.

3.3.3 Landscape and Visual Effects Summary

Overall, although the SPS development will result in a change to the environment and landscape of the site, the LVA considers that the proposed Rural Zone property is a suitably accommodating alternative to an Industrial Zone location for the large scale buildings.[5] The overall conclusion of the Wayfinder LVA is set out as follows:

> *The bulk of the activity is to be located at the base of an enclosed basin on the 360ha farm, with a 2.5km long access road being formed to provide access. While it is acknowledged that at the immediate site scale, there will be a High adverse effect, due to the change in landuse, this adverse effect will only be experienced*

[4] Ibid (page 16)

[5] Ibid (page 18)

from within the application site and will not compromise the surrounding landscape character of the wider Te Awanga context.

The potential magnitude of adverse effects, that are experienced from beyond the application property, are all considered to be either Low or Very Low and this equates to 'less than minor' on the effects scale outlined within Appendix 1.[6]

Based on the expert opinion of Wayfinder, the overall landscape and visual effects of the proposed SPS development on the environment are considered to be no more than minor and less than minor on any person.

3.4 ARCHEOLOGY

3.4.1 Existing Archaeological Environment

The wider Te Awanga Downs property contains some 14 recorded archaeological sites as identified on the District Plan map extracted in Figure 6 above with more sites in the wider area. None of those archaeological sites are however in the vicinity of the proposed SPS development. The archaeological assessment prepared by Hawke's Bay Archaeology (attached as **Appendix F**) provides a full description of the existing archaeological features on the property and wider area and an assessment of potential effects on archaeology from the proposed development. The archaeological assessment describes: the historical background of the wider area in regard to Māori occupation and early European settlement; previous archaeological investigation of the area; the recorded archaeological sites; results of research undertaken; archaeological and other values; and the potential effects of the proposed works. A conclusion is drawn in consideration of the above and recommendations made.

The archaeological assessment describes a total of 22 archaeological sites within 2km of the proposed SPS location in table format including reference information about each recorded site and its approximate distance from the SPS. The following summary is extracted from that report:

There are currently numerous recorded archaeological sites across the wider farm property, of which three (W21/19; W21/20 & W21/156) are located within ca. 200 m of any proposed earthworks …. These sites are typical of those in the wider area, being described as complexes of pits, terraces and house sites. There are approximately 22 recorded sites within 2 km of the proposed compound and road routes. These sites are typically recorded as pits, pits and terraces; and pits and house sites, with find spots, fireplace and Pā also identified.[7]

[6] Ibid (page 18)

[7] *Archaeological Assessment of Effects – Te Awanga Screen Production Studio: Te Awanga, Hastings*, Hawke's Bay Archaeology, April 2021 (Page 20).

3.4.2 Potential Effects on Archaeology

Following the research described above and a walkover of the proposed road alignment and the SPS development area the Archaeological Assessment draws the following conclusions in regard to potential archaeological risk:

> *ARCHAEOLOGICAL RISK*
>
> *There is currently no identified archaeological risk to any recorded archaeological sites either through the access road earthworks or the preparation of the compound area. There is a moderate risk that currently unrecorded archaeological features or materials might be encountered. Any surviving archaeological features or horizons encountered within the area of earthworks will be destroyed or significantly modified, albeit within very localized areas.*
>
> *ARCHAEOLOGICAL RISK LEVEL IDENTIFIED*
>
> *The archaeological risk associated with the proposed project is low to moderate and relates to currently unrecorded sites, materials and features.*[8]

The Archaeological Assessment makes the following conclusion and recommendation:

> *CONCLUDING STATEMENT*
>
> *The proposed Te Awanga Screen Production Studio project carries some inherent potential archaeological risk due to the nature of the wider landscape within which it is located. Although no evidence of potential unrecorded archaeology was identified during the site visit or on the aerial images examined, it is likely that there is in many places a significant overburden of hill-wash. This material would render invisible from the surface any but the largest of archaeological indicators. It is understood that there would be little potential to achieve in-situ preservation of any archaeological features encountered during work.*
>
> *Any archaeological features or materials encountered during the works would likely form part of a wider, largely intact archaeological landscape in this area of the coastal Heretaunga Plains.*
>
> *RECOMMENDATIONS*
>
> *There is currently insufficient basis upon which to require an Archaeological Authority for the proposed work. However, given the landscape and extent of potential earthworks it is recommended that an application for a precautionary Archaeological Authority be considered. It is also recommended that should information of potential archaeological significance be shared during the wider consultation processes that the recommendations herein are reconsidered by an appropriately qualified archaeologist.*[9]

No.8 Studios adopts the recommendations of this report as part of this application and will lodge a precautionary Archaeological Authority application prior to any earthworks commencing. It is noted that as an Archaeological Authority will be in place any

[8] Ibid (page 37)

[9] Ibid (pages 39 – 40)

earthworks will need to abide by the Site Instruction document prepared as part of the Authority application, and the Conditions of any Approved Authority. For this reason, there is no need for a separate accidental discovery protocol to be applied to the consent.

Therefore, no works will commence on the site until the archaeological authority approval is in pace from Heritage New Zealand Pouhere Taonga. Therefore, with the above findings, and with an authority approval in place from Heritage New Zealand Pouhere Taonga, including accidental discovery protocols, any adverse effects on archaeological values are considered to be no more than minor.

3.5 CULTURAL VALUES

Advice was sought from Marei Apatu, Te Kaihautū of Te Taiwhenua o Heretaunga as to the potential cultural effects of the proposed development and as to what an appropriate form of consultation would be. As Matahiwi Marae was unavailable due to renovations a hui was held at Te Taiwhenua o Heretaunga on 24 June 2021. The minutes of the hui prepared by Te Taiwhenua o Heretaunga with an attendance register are attached as **Appendix I**.

The hui was attended by mana whenua representing Waipatu, Matahiwi, and Waimarama marae, considered to be representative of the mana whenua hapū of the area. The purpose of the hui was for mana whenua to hear about what was being proposed by No.8 Studios and the results of the archaeological investigations by Hawke's Bay Archaeology and to provide opportunity for any potential cultural effects issues to be raised either at or subsequent to the hui.

At the hui Tony Keddy and Derek Slade of No.8 Studios outlined what No.8 Studios were proposing with the development of a SPS. This was followed by a presentation from Gaylynne Carter of Hawke's Bay Archaeology who outlined the findings of her investigations and report. Philip McKay of Mitchell Daysh Limited outlined the different technical inputs to the preparation of the application and the planning process to follow.

Questions from the floor covered issues such as: the likely traffic impacts of the proposal, site servicing, and the nature of buildings and landscaping; the nature of films and productions likely to be undertaken at the facility and the potential for Māori stories; the potential for employment of rangatahi; and an offer for Matahiwi Marae to welcome visitors.

The hui did not raise any particular concerns about unrecorded wāhi tapu existing at the site or any other cultural effects outside of a need for archaeology to be protected.

In summarising the hui Marei Apatu made the following points (as extracted from the minutes in Appendix I):

- *Invitation to manuhiri to come back as development progresses or any issues arise that need further discussion*
- *Beginning of the relationship between No 8 Studios and Ngāti Hawea, Ngāti Kautere.*
- *A site visit for mana whenua at the front end would be appropriate and appreciated, with karakia (Eruera Timu, Matahiwi).*
- *Acknowledged manuhiri for their engagement with mana whenua at the start in contrast to being near completion of the consent process.*
- *Bodes well for continued engagement and future wellbeing of whānau and the environment, and cultural safety for all.*

The hui passed the following motion:

> *That No.8 Studios apply to Heritage NZ for a precautionary archaeological authority. This may involve core earth samples being taken no deeper than the depth of required construction earthworks, and only within the proposed site footprint.*

As set out above No.8 Studios volunteers a condition on this consent for an Archaeological Authority to be obtained from Heritage New Zealand Te Pouhere Taonga before commencing any earthworks at the site. In respecting the outcomes of the hui it is also volunteered that a site visit with karakia be offered to mana whenua prior to earthworks commencing. As set out above accidental discovery protocol conditions are also volunteered.

Given the above, it is considered that any adverse effects on cultural values will be appropriately mitigated and managed to a level that is no more than minor.

3.6 ACCESS AND TRANSPORT

3.6.1 Traffic Impact Assessment

As described above, the primary access to the site is to be via an approximately 2.5km long private road extending from the formed southern end of Parkhill Road. The private road is proposed to have a legal width of 20m and a sealed carriage way width of 6m and be constructed to comply with the relevant HDP standards set out in Table 26.1.6.1-2 and the Hastings District Engineering Code of Practice.

The private access road will also be available for use by Te Awanga Downs and will traverse across that property to the SPS, with the initial 150m of the road extending through Te Awanga Estate. Affected persons written approval has been provided from Te Awanga Downs and is attached as Appendix J and such an approval is anticipated to be provided from Te Awanga Estate shortly. Any adverse amenity effects from the new private access will be internalised to those two properties which it traverses. As a formal affected persons written approval is still to be provided from Te Awanga Estate it is worth noting that the application is dependent on access over their property and cannot proceed

without this access being legally available in the form of a right of way easement. This easement will provide right of way access to Te Awanga Downs over Te Awanga Estate. In turn the lease agreement with Te Awanga Downs will provide No.8 studios with their development site and right of access from the end of Parkhill Road. There is a net benefit to Te Awanga Estate, as the new private road will remove potential for development on Te Awanga Downs to trigger the need for formation of the paper road which would bisect the Te Awanga Estate property.

A Traffic Impact Assessment has been prepared by Urban Connection Limited ('**TIA**') for this proposal and is attached as **Appendix D**. The TIA seeks to address the following matters:

- *The level of traffic that is likely to be generated by the proposed film studio development;*
- *The likely effect traffic generation will have on the surrounding transport network;*
- *The ability of the site and its surrounds to meet the access demands created by the development;*
- *The likely effect the traffic generation will have on the nearby school and kindergarten on Raymond Road;*[10]

3.6.2 Assessment of Traffic Generation

In terms of the level of traffic generated by the proposed SPS development the TIA breaks the traffic generation down into two phases of activity during the more intensive production periods, that is 'site set up', where trucks transport props and necessary equipment to the site specific to the nature of the proposed production; and 'production', which is when additional people including cast and crew need to access the site on a daily basis. The trip generation assessment from the TIA for these two phases are set out as follows:

Site Set Up

> *Approximately 100 HCVs are expected to travel to and from the site, in the majority before production starts, to set up various items required for filming. Site setup is expected to take up two weeks; therefore, the predicted 200 HCV trips to be generated by the trucks will be spread over this period. This is expected to generate approximately 14 HCV movements per day onto Parkhill Road. Truck drivers are to be instructed to avoid travelling to and from the site in the peak hours of the road network, being 8 to 9 am and 4.30 to 5.30 pm, and school pick-up hour, 2.30 to 3.30*

[10] *No.8 Film Production Studios, Parkhill Road, Te Awanga – Traffic Impact Assessment*, Urban Connection Limited, August 2021 (page 4).

pm. The predicted frequency of HCV trips to and from the site is likely to have less than minor adverse effects on the adjacent roading network.[11]

Production

Trip generation during film production has been based on staff figures. During every 22 weeks of production, works are to start from 6 to 7 am, with an expected 11-hour workday. It is assessed that the site's peak flows will occur from 6 to 7 am and 5 to 6 pm. Therefore, trips to the site are expected outside the network AM peak and school periods. Trips from (out of) the site are expected to coincide with the second half of the network PM peak hour (5 to 5.30 pm); for that reason, 50% of the site's total exit trips have been assigned in the network PM peak period.

Typically, filming staff (crew and supporting) is expected to arrive and depart the site in rental vans. However, using a conservative approach, this assessment has considered these trips as if they were to be undertaken by private vehicles. A vehicle occupancy rate of 2 persons per vehicle has been used, also considered to be conservative in nature. Furthermore, trips from 'A Class' actors are to occur via Gordon Road, considered to be less than minor in matters of frequency and effects in the network. The trips to be generated by the site are detailed in Table 3, below.

Table 3: Site trip generation

Trip generator	Quantity	Number of vehicles	Daily trips (vpd)	Network PM Peak hour trips (vph)
Production Staff	40	20	40	10
Construction Staff	30	15	30	8
Filming staff (crew and supporting)	400	200	400	100
Total	**470**	**235**	**470**	**118**

Figure 10 – Extract of Vehicle Trip Generation Information from Urban Connections TIA[12]

3.6.3 Effects on Road Network and Recommended Mitigation

In regard to the potential effects of this traffic generation on the public road network the TIA concludes that the additional traffic can be efficiently absorbed as set out below:

The required capacity for the proposed development is significantly less than the Practical Absorption Capacity for Parkhill Road and adjacent intersections, as shown in Table 4. This demonstrates that traffic volumes associated with the site development are relatively low compared to the capacity of the surrounding road network. It is therefore assessed that the surrounding network can efficiently absorb the additional traffic generated by the proposed development.[13]

[11] Ibid (page 16).

[12] Ibid (page 16).

[13] Ibid (page 20).

3.6.3.1 Parkhill Road

The TIA also considers the more localised effects on Parkhill Road and in this regard makes the following conclusion and recommendations:

> *Parkhill Road south of the intersection with Raymond Road varies in width from 3.6 to 7.5 m. This road is recommended to be widened and sealed to a minimum of 6 m to comply with a local road standard for up to 1,000 vpd (Table 3.2 of the NZS 4404:2010). With the developed site, it can be expected daily trips of approximately 657 vpd on Parkhill Road. Road widening is recommended for the following sections:*
>
> - *From RS 2.798 to RS 3.343: This section is approximately 545 m long per 3.6 m wide; therefore, it is recommended to be widened by 2.4 m.*
> - *From 3.343 to RS 3.773: This section is approximately 430 m long per 5 m wide; therefore, it is recommended to be widened by 1 m.*
>
> *Furthermore, centreline marking is recommended to be provided south of the Parkhill Road/Raymond Road intersection to separate northbound and southbound traffic.*[14]

These recommendations to upgrade the southern section of Parkhill Road are adopted by the applicant and form part of this application.

3.6.3.2 Parkhill Road / Raymond Road Intersection

The TIA also identifies the Parkhill Road / Raymond Road intersection and the adjacent kindergarten and school as a potential traffic safety issue with increases in traffic from the proposed development, and makes the following comments and recommendations:

> *Therefore, the provision of continued levels of road safety is essential in this vicinity given the expected increase in traffic volumes on Parkhill Road; although it is noted that the majority of movements to and from the developed site will sit outside school peak periods. For that reason, it is recommended the following improvements at the Parkhill Road/Raymond intersection:*
>
> - *Instalment of raised pedestrian platforms to highlight crossing points and reduce vehicle speeds, which is highly desirable at this location.*
> - *Construction of a splitter island at the intersection to control vehicles turning movements and speeds, avoiding the motorists' tendency to cut the corner, as has been observed at the intersection's aerial survey.*
> - *Relocation of existing 25 km/h speed advisory signs at the eastern side of the intersection to allow for clear intervisibility between pedestrians and approaching traffic. For a 50 km/h speed environment, the minimum approach sight distance is to be 45 m (Table 15.1 of NZTA's Pedestrian and Planning Guide).*

[14] Ibid (page 23)

Furthermore, with the intent of contributing to the community, given the significance of these educational facilities, additional benefits are proposed to be undertaken at this intersection, as follows:

- *Provision of additional parking spaces on Parkhill Road to increase parking capacity for the school and kindergarten.*
- *Instalment of extra lighting at the intersection.*[15]

Again, these recommendations to upgrade the Parkhill Road / Raymond Road intersection and to provide associated traffic safety improvements, including the provision of additional road verge angle parking adjacent the kindergarten are adopted by the applicant and form part of this application. It is noted however that any work within the road reserve can only be undertaken with the authorisation of HDC as road authority.

Urban Connection has consulted with the Council in formulating its recommendations, however as part of the assessment of this application the proposed road upgrading should be reviewed by the roading authority and confirmed as conditions on this consent with any necessary modifications. The conditions should specify that the required roading upgrades must be completed prior to any SPS activities commencing.

It is noted that the proposal to provide for angle carparking in Raymond Road is offered as a positive effect pursuant to section 104(1)(ab) of the RMA and again is dependent on the Council as the roading authority being agreeable to the proposed works. A diagram illustrating the proposed Raymond Road angle parking is illustrated in Figure 11 below.[16] The proposed activity itself should not give rise to any additional parking at the school or kindergarten, however the proposed additional on road car parking will help to provide an additional resource of safe carparks at peak drop off and pick up times, or for when events are held at the school or kindergarten involving the community.

[15] Ibid (pages 23 & 24).

[16] Ibid (Figure 23, Page 24).

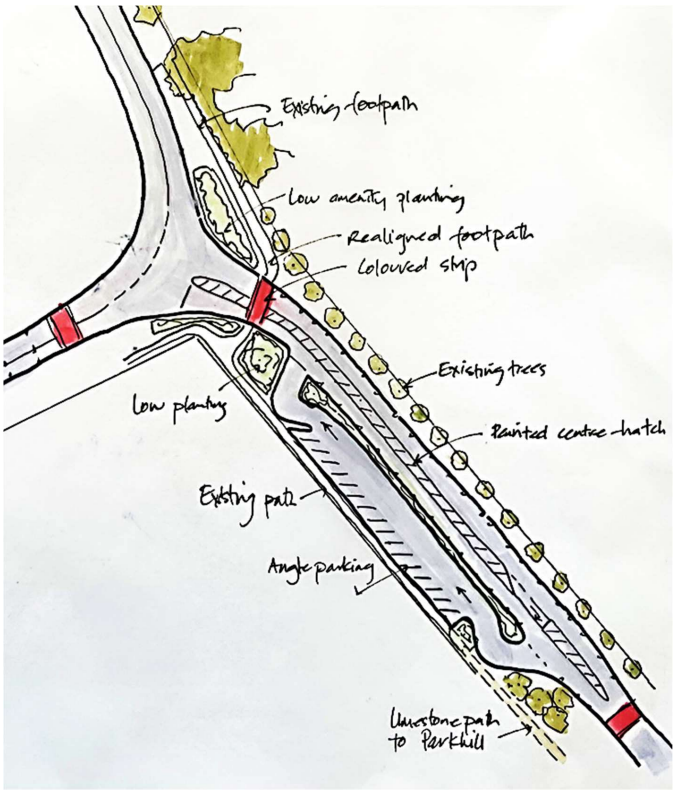


Figure 11 – Proposed Increased Parking on Raymond Road for School and Kindergarten

3.6.3.3 Parkhill Road / East Road Intersection

Another potential traffic safety issue commented on in the TIA is the East Road / Parkhill Road intersection, with the following conclusions reached:

> *Based on the videos captured in the aerial surveys and the site visit, several westbound vehicles cut the corner when travelling along the 35 km/h speed advisory curve at the intersection, passing over the right turn bay. Some vehicles turning right onto East Road were observed to perform this movement at relatively high speeds, and also to pass over the right turn bay facility.*
>
> *This facility is expected to have an increase in use with the site development, and it is therefore recommended Flexi-posts to be provided along the intersection's curve,*

particularly the right turn bay facility, to delineate the appropriate travelling path. This measure is also expected to reduce the vehicle's turning speeds.[17]

This is another matter that requires approval from the Council as roading authority and again it is offered as a condition of consent.

3.6.3.4 District Plan Compliance

The TIA also assesses compliance with the District Plan standards in regard to the proposed access, adequacy of visibility sightlines, and onsite carparking arrangements. The TIA is referenced in the Assessment of District Plan Standards set out in Appendix G. As the proposed activity will be compliant with these standards there is no need for further discussion here, other than to note that the TIA demand assessment recommends a minimum of 259 on-site car parks. At least this number will be provided for, with a total of 326 car parks proposed.

3.6.4 TIA Conclusions and Recommendations

The key conclusions in the TIA are set out as follows with the resulting recommendations consolidated into Table 2 below:

On the basis of the assessment detailed above, it is concluded that the site development is expected to have less than minor traffic effects in the surroundings network. The traffic generation of the proposed development is expected to be approximately 470 vpd and 118 vph in the network PM peak period. Trips to the site are not expected to coincide with the network AM peak hour or school peak periods…

Accordingly, it is concluded that the traffic associated with the proposed development is able to be accommodated on the adjacent road network and that there are no traffic planning reasons to preclude the approval of the proposed development if the following recommendations are followed.[18]

Table 2 – Mitigation Measures Offered as a Result of the TIA Recommendations

Section of Road Network	Proposed Mitigation Measure
Parkhill Road (south of Raymond Road)	From RS 2.798 to RS 3.343: This section is to be widened and sealed by 2.4 m, totalling in 6 m in width.
	From 3.343 to RS 3.773: This section is to be widened and sealed by 1 m, totalling in 6 m in width.
	Centreline marking is to be provided south of Raymond Road to separate northbound and southbound traffic.

[17] Ibid (pages 24 & 25).

[18] Ibid (page 29).

Parkhill Road/Raymond Road intersection	Install raised pedestrian platforms
	Provision of additional parking on Parkhill Road in front of the Te Awanga Kindergarten
	Construction of a splitter island at the intersection
	Relocation of existing 25 km/h speed advisory signs to allow for appropriate intervisibility between pedestrians and approaching vehicles
	Instalment of extra lighting
East Road/Parkhill Road intersection	Instalment of Flexi-posts to delineate the curve and right turn bay

Given the expert traffic advice from Urban Connections and the agreement of No.8 Studios to implement the recommendations of the TIA it is considered that potential adverse effects on traffic and pedestrian safety and the efficiency of the roading network are able to be appropriately managed such that they will be no more than minor.

3.6.5 Effects of Traffic on Residential Amenity

There may be a potential for a reduction in amenity for those Raymond Road residents on the southern side of the Parkhill Road intersection as a result of increases in traffic volumes, which will be more significant on that portion of road when compared to existing traffic volumes. As set out in Figure 10 above, the TIA estimates that the SPS facility will generate 470 traffic movements per day when operating at full capacity (during filming), which will increase the vehicle movements per day on this section of Parkhill Road from 187 to 657[19].

This creates some potential for adverse amenity effects from traffic noise between 6:00am and 7:00am in the mornings and then again between 5.00pm and 6.00pm in the evenings when the majority of the traffic movements are anticipated with staff travelling to and from the site. (which is outside of the District Plan permitted activity standard for Commercial Activity operating hours).

There are five dwellings on this section of road with a front yard setback of less than 20m making them more susceptible to adverse amenity effects from road traffic noise.

It is noted that noise from traffic on a public road is not subject to the District Plan noise limits. This is made explicit in the Noise section of the District Plan by Rule 25.1.6B which states:

[19] Ibid (page 23)

> *The Noise Standards in this Plan, unless specifically stated, will not apply to the following: ...*
>
> *(d) To vehicles travelling on a road (this does not apply to stationary vehicles).*

Section 104(2) of the RMA states:

> *When forming an opinion for the purposes of subsection (1)(a), a consent authority may disregard an adverse effect of the activity on the environment if a national environmental standard or the plan permits an activity with that effect.*

On this basis it is considered that any adverse effects of traffic noise will be no more than minor given that such noise is permitted by the District Plan. It is accepted that regardless of this, residents on this section of Parkhill Road, particularly those whose dwellings are closer to the road, may perceive that their amenity will be reduced from the increase in traffic generated by the proposed SPS. On this basis adverse amenity effects on these residents may not be able to be categorised as 'less than minor' in terms of sections 95B and 95E of the RMA.

Nevertheless, traffic safety and efficiency effects are able to be appropriately avoided, remedied and mitigated with the proposed road upgrading works and any amenity effects will be from traffic on a designated public road, the noise effects of which are permitted by the District Plan. Accordingly, the adverse effects of additional traffic generation are considered to be appropriate under section 104(1)(a) of the RMA,

3.7 NATURAL HAZARDS

3.7.1 Identification of Applicable Natural Hazards

The Hawke's Bay Natural Hazard Property Report is attached for the wider site as **Appendix H**. That report identifies that part of the property where the SPS facility is proposed as being subject to the following hazards:

- Liquefaction – damage is unlikely.
- Earthquake Amplification – low.
- Earthquake Faultline – the proposed access road will cross a 'well defined' active fault trace and the north eastern portion of the SPS development site is also traversed by such fault traces.
- Flood Detention Dam.

The liquefaction and earthquake amplification hazards are not significant and are not assessed further.

3.7.2 Earthquake Fault Traces

The fault trace map in Appendix H shows a trace that appears to traverse the north eastern extent of the SPS site. An enlarged version of that map over an aerial photograph

from the Hawke's Bay Hazards Portal website is extracted below in Figure 12. As can be seen in the map in the Hazards Report there is a high concentration of fault traces in this area of Hawke's Bay including several that cross Parkhill Road. The Hazards Report includes the following information accompanying the fault trace map:

> *This map shows active surface faults. This is where a rupture that started at depth has broken through to the ground surface and left a visible fault trace, or line. A fault line is a fracture along which the earth's crust has moved.*
>
> *Hawke's Bay is one of the most seismically active regions of New Zealand and is criss-crossed by sets of active faults that pose a surface rupture hazard to buildings and infrastructure. There are also buried or 'blind' faults in the region, that slip at depth but do not rupture to the ground surface so are difficult to map. Active faults are those faults that have moved within the last 125,000 years…*
>
> *If you are developing land on or close to an active fault, you should discuss the implications of this with your designer and builder and follow the Ministry for the Environment's Guidelines "Planning for Development of Land on or Close to Active Faults'. These guidelines also outline the different Resource Consent categories for developing in different zones depending on the fault recurrence interval, fault complexity, and Building Importance Category.*

Figure 12 – Earthquake Faultlines and Avoidance Zones Map

The SPS building site is traversed by the fault trace over its north eastern portion. The MFE Planning Guidelines *'Planning for Development of Land on or Close to Active Faults'* set out recommended resource consent activity categories for buildings based on the fault

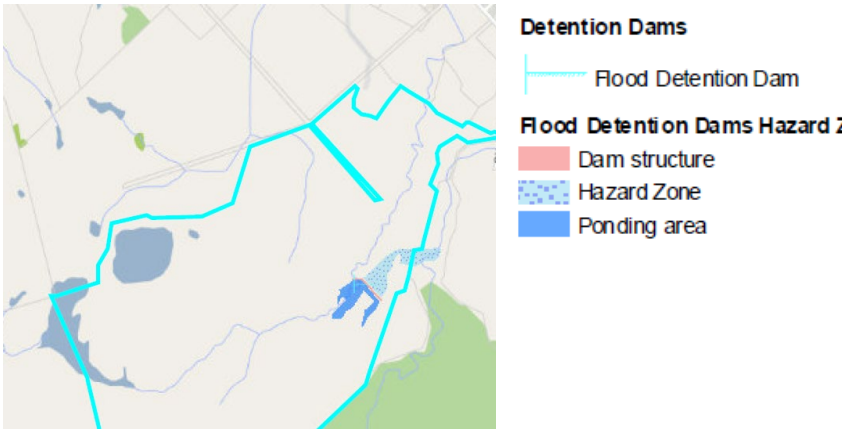
reoccurrence interval of the fault trace. The Hazard Portal information does not include details of the estimated reoccurrence intervals of the fault trace. This information is however available on the GNS website[20] which identifies the recurrence interval of the Summerlee Fault Zone, which includes all the faults in the wider Te Awanga area, as being 5,000 – 10,000 years. The MFE Guidelines allows for the development of building categories BIC 1, 2a, and 2b over fault traces with such reoccurrence intervals.[21] The proposed SPS facility would fall within BIC 2b which is defined as follows:

> *Multi-occupancy residential, commercial (including shops), industrial, office and retailing buildings designed to accommodate less than 5000 people and also those less than 10,000 m² gross area.*[22]

It is noted that the buildings with the largest gross floor area are the combined production studios and breezeway which total 6,440m² of gross floor area. As is the case with buildings in the Hastings urban area where there is a high liquefaction hazard, if resource consent is granted, the detailed building design for the building consent application will be supported by a geotechnical report which will provide site specific scale ground stability information and will recommend appropriate foundation design. On this basis, the fault trace hazard which has a relatively low recurrence interval, can be mitigated such that its effects can be considered no more than minor.

3.7.3 Flood Detention Dam

The flood detention map from the Hazards Report attached in Appendix H is shown as Figure 13 below.



[20] https://data.gns.cri.nz/af/

[21] *'Planning for Development of Land on or Close to Active Faults'*, Ministry for the Environment, July 2003 (page 23).

[22] Ibid (page 22),

The Hazards Report describes flood detention dams as follows:

> *This map shows zones at risk of damage from water from detention dams. A detention dam is a dam built to catch surface runoff and stream water flow in order to regulate the water flow in areas below the dam. Detention dams are used to reduce the damage caused by flooding and to manage the flow rate through the downstream channels. The reservoir behind the dam is normally dry, and will only fill during severe rainfall.*

The location of the proposed SPS complex is upstream of the detention dam. After this constraint was identified upon selection of the proposed site, consultation meetings were held with relevant staff of both the HDC, and Hawke's Bay Regional Council. This consultation made it clear that this application would need to demonstrate that any effects on the detention dam from the stormwater runoff from the proposed development can be avoided or mitigated and that the SPS facility itself can be developed to avoid the effects of flooding from detained water.

The response to addressing this hazard has involved a redesign and reduction in the scale and the earthworks required to construct the complex from that originally proposed. The result is the Wayfinder site plan set out in Figure 4 above and included in Appendix 2. The following extract is from the Wayfinder LVA (attached as Appendix C) in explaining the rationale for the site plan:

> *An initial site arrangement had previously been prepared as a way of identifying likely components and required areas of the complex. The current site design has adopted a landscape responsive approach and is a key mitigation component of this proposal. It is important to note the benefits of the current design, when compared to the initial layout, with this proposal seeking to:*
>
> - *provide for the retention of natural overland stormwater flowpaths;*
> - *respond to the existing site landform to limit the extent of earthworks; and*
> - *completely screen visibility of the studio buildings from the wider area.*
>
> *Retention of the overland stormwater flow paths is seen as a significant benefit to the current site design. While riparian planting of these ephemeral streams is not intended to form part of the requirements associated with this consent (it is not considered a requirement to mitigate effects), there is an intention to develop these overland flow paths with native planting to provide an enhanced ecological benefit, which builds on the planting work undertaken elsewhere on the property as part of the Clifton County Cricket Club.*
>
> *Expansive flat areas, in and around the buildings, is a necessity of the proposed studio operations due to the continual construction and relocation of film set equipment/componentry (including truck movements). The site layout has responded to the existing landform in a manner which has greatly reduced the earthworks requirement, yet still provides adequate open space for the proposed activity. The current design has a maximum cut depth of 5.6m (at both the southern*

extent of the studio buildings and the stormwater detention pond), this having been reduced from the initial site arrangement which required a maximum cut depth (in a similar location) of 13m. Furthermore, the change in elevation from the studio platform to the main carpark has now been reduced from 15.3m to 8.2m.

Infir Infrastructure Solutions have been commissioned to design a stormwater solution for the proposed SPS that avoids or mitigates any adverse effects on the stormwater detention dam and avoids the SPS buildings from being subject to flooding. The Infir report is attached as Appendix E and concludes that: *''Based on the plan provided by Wayfinder, the development will not impede existing flow paths nor displace the potential ponding volume which would otherwise increase potential flooding effects."* The Infir report emphasises that for this conclusion to hold the detailed design must achieve the following:

- *Runoff to the attenuation pond as outlined in this report.*
- *Total sealed and hardstand areas not exceeding the values used for this report*
- *An attenuation pond of at least 4,500m^3, releasing water at the values stated in this report.*
- *A scour resistant discharge to the mid catchment reservoir catchment.*
- *Volume neutrality below the crest of the mid-catchment dam*

Although the Wayfinder site plan would achieve this, it would appropriate for these requirements to be set as conditions on any consent to provide certainty that the required level of stormwater mitigation will be achieved. On this basis any adverse effects on the flood detention dam and on downstream catchments from the proposed SPS will be no more than minor and the effects of flooding on the SPS facility will also be avoided.

3.8 SITE SERVICING EFFECTS

3.8.1 Stormwater

The proposed stormwater solution has been outlined above. It is the intension of No.8 Studios to be environmentally sustainable and where appropriate semi permeable paving will be used for carparking areas and planted swales will be used for the conveyance of stormwater in accordance with the principles of low impact design and the Wayfinder site plan.

3.8.2 Wastewater

During the 22-week shooting phase of production, when additional crew and actors will be onsite, portable amenities will be trucked onto the site and wastewater will be trucked off the site.

On-site treatment and disposal of wastewater is however proposed to serve bathroom facilities in the production building and café which will house permanent staff. Given the

large land area available there is no doubt that an onsite disposal system will be feasible with the detailed design of that system, including resource consent under the Regional Resource Management Plan proposed prior to the application for building consent.

3.8.3 Water Supply

The large roof areas proposed will be utilised to harvest rainwater for water supply. If this supply is insufficient during the shooting phases when additional people are on site water will be trucked in to complement the rainwater supply.

3.8.4 Internet

Good quality internet access is an important component for the attraction of international production companies to use the SPS. A satellite system is proposed for the provision of high-quality internet access.

3.8.5 Electricity Supply

Solar power from photovoltaic panels is proposed for electricity supply. When additional power is proposed generators will be utilised as part of the mobile equipment during the shooting phase.

3.8.6 Summary

The philosophy of No.8 studios is for their SPS to be as sustainable as possible. Under the above servicing proposal there is no potential for any off-site adverse effects from the proposed wastewater disposal and water supply solutions. Stormwater has potential to give rise to adverse effects which is why Infir were commissioned to develop a solution that avoids and mitigates any adverse effects on the SPS from flooding and also mitigates any adverse effects from increased stormwater flows from the SPS facility on the HDC stormwater detention dam and downstream water bodies.

Overall, it is concluded that the proposed SPS can be serviced in a manner where any adverse effects will be no more than minor.

3.9 ECOLOGICAL EFFECTS

The establishment of both the new private road access and the SPS complex will result in a relatively large area of vegetation disturbance. As can be seen from the aerial photographs however the disturbed vegetation will mainly comprise of grazing pasture. A portion of the road alignment is placed parallel to an existing row of poplar trees and is designed to avoid the removal of any trees. The Wayfinder LVA identifies that there are some areas of establishing indigenous vegetation on the site in its description of the wider site as follows:

> *At a site scale, the predominant land use of the application property is grazing (beef farm), the expansive 360ha property also includes the Outfoxed activity venue, the*

Clifton County Cricket Club, and the Cape Estate Wedding Venue/Bed & Breakfast. The cricket oval and surrounding fenced riparian waterways have seen the local community plant over 10,000 native species on the property.

The areas where native vegetation has been planted can be identified near the Clifton Cricket Club ground in Figure 3 above with the darker green shading.

The Wayfinder plans included in Appendix 2 identify extensive areas of proposed tree planting along the berms of the proposed road. The road plans include the following notations:

- Linear tree planting along road adjacent to Te Awanga;
- Potential infill planting of poplars on steeper slopes;
- Trees in sporadic clusters to reflect rural landscape and buffer visibility into Outfoxed; and
- Tree planting in gullies.

The site plan for the SPS development also identifies a significant area of 'mass planting' around the perimeter of the facility and includes a note that *"Additional planting is intended throughout the site development."* The Wayfinder LVA describes the mass planting as *"indicative mass native planting and specimen trees (mix of native and exotic) to provide additional on-site amenity and containment."* This planting will add a significant area of mixed vegetation to the SPS site which is currently interspersed between grazing pasture and fodder crops.

In summary then, the proposed development will not result in the disturbance of any areas of significant vegetation and as set out above mitigation measures are proposed to ensure that waterways including ephemeral, and streams and associated ecology are not adversely affected by sedimentation from earthworks. The proposed development will however result in significant areas of additional planting over the site, including indigenous vegetation in the proposed mass planting area. This will result in increased biodiversity over the site.

Overall then, the application is therefore likely to result in a net positive effect in terms of increased areas of vegetation and biodiversity values as the planting to be undertaken on the site will improve flora and fauna habitat over the site.

3.10 SOCIAL AND ECONOMIC EFFECTS

There are positive social and economic effects for the District and Region that are likely to result from the establishment of the proposed SPS including employment opportunities and work for existing businesses. The Ministry of Business Innovation and Employment (MBIE) has a webpage that provides information on the screen industry in New Zealand, stating that New Zealand is widely regarded as one of the world's premier locations for

screen production. The MBIE webpage outlines the direct and indirect economic benefits of the screen industry[23] Some key points from that webpage are summarised in the following bullet points:

- Statistics NZ data on the screen industry show that in 2017:
  - *gross screen sector revenue increased 8% to $3.5 billion*
  - *total expenditure on production was $1 billion, up 32%*
  - *revenue received by production and post-production businesses from international sources increased 19%*
  - *the sector employs around 14,000 people.*
- Attracting international screen productions to New Zealand produces a range of direct and indirect economic benefits. These include on-the-ground production expenditure and spill-over benefits to other areas of economic activity.
- In addition, international screen productions can:
  - *help promote tourism*
  - *facilitate know-how and technology transfer to other industries*
  - *generate international recognition of the New Zealand brand.*
- Large film and television productions:
  - *create jobs*
  - *accelerate the growth of talent and skills in our local film industry*
  - *provide spill-over benefits to the wider economy, including digital technology sectors.*
- The increase in international projects has also supported the production of domestic productions with strong New Zealand stories, such as *Boy*, *Whale Rider* and *Hunt for the Wilderpeople*.
- The local industry is best seen as an "ecosystem" – whereby skilled crew, infrastructure and technology used on international productions flow back into producing more local film and television, and vice versa.

The SPS proposed by No.8 Studios would enable the Hastings District and Hawke's Bay region the opportunity to realise some of these benefits, including those from international productions. For example, Ron Howard's company Imagine Entertainment has advised that they are interested in producing films in the proposed facility. Such a facility in the Hastings District would therefore be of significant economic benefit, including both for employment generation and increased opportunity for existing businesses.

