

Monday, 10 October 2022

*Te Hui o Te Kaunihera ā-Rohe o Heretaunga*

**Hastings District Council**

**Commissioner Hearing Meeting**

*Kaupapataka*

# Attachments Volume 2

**LIMITED NOTIED RESOURCE CONSENT APPLICATION FROM No.  
8 STUDIOS LIMITED TO ESTABLISH A SCREEN PRODUCTION  
SUTDIO 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**

---

**Watch Council meetings  
streamed live on our website  
[www.hastingsdc.govt.nz](http://www.hastingsdc.govt.nz)**

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

ITEM	SUBJECT	PAGE
<b>2.</b>	<b>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)</b>	
<b><u>Document 3</u></b>	Containing these attachments	
<b>Attachment 15</b>	Response to further information request	<b>Pg 3</b>
<b>Attachment 16</b>	Response for s92 Request from Urban Connection - No. 8 Production Studios s92 Letter SIDRA	<b>Pg 9</b>
<b>Attachment 17</b>	Vehicle Movement Summary - Full Results	<b>Pg 23</b>
<b>Attachment 18</b>	Parkhill Studios Attachment1 12Nov21	<b>Pg 29</b>
<b>Attachment 19</b>	Section 92 Applicant Response	<b>Pg 39</b>
<b>Attachment 20</b>	Emails - Minor Amendment to Internal Access Plans	<b>Pg 43</b>
<b>Attachment 21</b>	Minor Amendment to Internal Access Plans provided 13 June 2022	<b>Pg 45</b>
<b>Attachment 22</b>	Old Landfill property - addressed at Parkhill Studios hearing commencing on 10 October 2022	<b>Pg 57</b>
<b>Attachment 23</b>	Matt and Amy Nilsson (Outfoxed Ltd) - Submission 1	<b>Pg 77</b>
<b>Attachment 24</b>	Ocasor Limited Submission ("Winirana") - rma20090395, Form 13 - Submission 2	<b>Pg 83</b>
<b>Attachment 25</b>	Marc and Joanne Anderson - - Submission 3	<b>Pg 89</b>
<b>Attachment 26</b>	Te Awanga Kindergarten - Submission 4	<b>Pg 97</b>
<b>Attachment 27</b>	Mark and Jan Toms - Submission 5	<b>Pg 105</b>
<b>Attachment 28</b>	Madeleine Riordan - Submission 6	<b>Pg 107</b>
<b>Attachment 29</b>	Chris Hursthouse (LJB comments) - Submission 7	<b>Pg 113</b>
<b>Attachment 30</b>	AM and CJ Caseley Submission - LJB-176639-1-102-1 Consent LJB comments - Submission 8	<b>Pg 123</b>
<b>Attachment 31</b>	Kight submission (LJB comments) - Submission 9	<b>Pg 131</b>
<b>Attachment 32</b>	Chris Hursthouse (LJB comments) - Submission 10	<b>Pg 135</b>
<b>Attachment 33</b>	Correspondence from Napier Kindergartens	<b>Pg 137</b>
<b>Attachment 34</b>	Other Expert Report - Te Awanga Downs Family Trust C & M Nilsson Written Approval.pdf	<b>Pg 139</b>
<b>Attachment 35</b>	HB Wine Investments Ltd 379 Parkhill Rd - Written Approval	<b>Pg 141</b>



<b>Attachment 36</b>	Evidence Smith M - Final 20220914	<b>Pg 151</b>
<b>Attachment 37</b>	Film Studio Evidence Styles FINAL	<b>Pg 179</b>
<b>Attachment 38</b>	Preliminary Recommended Draft Consent Conditions 15 Sept 2022 FINAL	<b>Pg 207</b>
<b>Attachment 39</b>	Hawke's Bay Regional Council correspondence	<b>Pg 219</b>



PO Box 149, Napier 4140  
New Zealand  
+64 6 834 4098

Reference: MDL001629

18 November 2021

Janeen Kydd-Smith  
C/ - Hastings District Council  
Private Bag 9002  
HASTINGS 4156

By E-mail: janeen@sageplanning.co.nz

Dear Janeen

**RE: RESPONSE TO S92 REQUEST – RMA20210474, NO8 STUDIOS LTD, TE AWANGA**

I refer to your section 92 request dated 14 October 2021. The following letter and attached documents provide a response to each item of information requested.

**S92 Response**

Several supporting documents are attached to this letter, these being:

- › A letter from Urban Connection dated 17 November 2021 responding to the traffic specific items of the section 92 request.
- › An attachment to the Urban Connection letter titled: Appendix A – Full Results
- › Supporting plans from Wayfinder Landscape Planning & Strategy, titled 'Parkhill Studios – Attachment 1 dated 12 November 2021.

Referring to the numbering in your letter the following response is provided:

Item 1 – Access for 'A-Class Actors' from Gordon Road

- *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.*

**Mitchell Daysh Limited**

Auckland | Hamilton | Tauranga | Taupo | Napier | Wellington | Dunedin

[www.mitchelldaysh.co.nz](http://www.mitchelldaysh.co.nz)

Response: Any utilisation of the Gordon Road access was proposed to be very much secondary and inconsequential to the main access with a maximum of six traffic movements per day. On this basis no upgrading of the internal roading system was proposed as this would not be a formal access to the Screen Production Studio, but with the permission of the landowners it could allow access on an occasional basis. As the Gordon Road access is not proposed as a formal access to the Screen Production Studio, this aspect of the proposal is hereby withdrawn from the original application.

Item 2 – New Access from Parkhill Road

*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.*

Response: Please see:

- the response to this item in the Urban Connection letter; and
- a diagrammatic layout of the Parkhill Road junction on Sheet 07 of the Wayfinder Attachment 1.

Item 3 – New Access from Parkhill Road

- *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).*

Please see the response to the first two bullet points of this item in the Urban Connection letter.

Regarding the potential amenity effects, it is noted that the construction period is for a limited duration of 9 – 12 months involving 10 – 50 vehicle movements to and from the site per day on average, with the peak traffic period associated with the concrete pour only lasting for 2 – 3 days. Such traffic generation within a public road network is considered reasonable and will be a lesser traffic generation and construction period than that resulting from the nearby Te Awanga residential development where construction traffic associated with the building of individual residences is likely to continue for some years.

It is noted that Rule 25.1.6B(d) specifically exempts vehicles travelling on a road from compliance with the District Plan noise standards. Therefore, the District Plan permits the noise effects of vehicles travelling on a public road and such effects should be disregarded in the assessment of a resource consent application. Nevertheless, to mitigate any potential adverse amenity effects of construction traffic on Parkhill Road residents it is proposed that the construction traffic utilising Parkhill Road to access the site will be limited to times consistent with the louder noise limits of

construction noise standard NZS6803: 1999 Acoustics – Construction Noise, that is 7.30am – 6.00pm.

Item 4 – Loading

- *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.*

Response: Please see:

- › the response to this item in the Urban Connection letter; and
- › an enlarged diagrammatic layout of the internal loading and vehicle tracking arrangements on Sheet 09 of the Wayfinder Attachment 1.

As an aside, it is noted that given the length of the proposed internal access road there is no potential for any adverse effects, external to the site, to arise from inadequate onsite loading provision. It is however in the Applicant's interests to ensure efficient provision for heavy vehicle circulation and loading within the SPS facility and this is demonstrated in the abovementioned diagram.

Item 5 – Provision of On-Site Parking

- *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 offset dimensions to fixed objects (if required) for the car park design.*
- *Details of tracking paths for truck trailer units within the car park.*

Response: Please see the vehicle parking plan on Sheet 08 of the Wayfinder Attachment 1.