[23] https://www.mbie.govt.nz/business-and-employment/economic-development/screen-sector/the-benefits-of-the-new-zealand-screen-industry/

3.11 ASSESSMENT AGAINST RELEVANT RURAL ZONE OUTCOMES

There are no relevant assessment criteria in the Rural Zone section of the District Plan relevant to the proposed activity. Discretionary Activity assessment is required because the proposed SPS does not comply with the Rural Zone specific performance standards relating to Commercial Activities (5.2.6C). Notwithstanding this, the stated outcomes for those specific performance standards provide a useful basis by which to assess the actual and potential adverse effects, and these are therefore assessed below.

3.11.1 5.2.6C(1) Commercial Activity Threshold Limits

Outcome

Commercial Activities which have a relationship to goods produced in the Rural Zone will have the opportunity to establish. The life-supporting capacity of the rural land resource will be safeguarded by limiting the size of Commercial Activities to a size and scale that have a potential for minor adverse effects and is compatible with the Character of the Rural Zone.

The size and scale of the proposed SPS is relatively significant, although not unique in the rural environment of the Hastings District as its scale is comparable to fruit packhouse and coolstore facilities on other sites. The life supporting capacity of the underlying rural land resource will be reduced in terms of its pastoral and fodder crop production potential. As identified in the assessment of earthworks effects above however, the proposed SPS site is not highly versatile land and is in the transitional area between undulating coastal terraces and lower versatility coastal hill country. Productive potential is constrained by limited access to water and summer drought.

In the context of the wider 359ha Te Awanga Downs farm the proposed 2.3ha[24] of building and impervious surface site coverage of the SPS facility is 0.64% of the land area. The proposed new road will improve access to the farm which will improve farming access to productive areas.

With the proposed tree planting set out in the Wayfinder plans and LVA, the biodiversity and life-supporting capacity of the property will be increased in a non-productive sense. Therefore, although the earthworks and subsequent development will result in a reduction in the area of the property used for land based primary production the effects on the life supporting capacity and versatility of the soils on the site is considered to be no more than minor.

In regard to effects, the above assessment demonstrates that the adverse effects of the proposed SPS are able to be avoided and mitigated to a level that is no more than minor.

[24] Wayfinder Site Plan (Appendix 2, Sheet 04).

In regard to rural character, the Wayfinder LVA concludes that the surrounding landscape character of the area will not be compromised by the development. Accordingly, the proposed development is considered to be generally consistent with the Rural Zone Commercial Activity Thresholds Outcome of the District Plan.

3.12 EFFECTS SUMMARY

The proposal has been designed to appropriately avoid, remedy and mitigate all adverse effects of the proposed SPS on the receiving environment, in particular:

- Earthworks and construction effects will be appropriately managed for the duration of works to establish the buildings and access, particularly through the establishment and maintenance of effective erosion and sediment controls;
- In terms of landscape and visual effects, the site selection and building layout and design appropriately avoids any adverse visual effects from beyond the site boundaries. With the implementation of the proposed landscape plantings both along the new private road and over the SPS site, the level of planting on the site will be enhanced and the change in the landscape character of the local environment will be mitigated. Overall adverse landscape and visual effects are appropriately managed to avoid remedy or mitigate any adverse effects on the surrounding environment.
- All known recorded archaeological sites will be avoided by both the access road and the SPS complex, and the recommendations in the Archaeological Assessment are adopted to appropriately manage all earthworks to minimise adverse effects on archaeological values, including applying for an Archaeological Authority from Heritage New Zealand Pouhere Taonga.
- A hui with mana whenua representatives has been held to seek guidance on potential cultural effects. The outcome of that hui was for agreement for a precautionary Archaeological Authority from Heritage New Zealand Pouhere Taonga to be applied for. No.8 Studios have committed to doing this.
- The TIA prepared by Urban Connection makes a number of recommendations for road and intersection upgrading, which No.8 Studios offers as part of this application. With the completion of this work potential adverse effects on traffic and pedestrian safety and the efficiency of the roading network are able to be appropriately managed such that adverse effects on transport safety and efficiency will be no more than minor.
- Natural hazards relevant to the SPS site are an earthquake fault trace and a flood detention dam. The recurrence interval of the fault trace is such that the relevant MFE guidelines allow for the construction of commercial facilities such as that proposed. This will however be a consideration of the geotechnical reporting for the detailed building design. The Wayfinder site plan and Infir stormwater solution ensure that

potential effects from flooding and on the HDC flood detention dam are appropriately avoided and mitigated.

- No adverse effects are anticipated from site servicing given the capture of roof water for water supply, large area of land available for onsite wastewater disposal and the proposed stormwater solution.
- No more than minor adverse ecological effects are anticipated as the proposed earthworks will disturb only pasture, and the tree planting along the access road and in and around the SPS complex will result in positive effects from increasing biodiversity.
- Social and economic effects are anticipated to be positive for Hastings District and the wider Hawkes' Bay region because of the benefits of Screen Production activities elsewhere in New Zealand as documented by MBIE, and the scale of the activity in regard to anticipated employees (420 during filming).
- Lastly, although the application requires resource consent for a discretionary activity, it generally accords with the intent and stated outcomes for the Commercial Activity specific performance standards of the Rural Zone that it fails to meet.

Overall, in accordance with the above, any adverse effects on the environment from the proposal are considered to be no more than minor.

4. ASSESSMENT AGAINST STATUTORY DOCUMENTS

4.1 INTRODUCTION

Section 104(1)(b) of the RMA sets out the suite of planning instruments that must be considered. The relevant planning documents are:

> *(b) any relevant provisions of—*
>
> *(i) a national environmental standard:*
>
> *(ii) other regulations:*
>
> *(iii) a national policy statement:*
>
> *(iv) a New Zealand coastal policy statement:*
>
> *(v) a regional policy statement or proposed regional policy statement:*
>
> *(vi) a plan or proposed plan; and*

4.2 NATIONAL POLICY STATEMENTS

The relevance of the various National Policy Statements has been considered.

4.2.1 New Zealand Coastal Policy Statement

Although located within several kilometres of the coast, neither the proposed access road nor the SPS complex are within the coastal environment as defined by the Hawke's Bay Coastal Environment Plan and the Hastings District Plan. That boundary includes the land to the northeast of Parkhill Road to the southern end of Te Awanga after which Clifton Road forms the inland extent of the coastal environment. Both the proposed access road and the SPS development site location are to the southwest of this boundary, accordingly this application is not subject to the New Zealand Coastal Policy Statement.

4.2.2 National Policy Statement for Freshwater Management 2020

The NPS-FM provides direction to local authorities and resource users regarding activities that affect the health of freshwater and sets out objectives and policies for freshwater management under the RMA. The NPS-FM came into force on 3 September 2020, replacing the previous 2014 NPS-FM. It retains some of the same principals as the NPS-FM 2014, including a strengthened focus on Te Mana o te Wai.

Part 2 of the NPS-FM sets out the national objective for future freshwater management and 15 separate policies that support this objective.

The national objective is set out and briefly discussed below:

> ***Objective***
>
> *(1) The objective of this National Policy Statement is to ensure that natural and physical resources are managed in a way that prioritises:*
>
> *(a) first, the health and well-being of water bodies and freshwater ecosystems*
>
> *(b) second, the health needs of people (such as drinking water)*
>
> *(c) third, the ability of people and communities to provide for their social, economic, and cultural well-being, now and in the future.*

This application does not involve any works in or over freshwater bodies (aside from where culverts are proposed for the access road crossing a farm drain and the ephemeral stream to the north of the SPS development site). The design and consenting work for these structures will be undertaken prior to building consent.

As discussed above mitigation is proposed to prevent sedimentation from earthworks entering waterways and in terms of stormwater quantity to ensure that this remains less than predevelopment flows. Further to this the proposed additional landscape planting including the mass plantings proposed around the SPS facility will assist with stormwater quality. It is therefore considered that the proposed development will be able to achieve the priority of the NPSFM in protecting the health and wellbeing of water bodies and freshwater ecosystems.

4.2.3 Other National Policy Statements

The subject site is not within an urban environment; therefore the National Policy Statement on Urban Development is not relevant to consider. Other national policy statements relate to renewable electricity generation and electricity transmission and neither of these are considered relevant.

4.3 NATIONAL ENVIRONMENTAL STANDARDS

It is noted that the National Environmental Standard for Freshwater Management 2020 includes provisions relevant to culverts which will be considered in the detailed design of the proposed road.

The NESCS has already been assessed above and is not relevant to this proposal as there are no contaminated soils present. It is therefore considered that there are no National Environmental Standards relevant to this application.

4.4 REGIONAL POLICY STATEMENT

The Hawke's Bay Regional Resource Management Plan 2006 ("**RRMP**") includes the RPS for the Hawke's Bay Region.

4.4.1 Key Regional Policy Statement Objectives

Three key RPS objectives are listed, including the following:

> *OBJ 1 To achieve the integrated sustainable management of the natural and physical resources of the Hawke's Bay region, while recognising the importance of resource use activity in Hawke's Bay, and its contribution to the development and prosperity of the region.*

As the above AEE demonstrates the proposed SPS can be established and operated in a sustainable manner without compromising the environment and has the potential to contribute to the prosperity of the region. Accordingly, consistency can be achieved with RPS OBJ 1.

4.4.2 Managing the Built Environment

The objectives and policies of the Managing the Built Environment section of the RPS are generally relevant to managing urban growth. The following policy is however specifically relevant to Business Activities, although more so in providing direction to district plans in making provision for such activities:

> *PROVISION FOR BUSINESS ACTIVITIES (HERETAUNGA PLAINS SUB-REGION) POL UD2*
>
> *In the Heretaunga Plains sub-region, district plans shall provide for business activities to 2045, in a manner which:*

a) Reinforces the role of Napier and Hastings cities as the commercial and business core of the Heretaunga Plains, whilst supporting adequate capacity in defined rural towns and settlements for a range of day-to-day services and activities;

b) Promotes the utilisation, redevelopment and intensification of existing commercial land;

c) Promotes the utilisation, redevelopment and intensification of existing industrial land, and provides sufficient additional greenfields industrial land to ensure demand for new land can be met by supply;

d) Promotes the utilisation of existing infrastructure availability, capacity and quality as far as reasonably practicable;

e) Avoids unnecessary encroachment onto the versatile land of the Heretaunga Plains;

f) Avoids, remedies or mitigates reverse sensitivity effects in accordance with Objectives and Policies in Chapters 3.5 and 3.13 of the plan;

g) Ensures close proximity to, major transport hubs and multi-modal transport networks.

h) promotes close proximity to labour supply.

i) Avoids or mitigates the following locational constraints:

i. projected sea level rise as a result of climatic changes

ii. active coastal erosion and inundation

iii. stormwater infrastructure that is unable to mitigate identified flooding risk

iv. flood control and drainage schemes that are at or over capacity

v. active earthquake faults

vi. high liquefaction potential

vii. nearby sensitive waterbodies that are susceptible to potential contamination from runoff, stormwater discharges, or wastewater treatment and disposal.

viii. no current wastewater reticulation and the land is poor draining

ix. water short areas affecting the provision of adequate water supply

The District Plan was notified for submissions in 2013 and gave effect to the provisions of the RPS including the above policy. As well as providing for business activities in Commercial and Industrial Zones the District Plan allows for activities such as the proposed SPS to locate in the Rural Zone subject to Discretionary Activity resource consent.

The proposed SPS will not detract from the function of the Napier and Hastings CBDs as it has a locational requirement for a significant land area and to be away from other activities and noise sources making such locations impractical. Furthermore, the proposed activity does not encroach onto the versatile land of the Heretaunga Plains and its location is in an area of lower intensity pastoral farming in regard to avoiding reverse sensitivity effects. Also as demonstrated above the proposed SPS can be appropriately serviced by onsite

methods and is able to be designed to avoid the effects of natural hazards. The proposed activity is therefore considered to be generally consistent with Policy UD2.

4.4.3 Effects of Conflicting Land Use Activities

The RPS includes the following relevant objective under the heading 'Effects of Conflicting Land Use Activities':

> *OBJ 16 For future activities, the avoidance or mitigation of off site impacts or nuisance effects arising from the location of conflicting land use activities.*

As set out in the AEE above, the location of the SPS in the midst of a large farming property in a position where it is separated by over 800m from the nearest dwelling ensures that it will avoid or mitigate off site impacts. Further to this the lack of any intensive farming or horticultural activities near to the site means reverse sensitivity effects are unlikely. It is therefore considered that the proposal is consistent with this objective.

4.4.4 Natural Hazards

Objective 31 within the RPS seeks the *avoidance or mitigation of the adverse effects of natural hazards on people's safety, property, and economic livelihood.* As assessed above, the building site is potentially affected by hazards associated with a fault trace and a flood detention dam. The placement and design of the buildings and the proposed stormwater mitigation will ensure any adverse effects from, or on, the food detention dam will be avoided. The geotechnical inputs to the detailed building design required for the building consent process will be sufficient to ensure that people's safety is not compromised by the earthquake fault trace. Accordingly, it is considered that the proposal achieves consistency with Objective 31.

4.4.5 Matters of Significance to Iwi/Hapū

The Matters of Significance to Iwi/Hapū relevant to the application are contained within Section 3.14 of the RRMP. The objectives and policies generally seek that:

- Māori have a recognised kaitiaki role for the environment;
- Māori are consulted with appropriately when this is required due to the location or nature of a proposal; and
- that matters of importance to Māori are given regard to.

The most relevant objectives and policies to this proposal are:

> ***OBJ 35*** *To consult with Māori in a manner that creates effective resource management outcomes.*
>
> ***POL 59*** *Consultation with tangata whenua should be undertaken in a manner that acknowledges Maori values, with the fundamental approach in consultation*

being "kanohi ki te kanohi" (face to face) or personal contact. Other matters necessary to be exercised are:
(a) consideration of a consent application not yet finally decided upon
(b) listening to what others have to say
(c) considering their responses
(d) deciding what will be done
(e) appropriate timing.

POL 61 Resource management decisions made subsequent to consultation shall show regard for that consultation.

POL 66 *Activities should not have any significant adverse effects on waahi tapu, or tauranga waka.*

The cultural importance of the abundance of archaeological sites in the wider area to iwi and hapū is acknowledged, and it is significant that no recorded archaeological or wāhi tapu sites will be affected by the proposed SPS and road development. The consultation undertaken at the Te Taiwhenua o Heretaunga offices with relevant hapū representatives was consistent with the above objectives and policies. Significantly the Applicants have undertaken to action to outcome of the hui in seeking a precautionary archaeological authority prior to undertaking any earthworks. The feedback from the hui has in this way informed the application.

4.4.6 Summary

Given the above assessment the proposed SPS is considered to be generally consistent with the relevant objectives and policies of the RPS component of the RRMP.

4.1 HASTINGS DISTRICT PLAN

The site is within the Rural Zone. The zone includes the area of generally undulating to hilly land off the Heretaunga Plains and has a diverse range of land uses. The Zone has been the backbone of the pastoral industry in Hawke's Bay. The introduction to the Rural Zone states that:

Although pastoral farming is currently not as strong as it has previously been, it remains crucial to the economic wellbeing of the District. Landowners and industry representatives have identified that its future is going to rely on being able to use the land in a flexible manner. In order to use the land in a sustainable manner there needs to be the ability to establish activities that might not have traditionally been the domain of pastoral Hawke's Bay, but nevertheless remain compatible with pastoral uses…

The Council wishes to ensure that there is a balance between providing landowners with sufficient flexibility to manage their holdings in the manner they choose while also ensuring that the land resource is used in a sustainable manner.[25]

[25] Hasting District Plan, Section 5.2.1

The Te Awanga Downs property is reflective of the Rural Zone introductory statement and remains predominantly in pastoral farming use but in recent years has been diversified with various commercial activities and the proposed SPS would be an additional diversification.

As well as the Rural Zone it is necessary to consider the objectives and policies of the Rural Resource Management Strategy, Rural Strategic Management Area (in which the Rural Zone is located) and the Earthworks, Mineral Aggregate and Hydrocarbon Extraction (under which resource consent is also required) sections. An assessment of the proposed activity against the relevant objectives and policies of these sections of the District Plan is set out below under corresponding subheadings.

4.1.1 Section 2.8 – Rural Resource Strategy

> ***OBJECTIVE RRSO1*** *– To promote the maintenance of the life-supporting capacity of the Hastings District's rural resources at sustainable levels.*
>
> ***POLICY RRSP2*** *– Provide for a wide range of activities to establish, which complement the resources of the rural area, provided that the sustainability of the natural and physical resources of the area is safeguarded.*
>
> *Explanation – The District Plan will enable a wide range of activities both within and beyond the traditional agricultural field to be established throughout the rural areas. However, their establishment and the scale of them, will not be allowed to occur in a manner that threatens the long term sustainable and economic use or enjoyment of the Hastings District's natural and physical resources, including the versatile land of the Heretaunga Plains. The Council will ensure that activities of a commercial or industrial nature will not have an adverse effect on the sustainability of the established Commercial and Industrial Zones in the District.*

This objective and policy focus on the sustainability and life-supporting capacity of the District's rural resources, including the land resource. The proposed SPS involves a relatively large area of land being covered in buildings and impervious surfaces. The land involved does not include the fertile and versatile soils of the Heretaunga Plains and will comprise less than 1% of the Te Awanga Downs farming property.

The policy explanation also refers to the sustainability of the established Commercial and Industrial Zones in the District. As the proposed SPS would not be compatible with the commercial zones (due to its scale and locational needs) its proposed location in the Rural Zone would not threaten the sustainability of the commercial zones. Although an industrial zone location may have been possible if a large enough site was available, SPS have a non-complying activity status in industrial zones, therefore its proposed Rural Zone location could not be said to threaten the sustainability of the industrial zones. Further to this a SPS is sensitive to noise constraining the potential of a location in an industrial zone.

> ***POLICY RRSP4*** *– Rural land close to urban areas or on primary collector, arterial or national traffic corridors will be managed to avoid sporadic and uncontrolled*

conversion to activities that will individually or cumulatively adversely affect the sustainability of the rural resource base and the efficiency of the road network.

Explanation – There is significant pressure from urban activities to expand onto rural land close to the present urban areas because of marketing or other financial advantages. The District Plan does not provide for the uncontrolled conversion of rural land to a range of residential, commercial or industrial activities. Such activities can adversely affect the sustainable use of rural resources by: amenity conflict, where new activities (particularly residential) anticipate and desire a higher level of amenity than neighbouring rural productive activities can provide; reducing the life supporting capacity of the soil resource and its availability to future generations through impervious ground coverage; and reducing the safety and efficiency of national, arterial or primary collector traffic routes through an increased number and use of road accessways. They can also negatively affect the viability of the existing Commercial and Industrial Zones. The District Plan will encourage the development of these activities in urban areas, to ensure the controlled development of urban activities at the interface with the rural area (see Section 2.4 Urban Strategy).

The proposed Te Awanga Downs farm Rural Zone location of the SPS is based on the available land supply of a suitable size that meets the location criteria for a SPS. Marketing advantages are not relevant a relevant consideration for the location of an SPS, rather a discrete location not visible to the passing public, such as that proposed is necessary. The matters mentioned relating to the sustainable use of rural resources have been addressed above, with the location off the Heretaunga Plains versatile land resource being important. It is also significant that the proposed impervious surface coverage will be less than 1% of the area of the pastoral farm on which the SPS is to be located.

Effects on the safety and efficiency of the road network are able to be mitigated as demonstrated by Urban Connection TIA and the nature of an SPS is such that its location in a Rural Zone will not reduce the viability of the existing Commercial and Industrial Zones.

The proposed SPS is therefore considered to be generally consistent with the relevant objectives and policies of the Rural Resource Strategy section of the District Plan.

4.1.2 Section 5.1 – Rural Strategic Management Area

OVERARCHING OBJECTIVE RSMO1 *– The primary production role and associated amenity of the Rural environment is retained.*

POLICY RSMP2 *– Require that activities and buildings in the Rural SMA are of a scale that is compatible with that environment.*

Explanation: The physical characteristics of the Rural SMA are linked to the identity of the District. Hastings has traditionally been identified with orcharding and cropping on the Plains, and pastoral use and forestry on the hills. While the Council wishes to ensure that there is flexibility of land use in the rural environment, the impacts of these activities on the visual and amenity values of the rural area needs

to be considered. Commercial and industrial activities are being provided for in the Zone up to a certain scale so that the impact on rural amenity is safeguarded.

This objective and policy seek to retain the primary production role of the rural environment and for buildings to be of a scale compatible with that environment. The proposed SPS location necessitates the loss of land on the Te Awanga Downs farm from primary production. As already established above however that loss is not of versatile Heretaunga Plains land and is not significant in terms of the total area of the Te Awanga Downs farm. Further to this it is in a location and pastoral farming environment unlikely to give rise to reverse sensitivity effects and the primary production potential of neighbouring properties will remain unaffected.

The proposed SPS buildings are of a larger scale than buildings typically associated with the rural environment, except for fruit packing and cool storage buildings which are similar in scale. As discussed above, the proposed location that is not visible from any residential dwellings or public roads and the site design and proposed landscaping mitigate the effects of the large buildings on rural character and amenity to be no more than minor.

OVERARCHING OBJECTIVE RSMO2 *– Provide for a range of activities within the Rural environment such that they do not compromise the productive nature of the land and soils and the established Commercial and Industrial Zones in the District.*

POLICY RSMP3 *– Control the scale and intensity of commercial and industrial activities across the rural RMA.*

Explanation: The Rural SMA provides for a range of activities and farm and associated buildings that are of a scale to meet the needs of the primary production sector. At the time that the issues for the Rural SMA were identified there was a clear signal from the community that traditional pastoral activities needed to be supplemented with other land uses in order to support the viability of the farming units. As a result the Council has adopted a sustainability approach to this land resource which is clearly enunciated in the Vision for the District. However, at the same time, Council is very aware of the impacts that non-traditional uses in the rural sector can have on the established Zones within the city. The Council wishes to support the ability to diversify in the rural community but this must not be at the expense of other parts of the community. There is a limit on the scale of commercial and industrial activities in the Rural SMA and beyond the floor area standards outlined within the zones these types of activity should be located within the appropriate Zones where the effects can be suitably accommodated.

Again, this objective refers to activities not compromising the productive nature of land and soils. As established above the proposed SPS cannot not avoid compromising a portion of land and soils to building and carparking coverage, however the effects of the loss of that productive land are no more than minor.

The other matter addressed in this objective and policy is the potential effect on the sustainability of the District's commercial and industrial zones. The proposed SPS would not be compatible or desirable in the District's commercial zones, while location in an industrial zone is possible land requirements of greater than 10ha are difficult to achieve in

such a zone and the desired privacy and public separation would be difficult to achieve. On that basis it is not considered that the location of a SPS in the Rural Zone would pose a threat to the sustainability of the District's industrial and commercial zones.

> ***POLICY RSMP4 –*** *Provide for other primary production activities that are not reliant on the life supporting capacity of the soil, provided that they are appropriately located and compatible with the amenity expectations of the rural environment.*
>
> *Explanation: Other primary production activities include 'Intensive Rural Production' activities such as poultry farms, piggeries or greenhouses not relying on soils. Such activities are not appropriate in urban areas and can most appropriately be located within the Rural SMA so as to provide an opportunity to mitigate adverse effects through the separation of buildings and activities from property boundaries. The Rural Zone within the SMA is where these types of activity are specifically provided for.*

This policy is not particularly relevant to SPS as it seeks to accommodate 'Intensive Rural Production Activities' (IRP) in Rural Zones. There is however a similarity in that neither SPS or IRP activities are dependent on the productive use of the soil resource but their locational requirements are incompatible with other zonings, albeit for different reasons. In the case of an SPS it is to avoid background noise and to attain privacy and security, while in the case of an IRP is to buffer more sensitive activities from the adverse effects of odour and noise.

Given the above, it is considered that the proposed SPS will be generally consistent with the relevant objectives and policies of the Rural Strategic Management Area.

4.1.3 Section 5.2 Rural Zone

> *OBJECTIVE RZO1 – To ensure that the productive nature of the land within the Zone is not diminished.*

The proposed location of the SPS necessitates the loss of the productive Rural Zone land resource to buildings and impervious surfaces. The nature of the land concerned and its area in comparison to the total area of the Te Awanga Downs farm, however reduce the significance of the use of currently productive Rural Zone land for the SPS.

It is also relevant that the proposed new road to be constructed for the SPS will be available for use by Te Awanga Downs and will provide an improved and more efficient access to the farm. Further to this the road has been designed to avoid adverse effects on the existing farming operations and includes two stock underpasses to provide ease of access for stock from one side of the road to the other as can be seen in the Wayfinder road plans in Appendix 2 (Sheets 02 and 03).

> ***OBJECTIVE RZO2*** *– Retention of the natural and rural character and amenity values of the Rural Zone.*

> ***POLICY RZP4*** *– Require that any new development or activity is complementary to the amenity of the Zone which predominantly comprises open pastoral characteristics with low scale and sparsely located buildings.*
>
> *Explanation: The Rural Zone is a very diverse part of the District and the topography varies significantly. It includes the ranges that separate the east coast from the west and therefore a large area of native vegetation falls within this area. Similarly, some of the higher country in this Rural Zone has also been planted in forest providing some diversity in land cover. However the principal land use that contributes to the character of the Zone is the pastoral use of the land. Vast areas of largely rolling hill country farmed as sheep and beef units comprise the larger part of the natural character of the Zone. More recently vineyards have begun to expand off the Plains Production Zone and into the wider Rural Zone. Any development that is not a traditional component of these land uses should not detract from the amenity and character of the Zone. While horticultural operations are largely located in the Plains Production Zone there are some areas in the Rural Zone that are used for horticulture. As technology changes there may be further increases in the extent of horticulture in the Rural Zone.*

This objective and policy relate to retaining rural character and amenity values that comprises open pastoral characteristics with low scale and sparsely located buildings. The existing Te Awanga Downs property is reflective of this character. The design of the proposed SPS has benefited from the input of Wayfinder landscape architects in the specific siting and arrangement of the proposed buildings to avoid any visual effects from, residential dwellings or public viewpoints in the Haumona / Te Awanga area. Further to this the proposed incorporation of landscape plantings helps to mitigate the localised effects of the large buildings on rural character and amenity values. Such effects on rural character and amenity values of the wider landscape are however avoided by the discrete location of the building site.

The Wayfinder LVA in commenting on RZP4 notes that the proposal is complimentary to the existing property, as there is already a shift to utilise the land and its inherent qualities for other opportunities (such as the Clifton County Crickey Club and Outfoxed venue). Further it states: *"The proposal is not considered to detract from the existing zone character due to the limited landscape and visual effects experienced beyond the property."*[26]

> ***POLICY RZP5 –*** *Require limits to be placed on the scale and intensity of any industrial and commercial activity locating within the Zone to maintain the amenity of the area, the sustainable management of the soil resource and the sustainability of the District's Commercial and Industrial Zones.*
>
> *Explanation: There has been a clear message that the landowners who undertake traditional pastoral activities on their properties require the ability to use their land in a more flexible manner. The 2003 District Plan provided for commercial and*

[26] *'Parkhill Studios Landscape and Visual Effects Assessment'*, Wayfinder Landscape Planning & Strategy, August 2021 (page 17).

industrial activities to be established with controls over the scale of the activity. The Council wishes to continue to provide for such activities but at a scale that is both beneficial to the landowner and does not have adverse effects on the environment or the neighbouring property owners. Land uses that are likely to be established are most likely to be industrially related and for this reason the existing Rules have been re-examined. This has shown that a 100m^2 building does not provide the flexibility that is required to initiate an industrial use. An increase in the floor area of the building for a Permitted activity has been provided. A consistent approach to the floor area of industrial and commercial activities has been provided. It is important that the floor area is not out of scale with the size of buildings associated with the traditional farming activities in the Zone. Nor should buildings be of a scale that is more appropriately located in an Industrial or Commercial Zone. The District's Commercial and Industrial Zones contain a significant investment in physical resources and enable the economic benefits of clustering of such activities to be achieved so it is important that these Zones are not undermined by activities of an inappropriate scale or with no tangible tie to the Rural Zone establishing in that Zone.

This policy seeks to limit the scale of industrial and commercial activity in the Rural Zone. These limits seek to address amenity, the protection of the soil resource and the sustainability of the District's commercial and industrial zones. All matters already discussed in this assessment. The policy explanation refers to the need to not have adverse effects on the environment or neighbouring property owners.

The 100m^2 floor area limit for commercial activities and the more comparable 2,500m^2 floor area permitted for agricultural / horticultural processing activities in the zone is well exceeded by the approximately 10,000m^2 building floor area proposed. However as has been demonstrated in this application and the Wayfinder LVA, the proposed location and building placement of the SPS is able to avoid adverse visual effects, including effects on amenity values and neighbouring property owners. Further to this the proposed SPS will not undermine the integrity of the District's commercial and industrial zones as it's characteristics would be undesirable in a commercial zone and its land area and privacy requirements are better suited by the proposed Rural Zone location, than occupancy of an industrial zone.

POLICY RZP8 – *Require landscaping and screening for Commercial and Industrial activities to maintain the amenity within the Rural Zone.*

Explanation: The visual impact of commercial and industrial activities can be intrusive in the rural environment which has a largely open character. It is important that these types of activities and particularly any storage areas are screened so that they do not impact on the amenity of the Zone.

In commenting on this policy the Wayfinder LVA states: *"The proposal has limited visibility to the wider area and as such, specific landscape and screening requirements are considered unnecessary. … Despite no requirement for landscape treatment, the proposal does intend to undertake on-site amenity planting in general accordance with the plans*

contained in Attachment 1."[27] Accordingly it is considered that the input of the Wayfinder plans and LVA has ensured that appropriate landscaping will be provided to maintain amenity within the Rural Zone.

> ***POLICY RZP9 –*** *Noise levels for activities should not be inconsistent with the character and amenity of the Rural Zone.*
>
> *Explanation: Activities associated with rural production can generate significant amounts of noise. While there is a recognised 'right to farm' philosophy built into the Plan there is a need to have limits that maintain the character of the area, particularly in relation to fixed and ongoing noise sources. Performance Standards for noise have been set at a level which recognises the need for activities to operate in a way that does not unduly restrict normal practices associated with activities in the Rural Zone in order to protect their continued economic operation while maintaining appropriate amenity standards for residents in the Zone.*

This policy relates to noise and reverse sensitivity. In developing the proposed SPS it is acknowledged that No.8 Studios could not expect surrounding rural activities to limit noise from their farming practices. The proposed location away from intensive horticultural and viticultural activities and the studio design which incorporates noise insulation will mitigate the potential for reverse sensitivity effects. It is acknowledged that at times there may be noise from forestry activities on the neighbouring property to the southeast, however a reasonable separation from that property is still provided and the proposed noise insulation will mitigate the direct effects on screen production activities and the potential reverse sensitivity effects.

> ***OBJECTIVE RZO3*** *– To enable the flexible use of land while not limiting the ability of land uses relying on the productivity of the land or soils to undertake their activities.*
>
> ***POLICY RZP10*** *– Provide for industrial and commercial activities in the Rural Zone with limits on scale to protect soil values and maintain rural character.*
>
> *Explanation: The rural hinterland has encountered some challenging economic times and many of the landowners have met these challenges by diversifying within their traditional pastoral farming operations. Through the issues identification process of the Plan review, the rural community has pointed out that flexibility in the type of land use that they can undertake is important for a land resource that is significantly affected by the vagaries of the weather and where the level of international demand for traditional products varies greatly.*
>
> *In providing for flexibility of land use the Plan also seeks to ensure that the scale of the commercial and industrial uses that are provided for is not out of character with the rural environment and/or beyond the capacity of the environment to cope with the environmental effects. This includes the potential effects on the road infrastructure. The scale of any such use is also directly addressed under Objective RZO1 which aims to maintain primary production and Policy RZP2 above…*

[27] Ibid (page 17).

Again, this objective and policy enable industrial and commercial activities in the Rural Zone with limits on scale in regard to protecting soil values and rural character. How these matters will be appropriately addressed has already been discussed above and need not be repeated.

The policy explanation gives specific mention to potential effects on rural road infrastructure. As discussed in the AEE above, the Urban Connection TIA has set out the upgrades to the public road network required to mitigate effects on that infrastructure. Those recommendations are adopted as part of this application and accordingly such effects are able to be appropriately avoided and mitigated.

> ***POLICY RZP11 –*** *Require that any activity locating within the Rural Zone will need to accept existing amenity levels and the accepted management practices for primary production.*
>
> *Explanation: The Council has long adopted the 'right to farm' principle in the rural areas of the District. This issue has arisen from the occupation of some of the smaller land holdings for residential lifestyle purposes. The 'right to farm' principle makes it clear to those property owners new to the rural environment that there are management practices that, by their nature and timing, might be considered nuisances in the urban context but are entirely appropriate for the efficient and effective functioning of primary production activities. Requiring new activities to accept existing amenity levels includes consideration to be given to potential reverse sensitivity effects.*

This policy relates specifically to protecting the 'right to farm' of neighbouring property owners by mitigating against reverse sensitivity effects. As discussed above the proposed location away from intensive rural production activities and the incorporation of noise insulation in the design of the studio buildings will mitigate against any reverse sensitivity effects.

4.1.4 Summary

Given the assessment above, the proposed SPS is able to address those matters that the District Plan identifies for activities establishing in the Rural Zone to achieve consistency with the relevant HDP objectives and policies. This includes the direction to protect the rural land resource for productive activities and to retain rural character and amenity values.

As established above, considerable effort has gone into selecting an appropriate site for the proposed SPS and then in refining a site plan for the identified location, including the challenges of the Flood Detention Dam and an appropriate road access. The proposed location is able to appropriately avoid or mitigate potential adverse effects particularly regarding productive potential of the land resource, rural character, and reverse sensitivity. Location as a discretionary activity in the Rural Zone can therefore be justified and is considered to be consistent with the relevant objectives and policies of the HDP.

4.2 OTHER RELEVANT MATTERS

Under 'Section 104(1)(c) of the RMA it is relevant to consider the potential for adverse precedent effects or effects on District Plan Integrity.

In this case it is considered that a SPS is a relatively unique proposition for Hawke's Bay and for this reason granting consent to this application is unlikely to give rise to a flood of other applications. There may be concern that a precedent could be created for large industrial type buildings in the Rural Zone that are unrelated to land based production. As demonstrated in the above assessment, the ability to appropriately avoid and mitigate adverse effects from such structures has been achieved by a location that is both accessible to the urban areas of Hastings and Napier but also obscured from view in mitigating landscape and visual effects. If activities with similar buildings were able to find a Rural Zone location where adverse effects are able to be avoided remedied or mitigated, then any precedent would not be adverse.

In terms of District Plan integrity, the above assessment demonstrates that the proposed activity is consistent with and certainly not contrary to the objectives and policies of the HDP. Further to this, the activity has Discretionary Activity status. It is considered that an activity that is consistent with the objectives and policies of the District Plan can not threaten the integrity of that plan. Accordingly, it is considered that consent can be granted to this application without creating either adverse precedent effects or affecting the integrity of the District Plan.

5. PART 2 MATTERS

It is noted that recent case law in the Court of Appeal decision on RJ Davidson Family Trust v Marlborough District Council CA97/2017 (2018) NZCA 316 determined that…

> *"If a plan that has been competently prepared under the Act it may be that in many cases the consent authority will feel assured in taking the view that there is no need to refer to pt 2 because doing so would not add anything to the evaluative exercise. Absent such assurance, or if in doubt, it will be appropriate and necessary to do so. That is the implication of the words "subject to Part 2" in s 104(1), the statement of the Act's purpose in s 5, and the mandatory, albeit general, language of ss 6, 7 and 8."*

This decision confirms that it can be appropriate to consider Part 2 when assessing a resource consent in specific circumstances. It is relevant that the district plan is a relatively new plan that has been prepared having regard to Part 2 in assigning the activity status applicable in the Rural Zone as well as the relevant objectives and policies. In this circumstance then, it is considered that an assessment against Part 2 would 'not add anything to the evaluative exercise' and is not therefore necessary.

6. NOTIFICATION

Sections 95A – 95G of the RMA set out the matters that a consent authority must consider when deciding whether to notify an application for a resource consent. These sections are considered below.

6.1 PUBLIC NOTIFICATION (SECTION 95A)

HDC is required to consider whether the application should be subject to public notification in accordance with section 95A of the RMA. This has been assessed as follows:

Step 1 (Mandatory Notification):

- The Applicant does not request public notification of the application (s95A(3)(a)).
- The application does not include an exchange of recreation reserve land (95A93)(c)).

Step 2 (Public Notification Precluded):

- None of the relevant rules in the HDP preclude public notification of the application (as per section 95A(5)(a));
- Public notification is not precluded by s95A(5)(b)(ii).

Step 3 (Public Notification Required in Certain Circumstances):

- This is not an application for one or more activities where any of those activities are required to be publicly notified by a rule or a national environmental standard (s95A(8)(a)); and
- The assessment of environmental effects (Section 3) concludes that environmental effects of the proposal are no more than minor. Therefore, public notification is not required pursuant to s95D (s95A(8)(b)).

Step 4 (Special Circumstances):

- In considering whether special circumstances apply to warrant notification of a resource consent application in accordance with Section 95A(9) of the RMA, it is noted that special circumstances:
    - Are unusual or exceptional but may be less than extraordinary or unique; and
    - Unlikely to be justified where there is no evidence of adverse effects likely to arise from an activity.

This resource consent application is not unusual or exceptional in terms of its potential adverse effects and it is assessed above to be consistent with the objective and policies of

the District Plan. Therefore, there are no special circumstances that warrant public notification of the resource consent application.

In accordance with steps 1-4 above, it is considered that the proposal does not need to be publicly notified under s95A of the RMA.

6.2 SECTION 95B LIMITED NOTIFICATION

If an application for resource consent is not publicly notified under s95A of the Act, section 95B(1) requires HDC to determine whether to give limited notification of the application. This has been considered as follows:

Step 1 (Certain Affected Groups and Persons):

- There are no protected customary rights groups or customary marine title groups affected by the activity (s95B(2)); and
- The proposal is in the wider Area of Interest of the Heretaunga Tamatea Claims Settlement Act 2018 and within the Statutory Acknowledgement Area of the Maraetotara River & Tributaries (OTS110-28). The ephemeral streams in the vicinity of the development site are tributaries of the Maraetotara. As set out above, the assessment of effects on the environment, including consideration of earthworks, demonstrates that any adverse effects on the environment can be avoided or mitigated to be no more than minor. As set out in the Infir Stormwater Assessment in Appendix E the effects of the development on stormwater runoff are able to be mitigated with the attenuation proposed to predevelopment levels. Further to this the Wayfinder LVA identifies an intention to develop the overland flow paths of the ephemeral streams with native planting to provide an enhanced ecological benefit.[28] Given the above, it is considered that with the anticipated standard earthworks and stormwater treatment conditions, any specific effects on the Maraetotara River & Tributaries will be less than minor in regard to the Statutory Acknowledgement.

Step 2 (Limited Notification Precluded):

- Limited notification is not precluded under Step 2 (s95B(6)(a)) as the proposal is not subject to a rule in the HDP or a National Environmental Standard that precludes limited notification; and
- Limited notification is not precluded under Step 2 (s95B(6)(b)) as the proposal is not a controlled activity and is not a prescribed activity.

Step 3 (Certain Other Affected Persons):

[28] Wayfinder LVA (page 12).

- The proposal is not a boundary activity or a prescribed activity.
- In terms of 95E of the RMA, no person is considered to be adversely affected in any way that is minor or more than minor by this proposal based on the assessment in section 3 of this AEE.
- Any effects on individual parties are generally considered to be less than minor. It is however acknowledged that some residents of the dead-end section of Parkhill Road may perceive that their amenity will be reduced by the increased traffic volumes on that road if consent to this application is granted. The Urban Connection TIA calculates that traffic volumes would increase from 187 vehicle movements per day to 657 movements per day on this section of Parkhill Road when the SPS is operating at peak capacity during filming. The effects of this increased traffic movement would be greatest on occupiers of dwellings with closer setbacks to Parkhill Road. While such effects are considered to be no more than minor in RMA terms, it is acknowledged that they may not reach the threshold of 'less than minor' in terms of section 95E of the RMA.
- The adverse effects on the owner of the Rural Zone property sharing the south eastern boundary of the site near the location of the SPS facility may not reach the threshold of 'less than minor' due to the facility being near to, and visible from, their property.
- No other individual parties are considered potentially affected by the proposed SPS development in accordance with s95B for the following reasons:

  Written approval has been obtained from the owner of the subject site, Te Awanga Downs and the written approval of Te Awanga Estate is anticipated to be provided shortly. Regardless of whether Te Awanga Estate provide a formal RMA written approval the development as applied for can not proceed with out them granting a right of way access easement over their property for the initial 150m of the proposed road access from the end of Parkhill Road.

  The Applicant has engaged with representatives of mana whenua hapū via a consultation hui at Te Taiwhenua o Heretaunga. That hui did not identify any potential cultural effects provided an archaeological authority is applied for and obtained, as is proposed in this application.

  With the proposed road and intersection upgrading measures adopted as part of this application and with the majority of traffic movements generated by the proposed SPS anticipated to fall outside of school hours potential adverse effects on the Haumona School and Kindergarten are considered to be less than minor.

Aside from the subject site and the adjoining Rural Zone property to the east, the SPS buildings or site development will not be visible from any other property.

6.3 NOTIFICATION CONCLUSION

In accordance with the assessment under s95A RMA above, adverse effects on the environment are no more than minor and therefore public notification is not required.

The assessment under and s95B of the RMA above concludes that any adverse effects on adjoining or adjacent land owners are generally considered to be less than minor. It is acknowledged however, that there will be a perceived reduction in amenity caused by increased traffic volumes on the occupiers of dwellings near the road frontage of that section of Parkhill Road to the south of the Raymond Road intersection in regard to the amenity effects of increased traffic generation. Further to this the effect of the SPS on the adjoining property to the south east may also be subject to minor adverse effects and the facility will be visible from that property. Limited notification of the application is therefore anticipated to be served on the aforementioned persons.

7. CONCLUSION

Resource consent is sought for the establishment of a SPS on a 24ha area of land in the south east of the Te Awanga Downs Farm. The proposed location is in a secluded area of the farm, such that the proposed 10,070m^2 of building development would only be visible from the adjoining rural property to the east or high vantage points some distance from the site. The SPS is proposed to be accessed via a 2.5km long private accessway from the end of Parkhill Road.

The proposed SPS development and its associated access has been deliberately designed with expert technical inputs to avoid any adverse effects on the environment. This includes avoiding recorded archaeological sites, avoiding adverse visual effects, mitigating, and avoiding adverse stormwater and flooding effects including on the Te Awanga flood protection dam, and enhancing the landscape amenity and biodiversity of the site with additional tree planting and landscaping. Once operational the SPS would give rise to significant social and economic benefits to Hawke's Bay, including by a combination of employment opportunities and business support opportunities, as well as the more indirect benefits of enhanced profile via locational filming.

A TIA has been undertaken and sets out mitigation measures to avoid any adverse effects of the increased traffic generation on the safety and efficiency of the public road network. These measures are adopted by the Applicant and incorporated as part of the application.

Consultation with representatives of mana whenua hapū has taken place which did not result in any cultural effects being identified, provided the recommendations in the Archaeology Hawke's Bay report are adopted as is proposed by this application.

Overall, with the proposed building and site layout design and location, stormwater mitigation, archaeological and landscape recommendations, and recommended road upgrades in place; the proposal is not anticipated to give rise to adverse effects on the environment that are more than minor.

The proposal has been assessed against the relevant provisions of the statutory planning documents and is consistent with and not contrary to the relevant objectives and policies of the RPS and District Plan. The application is therefore considered to accord with Part 2 of the RMA and is able to be approved by the Hastings District Council in accordance with section 104 of the RMA.

RECORD OF TITLE
UNDER LAND TRANSFER ACT 2017
FREEHOLD
Limited as to Parcels
Search Copy

R.W. Muir
Registrar-General
of Land

Identifier **815158**
Land Registration District **Hawkes Bay**
Date Issued 14 August 2018

Prior References
647110

Estate	Fee Simple
Area	229.5950 hectares more or less
Legal Description	Lot 6-8 Deposited Plan 519212

Registered Owners
Te Awanga Downs Trustee Limited

Interests

Subject to water and pipeline rights over the within land created by Conveyance 56404

Subject to drainage rights (if any) over the within land created by Deed 39985

Appurtenant to Lot 6 DP 519212 is a drainage right created by Transfer 50331 - 18.3.1938 at 9:00 am

Appurtenant to Lots 6 & 8 DP 519212 & Lot 7 DP 519212 part formerly Lot 3 DP 27929 are water and pipeline rights created by Transfer 192950 - 24.2.1965 at 2:50 pm

Appurtenant to Lots 6 & 8 DP 519212 & Lot 7 DP 519212 part formerly Lot 3 DP 27929 are water and pipeline and electric power rights created by Transfer 210099 - 9.2.1967 at 11:10 am

7978591.1 Compensation Certificate pursuant to Section 19 Public Works Act 1981 - 28.10.2008 at 9:00 am (Affects Lots 6 & 8 DP 519212 & Lot 7 DP 519212 part formerly Lot 3 DP 27929)

8702989.1 Compensation Certificate pursuant to Section 19 Public Works Act 1981 by Hastings District Council - 22.2.2011 at 9:55 am (Affects Lots 6 & 8 DP 519212 & Lot 7 DP 519212 part formerly Lot 3 DP 27929)

9290103.1 Compensation Certificate pursuant to Section 19 Public Works Act 1981 by Hastings District Council - 17.1.2013 at 3:54 pm (Affects Lots 6 & 8 DP 519212 & Lot 7 DP 519212 part formerly Lot 3 DP 27929)

Appurtenant hereto is a right of way created by Easement Instrument 11035255.3 - Produced 29.6.2018 at 3:53 pm and entered 14.08.2018 at 7:01 am

The easements created by Easement Instrument 11035255.3 are subject to Section 243 (a) Resource Management Act 1991

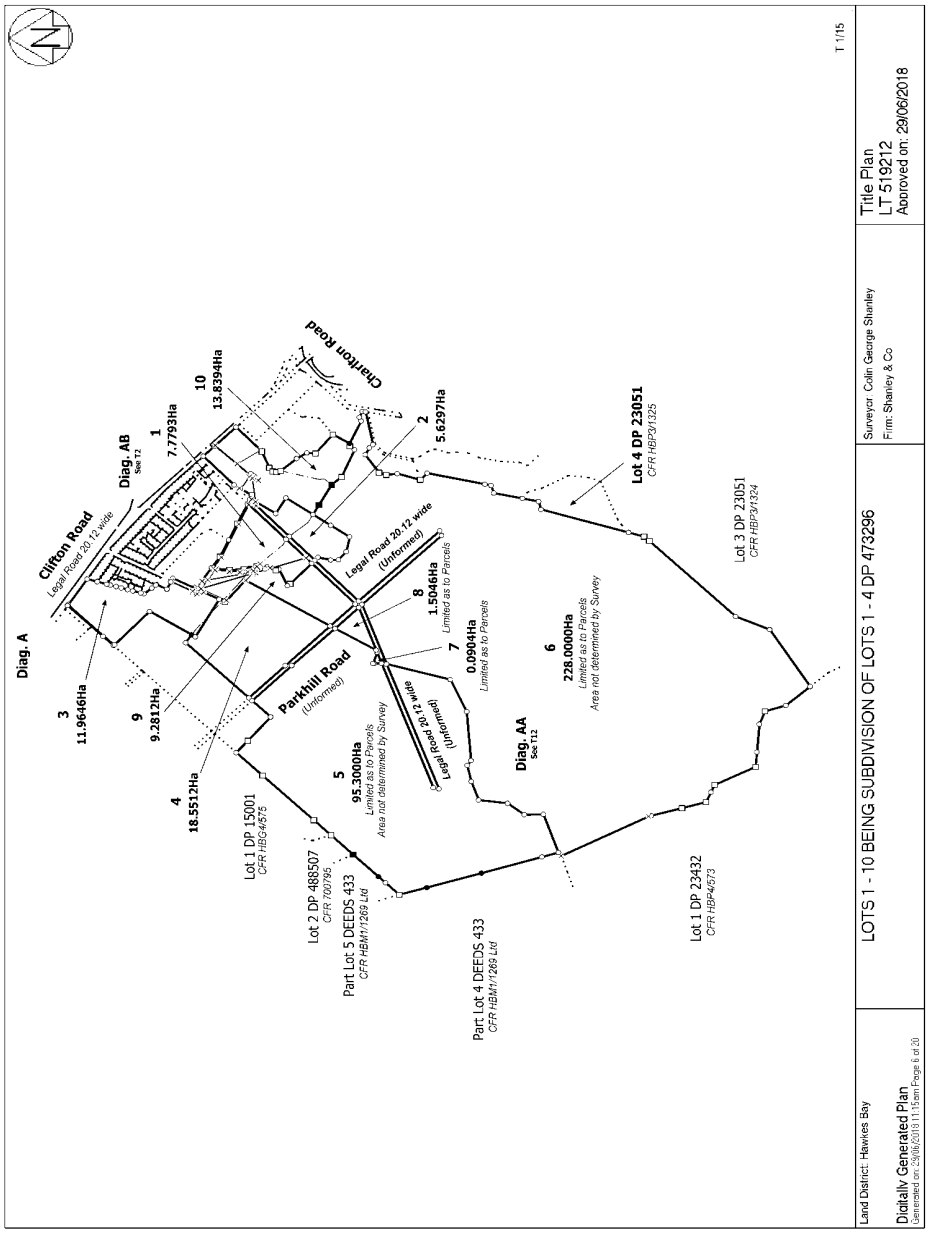
Appurtenant hereto is a right to convey electricity, telecommunications and electronic data created by Easement Instrument 11035255.4 - Produced 29.6.2018 at 3:53 pm and entered 14.08.2018 at 7:01 am

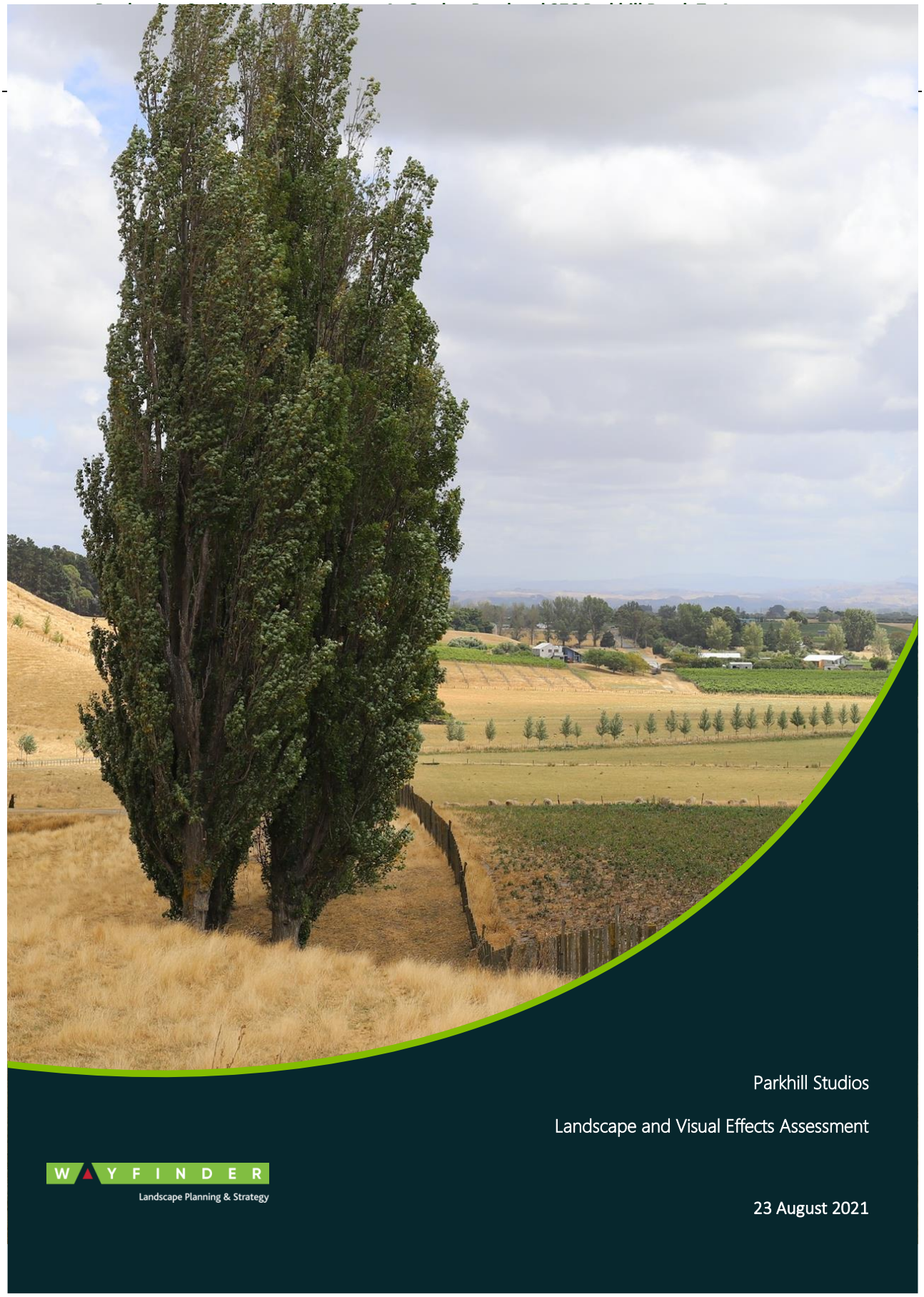
11035255.5 COVENANT UNDER SECTION 240 RESOURCE MANAGEMENT ACT 1991 (ALSO AFFECTS 845758 and HBP3/1325) - Produced 29.6.2018 at 3:53 pm and entered 14.08.2018 at 7:01 am

Land Covenant (in gross) in favour of Greenstone Land Developments Limited created by Covenant Instrument 11757289.3 - 29.5.2020 at 1:50 pm

11801120.1 CAVEAT BY GREENSTONE LAND DEVELOPMENTS LIMITED - 14.7.2020 at 3:07 pm

Identifier **815158**





Parkhill Studios

Landscape and Visual Effects Assessment

WAYFINDER
Landscape Planning & Strategy

23 August 2021

PARKHILL STUDIOS
· HAWKES BAY ·

WAYFINDER
Landscape Planning & Strategy

Document Information

Project:	Parkhill Studios
Title:	Landscape and Visual Effects Assessment
Prepared for:	Parkhill Studios Hawke's Bay
Prepared by:	Wayfinder Landscape Planning and Strategy Ltd
Cover Photo:	View toward Parkhill Road

Revision History

Rev	Date	Author	Reviewer
1	20.08.21	J Hunt	S Bray
2	23.08.21	J Hunt	S Bray

Contents

Introduction

Wayfinder Landscape Planning and Strategy (Wayfinder) have been engaged by Parkhill Studios to provide a site layout and master plan for the development of a film studio in Te Awanga, Hastings. As part of the consenting component of this proposal, Wayfinder have also been asked to prepare this landscape and visual effects assessment (LVA) against the provisions of the Hastings District Plan.

The following LVA outlines the potential adverse effects associated with this proposed activity and outlines, in relation to landscape and visual amenity, why this property is an appropriate location for a proposal of this nature. The result will be a change in land use, from farming to film industry, however the site context and setting are considered able to absorb that change in manner which does not compromise the existing landscape and visual amenity values associated with the surrounding area.

Methodology

This assessment has been based on guidance from the Aotearoa Guidelines[1] and includes:

- Site visits undertaken between November 2020 and February 2021;
- Review of the District Plan landscape context and framework;
- Desktop analysis of surrounding environment;
- Masterplanning the studio location, access layout and entry;
- Preparation of visual simulations from representative viewpoints;
- Assessment of landscape (and visual) effects;
- Recommendations and conclusions.

The effects scale has been included as Appendix 1 and adopts a 7-point scale (Very Low, Low, Low-Moderate, Moderate-High, High, Very High).

Proposal

It is relevant to understand the decision making process that has led to the selection of this Te Awanga property. A significant amount of scoping work has been undertaken by Mitchell Daysh Ltd, not just within the Hastings District, in order to ascertain where this film studio activity could feasibly be located in Hawke's Bay. There is a suite of requirements which have been sought from the outset of this project which include;

- A defined proximity to an Airport;
- Separation from Airport flight paths;

[1] Te Tangi a te Manu Aotearoa NZ Landscape Assessment Guidelines (Final Draft), approved by NZILA Tuia Pita Ora, 5 May 2021.

- Separation from neighbours who might be sensitive to film operations;
- Expansive and attractive setting;
- Large (and adaptable) site footprint; and
- Ability to provide a secure facility;

It is understood that at least 3 sites within the Hastings District have been considered and that conservations with Council have steered the proposal away from the Plains Production Zone. While we understand that the Hastings District Plan would ideally locate this activity within an industrial zone (due to the comparable scale and nature of the required buildings), the constraints and unique requirements of this activity are more conducive to an isolated location within the district, hence the selection of land within the Rural Zone.

There was no prior connection between the film studio developers and landholder in Hawkes Bay, with the landowner having been approached following identification of a suitable location.

The proposed film studio development is considered as a Commercial Activity that is seeking consent within the rural environment, being located on a 360ha farm accessed from the southern extent of Parkhill Road in Te Awanga (Figure 1). The studio perimeter itself will be approximately between 10-20ha (with the specific lease boundary to be arranged with the landowner) and the building footprints (approximately 9000m^2) are positioned at the base of undulating foothills 2km inland from the coastline (Figure 2). A full description of the components associated with this activity is included within the Planning Assessment prepared by Mitchell Daysh, and broadly includes:

- a new entry at the end of Parkhill Road (Through Te Awanga Estate Winery);
- a 2.5km long access road;
- earthworks required for the formation of the access road;
- a guard/gate house;
- the studio complex (duplex studio building with breezeway, construction warehouse, production office and catering building);
- main carpark, secondary carpark and trailer park;
- a pond (stormwater detention);
- a helipad;
- perimeter fencing;
- approximately 40,000m^3 of cut and fill at the studio complex; and
- areas of planting.

FIGURE 1: LOCATION MAP 1 (GOOGLE EARTH IMAGE)

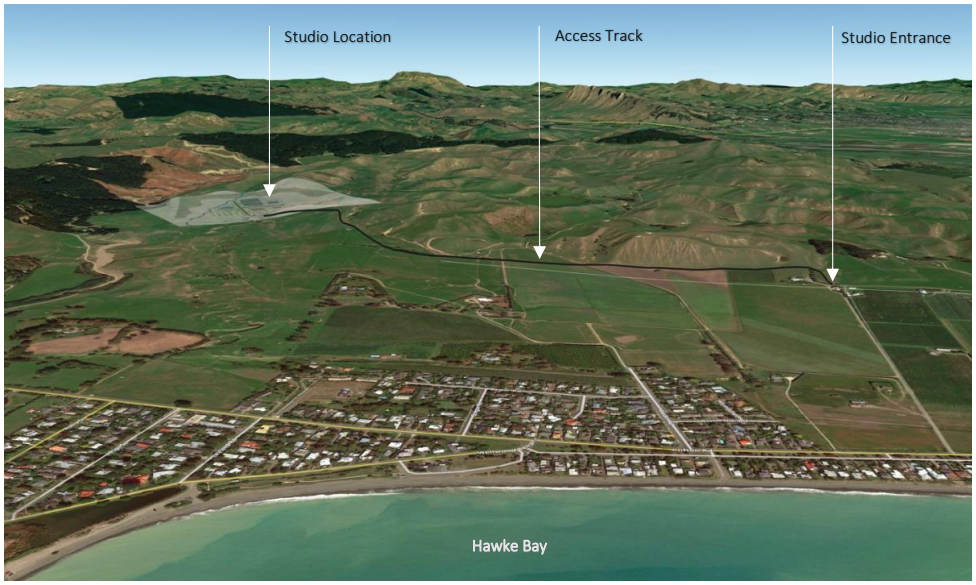


FIGURE 2: SITE CONTEXT (GOOGLE EARTH IMAGE)

Statutory Provisions

It is understood that the proposed Screen Production Studio, located within the Rural Zone (Figure 3), is considered a discretionary activity under the Hastings District Plan under Rule RZ24. The relevant landscape related provisions are outline below and are also collated within Appendix 2. These provisions are interpreted as being focused on retaining the rural and amenity values while providing appropriate landscaping treatment for integration/screening.

Furthermore, there is an allowance for commercial and industrial buildings up to 15m in height (5.2.5A.1) and providing 15m separation from the boundary (5.2.5B.2), as well as specific requirements for landscape treatment around carparking and storage areas (5.2.5C.1&2). The application will breach the earthworks provisions for the zone.

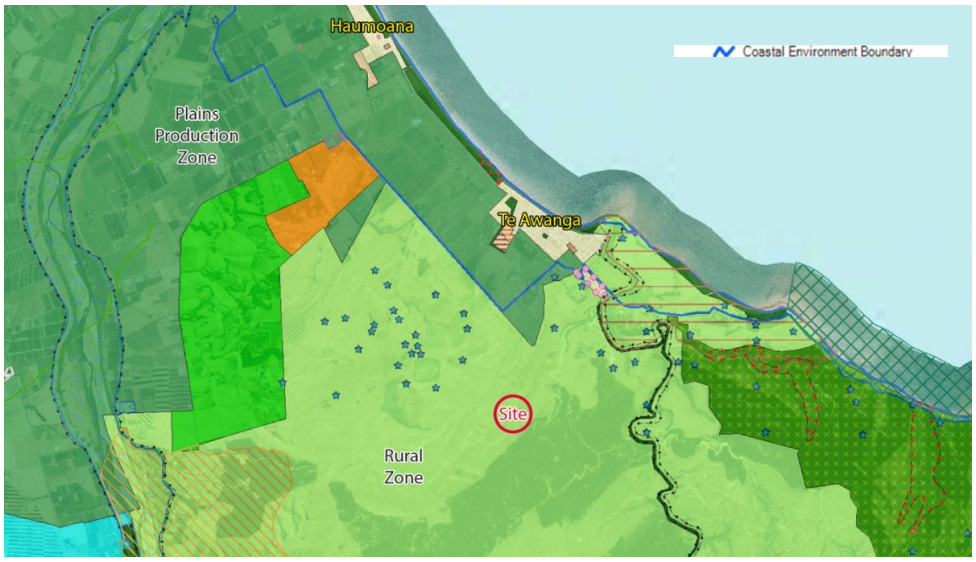


FIGURE 3: ZONING MAP (HASTINGS DISTRICT COUNCIL GIS)

The most relevant Rural Zone Objectives, Policies and Rules include:

> ***RZO1*** *- To ensure that the productive nature of the land within the Zone is not diminished.*
>
> ***RZO2*** *- Retention of the natural and rural character and amenity values of the Rural Zone.*
>
> ***RZO3*** *- To enable the flexible use of land while not limiting the ability of land uses relying on the productivity of the land or soils to undertake their activities.*
>
> ***RZP4*** *- Require that any new development or activity is complementary to the amenity of the Zone which predominantly comprises open pastoral characteristics with low scale and sparsely located buildings.*
>
> > *Explanation - ... "Any development that is not a traditional component of these land uses should not detract from the amenity and character of the Zone. "*

RZP5 - Require limits to be placed on the scale and intensity of any industrial and commercial activity locating within the Zone to maintain the amenity of the area, the sustainable management of the soil resource and the sustainability of the District's Commercial and Industrial Zones.

RZP8 - Require landscaping and screening for Commercial and Industrial activities to maintain the amenity within the Rural Zone.

> *Explanation - The visual impact of commercial and industrial activities can be intrusive in the rural environment which has a largely open character. It is important that these types of activities and particularly any storage areas are screened so that they do not impact on the amenity of the Zone.*

RZP10 - Provide for industrial and commercial activities in the Rural Zone with limits on scale to protect soil values and maintain rural character.

RZP16 - Work collaboratively with the Regional Council to manage land uses that impact on water quality and quantity.

R5.2.5A(1) - Building Height 15m

R5.2.5B(2) - Yards 15m

R5.2.5C - Screening

> *1. Outdoor storage areas of commercial, industrial and winery activities shall be fully screened by fencing and/or planting from adjacent or opposite commercial and residential activities and motorists using public roads.*
>
> *2. Outdoor display and parking areas of commercial, industrial and winery activities shall have landscaping which consists of a mixture of ground cover and specimen trees with a minimum width of 2.5 metres.*

These District Plan provisions form the key considerations for assessing adverse effects and will be addressed following the Landscape and Visual Effects section.

The New Zealand Coastal Policy Statement (NZCPS) requires identification of areas of at least high natural character (Policy 13.1c), as well as avoidance of significant adverse effects on; natural features/landscapes (Policy 15b) and natural character (Policy 13.1b). In order to know where the relevant NZCPS provisions apply, it is common for Councils to map the inland extent of the coastal environment. In this instance the proposed studio location, including upgraded access road, will is not within the identified Coastal Environment overlay of the Hastings District Plan (Refer Figure 3 above).

Therefore, this application is not considered to warrant additional consideration under the NZCPS. Even beyond the identified Coastal Environment overlay, the application site does not contain any outstanding natural features/landscapes or areas of high/very high/outstanding natural character.

Landscape Context

The application property is located inland of Te Awanga, in the Hastings District, with the studio complex located approximately 2km inland of the coastline. The population base of the nearby area is primarily clustered within the settlements of Haumoana, Te Awanga and Clifton along this southern stretch of the Hawke Bay coastline. The area asserts a quintessential kiwi beach atmosphere, being a popular location for recreational activities (e.g. surfing, swimming, boating and fishing) while also having a strong winery/café culture and numerous local art galleries which elevates tourism in the area.

From along this stony coastline, and much of Clifton Road, the dominant landscape feature is the Cape Kidnappers headland with stratified coastal cliffs, located at the south-eastern extent of Hawke Bay. Cape Kidnappers is renowned as the world's largest gannet colony (Australasian Gannet), as well as having a world famous 18-hole golf course.

The fertile flat land adjacent to the coast and Tukituki River (generally being the Plains Production Zone indicated in Figure 3 above) displays a patchwork mix of horticultural, viticultural and pastoral land use, while the Rural Zone land is dominated by pastoral and forestry operations. There is also a scattered presence of residential and lifestyle living throughout this landscape beyond the defined urban settlements.

The wider population base of Hawkes Bay, along with visiting tourists predominantly access the Te Awanga area via Black Bridge, which crosses the lower reaches of the Tukituki River approximately 1.5km inland from the river mouth. Travellers are typically directed to this location (Black Bridge), as the next crossing of the Tukituki River (Red Bridge) is 15km inland (south). From Black Bridge, travellers naturally end up on Parkhill Road (via Mill Rd and Haumoana Rd), which runs parallel with the coastline approximately 1km inland with vineyards located along the flatter land to the north-east and farmland located on the rolling hills to the south-west. It is at the south-eastern extent of Parkhill Road, at the Te Awanga Estate Winery entrance, that the proposed entry to the film studio operation will be located.

At a site scale, the predominant land use of the application property is grazing (beef farm), the expansive 360ha property also includes the Outfoxed activity venue, the Clifton County Cricket Club, and the Cape Estate Wedding Venue/Bed & Breakfast. The cricket oval and surrounding fenced riparian waterways have seen the local community plant over 10,000 native species on the property.

In relation to other cultural values associated with this property, there are 15 pit/terrace archaeological sites identified and one midden/oven. This acknowledges the historical presence and occupation of Māori in the area, and it is noted that approximately 1.5km east of this proposal location is the historic Tiromoana pā site which overlooks the Maraetotara River. The proposed access upgrades and main studio complex are not located near the identified archaeological sites, with the closest identified site being over 200m away from any required construction or earthworks.

The landscape context and the application sites relationship to Te Awanga and the beach is evident when viewed from one of the vantage points on the property (for example, above where the proposed guard house is to be located (Figure 4)). From this same vantage point, turning to look inland reveals the relatively contained location of the proposed studio complex (Figure 5), with the background slope covered in a mix of juvenile and mature pine trees being located on the adjacent property.

FIGURE 4: VIEW FROM HILL ABOVE THE SITE TOWARD THE BEACH

FIGURE 5: VIEW FROM HILL ABOVE THE SITE INLAND ACROSS THE SITE

Master Plan Development (Mitigation)

Part of the project brief for Wayfinder has been the design and layout of both the Access Road (Attachment 1 - Sheet 02 & 03) and the Studio Masterplan (Attachment 2 – Sheet 04, and Figure 6).

Key considerations which have influenced the access road and Studio Masterplan include:

- creation of a welcoming entrance (through the vines of Te Awanga Estate Winery);
- alignment of the access road to take advantage of existing barriers (landform and fencing);
- retention of overland stormwater flowpaths;
- allowance for flood events by purposefully locating the bulk carparking at a lower elevation (while locating the buildings at higher elevations);
- aligning the main road of the studio complex with a landform highpoint (focal point);
- placement of a stormwater detention area to attenuate[2] all of the proposed buildings stormwater;
- provision of space for over 200 carparks; and
- indicative mass native planting and specimen trees (mix of native and exotic) to provide additional on-site amenity and containment.

FIGURE 6: STUDIO MASTERPLAN

[2] Parkhill Studios Stromwater Servicing Report – J21120, prepared by Infir (Scott Estcourt)

An initial site arrangement had previously been prepared as a way of identifying likely components and required areas of the complex. The current site design has adopted a landscape responsive approach and is a key mitigation component of this proposal. It is important to note the benefits of the current design, when compared to the initial layout, with this proposal seeking to:

- provide for the retention of natural overland stormwater flowpaths;
- respond to the existing site landform to limit the extent of earthworks; and
- completely screen visibility of the studio buildings from the wider area.

Retention of the overland stormwater flow paths is seen as a significant benefit to the current site design. While riparian planting of these ephemeral streams is not intended to form part of the requirements associated with this consent (it is not considered a requirement to mitigate effects), there is an intention to develop these overland flow paths with native planting to provide an enhanced ecological benefit, which builds on the planting work undertaken elsewhere on the property as part of the Clifton County Cricket Club.

Expansive flat areas, in and around the buildings, is a necessity of the proposed studio operations due to the continual construction and relocation of film set equipment/componentry (including truck movements). The site layout has responded to the existing landform in a manner which has greatly reduced the earthworks requirement, yet still provides adequate open space for the proposed activity. The current design has a maximum cut depth of 5.6m (at both the southern extent of the studio buildings and the stormwater detention pond), this having been reduced from the initial site arrangement which required a maximum cut depth (in a similar location) of 13m. Furthermore, the change in elevation from the studio platform to the main carpark has now been reduced from 15.3m to 8.2m.

An additional benefit of responding to the existing landform has been that the placement of the studio buildings has now managed to significantly limit visibility from the wider environment. A number of initial simulations from the surrounding area could pick out the studio buildings, however this is no longer possible in the assessed viewpoints (Attachment 2). Even if there are limited glimpses to the studio buildings obtainable from the wider area, the design process of lowering their ground floor elevation and shifting them further west has resulted in buildings which are recessed into the setting.

Internal site planting has been identified at a high level, to provide for additional on-site amenity. These areas are currently only indicative and will be developed in detail following an approved consent. There is a clear intention to implement planting in general accordance with the Studio Masterplan.

Visual Catchment and Viewing Audience

The design process, which has led to the Studio Masterplan, has managed to reduce the visual prominence of the proposed activity. The studio complex can be readily accommodated as it is backdropped by the surrounding landform (to the east, south and west), there is good natural separation to the Te Awanga settlement/beach, and visibility to the proposed studio complex is limited. During the site visit a range of viewpoint locations had been considered and photographed in order to develop an understanding of potential visibility and views back toward the proposal site from the surrounding area. The series of photographs within the Visualisations document (Attachment 2) contain five locations that are considered

to be representative of obtainable views from public roads, along with two locations from within the application site. These viewpoints include (Attachment 2 – Sheet 02, and Figure 7):

- Viewpoint 1 – Parkhill Road, adjacent to Te Awanga Kindergarten;
- Viewpoint 2 – 214 Clifton Road;
- Viewpoint 3 – Te Awanga Estate Entry;
- Viewpoint 4 – 22 Gordon Road;
- Viewpoint 5 – Charlton Road;
- Viewpoint 6 – Te Awanga Estate rear boundary; and
- Viewpoint 7 – Internal viewpoint.

FIGURE 7: VIEWPOINT LOCATIONS

Landscape and Visual Effects

Landscape Effects

The proposed film studio operation will alter the land use, and to a degree the landform, of a portion of existing farmland (cropping/grazing) to a commercial activity. This will result in a change in character away from the current rural environment, however this change is largely contained to an isolated pocket of a much wider farmland.

Many of the physical qualities of this site, which made it a desirable film studio location, also assist with the integration of this activity into the Rural Zone without compromising the surrounding amenity values. The site is relatively secluded, being located beyond the eastern extent of the public road network, and the placement of built development within the expansive farm setting limits visibility from the wider environment. The proposal does not cross areas of known archaeological sites and it is understood that consultation has taken place with local iwi representatives.

The access road will be constructed from the Te Awanga Estate entrance, at the southern extent of Parkhill Road, through to the film studio location. This access is to be constructed and aligned in a manner which responds to the landscape setting (e.g. follows natural barriers), while also providing for the continuation of the farming operation (and access to the other on-site activities). Indeed, the rural experience visitors to the film studio will obtain from the access road is a key feature of the proposal.

The access road and Studio Masterplan have both been developed to minimise the potential impact on the landscape, as described in the section above, by working with the landform and site constraints. The physical change to the studio complex will result in a balance of approximately 40,000m^3 of both cut and fill, which provides for appropriate vehicle circulation and operational space. While this is a large quantity of earthworks, the general landform structure of the studio complex location is to be retained. That being the retention of surrounding hill slopes and skylines, the retention of stormwater flow paths, and the retention of the broadly south-west to north-east slope of the flatter land.

The landscape effects of this proposal can be distinguished at two key scales. Firstly, at the site scale, where the proposal is a substantial change to the existing rural landscape which would result in a **High** landscape effect. Secondly, at a locality scale (property, surrounding hills and settlement of Te Awanga), where the proposal is able to integrate into the receiving landscape with only a **Low** landscape effect.

It is considered that the adverse effect at the site scale is only appreciable from within the application property, due to the overall size of the application site and placement of the studio complex in an isolated part of the property.

Visual Effects

Landscape is an all-encompassing concept that combines the biophysical, perceptual and associational characteristics of a location, whereas an effect on visual amenity is often directly tied to a specific viewpoint that has been altered. In this situation, visual effects assessment is concerned with identification of views that may fundamentally change as a result of this proposed activity in what is currently a rural setting. It is these potential visual effects that will be addressed in more detail below.

The visualisations contained within Attachment 2 have been prepared using a full 3D model of the property and surrounding landform. The prosed access road and studio complex have been modelled and overlain onto the viewpoint photographs. Where the proposed access road and studio complex are visually obscured by landform or landcover (e.g. vegetation or buildings), the model has been made an opaque 'white' colour so that the relative location can be ascertained. Only the access road, buildings and proposed earthworks have been modelled for the purpose of assessing visual effects. It is therefore the adverse effect of the proposal, excluding planting mitigation, which is identified below. The intended planting across the site will further assist with integration of the proposal, however it is primarily to address internal amenity and not the external visual (or landscape) effects.

Viewpoint 1: Parkhill Road, adjacent to Te Awanga Kindergarten

This location is approximately 1.7km from the Parkhill Studios entrance and 3.5km from the studio complex, at the slightly elevated position next to the Te Awanga Kindergarten. From this viewpoint the studio complex is entirely screened from view by landform and only a potential glimpse of the proposed access road would be visible through the existing vegetation.