The Wayfinder plan (Sheet 08) annotates dimensions to confirm the size of the car park spaces and aisle widths. None of the proposed car parks will adjoin fixed objects. This plan also illustrates the layout of the proposed trailer park with dimensions annotated on the plan. Truck and trailer units are not proposed to access the car parks and vehicle tracking for such vehicles is identified on sheet 09 of the Wayfinder attachment.

Item 6 – Parking Spaces for People with Disabilities

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

Response: Please see the vehicle parking plan on Sheet 08 of the Wayfinder Attachment 1. As set out on that plan a total of seven accessible car parks for people with disabilities are proposed. These car parks are 3.8m wide (2.6m wide park + 1.2m additional separation) therefore complying with the 3.6m minimum width specified in Appendix 71 of the Hastings District Plan.

Item 7 – Emergency Vehicle Access

- *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.*

Response: Please see the response to this item in the Urban Connection letter.

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

**8.1 Section 6.1.2 Trip Generation During Production**

- 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.

Response: Please see the response in the Urban Connection letter under the heading “6. Trip generation assessment...”

**8.2 Section 7 Traffic Effects**

- 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.

Response: Please see the response in the Urban Connection letter under the respective headings:

- “5. Traffic Effects – SIDRA Assessment...”; and
- “7. Traffic Effects – (Section 6 – 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**

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

Response: Please see the response in the Urban Connection letter under the heading “8. Layout and Design –Production Studio/ Outfoxed...”

**8.4 Section 8.3.1. Parkhill Road / Raymond Road Intersection**

- 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.

Response: Please see the response in the Urban Connection letter under the heading “9. Parkhill Road / Raymond Road Intersection...”

Item 9 – Noise heard from Helipad

- 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.

Response:

1<sup>st</sup> bullet point – Potentially Squirrel type AS350, EC120, EC130, EC145 or similar; rescue helicopter; Robinson aircraft; any other domestically available helicopter used for A-list cast or a medical emergency.


2<sup>nd</sup> bullet point – For most of the time the helipad is not expected to be used at all. If a large film is in residence at the studios with A-list cast, then it is anticipated there could be a maximum of four movements per day, with two movements more likely and only in association with productions that justified that expense.

3<sup>rd</sup> bullet point – This is dependent on the call time for the day but an hour pre call and an hour after wrap so there is a potential 12:45 hour window during which a helicopter could arrive and take off from 6am to 6.45pm, this would however be a narrow window during the lesser daylight hours of the winter months as the helipad will not be lit for night time flying.

4<sup>th</sup> bullet point – This is hard to predict as it would depend on where the cast are coming from. The most likely flight paths would be between the site and: The Farm at Cape Kidnappers, Hawke's Bay Hospital, Napier Airport, Wellington Airport, Auckland International Airport, and Taupo Airport. Flight plans and hours of operation would be covered in any flight approval process with the Civil Aviation Authority.

I trust that the above information and attached documents provide all the requested information. Please feel free to contact me should you have any queries.

Yours sincerely,



Philip McKay  
Associate  
Mitchell Daysh Ltd  
Email address: [philip.mckay@mitchelldaysh.co.nz](mailto:philip.mckay@mitchelldaysh.co.nz)



17 November 2021

Janeen Kydd-Smith  
Consultant Planner  
Hastings District Council

Dear Janeen,

### No. 8 Production Studios, Parkhill Road, Te Awanga – Response for s92 request

This letter replies to traffic matters raised in the Hastings District Council's request for further information under Section 92 of the RMA.

#### 1. New Access Road

A Stop sign will be marked and installed on the Te Awanga Estate leg as shown in Figure 1. The access road will have a posted speed limit of 50km/h. Sight distance will meet the requirements as per the Hastings District Council District Plan and Engineering Code of Practice. These will be detailed at time of lodgement for building consent.

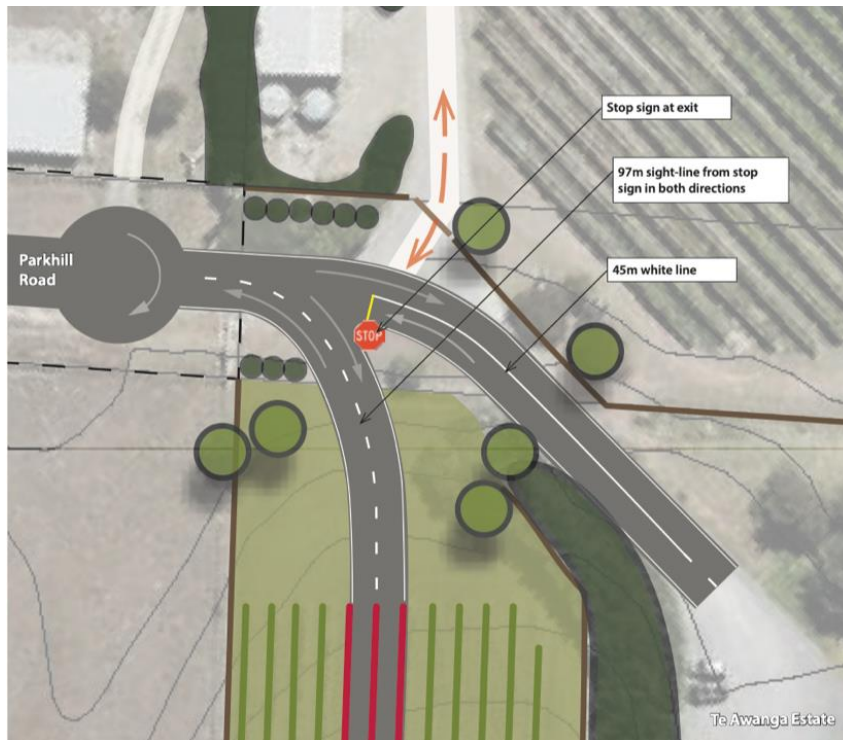


Figure 1: Access Road / Te Awanga Intersection Arrangement

#### 2. Construction Traffic (Access and Studios Establishment)

[URBANCONNECTION.CO.NZ](http://URBANCONNECTION.CO.NZ)  
Hawke's Bay and Christchurch  
PO Box 8589  
Havelock North 4157



The peak generator of external traffic will be foundation concrete pour which will take place over 2 – 3 days. This is expected to generate up to 120 vehicles per day with 80% being HCV's (96 per day).

4. Emergency Vehicle Access

At 6m wide the sealed cross section for the access road is wider than many public roads, including existing sections of Parkhill Road which is 3.6 – 5m wide for the last 1km to the site. With unsealed shoulders and 5:1 batters (refer Figure 3) vehicle’s will be able to pull over to provide safe access for emergency vehicles. Final details and checks of ensuring emergency access are available to and around the site will be dealt with in the detail design and building consent stage. Given the greenfield nature of the development there are no barriers to meeting these requirements at the time of detailed design. The access road will have a 50km/h speed limit.