The magnitude of adverse visual effect is considered to be **Very Low** from this location.

Viewpoint 2: 214 Clifton Road

This location along Clifton Road is approximately 2.3km from the studio complex, near the entrance to the Te Awanga settlement. The foreground includes a vineyard and also an under-construction subdivision. From this viewpoint the studio complex is entirely screened from view by landform and only a potential glimpse of the proposed access road would be visible through the existing vegetation.

The magnitude of adverse visual effect is considered to be **Very Low** from this location.

Viewpoint 3: Te Awanga Estate Entry

This location along Clifton Road is approximately 2.2km from the studio complex, and is one of the last views across currently open land toward the proposal site, however the foreground is being subdivided and residential lots/dwellings will soon obscure the view. Regardless of the residential development underway, from this viewpoint the studio complex is entirely screened from view by landform and only a potential glimpse of the proposed access road would be visible through the existing vegetation.

The magnitude of adverse visual effect is considered to be **Very Low** from this location.

Viewpoint 4: 22 Gordon Road

This location along Gordon Road is approximately 1.8km from the studio complex and is currently the way that the Clifton Country Cricket Club and Outfoxed take access to the application property. From this viewpoint the studio complex and access road are entirely screened from view by landform, with the view also containing dense vegetation.

The magnitude of adverse visual effect is considered to be **Very Low** from this location.

Viewpoint 5: Charlton Road

This location is from the southern extent of Charlton Road is approximately 1.0km from the studio complex and is currently the closest public location to the studio. From this viewpoint the studio complex and access road are entirely screened from view by landform, with the view also containing dense vegetation.

The magnitude of adverse visual effect is considered to be **Very Low** from this location.

Viewpoint 6: Te Awanga Estate rear boundary

This location is from the southern boundary of Te Awanga Winery, adjacent to the access road alignment. The viewpoint is approximately 1.6km from the studio complex and has roughly 1.2km of proposed road visible. This inclusion into the scene is not considered to be uncharacteristic of the expansive setting and integrates with the site through an alignment which responds to the natural features.

The magnitude of adverse visual effect is considered to be **Low** from this location.

Viewpoint 7: Internal viewpoint

This location is from along the access road to the studio complex, approximately 450m from the studio complex's main carpark. The majority of the built form will be screened from view, with only the guard house, trailers and top of one of the studio buildings visible. The access road is also visible, however in the context of the expansive farm setting and forested backdrop, the proposed activity is considered to readily integrates with the site due to the landform screening.

The magnitude of adverse visual effect is considered to be Low from this location.

Visual Effects Conclusion

Overall, the visual effects from the wider environment are all considered to be Very Low, due to the separation distance and site design. Visual effects are likely to be greater within the property, in close proximity to the access road and studio complex, however the identified views are still only considered to have a Low adverse effect.

The location and alignment of the proposed access restricts available views and consequentially, also restricts the number of potentially affected parties. In relation to landscape and visual amenity effects, only the application property (Te Awanga Downs) and Te Awanga Estate Winery, are considered potentially effected and both have provided written approval. Effects on these parties therefore do not need to be considered for consent. The only other property which could be considered influenced by the presence of the proposed commercial activity is the adjacent land to the south east (Owned by Oscar Oy) which is actively forested and has no residential components overlooking the proposal site.

It is noted that the site modelling of the initial layout would have seen the studio buildings from viewpoints 2 and 3. This is no longer the case based on the current design.

Lastly, the proposed Studio buildings are based on a maximum height of 15m, which is what the District Plan provides for in this zone.

Response to District Plan Provisions

The key mitigation of this proposal relates to appropriate site selection, carried out across Hawke's Bay (not just the Hastings District), followed by appropriate siting and design. The project team have sought a landscape led design which responds to the site characteristics. In relation to specific provisions within the Hastings District Plan, the following comments are made.

That the vast majority of the productive nature of the 360ha property will be retained, noting that the retention of the farming operation (e.g. Stock movement) has been an influential consideration for the studio complex placement and design (RZO1).

From the wider environment (beyond the application site), the proposal is not considered to compromise the existing natural, rural or amenity values that are currently appreciated through this zone (RZO2). This is primarily influenced by the studio complex placement in an isolated and contained location.

This proposal is considered to be a flexible use of the land, which does not limit the productivity of the wider property (RZO3).

The proposal is considered complimentary to the existing property, as there is already a shift to utilise the land and its inherent qualities for other opportunities (such as the Clifton County Crickey Club and Outfoxed venue). In particular, the explanation within RZO4 indicates that non-traditional components can occur, provided that "*these land uses do not detract from the amenity and character of the Zone*". The proposal is not considered to detract from the existing zone character due to the limited landscape and visual effects experienced beyond the property.

As commented on above, the proposal is not considered to compromise the amenity of the area (RZP5), noting that this is a unique operation (with specific functional requirements).

The proposal has limited visibility to the wider area and as such, specific landscape and screening requirements are considered unnecessary (RZP8). The main reason for requiring this type of intervention relates to the visual intrusion of commercial activities (particularly storage areas). Despite no requirement for landscape treatment, the proposal does intend to undertake on-site amenity planting in general accordance with the plans contained in Attachment 1.

The activity will limit the extent of usable soils within the studio complex (RZP10), however the ongoing use of the surrounding land will be maintained.

It is noted that the project team have consulted with both the Hawke's Bay Regional and Hastings District Councils in relation to the potential impact on water. As a result, the stormwater detention area (for attenuation) was moved so that the stormwater collected from the proposed buildings does not compromise the existing HDC Flood Detention Dam which is located immediately north of the studio complex (RZP16).

Finally, the proposed Studio buildings have a maximum height of 15m, which is provided for within this Zone (Rule5.2.5.A.1), the yard distances are able to be complied with (Rule5.2.5.B.2) and the screening requirement (Rule5.2.5.C – 1&2) is considered to be unnecessary as it will not be visible from the surrounding public areas.

Conclusion

The proposed commercial activity is considered to be similar to an industrial activity in scale and nature, however operational requirement's (e.g. quiet surroundings and generous amounts of space) mean that locating the proposed Film Studio within the Industrial Zone isn't feasible, while the proposed Rural Zone property is considered to be a suitably accommodating alternative.

The bulk of the activity is to be located at the base of an enclosed basin on the 360ha farm, with a 2.5km long access road being formed to provide access. While it is acknowledged that at the immediate site scale, there will be a High adverse effect, due to the change in landuse, this adverse effect will only be experienced from within the application site and will not compromise the surrounding landscape character of the wider Te Awanga context. The potential magnitude of adverse effects, that are experienced from beyond the application property, are all considered to be either Low or Very Low and this equates to 'less than minor' on the effects scale outlined within Appendix 1.

Josh Hunt
NZILA Registered Landscape Architect

Appendix 1: Effects Scale

The following table outlines the scale of effects used within this assessment. Rather than duplication of this table for both Landscape Effects and Visual Amenity Effects, the conjunction 'or' has been used within the table to provide for either of these two effect assessment categories. It is noted that while the primary consideration is typically in relation to negative effects of a proposal, effects can also be neutral or positive.

Very High	Total loss/modification of key elements / features / characteristics, i.e. amounts to a fundamental change of landscape character or visual amenity.	Significant Effect
High	Major loss/modification or loss of most key elements / features / characteristics, i.e. substantial change to the pre-development landscape character or visual amenity.	Significant Effect
High-Moderate	Loss/modification of several key elements / features / characteristics of the baseline, i.e. the pre-development landscape character or visual amenity remains evident but is distinctly changed.	More than Minor Effect
Moderate	Partial loss/modification to key elements / features / characteristics of the baseline, i.e. new elements may be prominent but not necessarily uncharacteristic within the receiving landscape or views.	More than Minor Effect
Low-Moderate	Minor loss/modification to one or more key elements / features / characteristics, i.e. new elements are not prominent or uncharacteristic within the receiving landscape or views.	Minor Effect
Low	No material loss/modification to key elements / features / characteristics. i.e. modification or change is not uncharacteristic and integrates seamlessly within the receiving landscape or views.	Less than Minor Effect
Very Low	Little or no loss/modification to key elements / features / characteristics of the baseline, i.e. approximating a 'no change' situation that is barely discernible.	Less than Minor Effect

Appendix 2: Extracted District Plan Provisions

OBJECTIVE RZO1 - *To ensure that the productive nature of the land within the Zone is not diminished.*
OBJECTIVE RZO2 - *Retention of the natural and rural character and amenity values of the Rural Zone.*
OBJECTIVE RZO3 - *To enable the flexible use of land while not limiting the ability of land uses relying on the productivity of the land or soils to undertake their activities.*

POLICY RZP4 - *Require that any new development or activity is complementary to the amenity of the Zone which predominantly comprises open pastoral characteristics with low scale and sparsely located buildings.*

Explanation - ... "Any development that is not a traditional component of these land uses should not detract from the amenity and character of the Zone. "

POLICY RZP5 - *Require limits to be placed on the scale and intensity of any industrial and commercial activity locating within the Zone to maintain the amenity of the area, the sustainable management of the soil resource and the sustainability of the District's Commercial and Industrial Zones.*

POLICY RZP8 - *Require landscaping and screening for Commercial and Industrial activities to maintain the amenity within the Rural Zone.*

Explanation - The visual impact of commercial and industrial activities can be intrusive in the rural environment which has a largely open character. It is important that these types of activities and particularly any storage areas are screened so that they do not impact on the amenity of the Zone.

POLICY RZP10 - *Provide for industrial and commercial activities in the Rural Zone with limits on scale to protect soil values and maintain rural character.*

POLICY RZP16 - *Work collaboratively with the Regional Council to manage land uses that impact on water quality and quantity.*

RULES
5.2.5A(1) - Building Height 15m
5.2.5B(2) - Yards 15m
5.2.5C - Screening

1. Outdoor storage areas of commercial, industrial and winery activities shall be fully screened by fencing and/or planting from adjacent or opposite commercial and residential activities and motorists using public roads.
2. Outdoor display and parking areas of commercial, industrial and winery activities shall have landscaping which consists of a mixture of ground cover and specimen trees with a minimum width of 2.5 metres.

RE1(ii) – A single wind turbine per site [Permitted]

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Parkhill Studios

ATTACHMENT 2
24 August 2021

PARKHILL STUDIOS
· HAWKES BAY ·

WAYFINDER
Landscape Planning & Strategy

Location Map

Parkhill Studios

For Resource Consent Application

August 2021

Revision 02

Drawn J Hunt Reviewed S Bray

Scale 1:12,500

Print at A3

Sheet 02

ParkhillStudios_Attachment2_24Aug21

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WAYFINDER
Landscape Planning & Strategy

Photographic Details

Date: 29/01/2021
TIme: 1:32pm
Lattitude: 39°37’29.56”S
Longitude: 176°57’7.89”E
Camera: Canon 6D
FoV: 40° (50mm Lens)
Reading Distance: 480mm

Viewpoint 1
Parkhill Rd, Adjacent to Te Awanga Kindergarten

Parkhill Studios

For Resource Consent Application

August 2021

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Drawn J Hunt Reviewed S Bray

Scale N/A
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Photographic Details

Date: 29/01/2021
TIme: 1:25pm
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Longitude: 176° 58′ 17.73″ E
Camera: Canon 6D
FoV: 40° (50mm Lens)
Reading Distance: 480mm

Viewpoint 2
214 Clifton Road

Parkhill Studios

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Photographic Details

Date: 29/01/2021
TIme: 1:23pm
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Longitude: 176° 58’ 25.254” E
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Reading Distance: 480mm

Viewpoint 3
Te Awanga Estate Entry, Clifton Road

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Drawn J Hunt Reviewed S Bray

Scale N/A
Print at A3

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Photographic Details

Date: 29/01/2021
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Reading Distance: 480mm

Viewpoint 4
22 Gordon Road

Parkhill Studios

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Print at A3

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Photographic Details

Date: 29/01/2021
TIme: 1:09pm
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Viewpoint 5
Charlton Road

Parkhill Studios

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Photographic Details

Date: 29/01/2021
TIme: 11:56am
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Camera: Canon 6D
FoV: 40° (50mm Lens)
Reading Distance: 480mm

Viewpoint 6
Te Awanga Estate, Boundaray

Parkhill Studios

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Print at A3

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Photographic Details

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Viewpoint 7
Internal viewpoint

Parkhill Studios

For Resource Consent Application

August 2021

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URBAN CONNECTION
local and connected

No. 8 Film Production Studios

Parkhill Road, Te Awanga

Traffic Impact Assessment (TIA)

Prepared for No. 8 Studios Limited

August 2021

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1. Introduction

1.1 Background

Urban Connection Ltd has been commissioned by No. 8 Studios Limited to examine and assess the transportation planning issues in relation to a proposed film studio development on Parkhill Road, in the Te Awanga township (Lots 4-9 DP 519212 Lot 4 DP 23051).

The proposed development site is located at the southern end of Parkhill Road. The site will consist of a film production studio. It is proposed to consist of a studio/breezeway building, a construction building, a production building and a café building. A new road, approximately 2.5 km in length and 6 m wide, is proposed to be constructed at the end of Parkhill Road and connect to facilities in the site, which proposes to offer 326 car parking spaces and 12 trailer spaces. A second low-volume access to the site is provided from Gordon Road. The site is zoned Rural (Plains Production) under the Hastings District Plan.

Based on the scale of the proposed development and the immediate surrounding environment, the primary transport considerations are as follows:

- The level of traffic that is likely to be generated by the proposed film studio development;
- The likely effect traffic generation will have on the surrounding transport network;
- The ability of the site and its surrounds to meet the access demands created by the development;
- The likely effect the traffic generation will have on the nearby school and kindergarten on Raymond Road;

These and other matters are addressed in the body of the report.

2. Existing Transport Infrastructure

2.1 Site Location

The site is located at the end of Parkhill Road in the Te Awanga township (shown Figure 1), in the territorial area of the Hastings District Council (HDC). As such, it requires compliance with the Hastings District Plan and with adopted standards and guidelines of the Road Controlling Authority.

The land area occupied by the site is currently rural farmland and has no existing dwellings or structures in it.

Figure 1: Locality Plan

2.2 Existing Road Layout

2.2.1 Parkhill Road

Parkhill Road is split into three sections/classifications under the One Network Road Classification (ONRC). It is classified as a Primary Collector from Haumoana Road to East Road, Secondary Collector from East Road to Raymond Road, and an Access Road from Raymond Road until its southern end.

The section from East Road to Raymond Road is approximately 11.1 m wide, with 3.3 m wide lanes, a 0.4 m wide sealed shoulder on the west side of the road and a 1.6 m wide sealed shoulder on the east side. A shared path, 2.5 m wide, is also provided on the east side of the road. Flexi-posts separate the carriageway from the shared path, which connects to the path provided on the south side of East Road. The configuration of Parkhill Road along this section is shown in Figure 2.

The section of Parkhill Road, from the intersection with Raymond Road to the end of the road, varies in width from 3.6 m to 7.5 m, as follows:

- From RS 2.038 (Raymond Road) to RS 2.118: Over this 80 m long section, the road is approximately 7.5 m wide, with 3 m wide lanes and 0.5 to 1 m wide sealed shoulders. This section has centreline and edgeline markings. Road widening is provided along this section, used as parking bays for the Te Awanga Kindergarten. A short extension of footpath (2 m wide) is offered on the west side of the road along the parking extent.

- From RS 2.118 to RS 2.798: The road is approximately 6 m wide, with no road markings or footpaths over this 680 m long section (shown in Figure 3).

- From RS 2.798 to RS 3.343: The road is approximately 3.6 m wide, and road markings and footpaths are not provided (shown in Figure 4). This section is 545 m long.

- From 3.343 to RS 3.773 (end of the road): The road is approximately 5 m wide, with no road markings or footpaths over its final 430 m in length (shown in Figure 5).

Figure 2: Parkhill Road, from East Road to Raymond Road

Figure 3: Parkhill Road, south of Raymond Road, from RS 2.118 to 2.798

Figure 4: Parkhill Road, south of Raymond Road, from RS 2.798 to 3.343

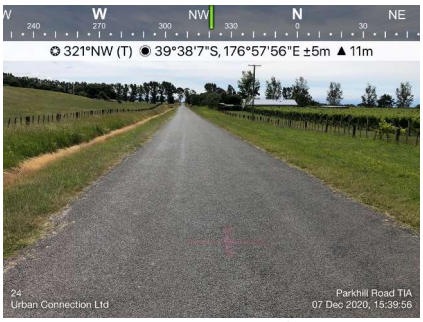

Figure 5: Parkhill Road, south of Raymond Road, from RS 3.343 to 3.773

The posted speed limit is 80km/h; the speed limit has been reviewed and came into effect from 1 March 2021. The average operating speed along Parkhill Road is 54 km/h south of Raymond Road, 55 km/h between Raymond and East roads, and 75 km/h to the north of East Road. This data was obtained from 7 to 16 December 2020 using Google traffic data (source: Mooven).

A 50 km/h courtesy zone extends from approximately 190 m to the south and 120 m to the north from the Parkhill Road/Raymond Road intersection, given the Haumoana School and the

Te Awanga Kindergarten are located in this vicinity. The speed limit review is likely to change the courtesy zone to a posted speed limit of 50 km/h in the vicinity of the educational facilities. An Active School Zone sign is provided for southbound vehicles on Parkhill Road, as shown in Figure 2.

2.2.2 Raymond Road

Raymond Road is classified as a secondary collector road under the ONRC, being approximately 1.7 km long. The road is approximately 8.5 m wide in the vicinity of the intersection with Parkhill Road, having 3.2 m wide lanes and 0.4 to 1.7 m wide sealed shoulders. Angle parking (47 spaces) is provided on both sides of the road along the Haumoana School's frontage, where a 2 m wide footpath is also offered on the south side of the road. To the west of the school, no footpaths are provided, as typical of rural settings. Dragon teeth road marking is provided in front of the school, as shown in Figure 6.

Figure 6: Raymond Road in front of the Haumoana School

The posted speed limit is 80 km/h; this speed also has been reviewed in early 2021. A 50 km/h courtesy zone starts approximately 270 m to the west of the intersection with Parkhill Road. An Active School Zone sign is provided for eastbound vehicles on Raymond Road.

2.2.3 Gordon Road

Gordon Road is an access road under the ONRC. The first section (230 m long), from Clifton Road to 40 m to the southwest of Cedar Road, has a 12.9 m wide carriageway, with 1.5 m wide footpaths on either side of the road. From that point to the end (90 m long), it has an 8.3 m carriageway, with no footpaths. The road has no linemarkings. The Clifton Road/Gordon Road intersection is currently uncontrolled, i.e. no Give-Way or Stop control.

2.2.4 East Road

East Road is an arterial road under the ONRC, located to the north of the site. It is approximately 880 m long, being 9.3 m wide, with 3.5 m wide lanes and 1 to 1.2 m wide sealed shoulders. A 2 m wide shared path is provided on the south side of the road, connecting to Parkhill and Clifton roads. The shared path and carriageway are separated by rubber semi-mountable kerbs and Flexi-posts along East Road, as shown in Figure 7.

Figure 7: East Road looking to the west (towards the intersection with Parkhill Road)

The posted speed limit is 80 km/h; this has been reduced from 100 km/h from 1 March 2021. The average operating speed in the vicinity of the intersection with Parkhill Road is 63 km/h (source: Mooven).

2.2.5 Parkhill Road/Raymond Road intersection

Being located approximately 1.7 km to the north of the site, the Parkhill Road/Raymond Road intersection is Give-Way controlled, as shown in Figure 8. The priority flow is along the curve which connects Raymond Road and Parkhill Road (north of the intersection). It is noted that the corner at the intersection has 25 km/h advisory speed signs (shown in Figure 9), which restrict visibility towards pedestrians/cyclists, especially children, who intend to cross the road east to west. No right turn lane is provided for movements onto Parkhill Road (south section), and no splitter island is provided to separate entry/exit turning movements. An aerial image of the intersection is presented in Figure 12.

Figure 8: Parkhill Road/Raymond Road intersection

Figure 9: Parkhill Road/Raymond Road intersection

2.2.1 East Road/Parkhill Road intersection

The East Road/Parkhill Road intersection is Give-Way controlled, as shown in Figure 10. The priority flow is given along the bend which joins East Road and Parkhill Road (north of the intersection). The corner at the intersection has 35 km/h advisory speed signs (shown in Figure 11Figure 9). A right turn bay is provided for movements onto Parkhill Road (south section). A splitter island is provided, separating entry/exit turning movements. An aerial image of the intersection is presented in Figure 13.

Figure 10: East Road/Parkhill Road intersection

Figure 11: East Road/Parkhill Road intersection

3. Travel Patterns

3.1 Daily Traffic Volumes

The latest available traffic count data for the surrounding network has been obtained from the Hastings District Council website and are provided in Table 1.

Table 1: Daily Traffic Volumes

Road Name	Section	Annual Daily Traffic (vpd)	Year of Latest Count	Updated Annual Daily Traffic (vpd)
Parkhill Road	South of Raymond Road	176	2019	187
	Raymond Road to East Road	805*	2020	829
	North of East Road	2,701*	2020	2,782
Raymond Road	Vicinity of Parkhill Road	483	2019	512
East Road	Vicinity of Parkhill Road	3,368	2019	3,573
Gordon Road	Vicinity of Clifton Road	540	2019	573

*MobileRoad estimate

An arithmetic traffic growth of 3% per annum has been applied to provide 2021 average daily traffic.

3.2 Peak Hour Traffic Volumes

Peak hour turning count surveys were undertaken using an unmanned aerial vehicle (UAV) to observe traffic flow conditions in the AM (8 to 9 am) and School PM peak period (2:30 to 3:30 pm) at the Parkhill Road/Raymond Road and East Road/Parkhill Road intersections. The peak counts were undertaken on 12 and 13 December 2020 at the East Road/Parkhill Road intersection and Parkhill Road/Raymond Road intersections, respectively. The summary for these traffic counts is shown in Table 2, and diagrams are shown in Figures 12 and 13.

Table 2: Traffic counts summary

Peak	Intersection					
	Parkhill Rd/Raymond Rd Intersection			East Rd/Parkhill Rd Intersection		
	Parkhill Rd - south (vph)	Parkhill Road - north (vph)	Raymond Rd (vph)	Parkhill Rd - south (vph)	Parkhill Road - north (vph)	East Rd (vph)
AM	49	185	152	214	411	341
School PM	141	239	142	212	425	373

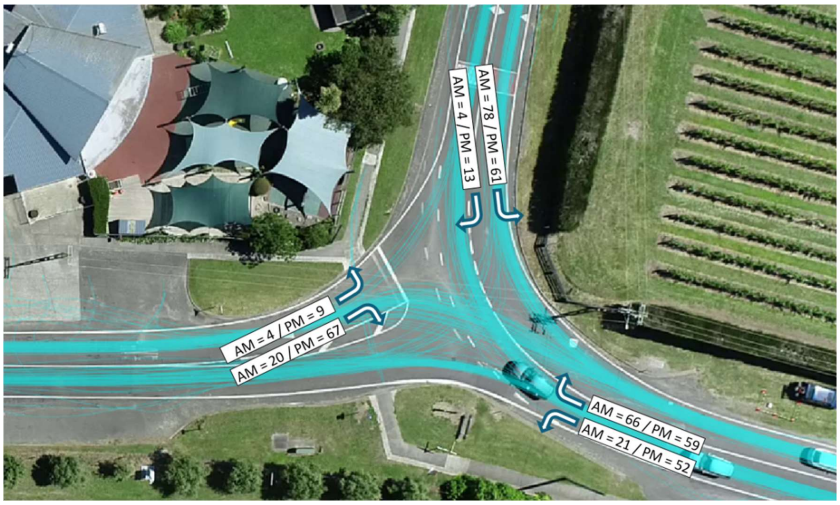

Figure 12: Traffic Count Diagram at the Parkhill Road/Raymond Road intersection

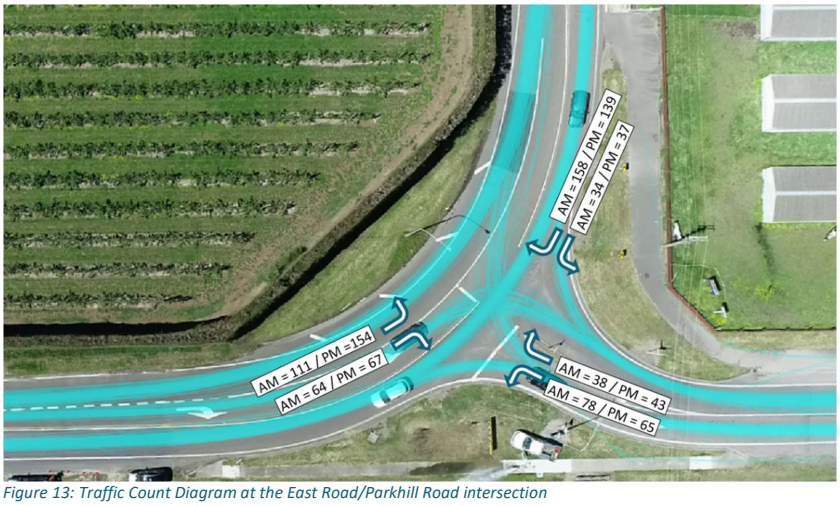

Figure 13: Traffic Count Diagram at the East Road/Parkhill Road intersection

4. Road Safety

A review of the current safety performance has been undertaken to determine the nature of crash types and severity within the site vicinity. The New Zealand Transport Agency's Crash Analysis System (CAS) database shows that there have been seven crashes in the last five year period, including the current year (2015 to 2020). The extent of the assessment is across Gordon Road and Parkhill Road, from East Road to the end of Parkhill, including the section of Raymond Road that extends past Haumoana School, provided in the crash location plan, as shown in Figure 14.

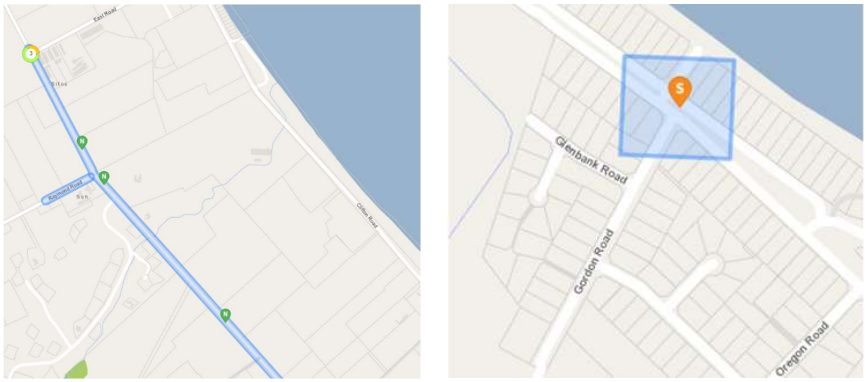

Figure 14: Extent of the crash assessment

None of the crashes were fatal, one was a serious injury crash, one was a minor injury crash, and the other five were non-injury crashes. The crashes in the site vicinity consisted of:

- One non-injury crash in the vicinity of the Haumoana School. This was a collision with a parked vehicle while manoeuvring (parking/unparking), during the school gala.
- Two non-injury loss of control on straight crashes along Parkhill Road. One of the crashes involved a driver who swerved to avoid dogs running along the road. The other crash was in dark conditions.
- Three loss of control turning crashes at the East Road/Parkhill Road intersection. One crash resulted in a minor-injury and two were non-injury crashes. Two of the crashes involved westbound traffic and one eastbound traffic. It is noted that all crashes occurred in wet and dark conditions.
- One serious injury crash on Clifton Road just outside Gordon Road. This crash involved a pedestrian (school child) walking out onto the road without looking left, and a northbound vehicle travelling at 50km/h which was unable to stop in time. Sun strike may have been a factor in the crash.

The crash history along Parkhill Road indicates no underlying safety issues, given the relatively low crash frequency and severity. The crash on Gordon Road is considered a combination of a lack of awareness from the pedestrian, and possible sunstrike for the northbound vehicle – road conditions were not considered a factor.

At the East Road/Parkhill Road intersection, the crash history indicates a pattern of loss of control turning type crashes at the 35 km/h speed advisory corner. It is noted that all of the crashes at this intersection were in wet and dark conditions, likely to be a result of inadequate

pavement surface texture (skid resistance) or lighting. Another contributing factor may be inappropriate speed along the intersection's corner. The author is aware that the posted speed has been reduced along these roads in 2021, likely to positively influence safety at this intersection. However, it is recommended the Hastings District Council to investigate the pavement surface texture and lighting conditions at the East Road/Parkhill Road intersection.

5. The Proposal

The proposal relates to developing film production studio buildings, with combined Gross Floor Areas (GFA) of 8,990 m^2, as shown in Figure 15. The site will have access off the end of Parkhill Road and include a new 6 m wide 2.5 km long road to the facilities/studios in the site. It will be made up of the following:

- A studio/breezeway building of 6,440 m^2 GFA;
- A construction building of 1,050 m^2 GFA, expected to house 30 staff;
- A production building of 1,080 m^2 GFA, expected to house 30 staff;
- A café building of 420 m^2 GFA;
- The production office is expected to house 40 staff, the construction building 30 staff;
- Expected 350+ filming staff (actors/supporting);
- Opening hours from 6 to 7 am, with filming starting at 8:30 am. It is proposed 11-hour workdays; therefore, operation closing times from 5 to 6 pm.
- Each film production is expected to last, on average, 22 weeks.
- Car parking facility includes 326 spaces, with additional 12 parking spaces for trailers. Parking areas will be dual-purpose, as the studios are expected to use some of this area as backup staging and used when other sets cannot be accessed;
- 'A-class' actors will access the site via Gordon Road, which will have security monitoring for admitting vehicles. The rest of the traffic will access the site via Parkhill Road.
- There is anticipated to be approximately 100 trucks for set up at the start of filming.
- Crew and support staff are expected to travel to and from the site in rental vans.

Figure 15: Indicative site layout

6. Traffic Generation and Distribution

6.1 Traffic Generation Assessment

The expected daily and hourly trips to be generated by the site has been computed based on HCV movements for the site setup, to occur predominately prior to filming/production starts, and production, construction and filming staff trips during the expected 22 weeks production.

6.1.1 Site Setup

Approximately 100 HCVs are expected to travel to and from the site, in the majority before production starts, to set up various items required for filming. Site setup is expected to take up two weeks; therefore, the predicted 200 HCV trips to be generated by the trucks will be spread over this period. This is expected to generate approximately 14 HCV movements per day onto Parkhill Road. Truck drivers are to be instructed to avoid travelling to and from the site in the peak hours of the road network, being 8 to 9 am and 4.30 to 5.30 pm, and school pick-up hour, 2.30 to 3.30 pm. The predicted frequency of HCV trips to and from the site is likely to have less than minor adverse effects on the adjacent roading network.

6.1.2 Trip Generation During Production

Trip generation during film production has been based on staff figures. During every 22 weeks of production, works are to start from 6 to 7 am, with an expected 11-hour workday. It is assessed that the site's peak flows will occur from 6 to 7 am and 5 to 6 pm. Therefore, trips to the site are expected outside the network AM peak and school periods. Trips from (out of) the site are expected to coincide with the second half of the network PM peak hour (5 to 5.30 pm); for that reason, 50% of the site's total exit trips have been assigned in the network PM peak period.

Typically, filming staff (crew and supporting) is expected to arrive and depart the site in rental vans. However, using a conservative approach, this assessment has considered these trips as if they were to be undertaken by private vehicles. A vehicle occupancy rate of 2 persons per vehicle has been used, also considered to be conservative in nature. Furthermore, trips from 'A-Class' actors are to occur via Gordon Road, considered to be less than minor in matters of frequency and effects in the network. The trips to be generated by the site are detailed in Table 3, below.

Table 3: Site trip generation

Trip generator	Quantity	Number of vehicles	Daily trips (vpd)	Network PM Peak hour trips (vph)
Production Staff	40	20	40	10
Construction Staff	30	15	30	8
Filming staff (crew and supporting)	400	200	400	100
Total	**470**	**235**	**470**	**118**

6.2 Mode Split

The site has no connectivity to public transportation, as is typical for rural areas. Walking trips to and from the site are not likely to occur, as no walking facilities are provided on Parkhill Road, south of Raymond Road, and the site sits outside a desirable range for trips by foot to be comfortably undertaken. Cycling trips from Haumoana and Te Awanga to the site could be provided, given the available facilities throughout these townships, and also along East Road and Parkhill Road (up to the intersection with Raymond Road). South of the Parkhill Road/Raymond Road intersection, there are no specific cycle facilities, but cycling trips could be undertaken by the shared use of this relatively low-volume road. However, these trips could be considered few in number as only a small portion of the staff is expected to reside or be hosted in Haumoana and Te Awanga.

On this basis, the applied trip rate could only be moderately reduced to consider other transportation modes. The traffic network impact assessment is conducted conservatively with the assigned trip rates remaining unchanged to test robustness.

6.3 Traffic Distribution

6.3.1 Distribution at the accessway to the site

The site will provide access onto the southern end of Parkhill Road. Given the accessway's location, all site's trips will be undertaken to and from the north. The in:out (entry:exit) split is predicted to be 80:20 in the site's AM peak hour (6 to 7 am) and the reverse in the PM peak (5 to 6 pm). However, all trips have been distributed as being into the site in the AM peak and out of the site in the PM peak, again with the purpose of testing robustness. This assessment has conservatively assigned all Parkhill Road's trips as if occurring at the accessway location; however, in reality, as the site is located at the southern end of Parkhill Road, only movements from #373 and #376 Parkhill Road would be expected to be generated at the locality.

6.3.2 Distribution on adjacent intersections

At the Parkhill Road/Raymond Road intersection, all trips to be generated by the site are expected to be undertaken to and from the north. This is because the alternative route, via Raymond and Tuki Tuki roads, would result in a greater travelling distance and time compared with the path to be covered along Parkhill Road (4.6 km and 2.3 km, respectively). Therefore, the site is expected to generate left-turn movements onto Parkhill Road (southbound) in the site's AM peak hour and right-turn movements onto Parkhill Road (northbound) in the PM peak period at this intersection.

At the East Road/Parkhill Road intersection, the directional split of trips to be generated by the site is expected to be 80:20 to north:east. This is because most of the staff is predicted to reside or be lodged in Hastings and Napier (higher urban density), with a few staff travelling to and from Haumoana and Te Awanga townships. At this intersection, most of the site's trips are expected to generate right-turn movements onto Parkhill Road (southbound) in the site's AM peak period and left-turn movements onto Parkhill Road (northbound) in the PM peak period.

6.3.3 Traffic diagrams

The traffic diagrams, shown in Figures 16 and 17, illustrate the expected traffic flows at the accessway to the site and adjacent intersections.

Traffic flows generated in the site's PM peak (5 to 6 pm) are expected to coincide partially with the network's PM peak hour (4.30 to 5.30 pm) and present the worst-case scenario.

Conservatively, the traffic count data obtained in the school pick-up period (2.30 to 3.30 pm) has been assigned to represent the flows in the PM peak period (shown in Figure 16). The Haumoana School, and the adjacent kindergarten, are considered to be the main trip generators south of East Road; therefore, in school peak periods, a greater number of turning movements would be expected at both Parkhill Road/Raymond Road and East Road/Parkhill Road intersections. In reality, it could be expected that flows in the PM peak hour would be more similar to those obtained in the AM traffic count.

Trips to be generated in the site's AM peak (6 to 7 am) do not coincide with the expected network's AM peak period (8 to 9 am). However, for an illustration only, the site's flows have been displayed in conjunction with traffic count data obtained in the network's AM peak hour (shown in Figure 17). Existing traffic flows from 6 to 7 am are expected to be significantly inferior to those obtained from 8 to 9 am.

Figure 16: Site's trip generation and distribution PM peak hour

Figure 17: Site's trip generation and distribution AM peak

7. Traffic Effects

7.1 Intersection Performance

The impact of the expected traffic generated by the proposed development applied to the existing traffic volumes at the surrounding intersections has been assessed to determine the Practical Absorption Capacity in the network peak periods with guidance provided in the Austroads Guide to Traffic Management Part 2, 2020. This assessment has used the site's trip generation and distribution (shown in Figures 16 and 17), considering a worst-case scenario – the higher turning movements volumes in either peak period.

Table 4: Practical Absorption Capacity in the peak hour

Intersection	Peak Period	Q_p Major Flow	Practical Absorption Capacity (vph)[1]	Site Trip Generation	Required Capacity[2]
Site's Accessway					
Left turn onto Parkhill Road	PM	76	891	118	118
Right turn into the site	AM	49	1,382	118	118
Parkhill Road/Raymond Road					
Right turn onto Parkhill Road (towards south)	AM	283	1,136	0	0+4 = 4
Right turn onto Parkhill Road (towards north)	PM	133	843	118	118+67 = 185
East Road/Parkhill Road					
Left turn onto Parkhill Road (towards north)	PM	139	838	94	94+65 =159
Right turn onto East Road	PM	360	674	24	24+43 =67
Right turn onto Parkhill Road (towards south)	AM	327	1,095	94	94+64 =158

[1] Based on critical acceptance gap and follow up headway from Austroads GRD Part 4A, Table 3.5
[2] Based on developed site plus existing turning volumes

The required capacity for the proposed development is significantly less than the Practical Absorption Capacity for Parkhill Road and adjacent intersections, as shown in Table 4. This demonstrates that traffic volumes associated with the site development are relatively low compared to the capacity of the surrounding road network. It is therefore assessed that the surrounding network can efficiently absorb the additional traffic generated by the proposed development.

8. Layout and Design

8.1 Internal layout and design

The site will be accessed via two accessways, one accessway onto Parkhill Road and the other onto Gordon Road. The latter is expected to be used for 'A-Class' artists, with restricted access and predicted to have less than minor adverse effects in the adjacent network.

The accessway onto Parkhill Road is located at the southern end of this road and will be the principal access to the site (shown in Figure 18). A new road, approximately 2.5 km long, will be formed from Parkhill Road to connect to the facilities in the site, as shown in Figure 19. This private road is designed to have a 20 m wide legal width. A 6 m wide sealed carriageway (2.5 m wide lanes and 0.5 m sealed shoulders) is to be provided, as per Table 3.2 of the NZS 4404:2010 'Land Development and Subdivision Infrastructure'.

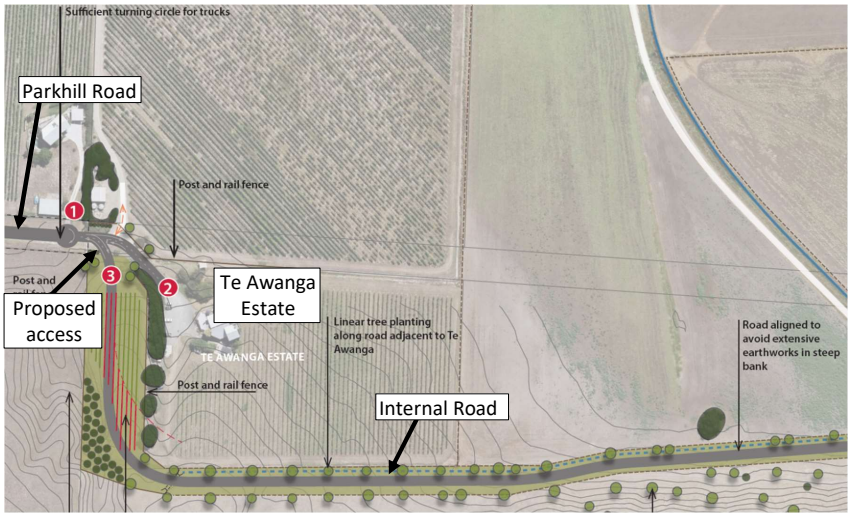

Figure 18: Access and Internal Roading Layout

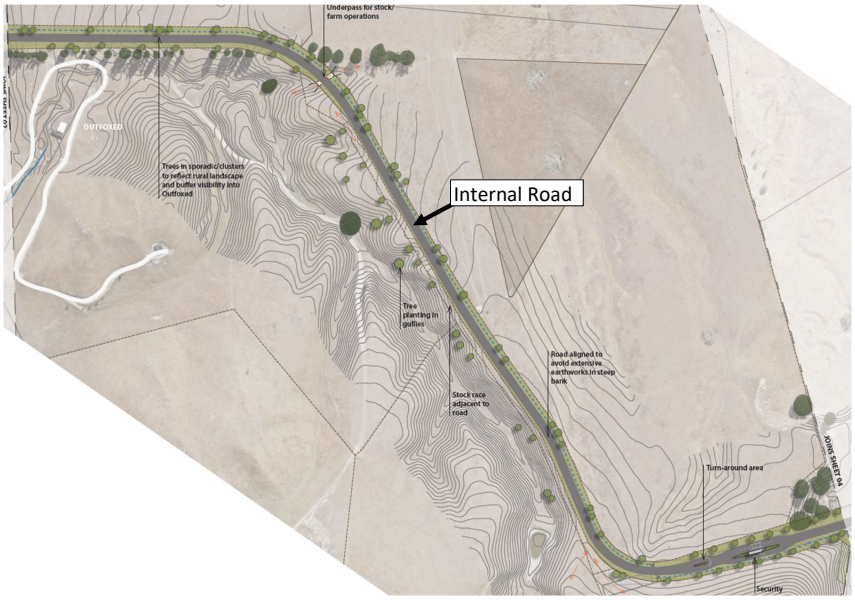

Figure 19: Internal Roading Layout

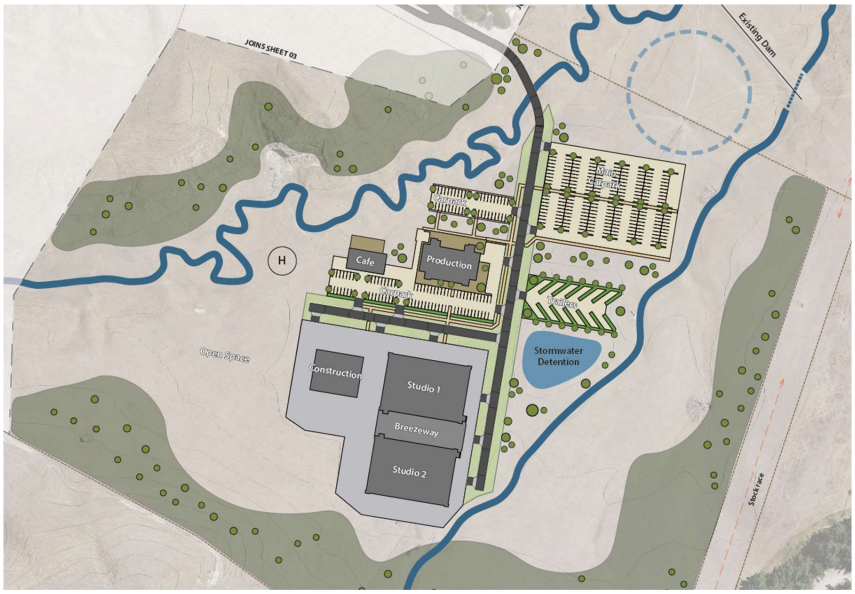

Figure 20: Internal Roading Layout

8.2 Parkhill Road

As previously described in Section 2.2.1, Parkhill Road south of the intersection with Raymond Road varies in width from 3.6 to 7.5 m. This road is recommended to be widened and sealed to a minimum of 6 m to comply with a local road standard for up to 1,000 vpd (Table 3.2 of the NZS 4404:2010). With the developed site, it can be expected daily trips of approximately 657 vpd on Parkhill Road. Road widening is recommended for the following sections:

- From RS 2.798 to RS 3.343: This section is approximately 545 m long per 3.6 m wide; therefore, it is recommended to be widened by 2.4 m.
- From 3.343 to RS 3.773: This section is approximately 430 m long per 5 m wide; therefore, it is recommended to be widened by 1 m.

Furthermore, centreline marking is recommended to be provided south of the Parkhill Road/Raymond Road intersection to separate northbound and southbound traffic.

8.3 Intersection Design

8.3.1 Parkhill Road/Raymond Road intersection

The Parkhill Road/Raymond Road intersection is located at the corner of the Haumoana School and the Te Awanga Kindergarten. At this location, during the site visit in the school PM period, it was noticed a relatively high school-related pedestrian and cycle activity. Children were observed to cross the intersection to cycle along the shared path provided on Parkhill and East roads (to and from the Haumoana township), as shown in Figure 21. Also, as typical in school vicinities, several manoeuvring vehicles park/unpark at the location, especially within the angle parking provided on Raymond Road (shown in Figure 22), which was observed to be at capacity.

Figure 21: Parkhill Road/Raymond Road intersection, children crossing the road

Figure 22: Parkhill Road/Raymond Road intersection, pick-up period manoeuvring

Therefore, the provision of continued levels of road safety is essential in this vicinity given the expected increase in traffic volumes on Parkhill Road; although it is noted that the majority of movements to and from the developed site will sit outside school peak periods. For that reason, it is recommended the following improvements at the Parkhill Road/Raymond intersection:

- Instalment of raised pedestrian platforms to highlight crossing points and reduce vehicle speeds, which is highly desirable at this location.
- Construction of a splitter island at the intersection to control vehicles turning movements and speeds, avoiding the motorists' tendency to cut the corner, as has been observed at the intersection's aerial survey.

- Relocation of existing 25 km/h speed advisory signs at the eastern side of the intersection to allow for clear intervisibility between pedestrians and approaching traffic. For a 50 km/h speed environment, the minimum approach sight distance is to be 45 m (Table 15.1 of NZTA's Pedestrian and Planning Guide).

Furthermore, with the intent of contributing to the community, given the significance of these educational facilities, additional benefits are proposed to be undertaken at this intersection, as follows:

- Provision of additional parking spaces on Parkhill Road to increase parking capacity for the school and kindergarten.

- Instalment of extra lighting at the intersection.

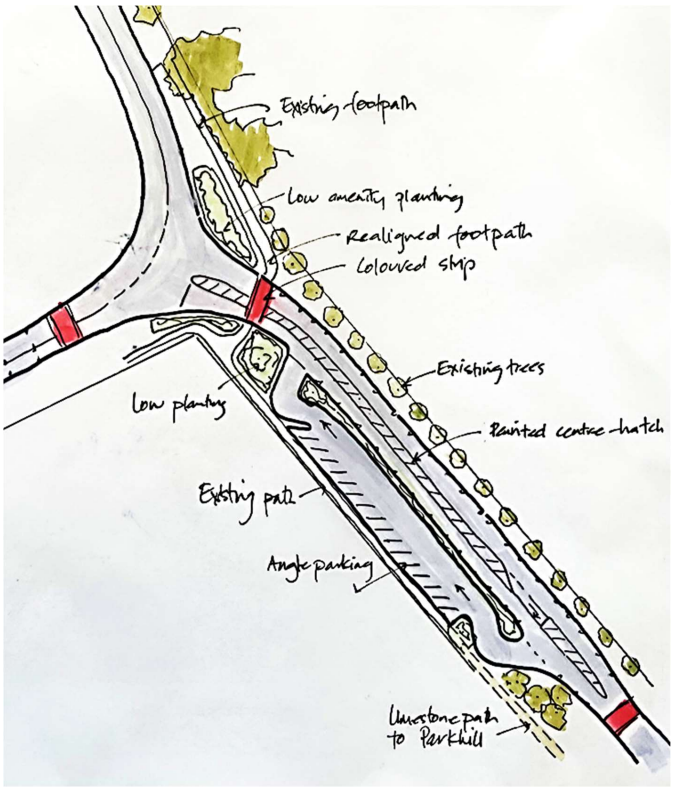

Figure 23: Proposed indicative layout for the Parkhill Road/Raymond Road intersection

8.3.2 East Road/Parkhill Road intersection

Based on the videos captured in the aerial surveys and the site visit, several westbound vehicles cut the corner when travelling along the 35 km/h speed advisory curve at the intersection, passing over the right turn bay. Some vehicles turning right onto East Road were observed to perform this movement at relatively high speeds, and also to pass over the right turn bay facility. This facility is expected to have an increase in use with the site development, and it is therefore recommended Flexi-posts to be provided along the intersection's curve, particularly the right

turn bay facility, to delineate the appropriate travelling path. This measure is also expected to reduce the vehicle's turning speeds.

8.4 Parking

The site will have the provision of 326 parking spaces and 12 trailer spaces, and even though some of the parking areas may be used for production staging, the parking provision is abundant, and no issues related to this matter are expected to be generated.

However, for completeness purposes, the expected parking demand on the site has been assessed. Based on a vehicle occupancy of two persons per vehicle, as previously used to calculate the trip generation in this report, it would be expected 235 vehicles travelling to the site; therefore, assuming a 10% correction for underestimation, the provision of 259 parking spaces would be required. The Hastings Operative District Plan has no parking requirement for the proposed activity in the site. In all instances, it would not be expected any parking capacity-related issue.

Some staff could be expected to cycle to the site if they resided/hosted in the townships in the vicinity (Haumoana/Te Awanga). Based on the number of vehicles (235) to travel to and from the site, 47 bicycle stands (spaces) are to be provided on the site, complying with the District Plan requirements of one bicycle stand per five car parking spaces.

Furthermore, six parking spaces for disabled persons are to be provided, meeting the requirements of two spaces per up to 100 spaces to be provided, and one space for every additional 50 spaces.

The parking layout is to be according to Appendix 71 from the Hastings Operative District Plan.

8.5 Visibility Assessment

Section 14.1.8.2 of the Hastings District Plan, requires that safe sightline distances are to be provided for all new intersections and accessways in accordance with Austroads standards. The Safe Intersection Sight Distance (SISD) is the preferred standard to be provided between vehicles on major roads in relation to those in minor roads at an intersection. In addition, the Stopping Sight Distance (SSD) must be available at all locations through the intersection. For a worst-case scenario assessment, the truck SSD must be used.

There are various speed environments which apply when assessing the various intersections. Based on a 2 second reaction time, the minimum SISD and SSD values used for the assessment are tabled below.

Table 5: Sight Distance Requirements

Design Speed (km/h)	Safe Intersection Sight Distance (m)	Stopping Sight Distance (m)
50	97	62
60	123	82
70	151	105
80	181	131
100	248	191

8.5.1 Parkhill Road/Raymond Road intersection

Appropriate SISD is provided in both directions at the Parkhill Road/Raymond Road intersection, as shown in Figures 24 and 25. Sight distances over 300 m are provided from Parkhill Road to both north and west.

Figure 24: Sight distance to the north at the Parkhill Road/Raymond Road intersection

Figure 25: Sight distance to the west at the Parkhill Road/Raymond Road intersection

The sight distance of approximately 100 m is provided between vehicles turning right from Raymond Road onto Parkhill Road (towards the site) and southbound traffic on this road. The adjacent property's boundary (hedge fence) creates a visibility restriction, as shown in Figure 26. The available sight distance is, however, considered appropriate for the operating speed of 55 km/h in the vicinity of this intersection. The stopping sight distance of 72 m would be required for an approaching truck travelling at 55 km/h.

Figure 26: Sight distance to the north for a vehicle turning right onto Parkhill Road (south)

8.5.2 East Road/Parkhill Road intersection

At the East Road/Parkhill Road intersection, adequate SISD of over 300 m is provided for both the north and east, as shown in Figures 27 and 28. This intersection has a similar alignment to the Parkhill Road/Raymond Road intersection, with the intersection point on the outside of a curve, which offers appropriate intervisibility between vehicles on major and minor roads.

Figure 27: Sight distance to the north at the East Road/Parkhill Road intersection

Figure 28: Sight distance to the east at the East Road/Parkhill Road intersection

As the alignment similarity with the Parkhill Road/Raymond Road intersection, the available sight distance of approximately 130 m is provided between vehicles turning right onto Parkhill Road (towards the site) and westbound traffic on East Road. However, the assessed SSD is adequate for the expected operating speed of 63 km/h for vehicles on East Road. For this operating speed, a SSD of 89 m would be required. Furthermore, the assessed sight distance of 130 m represents a minor shortfall from the 131 m required for an 80 km/h posted speed.

Figure 29: Sight distance to the north for a vehicle turning right onto Parkhill Road (south)

9. Alternative Transport Modes

As previously described in Section 6.2, the site has no connectivity to public transportation, and no walking facilities are provided along this rural section of Parkhill Road. The site also sits outside a distance range for walking trips to be comfortably undertaken. Cycling trips could be undertaken by staff if they resided/hosted in the townships in relative proximity to the site. East Road and Parkhill Road (north of Raymond Road) provide shared paths, and to the south of Raymond Road these trips could be provided by shared use of this relatively low volume road. It is therefore assessed that a moderate number of trips would be expected to be undertaken using these alternative transport modes.

The provision of infrastructure, and services, which could influence users behaviour to adhere to means of transportation other than a private vehicle for this area is a matter that is beyond this project and could be addressed by HDC if and when additional development occurs in this vicinity.

10. Conclusion

On the basis of the assessment detailed above, it is concluded that the site development is expected to have less than minor traffic effects in the surroundings network. The traffic generation of the proposed development is expected to be approximately 470 vpd and 118 vph in the network PM peak period. Trips to the site are not expected to coincide with the network AM peak hour or school peak periods.

The capacity assessment of adjacent intersections has demonstrated that the additional traffic to be generated by the development can be easily absorbed on Parkhill Road and its intersections with Raymond Road and East Road. Furthermore, the parking facilities in the site exceed the expected parking demand, and satisfactory sight distances are provided from the adjacent intersections.

With the increase in traffic volumes on Parkhill Road, this road is recommended to be widened and sealed to 6 m wide. Additional recommendations to provide continued safety at adjacent intersections include the construction of raised platforms and a splitter island at the Parkhill Road/Raymond Road intersection and the instalment of Flexi-posts to delineate the appropriate travelling path along the curve at the East Road/Parkhill Road intersection.

Other improvements are also proposed to be undertaken in the vicinity of the Haumoana School and Te Awanga Kindergarten, as the importance of these facilities in the community. These works will include the provision of additional parking and lighting at the intersection.

Accordingly, it is concluded that the traffic associated with the proposed development is able to be accommodated on the adjacent road network and that there are no traffic planning reasons to preclude the approval of the proposed development if the following recommendations are followed.

11. Recommendations

Based on the findings of this report and the associated conclusions, it is recommended that:

- Parkhill Road (south of Raymond Road)
    - From RS 2.798 to RS 3.343: This section is to be widened and sealed by 2.4 m, totalling in 6 m in width.
    - From 3.343 to RS 3.773: This section is to be widened and sealed by 1 m, totalling in 6 m in width.
    - Centreline marking is to be provided south of Raymond Road to separate northbound and southbound traffic.
- Parkhill Road/Raymond Road intersection
    - Install raised pedestrian platforms
    - Provision of additional parking on Parkhill Road in front of the Te Awanga Kindergarten
    - Construction of a splitter island at the intersection
    - Relocation of existing 25 km/h speed advisory signs to allow for appropriate intervisibility between pedestrians and approaching vehicles
    - Instalment of extra lighting
- East Road/Parkhill Road intersection
    - Instalment of Flexi-posts to delineate the curve and right turn bay

12. Disclaimer

This report: has been prepared by Urban Connection Limited for No. 8 Studios Limited and may only be used and relied on by No. 8 Studios Limited for the purpose agreed between Urban Connection Limited and No. 8 Studios Limited set out in this report.

Urban Connection Limited otherwise disclaims responsibility to any person other than No. 8 Studios Limited arising in connection with this report. Urban Connection Limited also excludes implied warranties and conditions, to the extent legally permissible.

The services undertaken by Urban Connection Limited in connection with preparing this report were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report.

The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. Urban Connection Limited has no responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared.

Document Status – Final

Revision	Date of issue	Author	Reviewer	
			Name	Signature
Rev 0	23/12/2020	M Boaretto	A Campion	
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PARKHILL STUDIOS
STORMWATER SERVICING REPORT
J21120 - 1

Report prepared by Scott Estcourt

6 August 2021

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1	06.08.2021	Updated for 12 hour storm event	Scott Estcourt	Johan Ehlers	

1 Executive Summary

Infīr Limited has been engaged by Number 8 Studios Limited to prepare a stormwater concept design for Resource Consent purposes for a proposed studio development at Te Awanga, Hastings.

The site is within Hastings District Council's Te Awanga Dam catchment. This report sets out the design basis and describes the assessments that were carried out to demonstrate how stormwater runoff is to be managed including consideration of potential adverse effects on the performance of the Hastings District Council Te Awanga Dam and detention and diversion structures.

The purpose of the report is to provide a stormwater solution for the development to ensure that there is no increase of runoff volume into the mid catchment reservoir up until the time that the reservoir has filled to its maximum level. The "Te Awanga Stream Diversion and Intake Structure, Preliminary Design Report" prepared by Opus Consultants for Eastwater – Hastings District Council in August 2005 gives the time of 11.5 hours for the mid catchment reservoir to fill from the start of the 1 in 100-year storm event.

The concept design is to attenuate stormwater runoff from a portion of the site to be released at a rate that ensures that the total volume of runoff from the site is no greater than the corresponding volume of runoff in its pre-development state for the 1 in 100-year event for the storm duration corresponding to the time taken to fill the mid catchment reservoir. For the purposes of this report a storm duration of 12 hours has been adopted.

Although it is unlikely that the runoff from the development during the 1 in 10-year and 1 in 50-year events would have an adverse effect on the catchment, these design storms have also been considered to provide a more conservative solution.

During the 1 in 100-year, 12-hour storm event 1,616m^3 of runoff will occur from the development into the mid catchment reservoir, which is less than from the site in its predevelopment state of 1,693m^3. For the proposed concept solution, the maximum storage requirement of the attenuation pond is approximately 4,500m^3. The maximum storage level in the attenuation pond is reached at the end of the 1 in 100-year 72-hour duration event. Which is well in excess of the critical storm duration for the mid-catchment reservoir. The current scheme plan shows an attenuation area of 5,000m^3 which exceeds the maximum storage requirement.

A release valve should be considered to allow the attenuation pond to be emptied otherwise the pond may take up to 12-days to empty. The release valve could be opened after the mid catchment reservoir has emptied. At a discharge rate of 50L/s the attenuation pond can be drained within one day under no rain conditions.

Based on the scheme plan provided by Wayfinder, the development will not impede existing stormwater flow paths nor displace the potential ponding volume which would otherwise increase potential flooding effects.

The detailed design must achieve:

- Runoff to the attenuation pond as outlined in this report.
- Total sealed and hardstand areas not exceeding the values used for this report
- An attenuation pond of at least 4,500m^3, releasing water at the values stated in this report.
- A scour resistant discharge to the mid catchment reservoir catchment.
- Volume neutrality below the crest of the mid-catchment dam

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2 Purpose of this Report

This Report documents the design basis at concept level for stormwater servicing for Resource Consent application purposes. Detailed design will be required for any engineering approval and building consent.

3 Background

Infīr Limited has been engaged by Number 8 Studios Limited to prepare a stormwater concept design for Resource Consent purposes for a proposed studio development at Te Awanga, Hastings.

The purpose of the report is to provide a stormwater solution for the development to ensure that there is no increase of runoff volume into the mid catchment diversion and dam structure reservoir up until the time that the mid catchment reservoir has filled to its maximum level.

Figure 1 - Site Location

The drawings provided by Wayfinder shows proposed new buildings covering approximately 8,990m^2 of the site, 8,540m^2 of hardstand area, 4,278m^2 of permeable paving and 2,260m^2 of roads within the Te Awanga Dam catchment.

4 Stormwater

4.1 Design Concept

It is proposed to form a stormwater attenuation pond to receive stormwater runoff from the northern portion of the site. The concept aims to discharge runoff from the site at a rate that is no greater than the pre-development flow in the 10-year, 50-year, and 100-year Annual Recurrence Interval (ARI) events. Events with return periods of less than 1 in 10-years have not been considered because the discharge is into a flood control system which dictates that only the larger events that could have adverse effects.

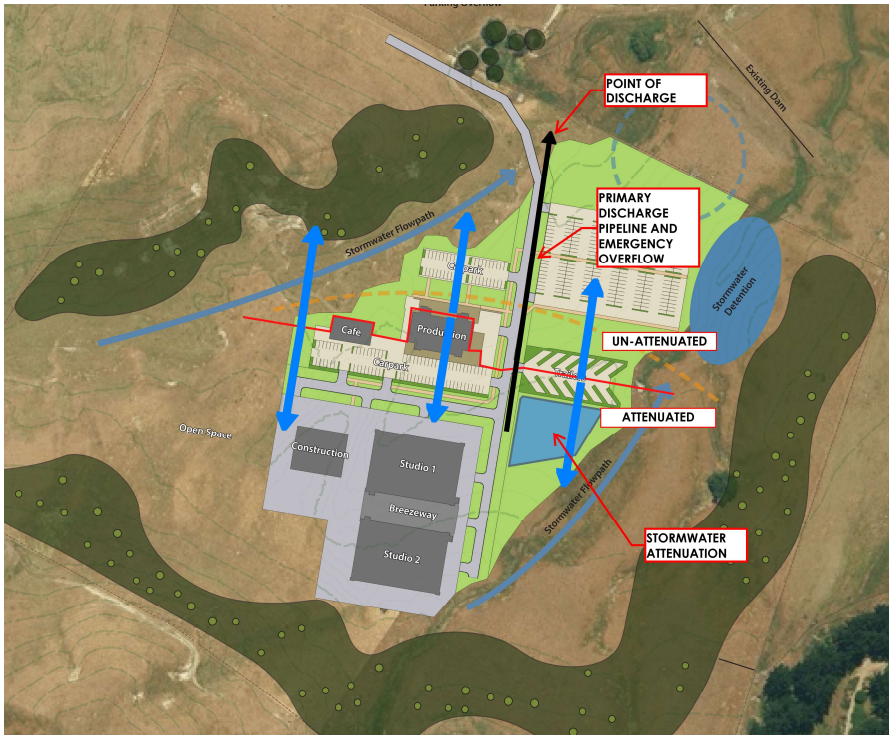

Figure 2 - Proposed Stormwater Scheme

Calculations for the attenuation requirement have been based on the 1 in 10-year and 1 in 100-year pre-development flows as this gives the greatest storage requirement.

The catchment plan shown in **Figure 3** taken from the "Te Awanga Stream Diversion and Intake Structure, Preliminary Design Report" prepared by Opus Consultants for Eastwater – Hastings District Council in August 2005 shows a total catchment area of 2.187km^2.

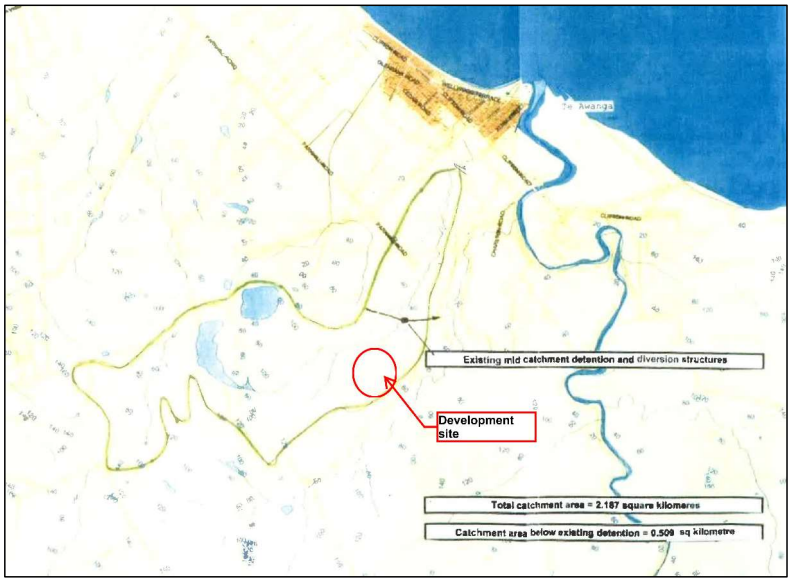

Figure 3 - Catchment Area from "Te Awanga Stream Diversion and Intake Structure, Preliminary Design Report"

For the purposes of this report, a total catchment area of 2.5km^2 has been adopted.

4.2 Stormwater Attenuation

4.2.1 Attenuation Pond

A summary of the calculations for the design of the attenuation system are provided in **Appendix A.**

Table 1 - Attenuation Design Parameters

DESCRIPTION	VALUE
Mid catchment reservoir time to fill	12 hours
1 in 10-year allowable rate of discharge from attenuation	3 L/s
1 in 100-year allowable rate of discharge from attenuation	5 L/s
Calculated maximum volume requirement	4,454m^3

Flow from the northern portion of the stormwater network will flow by gravity into the attenuation system. The preliminary design proposes a storage pond measuring 2.0m deep, with a base area of 2,500m^2 for a total volume of 5,000m^3 which exceeds the maximum storage requirement.

Table 2 - Attenuation Concept Design

DESCRIPTION	VALUE
Pond depth	2.0m
Base area	2,500m^2
Pond volume	5,000m^3

A release valve should be considered to allow the pond to be emptied after the dam reservoir has begun to recede, otherwise the pond may take up to 12-days to empty.

4.2.2 Attenuation Pond Primary Discharge

A pipeline shall be installed to discharge runoff from the attenuation pond along the road access alignment and to the existing stream. The pipeline will need to be a minimum size of DN300, being the smallest practical size able to convey at least the allowable discharge rate of 5L/s, being the difference between the unattenuated rate of runoff from the site during the 1 in 100-year event and the pre-development rate of runoff during the 1 in 100-year event for the whole site. The release rate will be restricted by orifice plates fitted to the upstream end of the pipeline within the pond.

For events exceeding the 1 in 100-year event or if the orifice becomes blocked, water may reach a depth that allows it to bypass the orifice chamber and discharge directly to the primary discharge pipeline through a scruffy dome fitted to a chamber within the pond.

4.2.3 Emergency Overflow

The emergency overflow may operate during exceedance events or if the primary discharge pipeline becomes blocked. The overflow will operate when the storage level in the pond overtops across a weir.

The emergency overflow shall be designed to cope with the 1 in 100-year flows associated with the contributing catchment areas, which corresponds to a flow rate of 565L/s (to be verified during detailed design).

The design of the emergency overflow will be undertaken during detailed design.

4.2.4 Point of discharge

A point of discharge will be established at the piped outlet to the existing channel. The outlet will be provided with scour protection to deal with flows from the attenuation pond and from the un-attenuated potion of the site with a combined flow of 261L/s.

5 General Matters

Any earthworks undertaken below the potential maximum ponding level upstream of the mid-catchment detention and diversion structures must be volume neutral. This will ensure that the existing available potential ponding volume is not reduced.

Appendices

Appendix A Stormwater Calculations

5.2 Runoff Attenuation Requirement

Runoff from the site shall be limited to the corresponding pre-development rate of runoff during the 1 in 10-year, 1 in 50-year and 1 in 100-year Annual Recurrence Intervals (ARI). The calculations are based on the 1 in 10-year and the 1 in 100-year design storm events as this gives the greatest storage requirement for attenuation.

5.2.1 Time of Concentration and Rainfall Depths

The time of concentration has been determined for the catchment using the methods outlined in the following publications:

- Schedule 2, Item 3; Flood Estimation – A Revised Procedure
- Schedule 2, Item 4; A Method for Estimating Design Peak Discharge (Technical Memorandum No. 61)
- Schedule 2, Item 5; Estimation of Mean Annual Flood in New Zealand

A summary of the time of concentrations calculated from the four different formulas provided from the above publications is provided below:

1. Ramser – Kirpich

$T_C = 0.0195L^{0.77}Sa^{-0.358}$

Where:

T_C = Time of concentration

L = Maximum catchment flow length = 3,939m

Sa = Average channel slope m/m = 0.0317019

$\underline{T_C = 43.2\ minutes}$

2. Bransby – Williams

$$t_C = \frac{0.953L^{1.2}}{A^{0.1}H^{0.2}}$$

Where:

t_C = Time of concentration in hours

L = Maximum catchment flow length = 3,939m

A = Catchment area = 2.5km^2

H = Difference between highest and lowest point within the catchment = 130m

$\underline{t_C = 1.7\ hours}$

3. US Soil Conservation Service

$$T_c = \left(\frac{0.87L^3}{H}\right)^{0.385}$$

Where:

T_C = Time of concentration in hours

L = Maximum catchment flow length = 3,939m

H = Difference between highest and lowest point within the catchment = 130m

$t_C = 0.71\ hours$

4. Nomogram

$$t = \frac{107nL^{1/3}}{S^{0.2}}$$

Where:

t = Time of concentration in minutes

n = Mannings coefficient = 0.0275

L = Maximum catchment flow length = 3,939m

S = Average surface slope = 3.17%

$t = 92\ minutes$

Table 3 - Summary of the Calculated Time of Concentrations of the Catchment

METHOD	TIME OF CONCENTRATION	FLOW VELOCITY (m/s)
1. Ramser Kirpich	43.2 minutes	1.52
2. Bransby Williams	1.7 hours	0.64
3. U.S Soil Conservation Service	0.71 hours	1.54
4. Nomogram	92 minutes	0.71

Table 3 shows a maximum calculated time of concentration of 92 minutes. However, a storm duration of **12-hours**, corresponding to the time taken to fill the mid catchment reservoir has been adopted to ensure no increase to the maximum depth or discharge from the dam structure during the 1 in 100-year event.

The National Institute of Water and Atmospheric Research (NIWA) provides estimated rainfall frequencies at any point in New Zealand through its High Intensity Rainfall Design System (HIRDS). The information obtained from HIRDS for the proposed development for the 1 in 10-year, 1 in 50-year and 1 in 100-year events for an RCP (representative concentration pathway) 8.5 scenario for the period 2081-2100 are:

Table 4 - Rainfall Depths

DURATION	10m	20m	30m	1h	2h	6h	12h	24h	48h	72h	96h	120h
10-YEAR (mm)	14.5	20.3	24.9	35.4	49.8	82.1	109	141	176	197	210	221
50-YEAR (mm)	22.3	30.8	37.4	52.4	72.7	117	154	195	240	266	283	295
100-YEAR (mm)	26.2	35.9	43.5	60.6	83.5	134	174	219	268	296	315	327

5.2.2 Allowable Discharge Rates

A runoff coefficient of 0.25 has been determined for the site in its predevelopment state from Tables 1 and 2 of the New Zealand Building Code verification method E1/VM1.

Surface water run-off for the catchment can be calculated using the Rational Method. The rational formula is expressed as:

$$Q_c = \frac{CIA_c}{3600}$$

Where:

$Q_c =$ catchment run-off (L/s)

$C =$ run-off coefficient of 0.25 for the site in its pre-development state (pasture / scrub cover)

$I =$ rainfall intensity for corresponding to the 12-hour time of concentration for the catchment (9.1mm/hr for the 10-year ARI and 14.5mm/hr for the 100-year ARI)

$A_c =$ Area of proposed developed surfaces = 38,912m^2

Table 5 – Pre-Development Site Runoff

SURFACE TYPE	1 IN 10-YEAR	1 IN 100-YEAR
pasture / scrub cover (C = 0.25)	25L/s	39L/s

The site has been considered as two separate areas as shown in **Figure 4.**

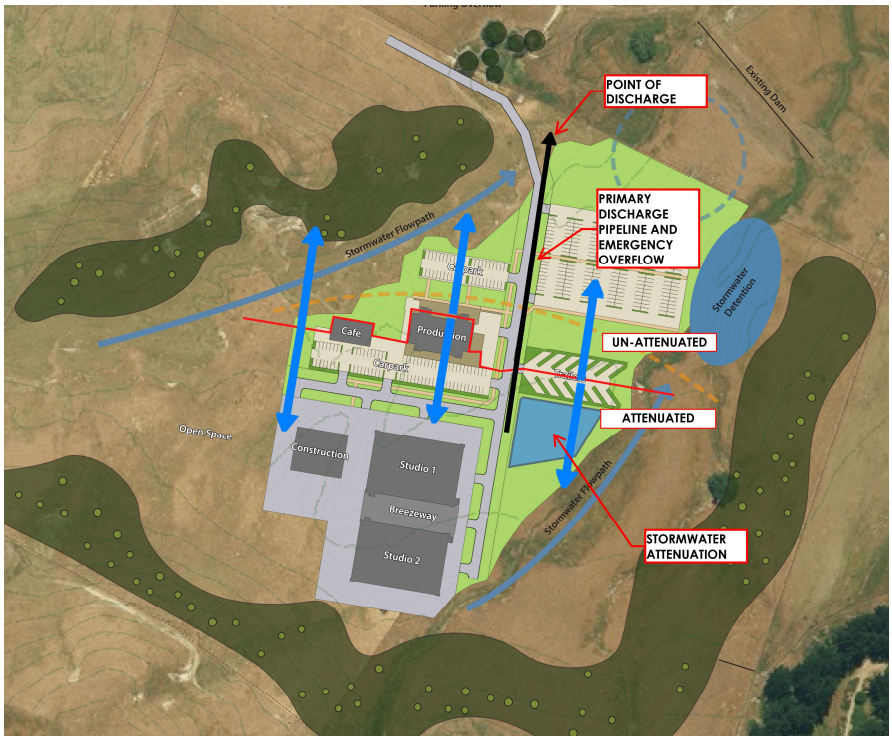

Figure 4 – Proposed Stormwater Scheme

The southern area will drain to the stormwater attenuation pond whereas runoff from the northern portion of the site will be discharged unattenuated.

Runoff coefficients for each surface type have been determined in accordance with Tables 1 and 2 of the New Zealand Building Code verification method E1/VM1 and presented in **Table 6**.

Table 6 - Post Development Runoff Coefficients (all areas m^2)

DESCRIPTION	ATTENUATED AREAS			UNATTENUATED AREAS			TOTAL		
	C	A	C x A	C	A	C x A	C	A	C x A
Buildings	0.90	8,990	8,091	0.90	-	-	-	8,990	8,091
Hardstand	0.80	8,540	6,832	0.80	-	-	-	8,540	6,832
Road	0.80	2,260	1,808	0.80	3,834	3,067	-	6,094	4,875
Permeable pavements	0.50	4,278	2,139	0.50	11,010	5,505	-	15,288	7,644
TOTAL	0.78	24,068	18,870	0.58	14,844	8,572	0.71	38,912	27,442

The corresponding allowable discharge rates from attenuation during the 1 in 10-year and 1 in 100-year storm events are provided in **Table 7** below.

Table 7 - Allowable Rate of Discharge from the Attenuation Pond

DESCRIPTION	10-YEAR EVENT	100-YEAR EVENT
Allowable site discharge rate	25L/s	39L/s
Unattenuated rate of discharge	22L/s	34L/s
Allowable rate of discharge from attenuation	3L/s	5L/s
Hourly discharge from attenuation	$10m^3$/hour	$17m^3$/hour

5.2.3 Attenuation Storage Requirement

The 1 in 10-year and the 1 in 100-year event parameters give the greatest storage requirement for attenuation purposes.

Given an allowable rate of discharge from the site of 10m^3/hour during the 1 in 10-year event, the critical storm duration is 72 hours when the storage requirement is at its maximum of 2,961m^3.

DURATION	20m	30m	1h	2h	6h	12h	24h	48h	72h	96h	120h
PRE-DEVELOPMENT RUNOFF VOLUME (m^3)	197	242	344	484	799	1,060	1,372	1,712	1,916	2,043	2,150
POST DEVELOPMENT RUNOFF VOLUME (m3)	557	683	971	1,367	2,253	2,991	3,869	4,830	5,406	5,763	6,065
UN-ATTENTUATED VOLUME (m^3)	174	213	303	427	704	934	1,209	1,509	1,689	1,800	1,894
ATTENUATED RUNOFF VOLUME (m^3)	383	470	668	940	1,549	2,057	2,661	3,321	3,717	3,963	4,170
ALLOWABLE RELEASE VOLUME (m^3)	3	5	10	58	173	126	252	493	756	1,008	1,260
STORAGE REQUIREMENT (m^3)	**380**	**465**	**657**	**882**	**1,377**	**1,931**	**2,409**	**2,828**	**2,961**	**2,955**	**2,910**

Figure 5 - 1 in 10-Year Event Storage Balance

The pre-development runoff rate for 1 in 10-year events is 10m^3/hr and for 1 in 100-year events is 17m^3/hr.