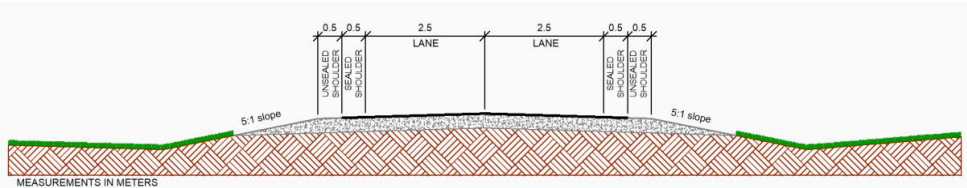
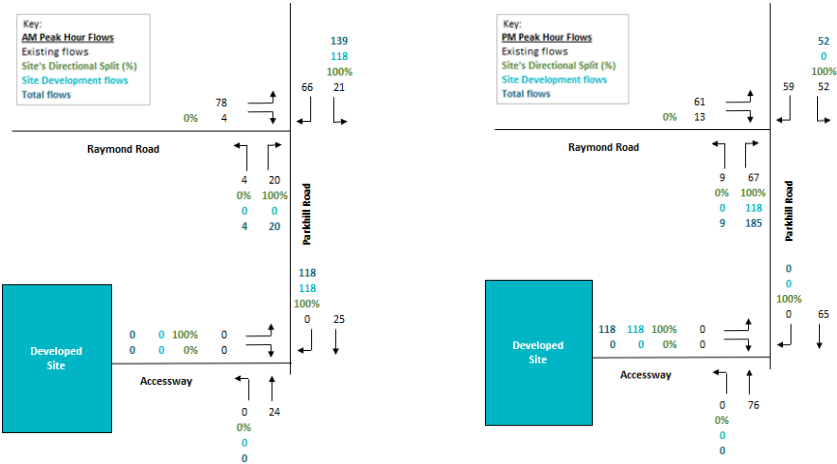


Figure 3: Typical Cross Section

5. Traffic Effects – SIDRA Assessment (Section 7 - Details on traffic effects on the surrounding Parkhill Road/ Raymond Road intersection, evaluated using SIDRA intersection or an equivalent programme)

An intersection performance assessment has been requested to be undertaken to confirm the capacity of the Parkhill Road/Raymond Road intersection using SIDRA software. The existing traffic flows were determined in traffic counts (AM and PM peak periods) undertaken on 12 December 2020. The development’s predicted trip generation is 118 vph in the peak hour and 470 vpd, as per Traffic Impact Assessment (TIA) dated August 2021. The traffic diagrams presented in Figures 1 and 2 illustrate the flows in the existing and developed conditions. The summary of the SIDRA assessment is shown in Table 1, and full results are appended. The model has been calibrated using delay data obtained from the UAV traffic survey.



URBANCONNECTION.CO.NZ  
Hawke's Bay and Christchurch  
PO Box 8589  
Havelock North 4157

Figure 4: Extract from the traffic flows diagram in the AM peak period

Figure 5: Extract from the traffic flows diagram in the PM peak period

Table 1: Summary of the SIDRA Intersection Performance Assessment

Period	Movement	Existing		Developed		Difference
		Average Delay (sec)	Level of Service (LOS)	Average Delay (sec)	Level of Service (LOS)	Average Delay (sec)
AM Peak Period	Right-turn from Parkhill Road (Give-way)	7	A	8.5	A	1.5
	Left-turn from Parkhill Road (Give-way)	4.6	A	4.6	A	0
	Right-turn from Parkhill Road (Priority)	4.7	A	4.7	A	0
	Left-turn from Parkhill Road (Priority)	3.9	A	3.9	A	0
	Right-turn from Raymond Road (Priority)	6.3	A	11.5	B	5.2
	Left-turn from Raymond Road (Priority)	5.2	A	6.8	A	1.6
PM Peak Period	Right-turn from Parkhill Road (Give-way)	7	A	8.3	A	1.3
	Left-turn from Parkhill Road (Give-way)	5.6	A	6.4	A	0.8
	Right-turn from Parkhill Road (Priority)	4.7	A	4.7	A	0
	Left-turn from Parkhill Road (Priority)	3.8	A	3.8	A	0
	Right-turn from Raymond Road (Priority)	7.9	A	7.9	A	0
	Left-turn from Raymond Road (Priority)	6.5	A	6.5	A	0

The SIDRA intersection assessment shows that Parkhill Road/Raymond Road intersection is expected to continue to operate at acceptable levels of service in the developed situation. Predominately, the movements are expected to continue to operate with delays equivalent to a level of service A (LOS A). The exception is given to the right-turn movement from Raymond Road onto the southern section of Parkhill Road; this movement would be expected to operate with a LOS B, as the delay would increase by 5.2 seconds due to increased priority left-turn movements (Parkhill Road North to South) towards the site. It is noted that only four vehicles have undertaken this movement during the AM peak UAV survey (shown in Figure 4).

However, it is important to note that the AM peak assessment is a sensitivity test, considering the movements towards the site coinciding with the network's AM peak hour. In reality, this is not expected to occur as the site's peak hour is planned to occur from 6 to 7 AM, while the network's peak period is from 8 to 9 AM. Flows outside peak periods are expected to be inferior to those recorded during peak hours; therefore, other road users are expected to be relatively unaffected by the traffic flows to be generated by the site (i.e. from 6 to 7 AM). Furthermore, there are relatively low traffic volumes turning right from Raymond Road onto Parkhill Road (south of the intersection) even during peak periods, confirming that the intersection's performance would be relatively unchanged.

Considering the PM peak hour, the developed situation would minimally increase delays by 1.3 and 0.8 seconds for the give-way controlled right-turn and left-turn out of Parkhill Road, respectively. Both movements still are expected to sustain a LOS A. This results from relatively low priority volumes

travelling from Raymond Road onto Parkhill Road (north of the intersection) or vice-versa. It is important to note that the PM peak hour's flows relate to the survey undertaken during the school's PM peak hour (2:30 to 3:30 PM), on which is predicted to occur the highest flows at this intersection. The network's PM peak (from 4:30 to 5:30 PM) is likely to have inferior values, similar to those recorded in the AM peak period.

The assessment above has demonstrated that there is sufficient capacity to accommodate the additional traffic generated in full by the proposed development. The SIDRA assessment is appended.

6. Trip generation assessment – (Section 6.1.2 - 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)

An additional sensitivity test has been undertaken considering increased traffic volumes during peak periods to and from the site. The TIA has considered that 50% of the movements out of the site (118 vph) are allocated to the PM peak period, given the network's peak hour is expected to be from 4:30 to 5:30 PM, while the site's PM peak period from 5 to 6 PM. Therefore, trips from (out of) the site are expected to coincide with the second half of the network PM peak hour. This is already considered a conservative assessment, as it could be expected that most of the traffic would depart the site closer to its end of operation time (6 PM). Furthermore, trip generation calculation for the expected 470 staff during production utilised a vehicle occupancy rate of 2 persons per vehicle; again, conservative in nature, given that, in reality, shared transport (buses) are likely to be offered for staff. However, the sensitivity test has been undertaken to assess the potential effects of the traffic flows if these would occur in full (235 vph) during peak periods, as shown in Table 2. This is an unlikely scenario, but it tests the robustness of the intersection.

Table 2: Summary of the SIDRA Intersection Performance Assessment – Sensitivity Test – Increased flows

Period	Movement	Existing		Developed - Sensitivity		Difference
		Average Delay (sec)	Level of Service (LOS)	Average Delay (sec)	Level of Service (LOS)	
AM Peak Period	Right-turn from Parkhill Road (Give-way)	7	A	10.4	B	3.4
	Left-turn from Parkhill Road (Give-way)	4.6	A	4.6	A	0
	Right-turn from Parkhill Road (Priority)	4.7	A	4.7	A	0
	Left-turn from Parkhill Road (Priority)	3.9	A	4	A	0.1
	Right-turn from Raymond Road (Priority)	6.3	A	20.4	C	14.1
	Left-turn from Raymond Road (Priority)	5.2	A	10.8	B	5.6
PM Peak Period	Right-turn from Parkhill Road (Give-way)	7	A	11.6	B	4.6
	Left-turn from Parkhill Road (Give-way)	5.6	A	9	A	3.4
	Right-turn from Parkhill Road (Priority)	4.7	A	4.7	A	0
	Left-turn from Parkhill Road (Priority)	3.8	A	3.8	A	0
	Right-turn from Raymond Road (Priority)	7.9	A	7.9	A	0
	Left-turn from Raymond Road (Priority)	6.5	A	6.5	A	0

In the network's AM peak period, the sensitivity assessment shows that the right-turn movement from Raymond Road Parkhill Road would operate with a LOS C, with an increase in average delays of 14.1 seconds. The priority flow from Raymond Road onto Parkhill Road (north) would also experience a decreased level of service (LOS B), increasing the movement's delay by 5.6 seconds, given a vehicle turning left (or through) is required to wait for the right-turn movement. The give-way controlled right-turn movement from Parkhill Road would also experience a LOS B, with an increase of 3.4 seconds in average delays. All movements would still operate with acceptable levels of service. However, it is important to note again that the site's peak flows are not expected to match the network's peak hour. Moreover, there are relatively low volumes of vehicles turning right from Raymond Road onto Parkhill Road.