Figure 5 shows that a storage volume of 2,961m^3 will be exceeded only during events with return periods longer than 1 in 10 years when water is released at a rate of 10m^3/hr. Therefore, the rate of release can be increased when storage exceeds 2,961m^3.

Figure 6 shows that the required storage during a 1 in 100-year event, where water is initially released at 10m^3/hr, will exceed 2,961m^3 after 12 hours. Figure 6 further shows that the total required storage for a 1 in 100-year event, where water is released at 10m^3/hr for the first twelve hours and at 17m^3/hr thereafter is 4,454m^3.

DURATION	20m	30m	1h	2h	6h	12h	24h	48h	72h	96h	120h
UN-ATTENTUATED VOLUME (m^3)	308	373	519	716	1,149	1,492	1,877	2,297	2,537	2,700	2,803
UN-ATTENUATED RUNOFF FLOW RATE (m3/	0.26	0.21	0.14	0.10	0.05	0.03	0.02	0.01	0.01	0.01	0.01
ATTENUATED RUNOFF VOLUME (m^3)	677	821	1,144	1,576	2,529	3,283	4,133	5,057	5,586	5,944	6,170
ATTENUATED RUNOFF FLOW RATE (m3/s)	0.56	0.46	0.32	0.22	0.12	0.08	0.05	0.03	0.02	0.02	0.01
RELEASE RATE (m^3/hr)	10	10	10	10	10	10	17	17	17	17	17
ALLOWABLE RELEASE VOLUME (m^3)	3	5	10	21	63	126	327	729	1,132	1,534	1,936
STORAGE REQUIREMENT (m^3)	674	816	1,133	1,555	2,466	3,157	3,805	4,328	4,454	4,410	4,235

Figure 6 - 1 in 100-Year Event Storage Balance

Figure 6 shows that the maximum storage requirement for attenuation purposes is approximately **4,500m^3** which occurs during the 72-hour storm duration.

5.2.4 Attenuation Pond Primary Discharge

The primary discharge pipeline must be large enough to convey at least 48m^3/hr (13L/s) which is the maximum allowable rate of runoff from attenuation during the 1 in 100-year storm event.

The approximate available hydraulic gradient corresponds to the difference between the average depth in the attenuation pond and the hydraulic grade level at the point of discharge.

Pond base level	= 38.0m RL
Emergency overflow level	= 40.0m RL
Average storage level	= 39.0m RL
Hydraulic grade level at point of discharge	= 35.0m RL
Available head loss	**= 4.0m RL**

A DN300 pipeline has been adopted as the minimum allowable size.

Pipe head losses

Using the Manning's equation;

$$Q = \frac{1}{n} R^{\frac{2}{3}} S^{\frac{1}{2}} A$$

Where:

- Q = Pipe flow (m^3/s)
- n = 0.011 for PVC pipelines
- R = Hydraulic radius, = $\frac{pipe\ sectional\ area\ (A)}{wetted\ perimter\ (P)}$
- S = Hydraulic grade = $\frac{Available\ head\ loss\ (m)}{Pipe\ Length\ (m)} = \frac{4.0m}{190m} = 1.05\%$ *(Excluding entry and exit losses)*
- A = Pipe flow area

For a DN300 PVC pipeline with an available hydraulic grade of 1.05% the pipeline will flow 13% full for a flow rate of 5L/s and flow velocity of 0.79m/s and will have a capacity of 120L/s when flowing full.

Consideration of entry and exit losses and whether to include flows from unattenuated areas will be undertaken during detailed design.

5.2.5 Emergency Spillway

In accordance with *GD01 – Stormwater Management Devices in the Auckland Region*, an emergency spillway must be incorporated into the pond design. The spillway will be armoured located in natural ground and not placed on fill material.

The spillway will be designed to convey the full 1 in 100-year storm event flows to the attenuation pond which is 565L/s for the 20-minute event. The time of concentration must be verified during detailed design.

DURATION	20m	30m	1h	2h	6h	12h	24h	48h	72h	96h	120h
ATTENUATED RUNOFF VOLUME (m^3)	677	821	1,144	1,576	2,529	3,283	4,133	5,057	5,586	5,944	6,170
ATTENUATED RUNOFF FLOW RATE (L/s)	565	456	318	219	117	76	48	29	22	17	14

Figure 7 - Runoff to Attenuation Flow Rates

Emergency overland flows may be conveyed to the point of discharge along the proposed new road access, or to a dedicated channel to the east of the attenuation pond. Consideration of scour protection will be undertaken during detailed design.

5.2.6 Point of Discharge

It is considered that the most appropriate point of discharge is to the existing channel at the location shown in **Figure 4.**

Scour protection shall be provided to deal with the flows associated with the 1 in 100-year runoff from the un-attenuated portion of the site combined with the allowable rate of discharge of 5L/s from the attenuation pond.

DURATION	20m	30m	1h	2h	6h	12h	24h	48h	72h	96h	120h
UN-ATTENTUATED VOLUME (m^3)	308	373	519	716	1,149	1,492	1,877	2,297	2,537	2,700	2,803
UN-ATTENUATED RUNOFF FLOW RATE (L/s)	256	207	144	99	53	35	22	13	10	8	6

Figure 8 - Unattenuated Runoff

From Figure 8, the maximum runoff rate from the un-attenuated portion of the site is 256L/s which occurs during the 20-minute storm duration. The outlet at the point of discharge shall be provided with scour protection to deal with the combined flow of 261L/s. The time of concentration must be verified during detailed design.

ARCHAEOLOGICAL ASSESSMENT OF EFFECTS

TE AWANGA SCREEN PRODUCTION STUDIO:

TE AWANGA, HASTINGS

PREPARED FOR NO. 8 STUDIOS LTD

Wider environment of proposed work looking to Te Matā.

Prepared By:

Gaylynne Carter

Archaeologist & Heritage Consultant

ARCHAEOLOGY HAWKE'S BAY

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EXECUTIVE SUMMARY

Archaeology Hawke's Bay Limited (AHB) has been commissioned by No. 8 Studios Ltd to provide an Archaeological Assessment of Effects for their proposed screen production facility at Te Awanga, Hastings, Hawke's Bay.

The proposed work involves the preparation of a self-contained studio production compound in the order of 24 ha, of which approximately 10 ha will be significantly modified by buildings, infrastructure and landscaping. There will also be a requirement to create new, and improve existing, access roads from the edge of the surrounding farm property into the compound. No currently recorded sites are directly affected by the proposed work, however, the project is located within a coastal area that has a significant visible archaeological record.

Although no recorded archaeological sites will be directly affected by the proposed work, the nature of the landscape and the relatively extensive areas that will be affected by earthworks do present some element of potential risk. Therefore, it has been recommended that No. 8 Studios consider seeking an approved Archaeological Authority in advance of the work.

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INTRODUCTION

PURPOSE OF REPORT

Archaeology Hawke's Bay Limited (AHB) has been commissioned by No. 8 Studios Ltd to provide an Archaeological Assessment of Effects for their proposed screen production facility at Te Awanga, Hastings, Hawke's Bay (Figure 1).

This assessment has been written for the purposes of assessing the archaeological effects of the proposed work. This document has been prepared to be suitable as supporting documentation for an application to Heritage New Zealand Pouhere Taonga (HNZPT) for an Archaeological Authority for the proposed earthworks and may also be used as part of the Resource Consent process if required.

SCOPE OF COMMISSION

This assessment considers only the areas indicated in the following sections as being affected by the proposed Project, and only within the scope of works provided at the time of writing. It is not intended to be applied to any areas outside of those expressly indicated without further input from a suitably qualified archaeologist.

SCOPE OF PROPOSED WORK

LOCATION & LEGAL DESCRIPTIONS

The site considered herein is the refered to as the TASP project and comprises an area of approximately 24 ha, contained within Lot 6-8 DP 519212 (RT 815158) with road access also crossing Lot 5 DP 519212 (RT815157) (Figures 1 -3). It lies approximately 2.5 km east of the coast and is overlooked by rolling coastal hills on three sides, with low rolling coastal plains to the east. The project area currently under consideration is approximately 24 ha, excluding access road corridors and is zoned as Rural.

Figure 1 Indicative area of proposed work (arrowed) within wider regional context (Source: OpenStreetMap[1]).

[1] https://www.openstreetmap.org/export#map=10/-39.5395/176.7892

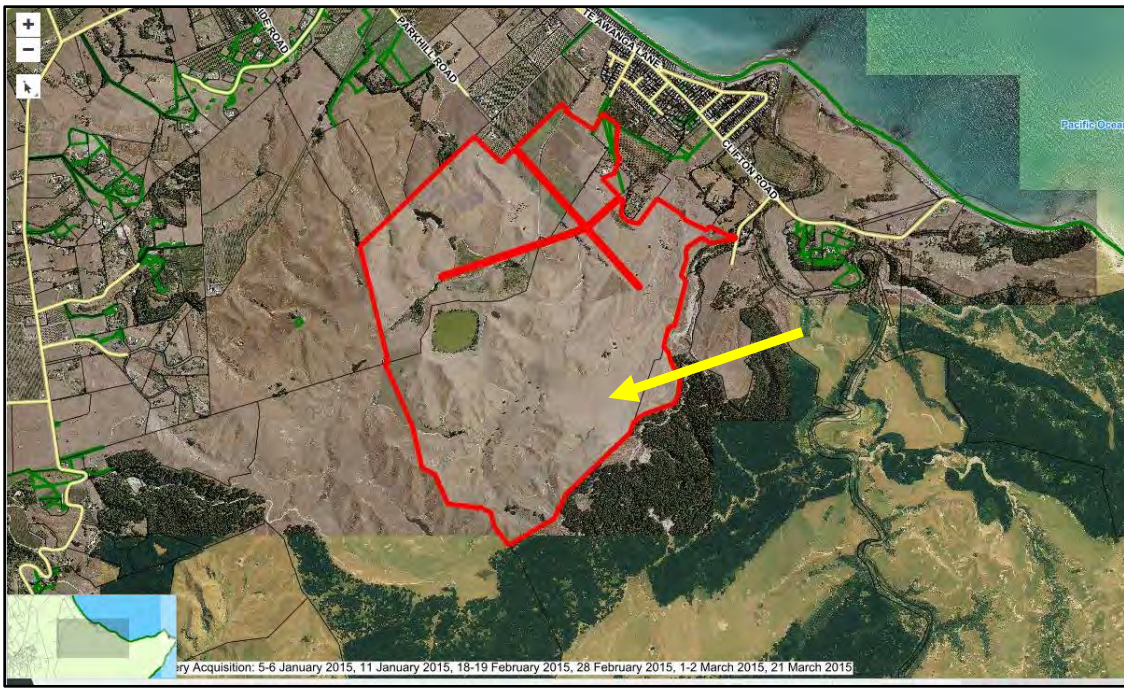

Figure 2 Wider property boundaries within which the proposed project is located – yellow arrow indicates approximate location of proposed compound (Source: HDC Intramaps[2])

[2] https://mapping.hdc.govt.nz/intramaps98/?configId=9cdac7cf-9ff6-4166-95eb-280838423ccc&project=HDC&module=Property

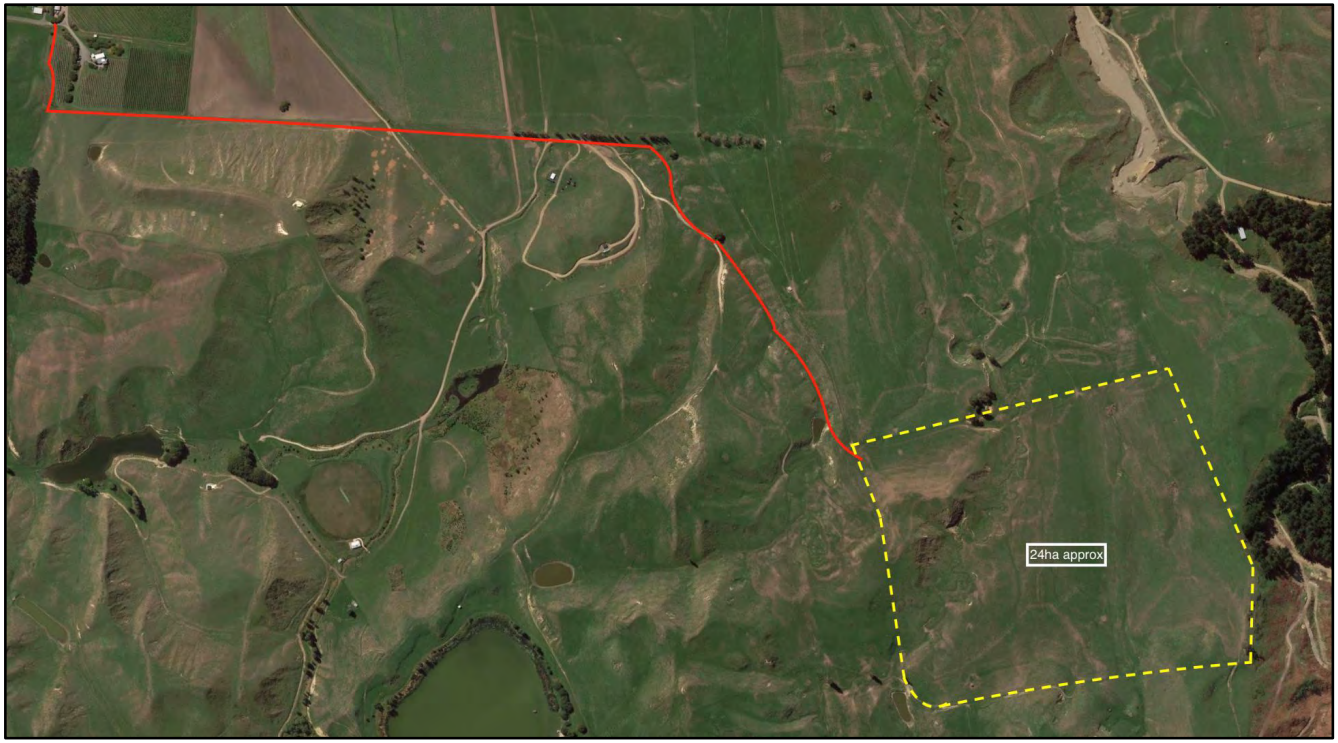

Figure 3 Area of proposed lease for compound (yellow dash) and route of proposed access roads (red lines) (Source: Client).

DESCRIPTION OF PROPOSED WORK

The Te Awanga Screen Production Studio (TASPS) proposal is for the phased construction of a large studio compound comprising in the order of 5 main buildings over the developed area. In addition to the buildings there will be four primary areas of permeable carparking (Figure 4). The buildings are anticipated to be of a relatively light footprint, although the structures and associated carparking will require significant ground preparation in the basin area. The compund is anticipated to be largely self contained in terms of three waters and other services, and therefore the required infrastructure will need to be installed on-site (ponds, septic treatment fields etc). The access roads will need to be sufficiently wide and robust to take heavy traffic and periodic heavy useage but is intended to strike a balance between being fit for purpose without being overly invasive. It is anticipated that the road access work will be in the order of 2.3 km long with a finished carriage way of ca. 6 – 8 m.

At present much of the proposed access road is either partially formed farm track or vineyard track or crosses through pasture. It is anticipated that construction of the road will require a combination of cut, fill and culverting.

Figure 4 Indicative layout of structures and carpark within leased area (Source: Client).

STATUTORY REQUIREMENTS

There are two main pieces of legislation in New Zealand that control work affecting archaeological sites. These are the *Heritage New Zealand Pouhere Taonga Act* (HNZPTA) 2014 and the *Resource Management Act* 1991 (RMA).

THE HERITAGE NEW ZEALAND POUHERE TAONGA ACT 2014

The purpose of the HNZPTA is to promote the identification, protection, preservation, and conservation of the historical and cultural heritage of New Zealand (HNZPTA section 3), which places emphasis on avoiding effects on heritage, including archaeological sites.

The HNZPTA provides blanket protection to all archaeological sites whether they are recorded or not. Protection and management of sites is managed by the archaeological authority process, administered by HNZPT. It is illegal to modify or destroy archaeological sites without an authority to do so from HNZPT.

The HNZPTA contains a consent (authority) process for any work affecting archaeological sites, where an archaeological site is defined as:

a. Any place in New Zealand including any building or structure (or part of a building or structure) that:

   i. was associated with human activity that occurred before 1900 or is the site of the wreck of any vessel where that wreck occurred before 1900; and
   ii. provides, or may provide through investigation by archaeological methods, evidence relating to the history of New Zealand (HNZPTA Section 6); and

b. Includes a site for which a declaration is made under Section 43(1) of the Act (such declarations are rare and usually pertain to important post-1900 remains with archaeological values).

Any person who intends to carry out work that may modify or destroy an archaeological site, or to investigate a site using invasive archaeological techniques, must first obtain an authority from Heritage NZ. The process applies to sites on land of all tenure including public, private and designated land. The HNZPTA contains penalties for unauthorised site damage or destruction. For places in which Māori have a particular historical interest, applications for an authority require records of appropriate tangata whenua consultation.

The archaeological authority process applies to all sites that fit the HNZPTA definition, regardless of whether:

- The site is recorded in the NZ Archaeological Association (NZAA) Site Recording Scheme or registered by Heritage NZ;
- The site only becomes known as a result of ground disturbance; and/or,
- The activity is permitted under a district or regional plan, or a resource or building consent has been granted.

Heritage NZ also maintains the List/Rārangi Korero (formerly the Register), which maintains a record of Historic Places, Historic Areas, Wahi Tapu, Wahi Tapu Areas and Wahi Tupuna. The List/Rārangi Korero can include archaeological sites. The purpose of The List/Rārangi Korero is to inform members of the public about such places and to assist with their protection under the RMA.

In considering any application for an authority, Heritage New Zealand Pouhere Taonga may grant fully, or in part, or decline any application. The Act allows for up to 2 months for the Trust to process an authority after the application has been formally lodged although, except in special cases, the time allowed is 20 working days. There is a 15-working-day appeal period if an authority application is granted or declined.

THE RESOURCE MANAGEMENT ACT 1991

The *Resource Management Act 1991* (RMA) provides guidelines and regulations for the sustainable management and protection of the natural and cultural environment. Section 6(f) of the RMA recognises 'historic heritage' as a matter of national significance, and identifies the need for protection of historic heritage from inappropriate subdivision, development and use.

The definition of 'historic heritage' (RMA s2) refers to those natural and physical resources that contribute to an understanding and appreciation of New Zealand's history and cultures, and includes historic sites, structures, places and areas, archaeological sites, and sites of significance to Māori.

HASTINGS DISTRICT PLAN

The operative Hastings District Plan (HDP) recognizes that heritage can be expressed through inherited assets that include, amongst others: archaeological sites and sites of significance to Tāngata Whenua. It further recognizes that earthworks activities can

compromise historic heritage and cultural heritage features including archaeological sites (Objective EMO5; Policy EMP14[3]), and that any such activity is subject to HNZPTA 2014.

HERITAGE CONSIDERATIONS

This report is restricted to the heritage considerations of archaeological sites as defined by the HNZPTA 2014, and other heritage places as defined by the New Zealand Heritage List/ Rārangi Kōrero of Historic Places or under the Hastings District Plan.

METHODOLOGY

RESEARCH

This assessment is based on the results of a field survey of the proposed affected areas and desk-based research. Research was undertaken of both published and unpublished sources including:

- ArchSite (New Zealand Archaeological Association (NZAA) national archaeological site recording database);
- The New Zealand Heritage List/Rārangi Kōrero;
- Published literature;
- Archaeological consultants' reports for the wider locality;
- Historic survey plans and
- Historic aerial photographs.

FIELDWORK

Two site visits were undertaken by Gaylynne Carter (AHB) on 6 Nov 2020 and 4 Dec 2020. The purpose of the first visit was to get a guided tour of the property and an overview of the project with the developers representative (Derek Slade) and other key parties. The second visit was to specifically assess the potential archaeological risks of the project. Conditions on both days were sunny and warm.

The gulley section of the proposed road access and the basin area were assessed via pedestrian inspection of exposed ground surfaces and soil profiles within existing track cuts. No invasive test pits or augers were undertaken as it was not considered to be of any value at this time. The first section of the proposed road route was not walked as it was considered relatively low risk having already been modified by existing tracks and fencelines. It is

[3] https://eplan.hdc.govt.nz/eplan/

understood that the improvements required will be limited to the existing track corridor and adjacent flat ground, and extensive cut and batter of the hillside is not to be undertaken. The farm manager Matt Nillson had demonstrated a clear knowledge of the location of the recorded archaeological sites and it was evident that they were located well clear of the proposed road route around the foot of the hills.

PHYSICAL ENVIRONMENT[4]

GEOLOGY & TOPOGRAPHY

Te Awanga is located on the east coast of the North Island, approximtely 19 km south east of Napier and 7 km west of Cape Kidnappers. The proposed compound area lies approximately 1 - 2.5 km south and west of the coast and is overlooked by rolling coastal hills on three sides and low rolling coastal plains to the north. There are numerous seasonal watercourses cutting through the gullies and across the plains towards the coast. There are several man-made farm ponds on the property, along with several lakes that are understood to be natural features. The TukiTuki River currently runs approximately 5 km to the east of the project area, the Maraetōtara runs ca. 1.3 km to the east.

The wider area is comprised of predominantly very poorly or poorly drained soils with pockets of moderately and well drained soils on the higher ground. The project area is entirely located in poorly drained soils. The soil profile across most of the area is described as deep to moderately deep, with pockets of shallow or very shallow soils, the main compound area sitting on moderately deep soil. The dominant soil type is Pallic, tending to be dry in the summer and wet in the winter[5].

VEGETATION & CLIMATE

The wider rural environs is a mix of exotic grassland and horticulture, notably orchards and viticulture; and rural settlement on the plains, with farming and commercial pine plantation in the surrounding hills.

Historically, the Heretaunga Plains consisted of a braided river system of ever-changing channels. Areas of largely dry ground were interspersed with swamp and wetland intercut by

[4] Taken directly from Carter 2019 Base document
[5] https://smap.landcareresearch.co.nz/maps-and-tools/app/

streams. Such an environment would have supported resources including fish, eel, flax, avifauna and others. It likely offered numerous opportunities for both wild harvested resources and potentially some deliberately cultivated resources. However, the rivers of the Heretaunga Plains were extremely flood prone, with several severe floods recorded during the latter 1800s and early 1900s (1882, 1893, 1917, 1924 & 1938: Fowler 2017[6]). Artificial flood control measures were implemented in response to these floods, but presumably similar events were equally as frequent prior to European arrival. The extent to which land clearance for farming exacerbated the flooding and damage potential has not been quantified or addressed in this work, suffice to say it is likely that there were numerous flood events during Māori occupation of the plains that may have buried evidence of activities such as horticulture beneath layers of alluvial silts.

The nearby Cape Kidnappers landscape in the late 1850s and early 1860s was described, presumably based on family documents, as comprising 'miles of cliffs… sand dunes… a rugged little river… endless gorges… full of the most mysterious trees… hills covered with… a type of bracken… interspersed with… native grasses…' (Gordon 2003: 10).

According to Gordon family reports, the landscape in the early 1860s bore witness to the presence of 'Captain Cooker' pigs, released during the 1770s (ibid: 20). Given the proximity of Clifton to Te Awanga it can be assumed that the wider environments were very similar.

The Hawkes Bay climate is typically hot dry summers with moderate winter rainfall and temperatures. The coastal area at the foot of the hills in which the proposed work sits is well sheltered from cool winds from the south and west but exposed to the warmer northerlies and easterlies (Figures 5 & 6).

[6] https://www.nzherald.co.nz/hawkes-bay-today/news/article.cfm?c_id=1503462&objectid=11947452

Figure 5 Wider area of proposed work: pasture, cropping and forestry[7].

Figure 6 View from knoll above the proposed compound area looking north towards Te Awanga settlement and the coast.

[7] All photos taken by G. Carter unless otherwise stated.

HISTORICAL BACKGROUND[8]

MĀORI OCCUPATION OF HERETAUNGA AND AHURIRI

The focus of this section is the archaeological information and an overview of pertinent publicly accessible published information. Detailed discussion of Māori tradition and whakapapa will be left to those holding this knowledge.

The coastal areas of Hawke's Bay are understood to have been widely occupied by Māori at the time of Captain Cook's arrival. One of the recorded names for the region (or parts thereof) was Heretaunga-hauku-nui (Heretaunga of the heavy dew), and it was a place renowned for being richly laden with resources (Salmond 1993: 139). The coastal plains, fertile river valleys and deltas, bush clad hills and inland freshwater lakes and swamps provided a resource base upon which to support intensive occupation.

The almost contiguous distribution of pā, cultivation, storage and shell midden sites recorded in ArchSite (NZAA Site Record Database) along the coastal hills from north of Waipatiki, to Fernhill to the south west offers archaeological evidence of these dense populations in this area. This is particularly evident in the Cape Kidnappers environs with several pā and open settlement sites currently recorded within NZAA ArchSite and an unquantified number that remain unrecorded in terms of easily accessible documentation. This is an archaeological reflection of the intensity of occupation and range of activities that are understood from other sources such as the oral histories to have been occurring throughout the wider area.

POST-EUROPEAN CONTACT OCCUPATION

FIRST CONTACT

The first documented encounter between Hawke's Bay Māori and Europeans occurred at Te Matau-a-Māui, when several fishing waka approached the Endeavour and several attempts at trade were undertaken. During these negotiations it is recorded that Taiata was seized, however he managed to escape back to the Endeavour. This incident gave rise to the name associated with the area by many to the present day, Cape Kidnappers (Salmond 1993).

[8] Taken from Carter 2019 Base document

EARLY EUROPEAN INFLUENCES

By the 1820s, due to passing English and American vessels, Māori were aware of the array of new goods on offer, including muskets, animals and plants. By the 1830s potatoes and pigs were firmly established within Māori economies, and metal tools adopted. Musket warfare too had taken its toll (WAI 201: 3.6).

Throughout the 1820s – 1840s the Heretaunga Plains was largely deserted by Māori essentially due to the musket massacre at Te Pakake in 1824. It was during this time that several whaling stations established throughout the area. These included two operated by William Morris: Ranga-i- Ika and Kidnappers (MacKay 1939). Throughout the wider region, particularly around Ahuriri, traders and missionaries were also establishing themselves.

The Heretaunga floodplains were proving to be fertile grounds for introduced European crops, cereals in particular were being rapidly adopted by local Māori and grown in quantities sufficient to support a burgeoning trade industry supplying Auckland with flour, bread and other food commodities.

PREVIOUS ARCHAEOLOGICAL WORK

PREVIOUS ARCHAEOLOGICAL INVESTIGATIONS

There have been limited archaeological investigations in the wider area, most of which relate to forestry activity. The primary archaeological survey throughout the Te Awanga / Clifton areas was undertaken by Robert Hunter in the latter 1980s. There are currently several stands of exotic pine approaching maturity in the wider area. It is possible that further unrecorded archaeological sites will be encountered during the harvest of these stands.

During 2018 -19 work was undertaken on the Clifton Revetment affecting recorded site W21/176, a series of borrow pits recorded by Hunter ca. 1993. As a result of both the coastal erosion that the revetment was addressing, and the revetment work itself, the profiles of several borrow pits were able to be recorded. Within one of which a largely intact hearth was identified. Although not directly affected by the revetment work, a row of what are thought to be *puke* profiles were also identified in the road cutting.

Although some 10 km north-west, as part of the recent Whakatū Arterial Project several hearth and oven sites have been added to the archaeological record. Most of these features were located immediately below the existing topsoil, however V21/465 was identified 1.5 m below the modern surface, overlain by a silty deposit 60 – 80 cm thick, presumed to be flood deposition from the Karamu Stream. Occupation of these sites appears to date from the 1600s through to the 1800s, as is typical for the (limited) Hawke's Bay scientifically dated occupation sites, with V21/465 falling into the earlier bracket as would be expected with the silt overburden (Farley, Bickler, Carley & Clough 2018).

RECORDED ARCHAEOLOGICAL SITES

There are currently numerous recorded archaeological sites across the wider farm property, of which three (W21/19; W21/20 & W21/156) are located within ca. 200 m of any proposed earthworks (Figure 7). These sites are typical of those in the wider area, being described as complexes of pits, terraces and house sites. There are approximately 22 recorded sites within 2 km of the proposed compound and road routes. These sites are typically recorded as pits, pits and terraces; and pits and house sites, with find spots, fireplace and Pā also identified (Table 1).

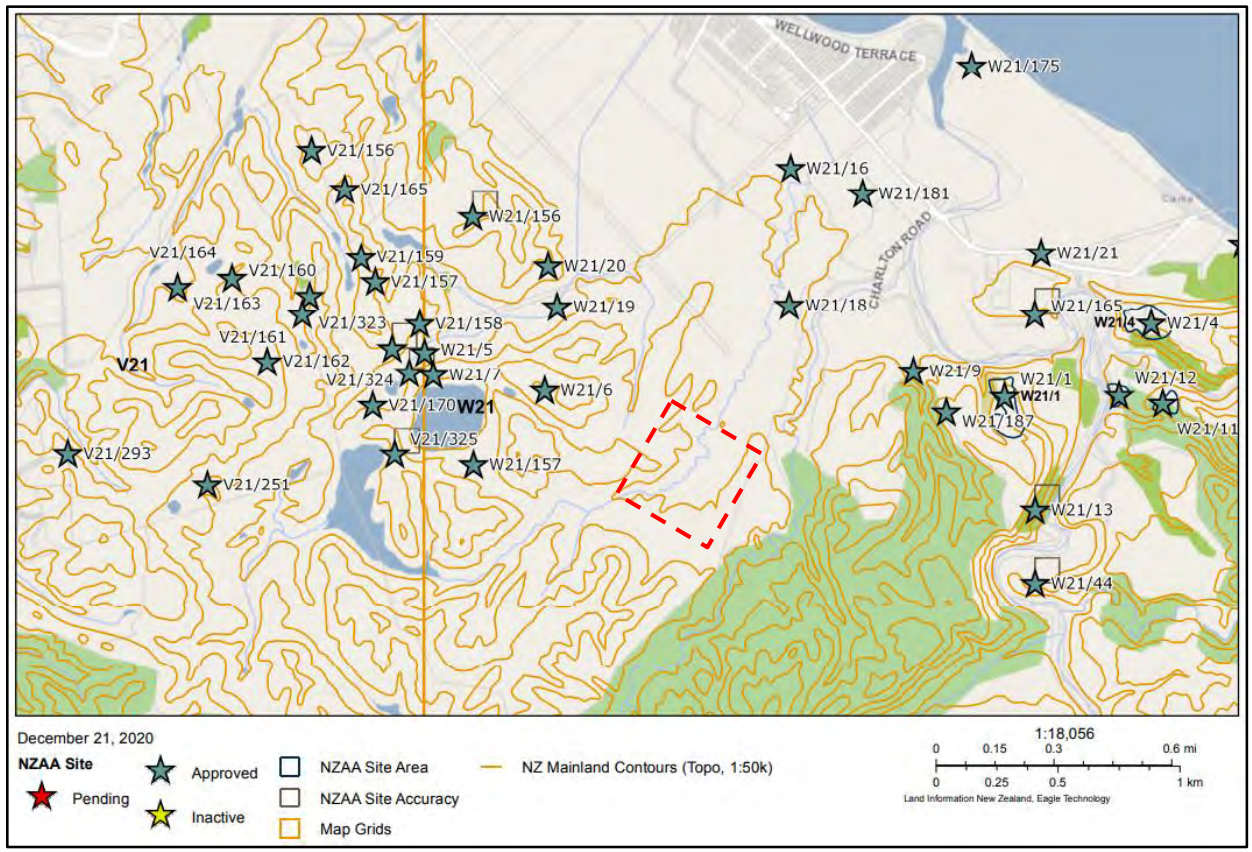

Figure 7 Archsite recorded archaeological site distribution in vicinity of proposed work (broadly indicated by red dash) (Source: ArchSite).

Table 1 Recorded archaeological sites within ca. 2000 m of proposed work (21/12/2020)

NZAA Site Record Number	Approximate distance from proposed compound earthworks	Ethnicity (NZAA SRF)	Brief description	GPS Co-ordinates
W21/6	600 m	Māori	pits	E1940542 N5603952
W21/18	750 m	Māori	Pits	E 1941544 N 5604300
W21/19	800 m	Māori	Pits	E 1940593 N 5604294
W21/20	900 m	Māori	Pits	E 1940556 N 5604460
W21/157	900 m	Māori	Pits	E 1940250 N 5603649
W21/9	1000 m	Māori	Pits (Cat 2 listed)	E 1942052 N 5604031
W21/7	1100 m	Māori	20+ Pits	E 1940085 N 5604015
V21/324	1200 m	Māori	Pits	E 1939988 N 5604022
W21/156	1200 m	Māori	Pits	E 1940248 N 5604663
W21/187	1200 m	Māori	Pits	E 1942187 N 5603864
V21/58	1250 m	Māori	Pits & terrace	E 1927249 N 5614429
V21/ 325	1250 m	Māori	Fire place	E 1939928 N 5603692
W21/16	1250 m	Māori	Pits and House sites	E 1940542 N 5603952
W21/181	1250 m	Māori	Pits, Terraces & adze find spot	E 1941844 N 5604757

W21/5	1300 m	Māori	Pits + terrace / house site	E 1940051 N 5604105
V21/170	1350 m	Māori	Pit & house site	E 1939838 N 5603892
V21/323	1350 m	Māori	Pits & terrace	E 1939918 N 5604122
V21/157	1450 m	Māori	Pits	E 1939847 N 5604397
V21/159	1500 m	Māori	Pits & terrace	E 1939789 N 5604494
W21/1	1500 m	Māori	Pā (Tirimoana – Cat 2 listed)	E 1942425 N 5603928
V21/161	1800 m	Māori	pits.	E 1939549 N 5604262
V21/160	2000 m	Māori	Pits	E 1939579 N 5604337

RESEARCH RESULTS

SITE VISIT

The gulley section of the proposed road was walked and the exposed banks scanned for indications of archaeological features or materials. No indicators such as burnt stone, shell or charcoally deposits were noted, nor were any potential feature profiles identified. The knoll to the northeast of the basin was walked and checked for any indication of currently unrecorded archaeological fatures such as pits or terraces. None was noted, although the grass was quite long at the time of the visit which may have obscured more ephemeral depressions from view. There is no intent to undertake earthworks on these knolls, rather it was checked due to its immediate proximity overlooking the basin.

The basin area was walked, albeit only the eastern paddock, and in a somewhat random manner. The paddock was in crop at the time of the visit and therefore visibility of the ground surface varied from relatively good in barer patches to minimal in better vegetated areas. No potential archaeological indicators such as burnt stone, charcoally soil or shell were

noted. Matt Nillson (Farm Manager) indicated that in his experience no such materials had been exposed during ploughing in these paddocks (Figures 8 – 11).

Figure 8 Typical gulley landscape through which much of the proposed access road will be cut.

Figure 9 Basin area in which main compound is to be located (cropped area).

Figure 10 View down onto the small gulley system through which much of the proposed access route will travel.

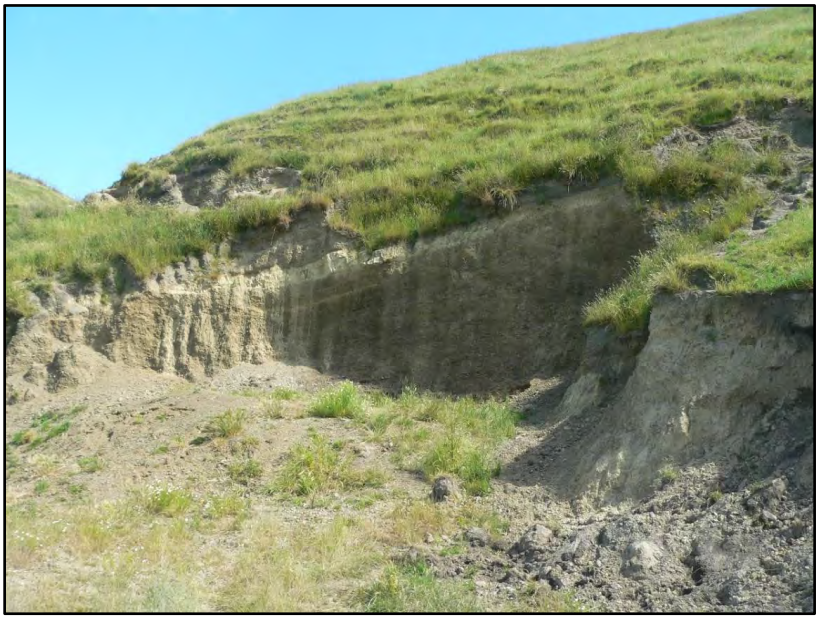

Figure 11 Relatively recently exposed profile and slumped material examined for archaeological indicators.

HISTORICAL RESEARCH

HISTORIC MAPS

There are several regional plans available to view at the MTG, Napier, dating to 1859 (Iggesden & Andersen HB1), 1874 (Koch Province of Hawkés Bay) and 1889 (Bristed Province of Hawke's Bay). The earliest of these (1859) identifies 'Awanga' with a cluster of small holdings between Clive and 'Awanga'. The land adjacent these smallholdings is identified as being held by A St Hill. The project area is probably within the smaller holdings at that time (Figure 12). Koch's 1874 plan identifies the Maraetōtara River but doesn't identify (Te) Awanga nor any small-holdings in the area. The name of the runholder is unclear but does not appear to be St Hill. Bristed's map shows the Maraetōtara(?) River west of the proposed compound area. The affected land at that time (1889) appears to be part of numerous small parcels that had been intended to form Clive Township. To the south and west is a large holding under the name of Nelson Bros and west of that is Gordon A (&) Hill (Clifton Station) (Figure 13). To date no other pre-1900 maps or plans have been located relevant to this AAE.

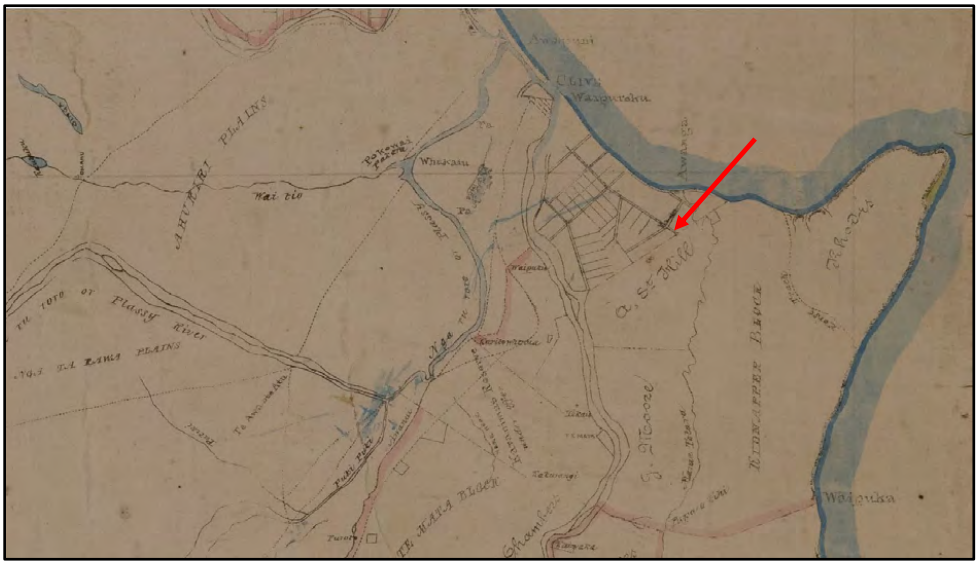

Figure 12 Excerpt from Igglesden and Andersen's HB4 (1859), site of proposed work indicatively arrowed.

Figure 13 Excerpt from 1889 Bristed "Plan of Hawke's Bay' with indicative location of proposed work arrowed.

HISTORIC PHOTOGRAPHS AND AERIALS

There are a number of historic Hawke's Bay photographs dating from the mid – late 1800s that chronicle the development of the area. Unfortunately photographs of more rural areas such as Te Awanga are scarce and none of direct relevance to this AAE have been located in this research to date.

The earliest Retrolens publically available aerial images for the area date to 1939. Although the image quality is relatively good, at high magnification it becomes too grainy to provide sufficient detail to identify potential archaeological sites. However, there are no obvious indicators of unrecorded archaeological earthworks in the affected area.

The next image suitable to be examined dates to 1963. Once again no potential unrecorded archaeological features in the area of proposed work could be found, although several of the recorded sites in the wider area were clearly evident. This image also clearly shows the abundance of permanent and seasonal watercourses that criss-cross the project area and its environs (Figure 14).

Later images into the 1990s are available but were of such large scale that they were of limited usefulness in this research and offered nothing new in terms of assessing archaeological risk.

Figure 14 A 1963 aerial image showing the area under consideration (red outline indicates compound area); note the extensive watercourse evidence.

OTHER SOURCES

THE LIST (RĀRANGI KŌRERO)

No features or sites identified within the immediate area (21/12/2020). The nearest registered site is the Tirimoana Pā - W21/1 (Cat 2 # 6506), and pit site W21/9 (Cat 2 # 6509). These sites will not be directly affected by the proposed work.

HASTINGS DISTRICT PLAN

According to the HDC District Plan there are multiple recorded archaeological sites within the wider area but none within the immediate area of work (as per ArchSite). There are no other areas of historic or cutural significance identified on the Intramaps Opertative DP (March 2020) overlay (as at 21/12/20).

TĀNGATA WHENUA ORAL HISTORIES

Hui have been held with mana whenua representatives and to date no additional information has been provided. Should knowledge be shared it will be added to the collective knowledge informing the archaeological assessment to date.

POTENTIAL FOR UNRECORDED ARCHAEOLOGICAL SITES

The location of the proposed work lies within the broader Clive / Te Awanga / Clifton coastal environs, within an area of increasingly recognised horticultural and other resource importance to Māori prior to 1900.

MĀORI OCCUPATION AND LAND-USE

Prior to the arrival of Europeans, the area of interest was part of a landscape of intense occupation and intervisible pā. The fertile alluvial river flood plains, swamp and wetland habitat, with ready access to coastal zones and navigable water courses potentially provided sites for occupation, resource collection and processing, and of strategic value. Although potentially largely deforested by the 1800s, these plains had at least in places (WAL) supported mature forest during the 1600 - 1700s with their associated resources. Even with deforestation, many old resources would have remained, whilst new opportunities such as more extensive horticulture may have opened up. Certainly by the mid- late 1800s the large areas of the Heretaunga Plains including Ōmahu and Karamu were being intensively cultivated by local Māori growing a range of introduced crops including maize and wheat. More locally there is evidence at Clifton not only of deliberate soil modification, but possibly also of *puke* style horticulture. Although prone to drought conditions in the summer, the proximity of the Maraetotara River and its numerous small tributaries, and the coast would have made this area potentially resource rich.

The types of sites or objects that might be encountered relating to Māori occupation and land-use in the area of interest include:

- Pits
- Postholes
- Modified (garden) soils
- Midden
- Hearths
- Working areas
- Tool / artefact scatters
- Koiwi tangata

PRE-1900 EUROPEAN OCCUPATION AND LAND-USE

The land considered herein is understood to have been used primarily for grazing and / or cultivation since the mid 1800. Although it was possibly part of the small blocks surveyed off

in the mid to later 1800s, with Clive never reaching the regional capital status that had once been envisioned it is unlikely that most of these more inland parcels were ever used for anything other than arable and pastoral farming. The gentle rolling nature of much of the land has likely meant that it has been heavily utilised for cropping in both the historic past as well as more recently.

The types of archaeological features that might relate to the European associated landuse are those associated with farming activities.

Types of sites that might be encountered relating to European occupation and land-use include:

- Postholes
- Piles
- Temporary encampments

WIDER SIGNIFICANCE OF ARCHAEOLOGY ENCOUNTERED

The wider Heretaunga Plains, including the Clive to Clifton coastal zone is one of great spiritual and cultural significance to tāngata whenua. It also has a significant archaeological record that offers a tangible, physical expression to the oral traditions and histories that surround the landscape. Up until very recently (2016), there was virtually no recorded archaeological evidence of Māori occupation or activity on the Plains aside from the highly visible (physically or culturally) pā sites, despite the oral histories describing a densely occupied landscape and wealth of resources offered by the plains, swamps and wetlands. As a result of the WAL project, the archaeological record is finally beginning to demonstrate physical support to these oral histories beyond pā. Similarly, there is evidence to suggest that *puke* style horticulture and soil modification were being practised at Clifton. The extent to which these practices were adopted or utilised more widely along this stretch of coast and into the Heretaunga Plains it currently not well understood.

The Heretaunga Plains are extensive and increasingly coming under pressure from residential, lifestyle, recreational and industrial development. This is particularly the case throughout the Clive to Clifton coastal zone. Whilst not to overburden the proposed work here, the wider significance of any archaeology encountered during this work as relates to both the early European occupation of the land and the long-standing Māori occupation of

the land should not be underestimated. The identification of further archaeological sites, would greatly improve our understanding of the archaeological potential of the wider Heretaunga Plains, including the potential depths at which such archaeology might be encountered.

HNZPT RESEARCH AGENDA

Any features or sites that are ultimately identified and recorded during the proposed work are of potential value in terms of the HNZPT Research Agenda (Greig 2007). All seven themes outlined by HNZPT (2007) have been identified as having potential for pursuit through the archaeological recording of any archaeological features or materials encountered.

It is not anticipated that all of these will ultimately be pursued, nor that this is a definitive list of possible research questions. Rather they serve to provide a framework upon which to consider any archaeological evidence that might be encountered during work and provides a focus for the meaningful collection of the archaeological data that may be derived from this work. It is encouraged that tāngata whenua consulted in any Archaeological Authority application process pertaining to this proposed work comment on, and add to, these identified questions with areas of interest to themselves.

Theme 1: Improvement and innovation in methodology

Research Questions:

1/ To what extent do the archaeological results support the oral histories relating to the land-use in the area? Were the expected indicators such as gardening features actually identified?

Theme 2: Constructing regional histories

Research Questions:

1/ Have we identified previously unrecorded archaeological sites in this area of the Heretaunga Plains thus identifying and in part rectifying a recording bias?

2/ When do sites (features) investigated as part of the proposed work date from? How does this relate to the WAL dates and more widely through Hawke's Bay?

Theme 3: Understanding early settlement

Research Questions:

1/ How do any dates obtained for this locale fit within the currently understood 'early settlement' patterns?

Theme 4: People and the Environment.

Research Questions:

1/ What evidence is there for deliberate versus natural (lightning strike fires etc) deforestation in this area? When might this activity date to?

2/ What species of plants or animals were being utilised in this area: river, marine, forest? What can this tell us about the past ecosystem and the interaction of humans with it (consider e.g. charcoal, seeds, pollen, spores, phytoliths and molluscs; along with bone and shellfish remains as potential sources of evidence).

3/ What evidence is there for Māori horticulture? And if so what species were being grown when, and what does this suggest about climatic conditions or changes?

Theme 5: Sense of place

Research Questions:

1/ Is there any artefactual evidence (obsidian, moa bone etc) that might help to identify trade networks or routes?

2/ How might any Māori associated archaeology encountered relate to the traditional, oral history records, or archaeological records of sites such as pā and kainga in the immediate and wider area.

3/ Is there any archaeological evidence relating to the pastoral use of this landscape?

4/ How does any new information relating to the occupation and landuse in this area relate to the wider cultural landscape? Might these same observations apply elsewhere in the region?

Theme 6: The archaeology of identity

Research Question:

1/ Is there any artefactual or other evidence that might reflect early contact between tāngata whenua and Europeans? Potentially related to the rapid adoption of European crops and horticultural techniques by Māori.

Theme 7: Archaeology in New Zealand today.

Research Questions:

1/ How could the wider results of this project be packaged and meaningfully presented to tāngata whenua and the wider public?

2/ Can we create a meaningful cultural and archaeological experience through this Project for end-users? (Consider signage, digital technologies such as apps and 3D imagery; inclusion & interweaving of both oral histories and archaeological evidence).

3/ What can we learn from this project and take forward in terms of encouraging the participation of Iwi / Hapū in archaeological research?

CONSTRAINTS AND LIMITATIONS

The field visit was constrained by long grass and cropping across much of the affected area. It was assumed that improvements to the initial section of road would be confined to the lower slopes and adjacent flats with no extensive cut and batter that may affect the recorded sites on the ridgeline.

Note that there are no statements on the cultural significance of the project area represented in this report, nor the views of tāngata whenua. Such a statement of cultural values can only be provided by the affected iwi.

ARCHAEOLOGICAL AND OTHER VALUES

The archaeological values that may be affected by any given proposal need to be assessed according to the HNZPTA 2014 guidelines. These values should be related to the potential to provide evidence of the history of New Zealand. These values need to be assessed within a framework of existing archaeological knowledge and current research questions and hypotheses (HNZPT, 2006: 19).

The types of currently unrecorded archaeological sites, material or features that might be encountered during the proposed work are considered.

Table 2 Assessment of archaeological values relating to potential currently unrecorded Pre-European Māori archaeological features or materials.

Site	Values	Assessment
Currently unrecorded pre-European Māori sites including but not limited to: • Pits • Hearths • Postholes • Midden • Cultivation areas • Working areas • Tool / artefact scatters • Koiwi tangata	Condition	There is potential for preserved materials and features of these eras. Given that the land has likely been subject to numerous flood events, there is potentially a significant alluvial overburden protecting archaeology from later invasive use such as ploughing. Therefore sites, horizons and features have potential to remain in good condition.
	Rarity	Archaeological sites of any of these types are rare in the Heretaunga Plains archaeological record to date. The archaeology of the former swamps and wetlands of the Heretaunga plains in particular seem to be under-recorded or rare in Hawke's Bay generally.
	Contextual Value	Contextually, any currently unrecorded sites that might be identified could be of considerable value in understanding the Māori occupation, site distribution and resource use in this area of Hawke's Bay. Archaeological sites, features or materials that are identified in association with cultivation could prove particularly informative.
	Information Potential	Any archaeological sites encountered in this area would add to our understanding around the archaeological potential of the wider Heretaunga Plains and the coastal zones in particular. Any artefacts, stratigraphic or scientific data that might be obtained through archaeological means during this project will add to our current limited knowledge.
	Amenity Value	As the project is likely to destroy or significantly modify any features or horizons encountered within the immediate footprint of the access roads and compound there is little amenity value. However, in association with other sites in the area and its proximity to Te Awanga settlement there is potential indirect amenity value. This could occur through

		public space signage and other means of sharing a wider story.
	Cultural Associations	The recorded sites in the wider area are primarily of Māori cultural associations. There is potential for materials or features of Māori association to be identified during the works.

Table 3 Assessment of archaeological values relating to potential currently unrecorded Pre-1900 European archaeological features or materials.

Site	Values	Assessment
Pre-1900 pastoral and agricultural including but not limited to: • Postholes • Midden/ rubbish pits • Temporary encampments	Condition	There is potential for preserved materials and features of these eras. Given that the land has likely been subject to numerous flood events, there is potentially a significant alluvial overburden protecting potential archaeology from later invasive use such as ploughing. Therefore sites, horizons and features have potential to remain in good condition.
	Rarity	Archaeological evidence relating to the early pastoral activity in Hawke's Bay (aside from structures such as homesteads, woolsheds etc) is rare.
	Contextual Value	Contextually, any such unrecorded sites form part of a wider archaeological landscape of the early European settlement of rural Hawke's Bay.
	Information Potential	There is the potential to find archaeological materials and features associated with the early contact era between tāngata whenua and local farmsteads. This could include structural material associated with fences or temporary encampments, harness and fittings, and rubbish pits or spreads. These types of features often contain discarded materials that can offer insight into the everyday life of the early European occupants of the area.
	Amenity Value	As the project is likely destroy or significantly modify any features or horizons encountered within the immediate footprint of the access roads and compound there is little amenity value. However, in association with other sites in

		the area and its proximity to Te Awanga settlement there is potential indirect amenity value. This could occur through public space signage and other means of sharing a wider story.
	Cultural Associations	Such sites are primarily of European association, although the associations with other cultural identifications should not be discounted.

OTHER VALUES

It is acknowledged that the area considered in this report holds values to tāngata whenua that are beyond the remit of this author to discuss.

The area falls within HDC DP Rural Zone and aside from the recorded archaeological sites in the wider area, no other items of concern to this assessment are identified.

There are no listed sites (09/01/2021) recorded in the HNZPT 'The List' Rārangi Kōrero that will be directly affected by the proposed work.

ASSESSMENT OF EFFECTS

PROPOSED WORK

The TASP proposal is for the construction of a ca. 10 ha compound comprising of five main buildings and four areas of permeable carparking. The buildings are anticipated to be of a relatively light footprint, although the preparation of the compound area for construction will require significant modification of the ground surface in the basin area. The compound is anticipated to be largely self contained in terms of three waters and other services, and therefore the required infrastructure will need to be installed on-site (ponds, septic treatment fields etc).

The access roads will need to be sufficiently wide and robust to take heavy traffic and periodic heavy useage but is intended to strike a balance between being fit for purpose without being overly invasive.

There are currently no detailed eathworks plans available but it can be assumed that the compound area site preparation will involve cut earthworks up to several metres deep in

some areas with similar volumes of fill in others. The roads will need to be in the order of 6 - 8 m wide at completion with a potential construction footprint exceeding this as per engineering requirements. Because the access roads will largely follow gulleys it is anticipated that there will be a need to excavate and culvert the existing water course in places, and excavate and batter the narrower sections where necessary to achieve the required road width. It should be noted that whilst there will be a significant volume of earthworks required to make these access ways 'fit for purpose' there is every intention to keep the earthworks and physical impacts on the landscape to a minimum.

ARCHAEOLOGICAL RISK

There is currently no identified archaeological risk to any recorded archaeological sites either through the access road earthworks or the preparation of the compound area. There is a moderate risk that currently unrecorded archaeological features or materials might be encountered. Any surviving archaeological features or horizons encountered within the area of earthworks will be destroyed or significantly modified, albeit within very localized areas.

ARCHAEOLOGICAL RISK LEVEL IDENTIFIED

The archaeological risk associated with the proposed project is low to moderate and relates to currently unrecorded sites, materials and features.

POTENTIAL ARCHAEOLOGICAL PRESERVATION

Much of the proposed access road corridor has already been modified by pre-existing roads and tracks and therefore the preservation potential in these areas is relatively low. Preservation potential in the unmodified or less modified sections of gulley may be slightly higher, although no indicators of archaeological presence was noted.

The basin area where the main compound is to be located has been cultivated for some time. It is likely that this area has been subject to both modern plough techniques and earlier deep disc ploughing. Usually, these practices would be considered to have destroyed all but deep cut archaeological features such as pits. In this case however, it is possible that there is sequential silt overburden from periodic flood and hill-wash events that may have buried earlier occupation or horticultural horizons. This is the scenario apparent in the road bank at

Clifton for example where approximately 500 mm of hill-wash overlies the possible *puke* and associated modified soil horizon.

Therefore, it is possible that archaeological horizons could remain preserved beneath the level of disc and modern plough damage, but within the required project earthworks depths.

ARCHAEOLOGICAL EFFECTS

The archaeological effects of this proposal are the destruction or modification of any currently unrecorded archaeological features or horizons associated Māori, and more latterly European occupation and activity in the immediate area.

Whilst this work will be destructive to all archaeology encountered, it may be possible to gain archaeological information to improve our understanding of the archaeological survival and potential within the Clive to Clifton coastal zone and the Heretaunga Plains more broadly.

By identifying and addressing, where possible, research questions as outlined above, we could, to some extent, meaningfully mitigate for loss through education and advances in knowledge. Such information could prove invaluable in protecting and managing future archaeological risks associated with the rapid development of the wider coastal Heretaunga area.

AVOIDANCE & MITIGATION OF EFFECTS

There is limited scope for avoidance and mitigation of archaeological material within the proposed works. The route for the access roads has been selected to take advantage of pre-existing semi-formed roads where possible, and to avoid high ground such as ridgelines wherever possible. The main compound area lies in a basin with no currently recorded archaeology within approximately 500 m.

An Archaeological Site Instruction (ASI)[9] will be prepared in support of any application to HNZPT for an Archaeological Authority for the proposed work. This document will serve to guide both the Authority Holder and their contractors with respect to the appropriate

[9] This may be upgraded to an Archaeological Management Plan & Archaeological Research Strategy if determined by HNZPT an the Project Archaeologist as necessary at the time of pre-application consulation.

actions for the identification and recording of archaeological horizons or materials such as might be encountered during the work.

Any and all work carried out will be subject to a recommendation that any archaeological sites and materials encountered will be appropriately archaeologically recorded and investigated to current standards prior to in-situ preservation if practical, or destruction / modification under a valid archaeological authority if in-situ preservation cannot be achieved.

CONCLUSION AND RECOMENDATIONS

CONCLUDING STATEMENT

The proposed Te Awanga Screen Production Studio project carries some inherent potential archaeological risk due to the nature of the wider landscape within which it is located. Although no evidence of potential unrecorded archaeology was identified during the site visit or on the aerial images examined, it is likely that there is in many places a significant overburden of hill-wash. This material would render invisible from the surface any but the largest of archaeological indicators. It is understood that there would be little potential to achieve in-situ preservation of any archaeological features encountered during work.

Any archaeological features or materials encountered during the works would likely form part of a wider, largely intact archaeological landscape in this area of the coastal Heretaunga Plains.

RECOMMENDATIONS

There is currently insufficient basis upon which to require an Archaeological Authority for the proposed work. However, given the landscape and extent of potential earthworks it is recommended that an application for a precautionary Archaeological Authority be considered. It is also recommended that should information of potential archaeological significance be shared during the wider consultation processes that the recommendations herein are reconsidered by an appropriately qualified archaeologist.

APPLICANT

It should be noted that all archaeological sites are protected by the Heritage New Zealand Pouhere Taonga Act 2014, whether recorded or not. It is illegal to modify or destroy an archaeological site without an authority being granted under section 42 of the HNZPTA.

Should the proposed TASPS project proceed and be approved for construction the following recommendations are made to the applicant:

EITHER:

- That an application to Heritage New Zealand Pouhere Taonga be made for an archaeological authority (Type A: General Authority) for the access road and compound earthworks.
- That an ASI[10] be prepared to support the authority application as per HNZPT guidelines.
- That the tāngata whenua consultation required by HNZPT be initiated as soon as possible.

OR

- That a Project specific Accidental Discovery Protocol be prepared and that the Client be briefed clearly as to the potential risks and delays that may be incurred should archaeology be encountered without an Authority in place.

HERITAGE NEW ZEALAND POUHERE TAONGA
Should the Client opt to apply for a precautionary Archaeological Authority the recommendations to HNZPT are:

- That appropriate archaeological conditions of any authority include that the works are monitored at the discretion of an appropriately qualified archaeologist.
- That provision is made to allow for the investigation and recording of any currently unrecorded archaeological sites that are encountered during the course of works.
- Should appropriate materials and features be encountered, that a minimum of three radio-carbon dates be obtained if possible.

[10] As previously, this may be upgraded to AMP and ARS.

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APPENDICES

PLANS

Parkhill Studios

ATTACHMENT 1
24 August 2021

PARKHILL STUDIOS
· HAWKES BAY ·

WAYFINDER
Landscape Planning & Strategy

Location Map

Parkhill Studios

For Resource Consent Application

24 August2021
Revision 04
Drawn J Hunt

Scale 1:12,500
Print at A3

Sheet 01

ParkhillStudios_Attachment1_10Aug21

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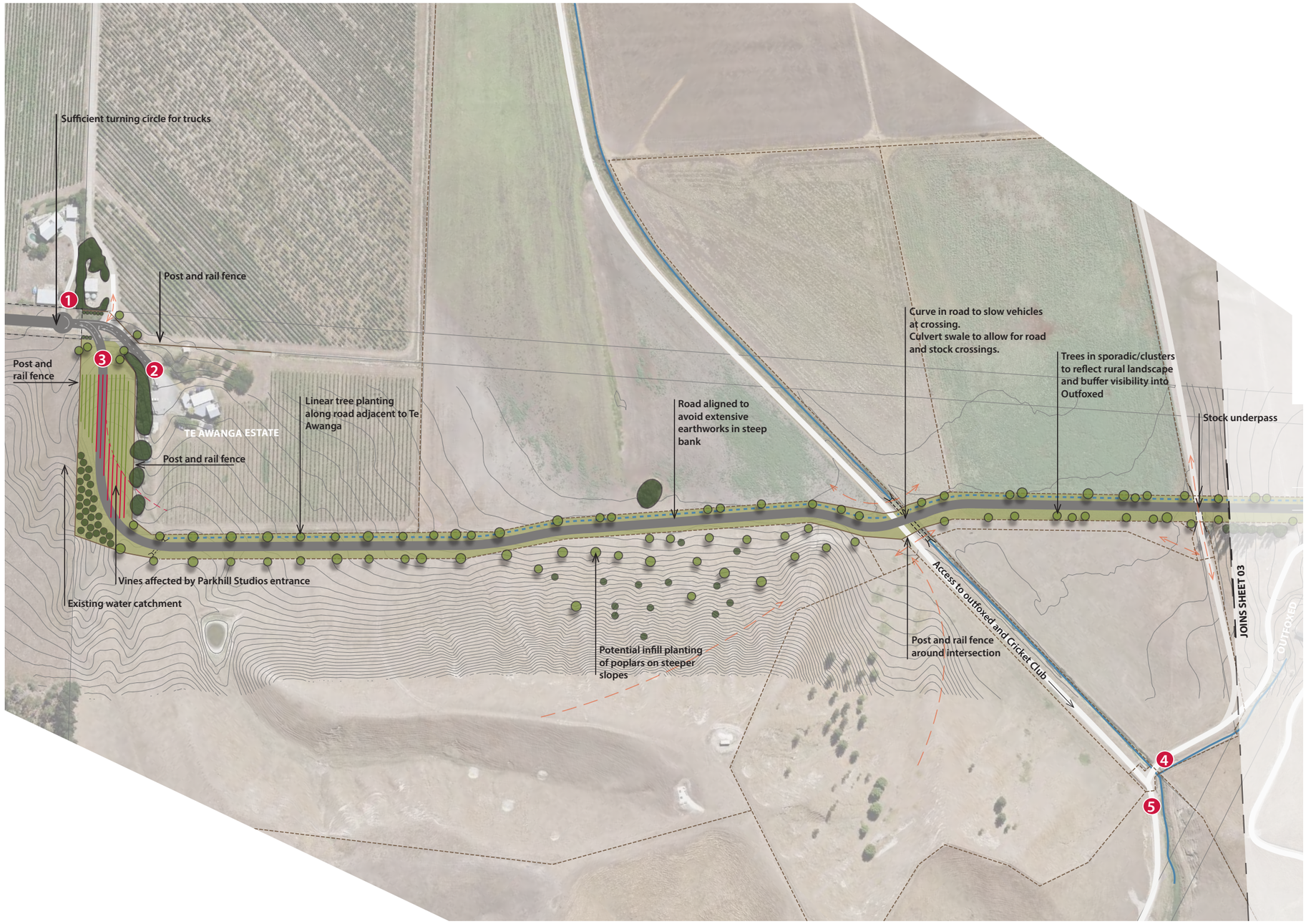
WAYFINDER
Landscape Planning & Strategy



LEGEND

1. 373 Parkhill Road Driveway
2. Entrance to Te Awanga Estate
3. Entrance to Parkhill Studios
4. Entrance to Outfoxed
5. Clifton Cricket Club Driveway

- Existing trees
- Proposed trees
- Post and rail fences
- Post and wire fences
- Farm operation movement
- Swales/water catchments
- Proposed Swale
- Farm tracks
- Proposed road
- Proposed road berm
- Culverts
- Stock underpass

NORTH

0 50 100 150 200m

Scale 1:2,500 (A3)

Access A

Parkhill Studios

For Resource Consent Application

24 August2021
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Scale 1:2500
Print at A3

Sheet 02

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WAYFINDER
Landscape Planning & Strategy

LEGEND

- Existing trees
- Proposed trees
- Post and rail fences
- Post and wire fences
- Farm operation movement
- Swales/water catchments
- Proposed Swale
- Farm tracks
- Proposed road
- Proposed road berm
- Culverts
- Stock underpass

Access B

Parkhill Studios

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Scale 1:2000
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Sheet 03

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WAYFINDER
Landscape Planning & Strategy

LEGEND

- Road
- Building Footprints
- Hardstand
- Helipad
- Permeable Paths
- Permeable Parking
- Stormwater Flowpath
- Dam Flood Options
- Mass Planting
- Proposed Trees

NOTES

- Indicative road is 6m wide.
- Road and berm allows for 20m clearance.
- Additional planting is intended to be included throughout the site development.

- Hardstand = 8540m^2
- Studios/Breezeway = 6440m^2
- Construction Building = 1050m^2
- Cafe Building = 420m^2
- Production Building = 1080m^2
- Road = 3350m^2
- **Total impervious = 22,880m^2**

Studio Masterplan

Parkhill Studios

For Resource Consent Application

24 August2021
Revision 04
Drawn J Hunt

Scale 1:2000
Print at A3

Sheet 04

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Landscape Planning & Strategy

MITCHELL DAYSH

APPENDIX G

ASSESSMENT AGAINST RELEVANT STANDARDS OF THE HASTINGS DISTRICT PLAN

Section 5.2 Rural Zone

Table 1 Assessment against the General and relevant Specific Performance Standards of Section 5.2.

Standard	Threshold	Proposal	Comment
5.2.5A Building Height	1. Commercial Activities Maximum Height 15m	The proposed studio buildings will be the highest of the buildings at 15m above ground level at the roof apex.	Complies
5.2.5B Yards Industrial, Commercial and Winery Buildings	Front yard 15 metres All other boundaries 15 metres	The proposed buildings will be over 1km from any road boundary so comfortably complies with the front yard requirement.	Complies
	Outdoor seating and playground areas ancillary to industrial, commercial, and winery buildings and structures shall be set back a minimum of 20 metres from the boundary of any adjoining land based primary production activity.	All proposed building will be at least 200m from the south western site boundary, being the closest of the boundaries to the SPS development.	Complies

Standard	Threshold	Proposal	Comment
5.2.5C Screening	1. Outdoor storage areas of commercial, industrial and winery activities shall be fully screened by fencing and/or planting from adjacent or opposite commercial and residential activities and motorists using public roads.	As demonstrated in the Wayfinder Landscape Assessment in Appendix C, the proposed commercial activities will not be visible from beyond the boundaries of the subject site or public roads.	Complies
	2. Outdoor display and parking areas of commercial, industrial and winery activities shall have landscaping which consists of a mixture of ground cover and specimen trees with a minimum width of 2.5 metres.	As shown in the Wayfinder site plan, landscaping of the parking areas and wider SPS development area is proposed which will include both specimen trees and ground cover.	Complies
	3. Outdoor storage and parking areas of seasonal workers accommodation shall be fully screened from adjacent residential activities in different ownership by fencing and/or planting.	There is no seasonal workers accommodation proposed.	Complies
5.2.5D Lighting and Glare	All external lighting shall be shaded or directed away from any residential buildings or roads, and shall be less than 8 lux spill measured at a height of 1.5 metres above the ground at the boundary of the site.	Due to the significant distance and lack of sight lines from the proposed SPS complex to any residential building or public road there will be no light spill to such locations.	Complies
5.2.5E Traffic Sightlines, Parking Access and Loading	Activities shall comply with the provisions of Section 26.1 of the District Plan on Transport and Parking.	This is addressed in Table 2 below	See Table 2 below
5.2.5F Noise	Activities shall comply with the provisions of Section 25.1 of the District Plan on Noise.	Again, due to the significant distance from the SPS location to the nearest notional boundary of a residential dwelling (some 800m) compliance with the noise standards should be comfortably achieved on an ongoing basis. It is also noted that the proposed activity is itself sensitive to noise with the production studios being constructed of sound proof material.	Compliance required on a continuous basis. Will comply.

Standard	Threshold	Proposal	Comment
5.2.5G Shading of Land, Buildings and Roads	For New Plantings Trees forming a shelterbelt for a distance of more than 20 metres on a side or rear boundary of a property under separate ownership: (a) shall be planted a minimum distance of 5m from an adjoining property boundary and be maintained so that the branches do not extend over that boundary; and Note: This rule will not be applied where separately owned properties are part of single continuous forest plantation.	The proposed landscape planting on the south eastern edge of the development area is separated from the south eastern boundary by an approximately 25m wide stock race. Accordingly, the proposed landscape planting will be more than 5m from any boundary.	Complies
	2. Trees Adjoining Public Roads For new plantings - Trees forming a shelterbelt for a distance of more than 20 metres shall be set back a minimum of 5 metres from the boundary of a formed public road.	The proposed landscape planting will be over 1km from any public road.	Complies
5.2.6C(1) Commercial Activity Threshold Limits – All Other Commercial Activities	Maximum Gross Floor Area: 100m^2 Personnel Limits: At least one person resident on the site shall carry out the activity. Maximum number of additional employees (to those resident on the site) shall be 3 persons.	Totalling the floor areas of the proposed buildings there is an overall gross floor area of 10,070m^2 There are no residential buildings proposed as part of this development. During peak filming times it is expected that there will be up to 420 people working at the SPS facility.	Does not Comply Does not Comply. Does not Comply.
5.2.6C(2) Commercial Activity Hours of Operation	Activities which involve the retailing of goods to the public shall be restricted to the following hours of operation: Any day of the week 8.00am-10.00pm	The proposed activity doe not involve any retailing of goods to the public.	Not Applicable

Section 26.1 Traffic Sightlines, Parking, Access and Loading

Table 2 **Assessment against the relevant General & Specific Performance Standards of Section 26.1.**

Standard	Threshold	Proposal	Comment
General Performance Standards – Section 26.1.5			
26.1.6A Access	1. Access to Property (a) Every owner or occupier shall provide a legal, safe and effective vehicular access to any activity undertaken on a site, … from an existing, formed legal road, to enable vehicles to enter the site, …	A Traffic Impact Assessment which is attached in **Appendix D** from Urban Connection Ltd. The access from the end of Parkhill Road is provided in a legal, safe and effective manner in accordance with the recommendations of that TIA.	Complies
	(b) … one vehicle crossing … within the Residential Zone. …	Not applicable for the Rural Zone.	NA
	c) The minimum legal widths for private access are contained in Table 26.1.6.1-1 …In the Rural Environment a legal access width of 6m is required for Commercial activities with a minimum formed width of 3m (excluding shoulder).	The access road will be formed to comply with the standards in table 26.1.6.1 and is proposed to have a legal width of 20m and a formed 6m wide sealed carriage way which will comply with the minimum standards.	Complies
	(d) A property access which crosses the rail network …	The proposed accessway will not cross any railway networks.	NA
	2. Distance of Vehicle Access from Road Intersections (b) … Rural … Zones Vehicle access to any property shall be sited a minimum of 100 metres from an intersection of a State Highway	The nearest State Highway intersection is many kilometres away at Clive with SH51.	Complies.
26.1.6B Safe Sightline Distance	1. Intersections shall be located to ensure that Safe Sightline Distances are maintained. Note: For vehicle accesses fronting a Local, Collector or Arterial Route (as defined in the Roading Hierarchy in Appendix 69) compliance with Austroads Standards is deemed an acceptable means of compliance.	A traffic report has been prepared by Urban Connection Limited (attached as Appendix D) that assess relevant Sightlines. It is noted that the proposed accessway from the end of Parkhill Road will effectively form a continuation of that road rather than an intersection to which sightlines are applicable.	Complies

26.1.6C Loading	1 (a) Provision of Loading Spaces (i) Every owner or occupier who proposes to construct or substantially alter, reconstruct or add to a building on any site, … shall provide a Loading Space. The Loading Space shall provide for the suitable or efficient accommodation of any loading or fuelling of vehicles which are likely to arise from the use of any building or activity carried out on the site.	As can be seen in the Wayfinder site plan, significant areas of hardstand surfaces are proposed adjacent to the construction workshop and studio buildings and those buildings have a covered breezeway between them all designed to provide for the loading and movement of props and equipment between these facilities. Accordingly suitable loading space will be required.	Complies
	(ii) Every Loading Space, together with access, shall be designed so that it is not necessary to reverse vehicles either on to or off the street. The Loading Space shall not be stacked or located within vehicle manoeuvring areas.	The area of hardstand available for loading and turning and the length of the private road access will mean that there is no possibility of vehicles needing to reverse onto or off Parkhill Road.	Complies
	(iii) The provision of a Loading Space in respect of any site may be made as part of the side and/or rear yard space, but not as part of the front yard space of that site.	The proposed loading spaces are well clear of any front yard spaces.	Complies
	(iv) The method of loading shall ensure that the footpath or access to adjacent properties shall remain clear at all times and ensure traffic safety is maintained on the roads.	As for (ii) above.	Complies
	1(b) Design of Loading Spaces The design of Loading Spaces and the layout adopted will depend on the area and shape of the land available, the purpose for which loading is required, and the functional design of the building. The layout shall be of sufficient size to accommodate the following design vehicles: Warehouses, Transport depots, bulk stores and similar must have a minimum length of 20 metres and a minimum width of 3 metres.	The proposed breezeway is approximately 60m long and 20m wide, therefore providing room for several loading spaces of 3m x 20m on either side while retaining a clear access way inbetween.	Complies

26.1.6D Parking	1. Provision of On-Site Parking All other Commercial Activities ...not listed above: 1 space per 50m^2 gross floor area.	At a total gross floor area of 10,070m^2 a total of 201 onsite car parks are required. Based on the demand assessment in the Urban Connection Ltd TIA a total of 259 car parks should be provided for. There are a total of 326 car parks shown on the proposed site plan and it is proposed that a minimum of 259 of these will be formed and constructed.	Complies.
	3. Parking Spaces for People with Disabilities Developers, owners or occupiers when constructing carparks shall make provision for disabled carparks in compliance with Appendix 72 and they shall be clearly marked or signposted as such.	The car parks will be formed and marked out to achieve compliance with this requirement. A minimum of 6 disabled persons carparks would be required for 259 onsite carparks and a minimum of seven would be required if 326 on site carparks were to be provided. Compliance will be achieved at the detailed design stage.	Will Comply.

5, Design and Construction of Parking Areas (a) All parking spaces and access and manoeuvring areas, … shall be of a sufficient size and suitable layout to accommodate a "passenger vehicle" … refer to Appendix 72 for the dimensions of this vehicle. (c) General Design and Construction Details (i) Parking areas in any Commercial or Industrial Zone… (ii) Parking areas shall be designed and constructed to ensure that stormwater runoff from the parking area does not adversely affect adjoining properties. (iii) Parking areas, together with access and turning space, shall be designed to ensure that vehicles negotiate the parking area at a safe speed and are not required to reverse either on to or off a street, …Vehicles using the parking area shall only enter or leave the site by the accessway.	The detailed design and construction of the car parking areas will be undertaken in accordance with this requirement.	Will comply

26.1.7B Infrastructure to support Alternative Transport Modes	1. Bicycle Spaces Where on-site car parking is required provision shall also be made for purpose built bicycle stands on site. These shall be provided at a rate of 1 bicycle stand per 5 carpark spaces that are required... The bicycle stands shall meet the following requirements: (a) They shall be securely attached to a wall or the ground and shall support the bicycle frame. (b) Each cycle stand shall be adequately spaced to allow a cyclist to manoeuvre and attach a bicycle to the stand. (c) They shall allow the bicycle to be secured. (d) They shall be visible and signposted.	A total of 52 bicycle stands would be required for 259 on site carparks. Such bicycle stands are intended to be provided as part of the detailed design and construction of the proposed facility.	Will comply
	2. Bicycle End of Journey Facilities Commercial or Industrial Activities which employ more than 15 FTE staff members shall provide one male and one female shower and changing facilities for staff to encourage the use of alternative transport modes.	Shower facilities are proposed in the Production Building bathrooms.	Complies

Section 27.1 Earthworks…

Table 3 - Assessment against the relevant General & Specific Performance Standards of Section 27.1.