In the network's PM peak hour, all movements would be expected to continue to operate relatively unaffected. The average delay for right-turn movement (give-way) out of Parkhill Road would be expected to increase by 4.6 seconds, dropping the movement to a LOS B. The left-turn movement (give-way) out of Parkhill Road would experience an increase of 3.4 seconds in average delays, sustaining its LOS A. The average delay increase is considered minimal, and the intersection would be expected to operate in good conditions.

7. Traffic Effects – (Section 6 – Vehicle tracking results on the key intersections along the traffic route)

Vehicle tracking has been undertaken using a semi-trailer vehicle profile. The results are shown below.



Figure 6: Vehicle tracking – Parkhill/Raymond Road intersection – Left-turn onto Parkhill Road (South)



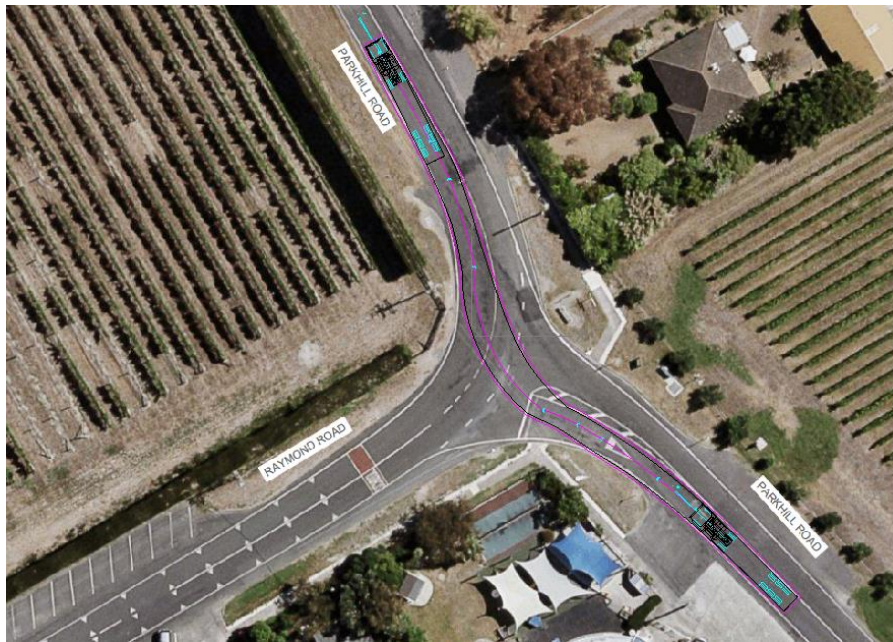


Figure 7: Vehicle tracking – Parkhill/Raymond Road intersection – Right-turn onto Parkhill Road (North)



Figure 8: Vehicle tracking – Parkhill/Raymond Road intersection – Right-turn onto Parkhill Road (South)

[URBANCONNECTION.CO.NZ](http://URBANCONNECTION.CO.NZ)  
Hawke's Bay and Christchurch  
PO Box 8589  
Havelock North 4157



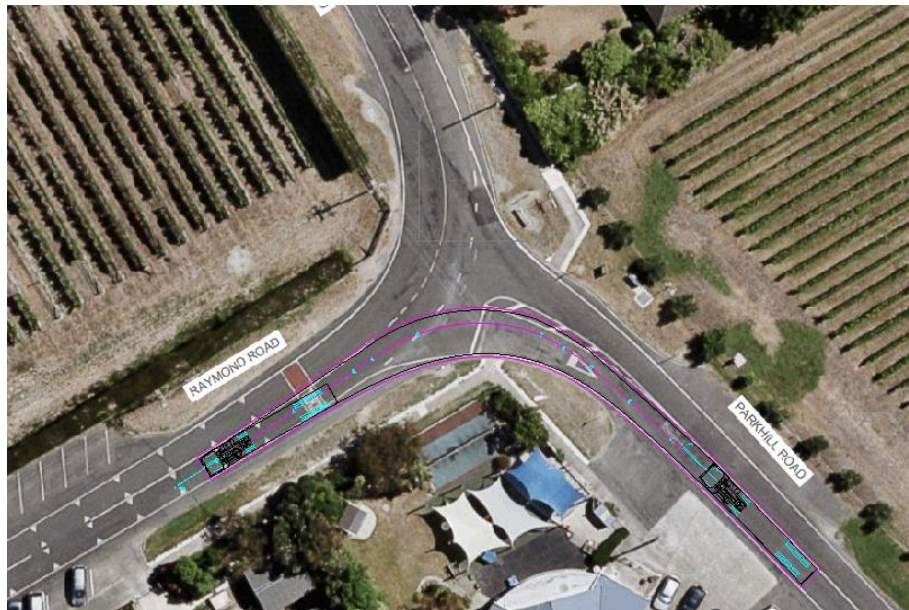


Figure 9: Vehicle tracking – Parkhill/Raymond Road intersection – Left-turn onto Raymond Road (East)

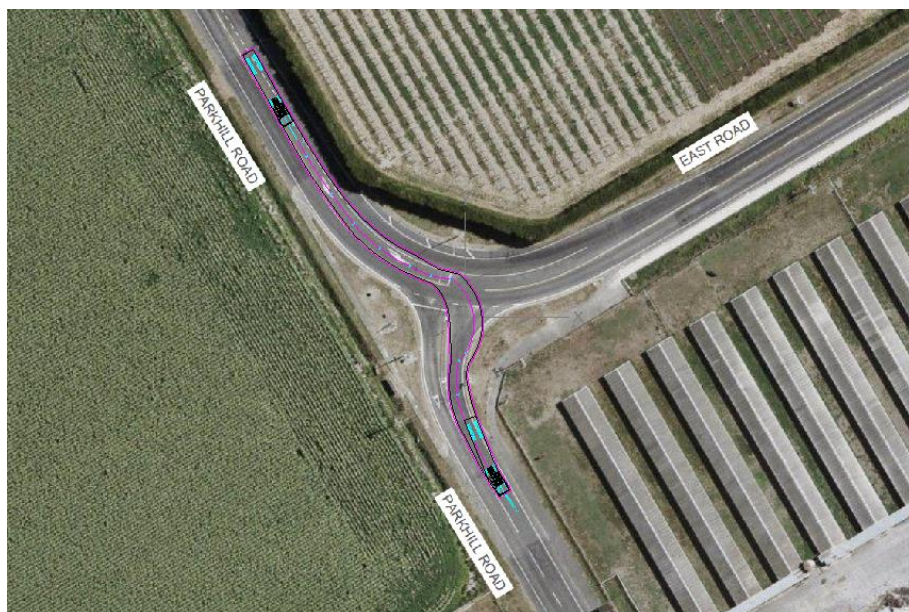


Figure 10: Vehicle tracking – Parkhill/East Road intersection – Right-turn onto Parkhill Road (South)

[URBANCONNECTION.CO.NZ](http://URBANCONNECTION.CO.NZ)  
Hawke's Bay and Christchurch  
PO Box 8589  
Havelock North 4157





Figure 11: Vehicle tracking – Parkhill/East Road intersection – Left-turn onto Parkhill Road (North)

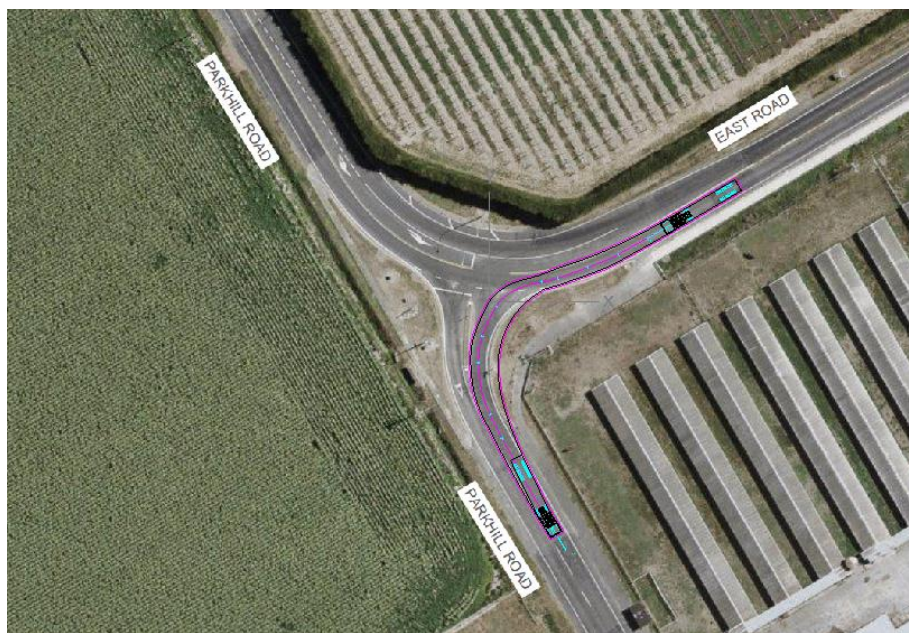


Figure 12: Vehicle tracking – Parkhill/East Road intersection – Left-turn onto Parkhill Road (South)

[URBANCONNECTION.CO.NZ](http://URBANCONNECTION.CO.NZ)  
Hawke's Bay and Christchurch  
PO Box 8589  
Havelock North 4157





Figure 13: Vehicle tracking – Parkhill/East Road intersection – Right-turn onto East Road

For the Parkhill Road/Raymond Road intersection, vehicle tracking shows that widening would be required to accommodate movements from a semi-trailer vehicle if a splitter island is constructed at the intersection. Otherwise, vehicles can undertake the movements using the existing hatched flush median.

For the Parkhill Road/East Road intersection, which has a splitter island, widening is required to accommodate the semi-trailer movements, as shown in Figures 7 to 10. It should be noted that HCV's generated from the site would not be expected to turn right out of Parkhill Road. The right turn in and left turn out movements are the predominant movements in relation to the development.

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

It is proposed to seal the Outfoxed Access Road to 20m back from the Studio Access Road. Stop signs and markings will be installed as shown in Figure 14.

Sight distance will meet the requirements as per the Hastings District Council District Plan and Engineering Code of Practice. These will be detailed at time of lodgement for building consent. Given the site is greenfields there are no barriers to meeting these requirements at the time of detailed design.

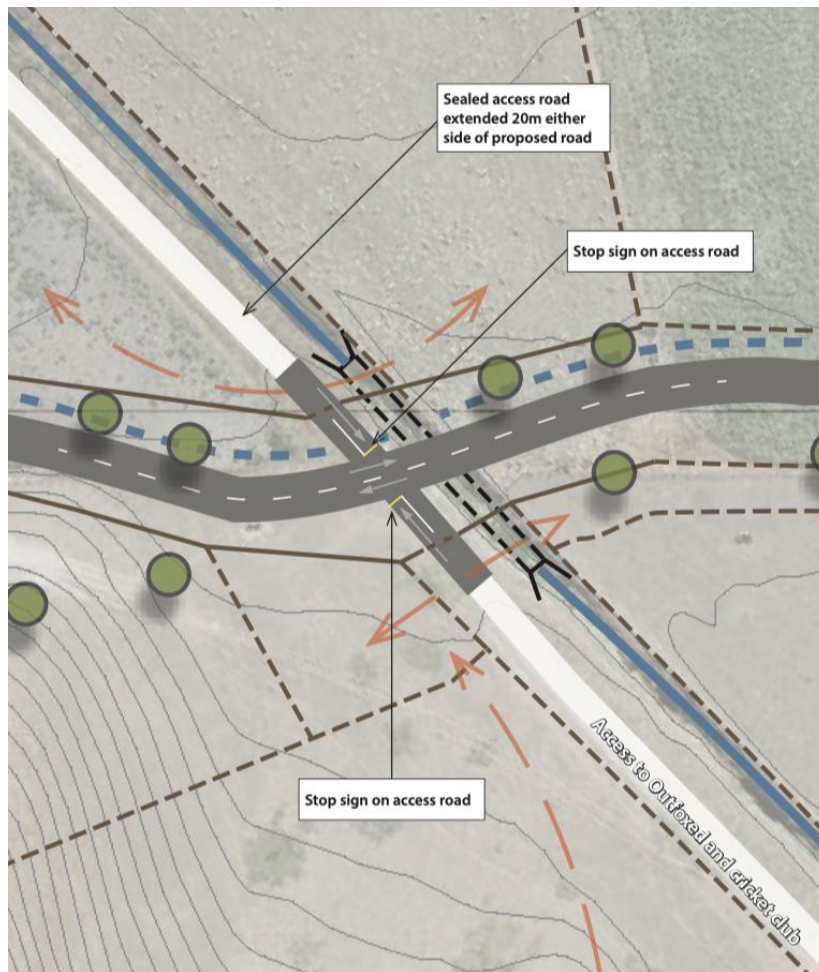


Figure 14: Access Road / Outfoxed Intersection Arrangement

#### 9. Parkhill Road / Raymond Road Intersection

Our Traffic Engineer has engaged with the Peer Reviewer in relation to the points raised. The proposal to make these improvements is a good will gesture by the Applicant to improve safety and parking facilities at the school and kindergarten compared to the existing scenario. The final details including vehicle tracking and sight distances will be developed during the detailed design if the proposal proceeds. As discussed with the Peer Reviewer the Applicant agrees to a road safety audit being completed on the detailed design at this stage.

The proposed installation of raised pedestrian platforms will reduce the speed environment compared to existing, with a drop to less than 50km/h. Vehicles turning right will be doing so from a flush median right turn bay facility, as compared to the current situation where the speed limit is 80km/h and turning vehicles have no turning facilities. Depending on how far the facility extends the sight distance from vehicles turning left into Parkhill Road to vehicles sitting protected in the flush median will be 80

[URBANCONNECTION.CO.NZ](http://URBANCONNECTION.CO.NZ)  
Hawke's Bay and Christchurch  
PO Box 8589  
Havelock North 4157

– 100m as indicated in Figure 15. As can be seen in the images in Figure 16 the terrain is flat and straight and allows for good sight distances to be achieved during any development of the design.

As shown in Figure 17 motorists currently turn into the parking area close to the Raymond Road intersection. The proposed parking facility would move these movements further south away from the intersection and provide a flush median area to turn from as well as lower speeds.