Standard	Threshold	Proposal	Comment
27.1.6A Extent of Earthworks	Rural Zone 2000m^3 per ha of the site over any 12-month period.	With an area of 229.6ha the maximum earthworks volume permitted in a year on the site is 459,200m^3. The volumes proposed to form the SPS complex are 40,000m^3 the new road has an earthworks volume estimated at approximately 106,000m^3 based on a 2,200m length, a 12m width of earthworks to create the 6m wide formed road and 3m wide shoulders on either side, at an average depth of 4m. This would give a combined total of approximately 150,000m^3 which complies with the threshold of 459,200m^3.	Complies
27.1.6B Vegetation	1. Where vegetation clearance occurs (except where it is associated with the operation, maintenance or upgrading of lawfully established roads, tracks and drainage channels), disturbed areas shall be repastured or revegetated as soon as practicable within 18 months of the activity ceasing. 2. Where soil is disturbed by prospecting, such areas will be restored and rehabilitated within 6 months of the activity ceasing.	Any disturbed soil that is not to be covered in road pavement will be revegetated as soon as possible and within 18 months.	Complies
27.1.6C Slope	Rural SMA – Earthworks shall not be undertaken on land with a slope of greater than 45° above horizontal.	As can be seen from the Wayfinder diagrams the proposed road alignment has been designed to skirt around the base of the western hills to avoid the steepest contours. Compliance is therefore assumed.	Complies

27.1.6D Excavation	1. No earthworks shall have a cut/fill face (see Appendix 68) of overall vertical extent greater than: 2.5 metres. 2. No excavations shall be of greater than 1 metre vertical extent of cut fill face, where the top of the excavation is within 10m of buildings or surcharge loads.	1. A maximum cut depth of 5.6m is required for the SPS development as set out in the Wayfinder LVA. 2. No excavation is proposed within 10m of existing buildings. .	Does Not Comply. Complies.
27.1.6E Noise	Activities shall comply with the provisions of Section 25.1 of the District Plan on Noise.	The relevant District Plan construction noise standards will be complied with.	Will comply.
27.1.6F Flood Protection Works	2. No Significant change is to occur to existing flood overflow paths.	The proposed stormwater design for the SPS building development is based on this principle as set out in the Infir Stormwater Servicing Report attached as Appendix E. Likewise the detailed design of the access road will be designed to comply with this standard.	Complies.
27.1.6G Location of Fill	Except when associated with fill faces on rural farm tracks, any fill of over: (a) 100m^3 volume; or (b) 0.5 metres total depth Shall only be permitted if a site plan is provided to Hastings District Council showing the location and extent of the fill.	A condition on the resource consent is offered for areas of fill to be identified upon the completion of detailed earthworks design.	Will comply.
27.1.6H Sediment Control	Sediment run-off into a Council reticulated network shall not cause any conspicuous change in colour or visual clarity of water after reasonable mixing.	The proposed earthworks are not in the vicinity of Council reticulated networks, however best practice sediment mitigation methods are proposed for the earthworks to avoid any sedimentation of natural water courses.	Will comply.

HAWKE'S BAY EMERGENCY MANAGEMENT GROUP

HAWKE'S BAY
NATURAL HAZARD PROPERTY REPORT

13/08/2021

0 GORDON ROAD,HASTINGS
LOTS 4-9 DP 519212 LOT 4 DP 23051

0965051000

This report summarises the known hazards intersecting this property, based on research reports commissioned to assess regional risk – these are summarised below. The hazard assessment methodologies, information compilation and presentation techniques used for these assessments include certain qualifications and limitations on the use, noting:

a) The hazard information provided is based on the best information available at the time of the studies and was supplied under specific contract arrangements including financial and time constraints.
b) The hazard information may be liable to change or review if new information is made available.
c) Councils and other organisations may hold more detailed hazard information than provided here. This Natural Hazard Property Report is not a substitute for a Land Information Memorandum (LIM).
d) The precision and accuracy of the data varies, therefore it is important that you obtain expert advice to help to interpret the information.

The hazard maps in this report are based on the following referenced research reports. Online HBRC Natural Hazards Report Database contains a register of the hazard research reports and publications from either the Council or external organisations and this database may contain other pertinent information related to this area. Go to www.hbrc.govt.nz and search #hazards:
The referenced reports are:

(i) Earthquake Fault lines
- Earthquake hazards in Hawke's Bay Initial assessment
- Earthquake hazard analysis - Stage 1. Recurrence of large earthquakes determined from geological and seismological studies in the Hawke's Bay area
- Active Fault Mapping and Fault Avoidance Zones for Central Hawkes Bay District: 2013 Update Active Fault Mapping and Fault Avoidance Zones for Hastings District and environs
- Fault Avoidance Zone Mapping for Wairoa District, Napier City and surrounds

(ii) Earthquake Liquefaction
- Assessment of liquefaction risk in the Hawke`s Bay: Volume 1: The liquefaction hazard model
- Assessment of liquefaction risk in the Hawke`s Bay: Appendices for Volume 1

(iii) Earthquake Amplification
- Hawke's Bay Regional Council earthquake hazard analysis program, Stage III : evaluation of ground shaking amplification potential Volume 1
- Hawke's Bay Regional Council earthquake hazard analysis program, Stage III : evaluation of ground shaking
amplification potential Volume 2: Appendices

(iv) Tsunami Inundation Extents
- Hawkes BayTsunami Inundation by Attenuation Rule
- Review of Tsunami Hazard in New Zealand

(v) Flooding Extents
- Wairoa River Flood Hazard Study
- TeNgaru Catchment Flood Hazard Study
- Waipatiki Catchment Flood Hazard Analysis
- Kopuawhara Opoutama Flood Hazard Analysis

(vi) Coastal Hazard
- Regional Coastal Environmental Plan
- Clifton to Tangoio Coastal Hazards Strategy 2120 - Coastal Hazard Assessment
- Clifton to Tangoio Coastal Hazards Strategy 2120 - Coastal Risk Assessment
- Other Coastal Hazard Reports
- Cliff Hazard Zone Delineation

(vii) Landslide Risk

- Roll out of Erosion Models for Regional Councils: Landcare Research Limited
- Earthquake-Induced Landslide Forecast and Hazard Assessment, Hawke's Bay Region.
- Earthquake-Induced Landslide Forecast and Hazard Assessment, Bluff Hill, Napier.

(viii) Quaternary Geology

- Hawke's Bay Regional Council earthquake hazard analysis program, Stage III : evaluation of ground shaking amplification potential Volume 2: Appendices

(ix) Wairoa River Bank Stability Zones

- Wairoa River Bank Stability Assessment

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Liquefaction

Low (cream) means there might be 'none to minor' liquefaction for 500 year earthquake shaking (typically larger than magnitude 6), medium (orange) means there might be 'minor' to moderate damage, and 'high' (brown) might be moderate to severe damage.

In Wairoa District, Central Hawke's Bay District and the wider Hastings District (outside the Heretaunga Plains) due to the limited data available to assess vulnerabilities, buffer zones have been added to liquefaction hazard areas. The width of this buffer zone is 500 m (+/- 250 m) and allows for the differences between the accuracy of lines on a geological map at a scale of 1:250 000 (+/- 250m) and the greater accuracy of property boundaries on cadastral maps to be reconciled. If a property is located wholly or partially within the buffer zone this indicates that there is uncertainty about the level of liquefaction hazard. Site specific assessments (ranging from visual inspection through to ground investigations) will be needed to determine the level of liquefaction hazard. If a buffer zone boundary line falls across a property it should initially be treated as being part of the higher hazard class when interpreting the map.

Liquefaction occurs when waterlogged sediments are agitated by an earthquake. As a result, the soil behaves like a liquid, has an inability to support weight and can flow down very gentle slopes. This condition is usually temporary, but buildings can sink and underground pipes may rise to the surface. When the shaking stops, groundwater is squeezed out of the ground causing flooding, leaving areas covered in mud.

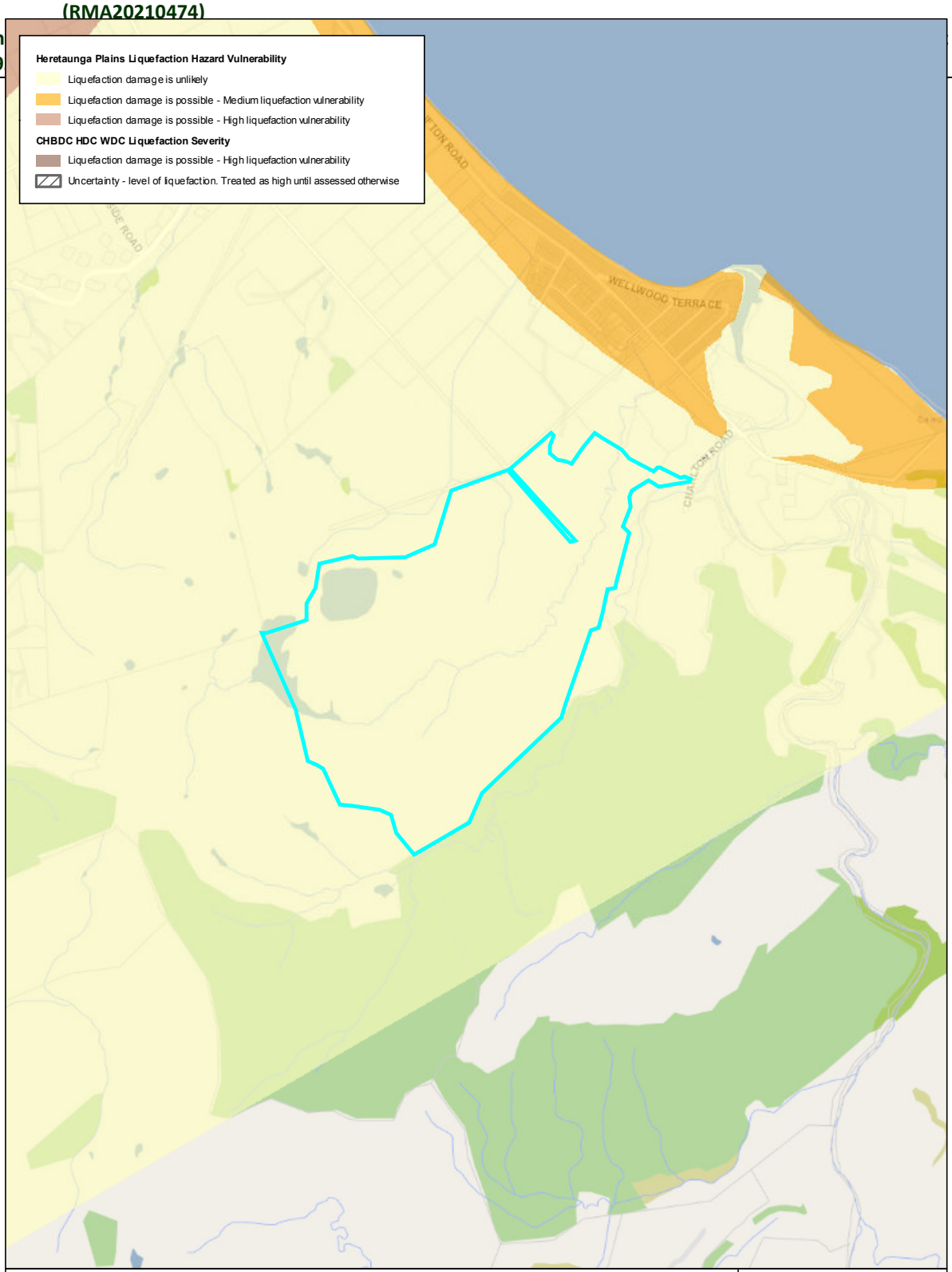
Liquefaction effects have been reported in the Hawke's Bay region during four historical earthquakes since 1840 at Modified Mercalli (MM) shaking intensities between MM7 and MM10, including in 1931. Low-lying areas in the region, especially these near the coast, and reclaimed land are particularly susceptible.

What can you do?

If building, it is recommended you reference the Ministry of Business, Innovation & Employment (MBIE) and the Ministry for the Environment document "Planning and engineering guidance for potentially liquefaction-prone land" and if necessary obtain expert advice from a qualified and experienced geotechnical engineer.

Important to note that having land included in a particular zone does not unequivocally mean that the land is "good", "medium" or "bad." The maps indicate what is a strong possibility across those areas. The best areas (cream) have a very low probability of having a liquefaction problem, but there may still be some localised places where the hazard exists. The only sure way of showing whether a specific site has low or high vulnerability is a site specific geotechnical investigation.

On a property already developed, there are options to mitigate the risk of liquefaction, but the easiest way to mitigate liquefaction risk is to ensure your insurance sum-insured is sufficient to rebuild with heavier duty foundations in the event of total loss (noting this could be fire or flood - not just earthquake).



Liquefaction Hazard

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Friday, August 13, 2021

Original Sheet Size 210x297mm

Amplification

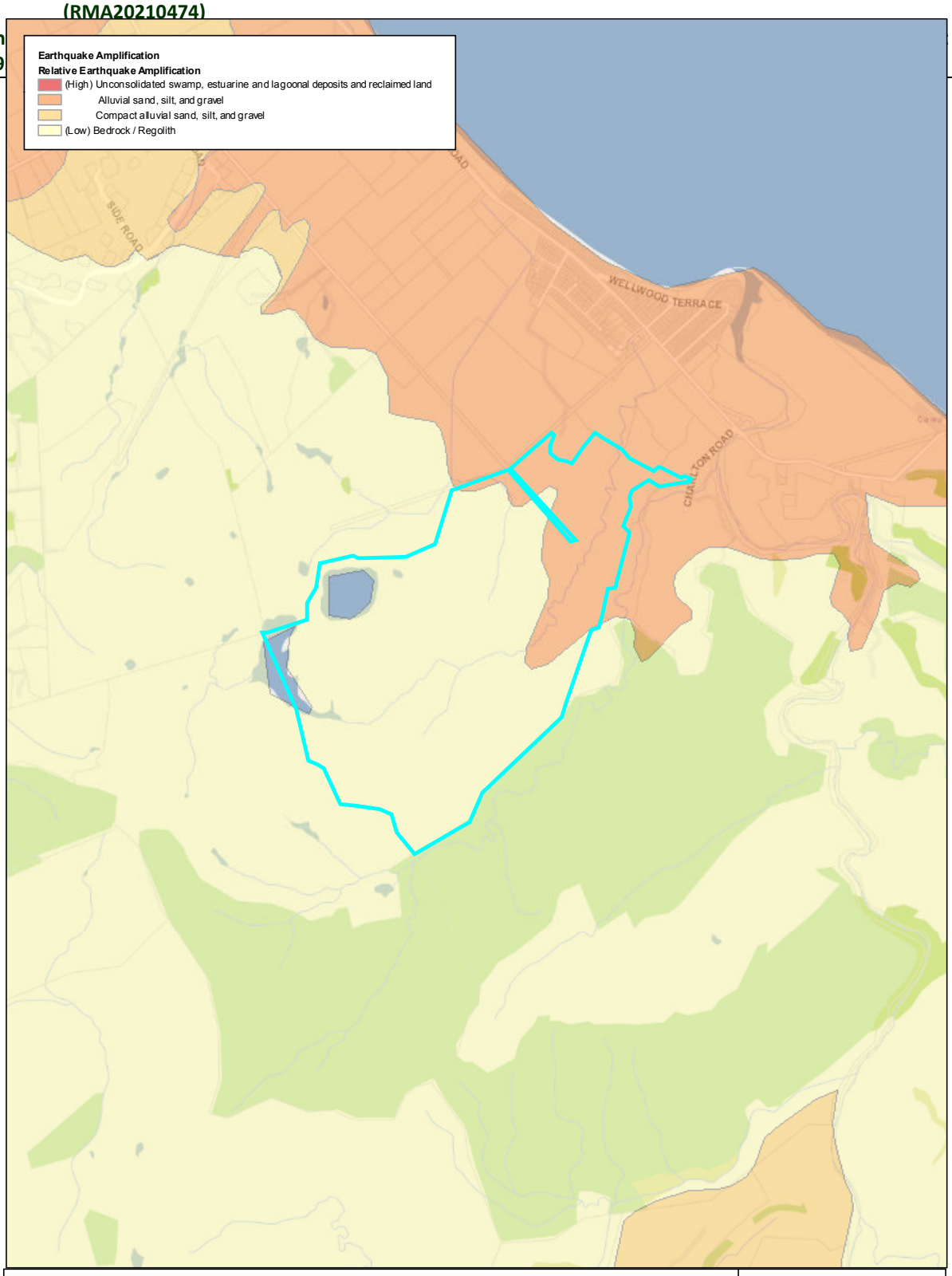
This amplification map shows areas susceptible to ground shaking in an earthquake. Most of the damage during an earthquake is caused by ground shaking. Seismic waves, travelling through the earth at different speeds and amplitudes because of a fault rupture, cause the ground to vibrate and shake in an earthquake. The intensity of ground shaking at any location is affected by the magnitude of the earthquake, proximity to the source of the earthquake, and the geological material underneath that location. Larger earthquakes generally produce greater shaking and shaking is usually more intense nearer the source of the earthquake.

Different frequencies of shaking also affect buildings differently - in general, low frequency motions affect taller buildings more, while high frequencies affect shorter buildings. The type of material underlying the site can have a great effect on the nature and intensity of the shaking. Sites underlain by hard, stiff material such as bedrock or old compacted sediments usually experience much less shaking than sites located on young, loosely consolidated sediment, which tends to amplify shaking.

What can you do?

Most people in Hawke's Bay will survive a large earthquake with some loss, but some people will be severely affected. If you are developing land in a susceptible area, it is recommended owners/developers obtain expert advice from a qualified and experienced geotechnical engineer before progressing plans.

On a property already developed, the easiest way to mitigate earthquake risk is to ensure your insurance sum-insured is sufficient to rebuild with heavier duty foundations in the event of total loss (noting this could be fire or flood - not just earthquake).



Earthquake Amplification

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Fault lines

This map shows active surface faults. This is where a rupture that started at depth has broken through to the ground surface and left a visible fault trace, or line. A fault line is a fracture along which the earth's crust has moved.

Hawke's Bay is one of the most seismically active regions of New Zealand and is criss-crossed by sets of active faults that pose a surface rupture hazard to buildings and infrastructure. There are also buried or 'blind' faults in the region, that slip at depth but do not rupture to the ground surface so are difficult to map. Active faults are those faults that have moved within the last 125,000 years.

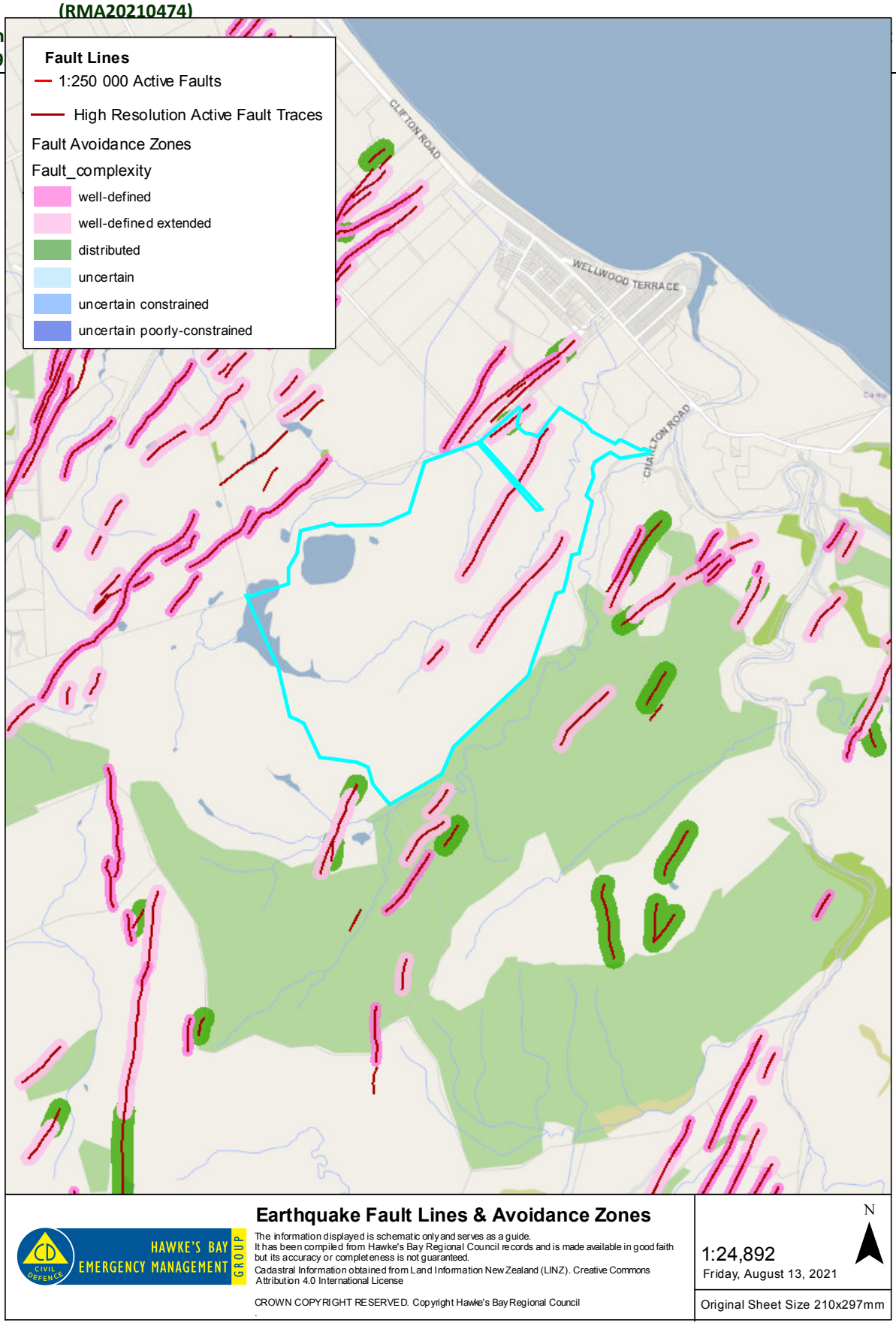
Fault ruptures often start at one point and spread along the fault, rather than breaking the whole fault at once. The damage caused by shaking depends on how large the ground motion is, how long it lasts, and its frequency. Large motions put great stresses on structures that sit on or in the moving ground and the longer the shaking lasts, the more likely the structures are to sustain serious or permanent damage.

Learn more about our earthquake risk http://www.hbemergency.govt.nz/hazards/earthquake

Disclaimer: The active fault data displayed here is from the New Zealand Active Faults Database (Database), prepared by the Institute of Geological and Nuclear Sciences Limited (GNS Science). The Database includes two sets of active faults (1:250,000 scale and higher resolution) and Fault Avoidance Zones. If the Fault Avoidance Zones are used to assist future land use planning, this should be done in accordance to the Ministry for the Environment "Planning for Development on or Close to Active Faults" (Kerr et al. 2003). GNS Science does not warrant or represent that the Database is accurate, complete or fit for any particular purpose. GNS Science shall not be liable to any person who uses or relies on the Database, on any ground for any loss, damage or expense arising from such use or reliance. It is made available here for non-commercial use only. GNS Science must be acknowledged as the source of the Database in any publication or other public disclosure where you use the Database.

What can you do?

If you are developing land on or close to an active fault, you should discuss the implications of this with your designer and builder and follow the Ministry for the Environment's Guidelines "Planning for Development of Land on or Close to Active Faults'. These guidelines also outline the different Resource Consent categories for developing in different zones depending on the fault recurrence interval, fault complexity, and Building Importance Category


Fault Lines
1:250 000 Active Faults
High Resolution Active Fault Traces
Fault Avoidance Zones
Fault_complexity
well-defined
well-defined extended
distributed
uncertain
uncertain constrained
uncertain poorly-constrained
CLIFTON ROAD
WELLWOOD TERRACE
CHARLTON ROAD
Earthquake Fault Lines & Avoidance Zones
HAWKE'S BAY EMERGENCY MANAGEMENT GROUP
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Detention Dams

This map shows zones at risk of damage from water from detention dams. A detention dam is a dam built to catch surface runoff and stream water flow in order to regulate the water flow in areas below the dam. Detention dams are used to reduce the damage caused by flooding and to manage the flow rate through the downstream channels. The reservoir behind the dam is normally dry, and will only fill during severe rainfall.

Failure of a detention dam usually occurs from overtopping or piping:

(i) Overtopping of a detention dam occurs when the water level behind the dam exceeds the dam crest height. The dam crest is the top edge of the dam. Overtopping is caused by extreme flooding or severe waves. The severe waves can be a result of high winds, landslides, and earthquakes. If overtopping occurs, the dam may fail due to the erosion caused by the overtopping waters.

(ii) Piping occurs when seepage through the body of the dam becomes so great that the material that makes up the dam itself is washed away, and the dam can no longer hold the water behind it.

In both failure modes, water, silt and debris would flow down the channel, causing widespread destruction to anything in the flow path.

Most failures of dams occur quite rapidly, and as such there is unlikely to be any substantial warning time for those in the immediate downstream vicinity. However, since the detention dams only fill during times of heavy rain, (and thus these times are the only times the dam is likely to fail) most people are already aware of flooding hazards.

What can you do?

Avoidance of floodable areas is the most effective way to stay safe from the dangers associated with detention dam failures.

If you have assets at risk from detention dams, then check the weather forecast regularly as severe weather watches and warning are issued by the MetService and are available via email alerts.


Detention Dams
Flood Detention Dam
Flood Detention Dams Hazard Zones
Dam structure
Hazard Zone
Ponding area
CLIFTON ROAD
SIDE ROAD
WELLWOOD TERRACE
CHARLTON ROAD
Detention Dams
HAWKE'S BAY EMERGENCY MANAGEMENT GROUP
CIVIL DEFENCE
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Natural Hazards Report

HAWKE'S BAY EMERGENCY MANAGEMENT GROUP

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13/08/2021

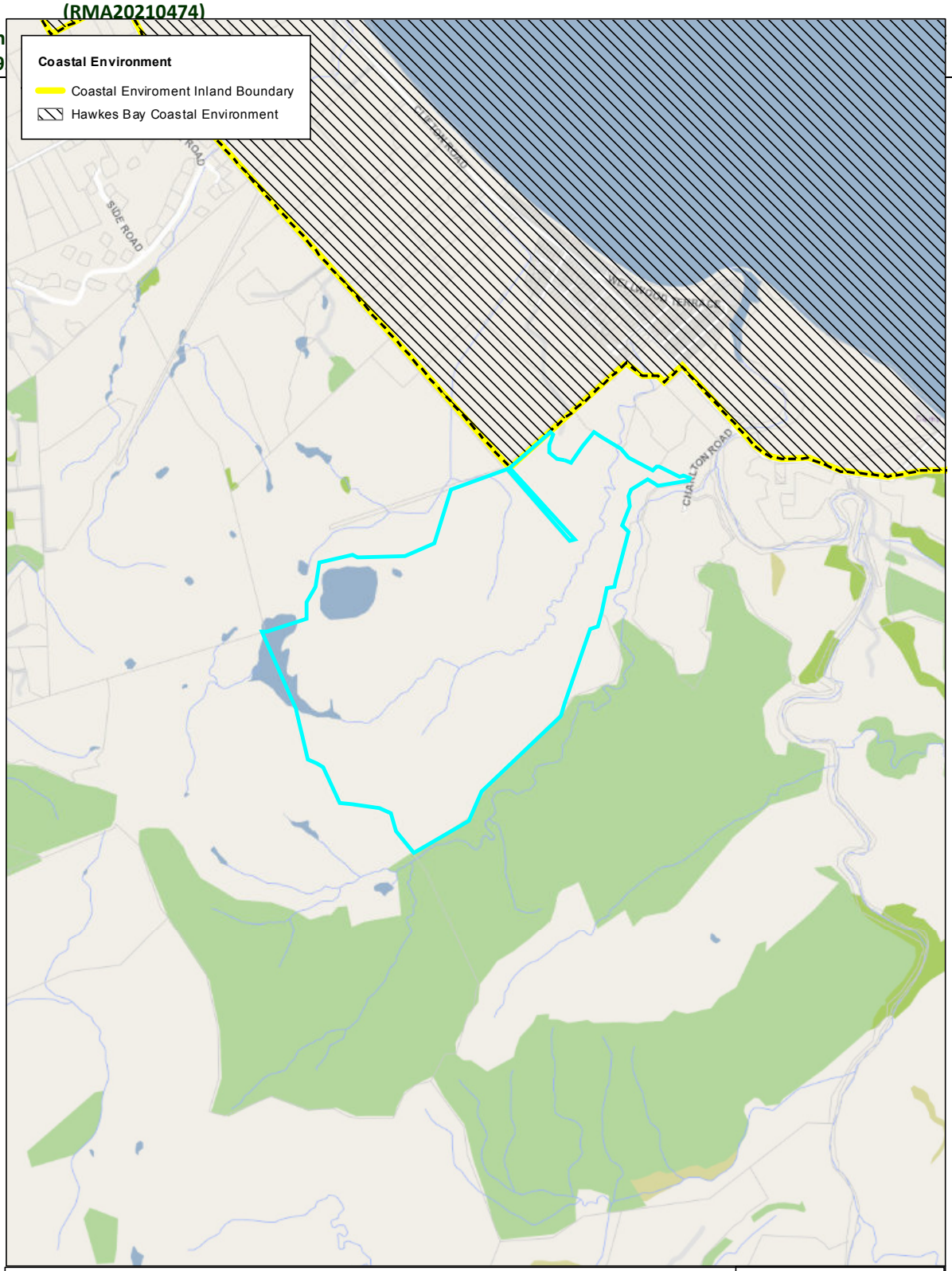
Coastal Environment

The Coastal Environment means an environment in which the coast is a significant element or part, and includes:

(a) The coastal marine area;
(b) Any areas identified as being affected by, or potentially affected by, coastal flooding or coastal erosion;
(c) Any of the following:

I. Tidal waters and the land above mean high water springs;
II. Dunes;
III. Beaches;
IV. Areas of coastal vegetation and coastal associated fauna;
V. Coastal cliffs
VI. Salt marshes;
VII. Coastal wetlands, including estuaries; and
VIII. Areas where activities occur or may occur which have a direct physical connection with, or impact on, the coast.

For the purposes of the Regional Coastal Environment Plan, the coastal environment comprises all of the coastal marine area of Hawke's Bay and the coastal margin.



Coastal Environment

HAWKE'S BAY EMERGENCY MANAGEMENT GROUP

The information displayed is schematic only and serves as a guide.
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Friday, August 13, 2021

Original Sheet Size 210x297mm

HUI-A-HAPŪ
POTENTIAL DEVELOPMENT OF PARKHILL ROAD TE AWANGA
MINUTES

Date: Thursday, 24 June 2021
Venue: Takarangi Meeting Room, Te Taiwhenua o Heretaunga, 821 Orchard Road, Hastings 4120
Time: 5.30pm – 7.30pm

Hui Purpose
No 8 Studio consultation with affected Marae Hapū Whānau Re: Potential development of (2) film production studios at Parkhill Road, Te Awanga

Hui Agenda
1. Development Proposal Overview
2. Archaeological Assessment & Recommendation
3. Archaeological Authority Application

Present
Affected marae:
Waipatu, Matahiwi, Waimarama
Whānau:
As per attendance sheets
Manuhiri:
Philip (Piripi) McKay (Mitchell Daysh Ltd)
Derek Slade (No. 8 Studios)
Tony Keddy (No. 8 Studios)
Gaylynne Carter (Archaeologist, Archaeology Hawke's Bay)

Mihi: Marei Apatu
Karakia: Ripeka Kireka
Hui Facilitator: Marei Apatu, TMT, TToH

Presentation
Verbal presentation by Tony Keddy and Derek Slade of No 8 Studios followed by Power point Presentation showing architect drawings of proposed site, buildings, vehicle parking, amenities, access roading, infrastructure, and known archaeological sites.

Piripi McKay (consultant planner, Mitchell Daysh Ltd) spoke to required consent requirements and processes.

KEY PRESENTATION POINTS
The Site
- Overseas producers/ film-makers etc wanting to come here

Will have a flow-on effect for the whole Bay across various local services, suppliers and operators.

- E.g. rentals, accommodation, cars etc
- Also building similar in Christchurch
- Studios regarded as just another location of potentially many regional locations for location-based films.
- Building a new private access road through the vineyard just off Parkhill Road that goes to site (and also off the paper road). This road will not be a public road and minimal visibility to the public, if any
- Safety and remedial road works on Parkhill Road will be done to accommodate Haumoana primary school and kindergarten concerns – No 8 Studios has and will continue to consult with them.

- **Studio site aesthetics and eco-friendly credentials**
- Site is on Nilsson Farm in the hills behind Te Awanga – not good farmland so this is a diversification option.
- Cannot be seen from the road.
- Steel cladded buildings
- 2 x studios plus 2 other buildings – administration and catering
- Car parks
- Caravan 'green rooms' for actors.
- Admin building energy self-sufficient (solar powered)
- Building a small lake
- Intention is to minimise/ mitigate environmental and cultural impacts

- **Opportunities for Hawkes Bay**
- Need about 750 people all up, across the board
- Want to use locals
- Can spend up to $10M in the community per film re accommodation, transport, services and so on.
- Year 1 will see a lot of people coming in, training, then re-assess
- Year 2 should be 100% ready
- No.8 Studios have approached EIT for a potential 2-week add-on to current national training programmes, specifically for movie industry/ studio training needs, as there is a whole range of trades/ services required. This is progressing slowly, if at all.
- Working to move up and on for the next generation, can have an impact on the new ones coming through.

- **HDC consent process**
- Number of reports required for the resource consent process
- Traffic management plan done (residential concerns addressed)
- Hydrology / Stormwater report to come in
- Have talked with the school/ kindergarten
- Consultation with others ongoing
- Sewage will be trucked off-site
- Sewage for approx 50 people (administrative) permanently at the production site will be on a separate on-site effluent field system.

- **Engineering**
- Stormwater is a huge part of this
- There will be a permanently positioned big sky disc tuned into a satellite for internet access

- **Traffic assessment** (community impact)
- Only change is a slip road by the kindergarten for safe dropping off/ picking up of children
- Site work hours start at 6.30am, finish 6.30pm (outside of usual business hours) so no increased/ major traffic during school hours
- Trying to help with more parking at the school as well
- Road ends in a cul-de-sac at vineyard & this will not be extended
- Will widen the road to make it safer & take out a couple of the vine rows for the private road (not public) to the site.
- Landscape assessment
- Environmental & cultural
- The idea is that it will be environmentally friendly and sympathetic to the landscape it sits in
- Massive planting programme is mooted
- Archaeological current waahi tapu site report presented by Gaylynne Carter (Archaeology HB). No current waahi tapu sites are impacted by the road and site developments however it is recommended that the Heritage NZ archaeological authority process and assessment be done at the studio site works.

Mana Whenua Questions/ Responses, Feedback & Comments

Does level or classification of any roads have to be changed, upgraded?

No status upgrades to existing roads required

Council modelling – 750 at the high end, more like 250, e.g. Mill Road

Parkhill is in Haumoana, not Te Awanga

Is there a question of land ownership?

The site is being leased not bought

When you bring people in, they can be welcomed at our marae, experience our hospitality

Will these films and locations have world-wide appeal?

It takes around seven years for a film to be written, developed & produced

We are competing on a world stage

Large picture production, there is theatre versus online now

There are heaps of awesome Maori stories

Is there a market and opportunity?

For rangatahi?

There is a lot of movement around this, as we develop so too will opportunities

Is there a helicopter pad?

Not at this stage

Māori investment?

Not at this stage

Want to make sure everything is technically right – go through the process then let it out publicly. Been through the process before unsuccessfully and at cost so don't want to pre-empt getting consent

If any major concerns surface we can have another hui

Power point slides / architect drawings of complex & surrounding spaces
A Helicopter pad shown
Carparks are adobe blocks, only local plants to be used
Caravans are Green Rooms for the actors, no one lives there permanently
The 'Blue Book" has regulations for actors, list of cans and cant's - e.g. Less than 11 hrs a day and 10hr breaks
Could be night shifts
Development locally financed
Another in Christchurch

MOTION
[Recommended by Hawke's Bay Archaeologist Gaylynne Carter]

That No.8 Studios apply to Heritage NZ for a precautionary archaeological authority. This may involve core earth samples being taken no deeper than the depth of required construction earthworks, and only within the proposed site footprint.

Moved: Waiora Rogers Seconded: Aunty Lovey Edwards
Ko mana: Motion carried

Acknowledgements: Marei Apatu

- Invitation to manuhiri to come back as development progresses or any issues arise that need further discussion
- Beginning of the relationship between No 8 Studios and Ngāti Hawea, Ngāti Kautere.
- A site visit for mana whenua at the front end would be appropriate and appreciated, with karakia (Eruera Timu, Matahiwi).
- Acknowledged manuhiri for their engagement with mana whenua at the start in contrast to being near completion of the consent process.
- Bodes well for continued engagement and future wellbeing of whānau and the environment, and cultural safety for all.

7.30pm Karakia Whakamutunga; Eve Kireka