Figure 15: Indicative Sight Distance



[URBANCONNECTION.CO.NZ](http://URBANCONNECTION.CO.NZ)  
Hawke's Bay and Christchurch  
PO Box 8589  
Havelock North 4157





Figure 16: Sight Distances in the vicinity of the school  
(source Google Earth)



Figure 17: Parking manoeuvres on Parkhill Road

Yours sincerely,

*T. Harrison*

**Tony Harrison**  
Technical Director

[URBANCONNECTION.CO.NZ](http://URBANCONNECTION.CO.NZ)  
Hawke's Bay and Christchurch  
PO Box 8589  
Havelock North 4157

## Appendix A – SIDRA Results

[URBANCONNECTION.CO.NZ](http://URBANCONNECTION.CO.NZ)  
Hawke's Bay and Christchurch  
PO Box 8589  
Havelock North 4157

## MOVEMENT SUMMARY

**Site: 1 [Parkhill/Raymond Road - AM Peak - Existing - Calibrated gaps (Site Folder: General)]**

Parkhill/Raymond Road intersection  
Site Category: (None)  
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV ] %	[ Total veh/h	HV ] %				[ Veh. veh	Dist ] m				
East: Parkhill Road														
2	L1	4	5.0	6	5.0	0.052	4.6	LOS A	0.2	1.4	0.35	0.57	0.35	47.6
1	R1	20	5.0	26	5.0	0.052	7.0	LOS A	0.2	1.4	0.35	0.57	0.35	45.9
Approach		24	5.0	32	5.0	0.052	6.5	LOS A	0.2	1.4	0.35	0.57	0.35	46.4
NorthWest: Parkhill Road														
3	L1	21	7.0	28	7.0	0.068	3.9	LOS A	0.0	0.0	0.00	0.54	0.00	47.0
4	R2	66	7.0	92	7.0	0.068	4.7	LOS A	0.0	0.0	0.00	0.54	0.00	48.3
Approach		87	7.0	120	7.0	0.068	4.5	NA	0.0	0.0	0.00	0.54	0.00	48.1
SouthWest: Raymond Road														
5	L2	78	8.0	92	8.0	0.069	5.2	LOS A	0.2	1.6	0.10	0.48	0.10	48.3
6	R1	4	8.0	8	8.0	0.069	6.3	LOS A	0.2	1.6	0.10	0.48	0.10	48.1
Approach		82	8.0	100	8.0	0.069	5.3	NA	0.2	1.6	0.10	0.48	0.10	48.3
All Vehicles		193	7.2	251	7.1	0.069	5.1	NA	0.2	1.6	0.08	0.52	0.08	48.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com**

Organisation: URBAN CONNECTION LIMITED | Licence: PLUS / 1PC | Processed: Thursday, 4 November 2021 3:06:16 pm

Project: C:\Users\Matheus\OneDrive\OneDrive - Urban Connection Limited\Documents\Projects\04 - Private Sector\033 - No. 8 Wire Production Studio\s92 request\SIDRA\04-033\_No8 Wire Studio.sip9

## MOVEMENT SUMMARY

**Site: 1 [Parkhill/Raymond Road - PM Peak - Existing - Calibrated gaps (Site Folder: General)]**

Parkhill/Raymond Road intersection  
Site Category: (None)  
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV %	[ Total veh/h	HV %				[ Veh. veh	Dist ] m				
East: Parkhill Road														
2	L1	9	5.0	14	5.0	0.155	5.6	LOS A	0.6	4.3	0.38	0.62	0.38	47.5
1	R1	67	5.0	80	5.0	0.155	7.0	LOS A	0.6	4.3	0.38	0.62	0.38	45.8
Approach		76	5.0	94	5.0	0.155	6.8	LOS A	0.6	4.3	0.38	0.62	0.38	46.2
NorthWest: Parkhill Road														
3	L1	52	0.0	70	0.0	0.086	3.8	LOS A	0.0	0.0	0.00	0.53	0.00	47.1
4	R2	59	7.0	86	7.0	0.086	4.7	LOS A	0.0	0.0	0.00	0.53	0.00	48.4
Approach		111	3.7	156	3.8	0.086	4.3	NA	0.0	0.0	0.00	0.53	0.00	48.0
SouthWest: Raymond Road														
5	L2	61	8.0	103	8.0	0.109	6.5	LOS A	0.6	4.8	0.23	0.43	0.23	47.9
6	R1	13	8.0	20	8.0	0.109	7.9	LOS A	0.6	4.8	0.23	0.43	0.23	47.7
Approach		74	8.0	123	8.0	0.109	6.7	NA	0.6	4.8	0.23	0.43	0.23	47.9
All Vehicles		261	5.3	373	5.5	0.155	5.7	NA	0.6	4.8	0.17	0.52	0.17	47.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com**

Organisation: URBAN CONNECTION LIMITED | Licence: PLUS / 1PC | Processed: Thursday, 4 November 2021 11:56:20 am

Project: C:\Users\Matheus\OneDrive\OneDrive - Urban Connection Limited\Documents\Projects\04 - Private Sector\033 - No. 8 Wire Production Studio\s92 request\SIDRA\04-033\_No8 Wire Studio.sip9

## MOVEMENT SUMMARY

**Site: 1 [Parkhill/Raymond Road - AM Peak - Developed (Site Folder: General)]**

Parkhill/Raymond Road intersection  
Site Category: (None)  
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV ] %	[ Total veh/h	HV ] %				[ Veh. veh	Dist ] m				
East: Parkhill Road														
2	L1	4	5.0	6	5.0	0.061	4.6	LOS A	0.2	1.6	0.39	0.60	0.39	47.2
1	R1	20	5.0	26	5.0	0.061	8.5	LOS A	0.2	1.6	0.39	0.60	0.39	45.3
Approach		24	5.0	32	5.0	0.061	7.8	LOS A	0.2	1.6	0.39	0.60	0.39	45.8
NorthWest: Parkhill Road														
3	L1	139	7.0	185	7.0	0.154	3.9	LOS A	0.0	0.0	0.00	0.52	0.00	47.1
4	R2	66	7.0	92	7.0	0.154	4.7	LOS A	0.0	0.0	0.00	0.52	0.00	48.4
Approach		205	7.0	277	7.0	0.154	4.2	NA	0.0	0.0	0.00	0.52	0.00	47.7
SouthWest: Raymond Road														
5	L2	78	8.0	92	8.0	0.078	6.8	LOS A	0.4	2.9	0.18	0.44	0.18	47.8
6	R1	4	8.0	8	8.0	0.078	11.5	LOS B	0.4	2.9	0.18	0.44	0.18	47.6
Approach		82	8.0	100	8.0	0.078	7.2	NA	0.4	2.9	0.18	0.44	0.18	47.8
All Vehicles		311	7.1	409	7.1	0.154	5.2	NA	0.4	2.9	0.07	0.51	0.07	47.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).  
Vehicle movement LOS values are based on average delay per movement.  
Minor Road Approach LOS values are based on average delay for all vehicle movements.  
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.  
Delay Model: SIDRA Standard (Geometric Delay is included).  
Queue Model: SIDRA Standard.  
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).  
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com**  
Organisation: URBAN CONNECTION LIMITED | Licence: PLUS / 1PC | Processed: Thursday, 4 November 2021 3:09:43 pm  
Project: C:\Users\Matheus\OneDrive\OneDrive - Urban Connection Limited\Documents\Projects\04 - Private Sector\033 - No. 8 Wire Production Studio\s92 request\SIDRA\04-033\_No8 Wire Studio.sip9



## MOVEMENT SUMMARY

**Site: 1 [Parkhill/Raymond Road - PM Peak - Developed (Site Folder: General)]**

Parkhill/Raymond Road intersection  
Site Category: (None)  
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV ] %	[ Total veh/h	HV ] %				[ Veh. veh	Dist ] m				
East: Parkhill Road														
2	L1	9	5.0	14	5.0	0.392	6.4	LOS A	2.2	15.9	0.50	0.74	0.58	47.1
1	R1	185	5.0	220	5.0	0.392	8.3	LOS A	2.2	15.9	0.50	0.74	0.58	45.1
Approach		194	5.0	234	5.0	0.392	8.2	LOS A	2.2	15.9	0.50	0.74	0.58	45.3
NorthWest: Parkhill Road														
3	L1	52	0.0	70	0.0	0.086	3.8	LOS A	0.0	0.0	0.00	0.53	0.00	47.1
4	R2	59	7.0	86	7.0	0.086	4.7	LOS A	0.0	0.0	0.00	0.53	0.00	48.4
Approach		111	3.7	156	3.8	0.086	4.3	NA	0.0	0.0	0.00	0.53	0.00	48.0
SouthWest: Raymond Road														
5	L2	61	8.0	103	8.0	0.109	6.5	LOS A	0.6	4.8	0.23	0.43	0.23	47.9
6	R1	13	8.0	20	8.0	0.109	7.9	LOS A	0.6	4.8	0.23	0.43	0.23	47.7
Approach		74	8.0	123	8.0	0.109	6.7	NA	0.6	4.8	0.23	0.43	0.23	47.9
All Vehicles		379	5.2	513	5.4	0.392	6.7	NA	2.2	15.9	0.28	0.60	0.32	47.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com**

Organisation: URBAN CONNECTION LIMITED | Licence: PLUS / 1PC | Processed: Thursday, 4 November 2021 12:03:40 pm

Project: C:\Users\Matheus\OneDrive\OneDrive - Urban Connection Limited\Documents\Projects\04 - Private Sector\033 - No. 8 Wire Production Studio\92 request\SIDRA\04-033\_No8 Wire Studio.sip9

## MOVEMENT SUMMARY

**Site: 1 [Parkhill/Raymond Road - AM Peak - Developed - Sensitivity (Site Folder: General)]**

Parkhill/Raymond Road intersection  
Site Category: (None)  
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV ] %	[ Total veh/h	HV ] %				[ Veh. veh	Dist ] m				
East: Parkhill Road														
2	L1	4	5.0	6	5.0	0.071	4.6	LOS A	0.3	1.9	0.43	0.64	0.43	46.8
1	R1	20	5.0	26	5.0	0.071	10.4	LOS B	0.3	1.9	0.43	0.64	0.43	44.6
Approach		24	5.0	32	5.0	0.071	9.3	LOS A	0.3	1.9	0.43	0.64	0.43	45.2
NorthWest: Parkhill Road														
3	L1	256	7.0	341	7.0	0.240	4.0	LOS A	0.0	0.0	0.00	0.52	0.00	47.1
4	R2	66	7.0	92	7.0	0.240	4.7	LOS A	0.0	0.0	0.00	0.52	0.00	48.4
Approach		322	7.0	433	7.0	0.240	4.1	NA	0.0	0.0	0.00	0.52	0.00	47.5
SouthWest: Raymond Road														
5	L2	78	8.0	92	8.0	0.093	10.8	LOS B	0.7	5.6	0.31	0.39	0.31	46.7
6	R1	4	8.0	8	8.0	0.093	20.4	LOS C	0.7	5.6	0.31	0.39	0.31	46.3
Approach		82	8.0	100	8.0	0.093	11.6	NA	0.7	5.6	0.31	0.39	0.31	46.6
All Vehicles		428	7.1	565	7.1	0.240	5.7	NA	0.7	5.6	0.08	0.50	0.08	47.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).  
Vehicle movement LOS values are based on average delay per movement.  
Minor Road Approach LOS values are based on average delay for all vehicle movements.  
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.  
Delay Model: SIDRA Standard (Geometric Delay is included).  
Queue Model: SIDRA Standard.  
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).  
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

## MOVEMENT SUMMARY

**Site: 1 [Parkhill/Raymond Road - PM Peak - Developed - Sensitivity (Site Folder: General)]**

Parkhill/Raymond Road intersection  
Site Category: (None)  
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV ] %	[ Total veh/h	HV ] %				[ Veh. veh	Dist ] m				
East: Parkhill Road														
2	L1	9	5.0	14	5.0	0.628	9.0	LOS A	6.0	43.6	0.64	0.95	1.02	46.2
1	R1	302	5.0	360	5.0	0.628	11.6	LOS B	6.0	43.6	0.64	0.95	1.02	43.6
Approach		311	5.0	374	5.0	0.628	11.5	LOS B	6.0	43.6	0.64	0.95	1.02	43.8
NorthWest: Parkhill Road														
3	L1	52	0.0	70	0.0	0.086	3.8	LOS A	0.0	0.0	0.00	0.53	0.00	47.1
4	R2	59	7.0	86	7.0	0.086	4.7	LOS A	0.0	0.0	0.00	0.53	0.00	48.4
Approach		111	3.7	156	3.8	0.086	4.3	NA	0.0	0.0	0.00	0.53	0.00	48.0
SouthWest: Raymond Road														
5	L2	61	8.0	103	8.0	0.109	6.5	LOS A	0.6	4.8	0.23	0.43	0.23	47.9
6	R1	13	8.0	20	8.0	0.109	7.9	LOS A	0.6	4.8	0.23	0.43	0.23	47.7
Approach		74	8.0	123	8.0	0.109	6.7	NA	0.6	4.8	0.23	0.43	0.23	47.9
All Vehicles		496	5.2	653	5.3	0.628	8.9	NA	6.0	43.6	0.41	0.75	0.63	46.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com**

Organisation: URBAN CONNECTION LIMITED | Licence: PLUS / 1PC | Processed: Thursday, 4 November 2021 3:11:27 pm

Project: C:\Users\Matheus\OneDrive\OneDrive - Urban Connection Limited\Documents\Projects\04 - Private Sector\033 - No. 8 Wire Production Studio\s92 request\SIDRA\04-033\_No8 Wire Studio.sip9





Parkhill Studios

ATTACHMENT 1  
12 November 2021







NOTES

- The Titles within the ownership of the application site owner (Te Awanga Down Trustee Limited) are indicated on this site plan.

Site Plan

Parkhill Studios

For Resource Consent Application

12 November 2021

Revision 06

Drawn J Hunt

Reviewed by S Bray

Scale 1:12,500

Print at A3

Sheet 01

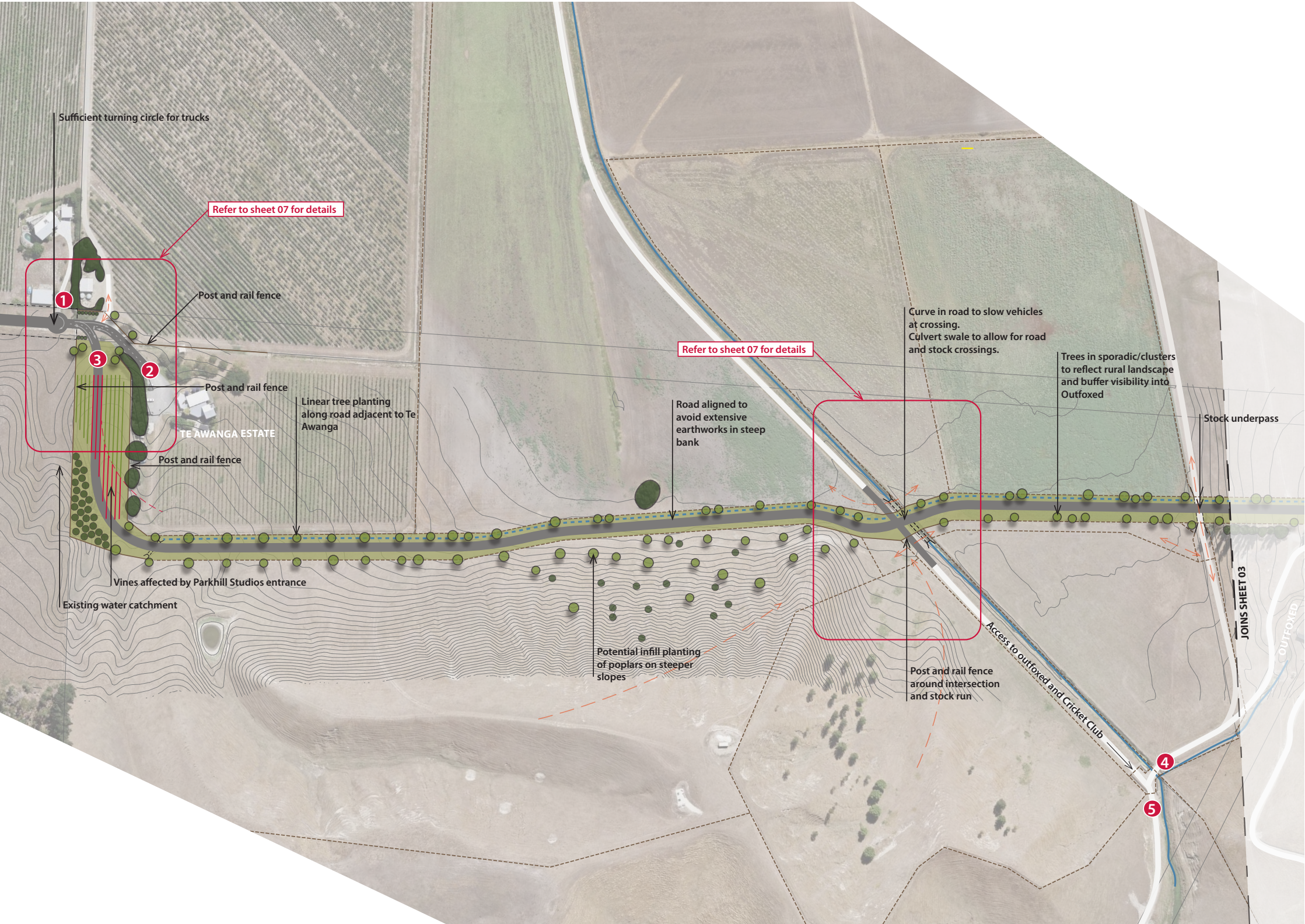
ParkhillStudios\_Attachment1\_04Nov21

www.wayfinder.nz  
josh@wayfinder.nz



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

NOTES

- Refer to sheet 07 for detailed areas

Access A

Parkhill Studios

For Resource Consent Application

12 November 2021

Revision 06

Drawn J Hunt

Reviewed by S Bray

Scale 1:2500

Print at A3

Sheet 02

ParkhillStudios\_Attachment1\_04Nov21

www.wayfinder.nz  
josh@wayfinder.nz



0 50 100 150 200m  
Scale 1:2,500 (A3)









**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<sup>2</sup>
  - Studios/Breezeway = 6440m<sup>2</sup>
  - Construction Building = 1050m<sup>2</sup>
  - Cafe Building = 420m<sup>2</sup>
  - Production Building = 1080m<sup>2</sup>
  - Road = 3350m<sup>2</sup>
  - Total impervious = 22,880m<sup>2</sup>**

Studio Masterplan

Parkhill Studios

For Resource Consent Application

12 November 2021  
Revision 06  
Drawn J Hunt Reviewed by S Bray

Scale 1:2000  
Print at A3

Sheet 04

ParkhillStudios\_Attachment1\_04Nov21

www.wayfinder.nz  
josh@wayfinder.nz







**LEGEND**

- Road
- Building Footprints
- Hardstand
- Helipad
- Permeable Paths
- Permeable Parking
- Stormwater Flowpath
- Building Envelope
- Mass Planting
- Proposed Trees

- NOTES**
- Indicative site elevations included on this plan based on an approximate centre point of key features/buildings.
  - EGL = Existing Ground Level
  - PGL = Proposed Ground Level
  - PBH = Proposed Building Height

**Elevations**

Parkhill Studios

For Resource Consent Application

12 November 2021  
Revision 06  
Drawn J Hunt Reviewed by S Bray

Scale 1:1000  
Print at A3

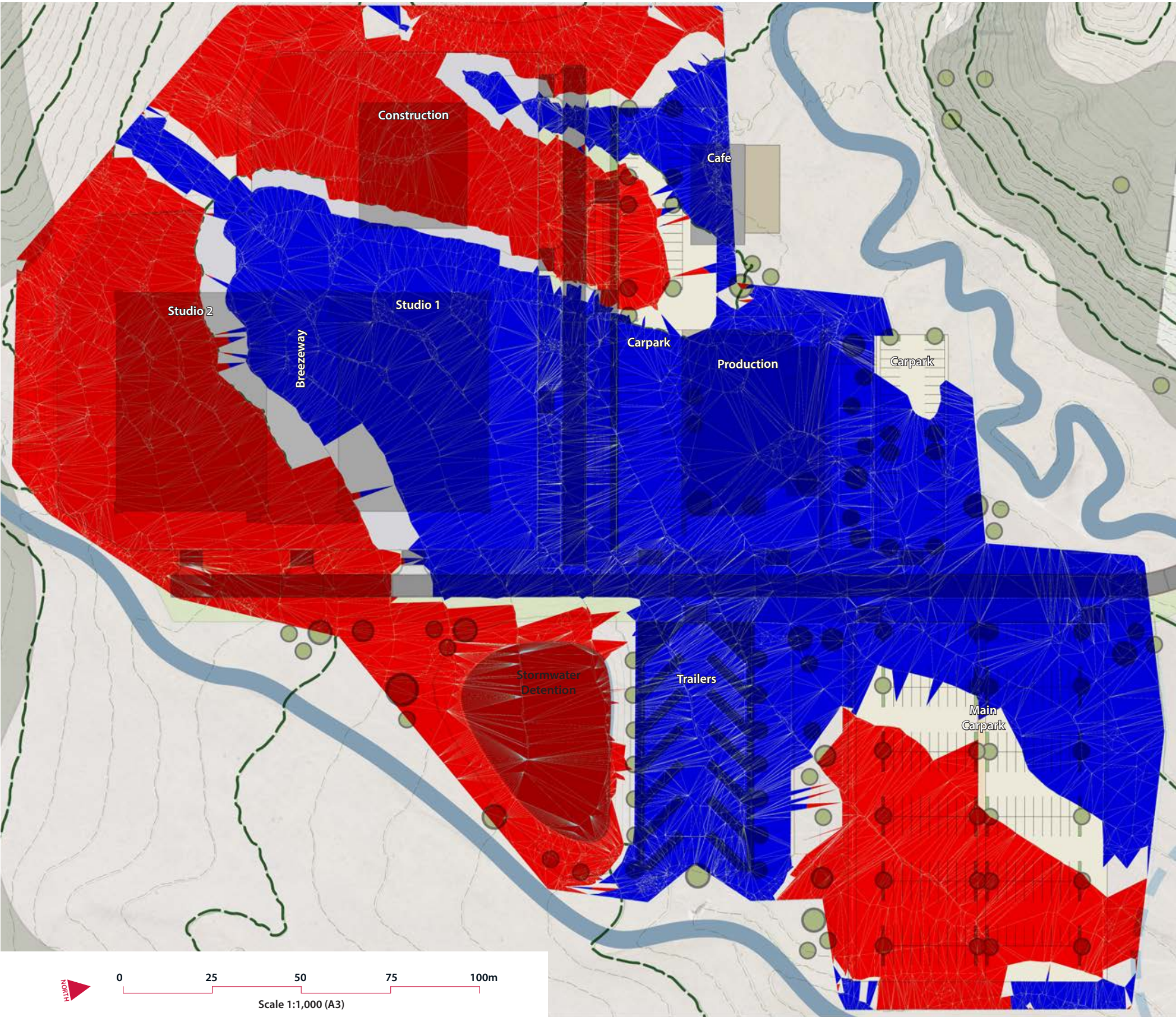
**Sheet 05**

ParkhillStudios\_Attachment1\_04Nov21

www.wayfinder.nz  
josh@wayfinder.nz







LEGEND

- Cut Location
- Fill Location

NOTES

- Within this area of the site the cut and fill quantities have been balanced.

Cut and Fill

Parkhill Studios

For Resource Consent Application

12 November 2021

Revision 06

Drawn J Hunt

Reviewed by S Bray

Scale 1:1000

Print at A3

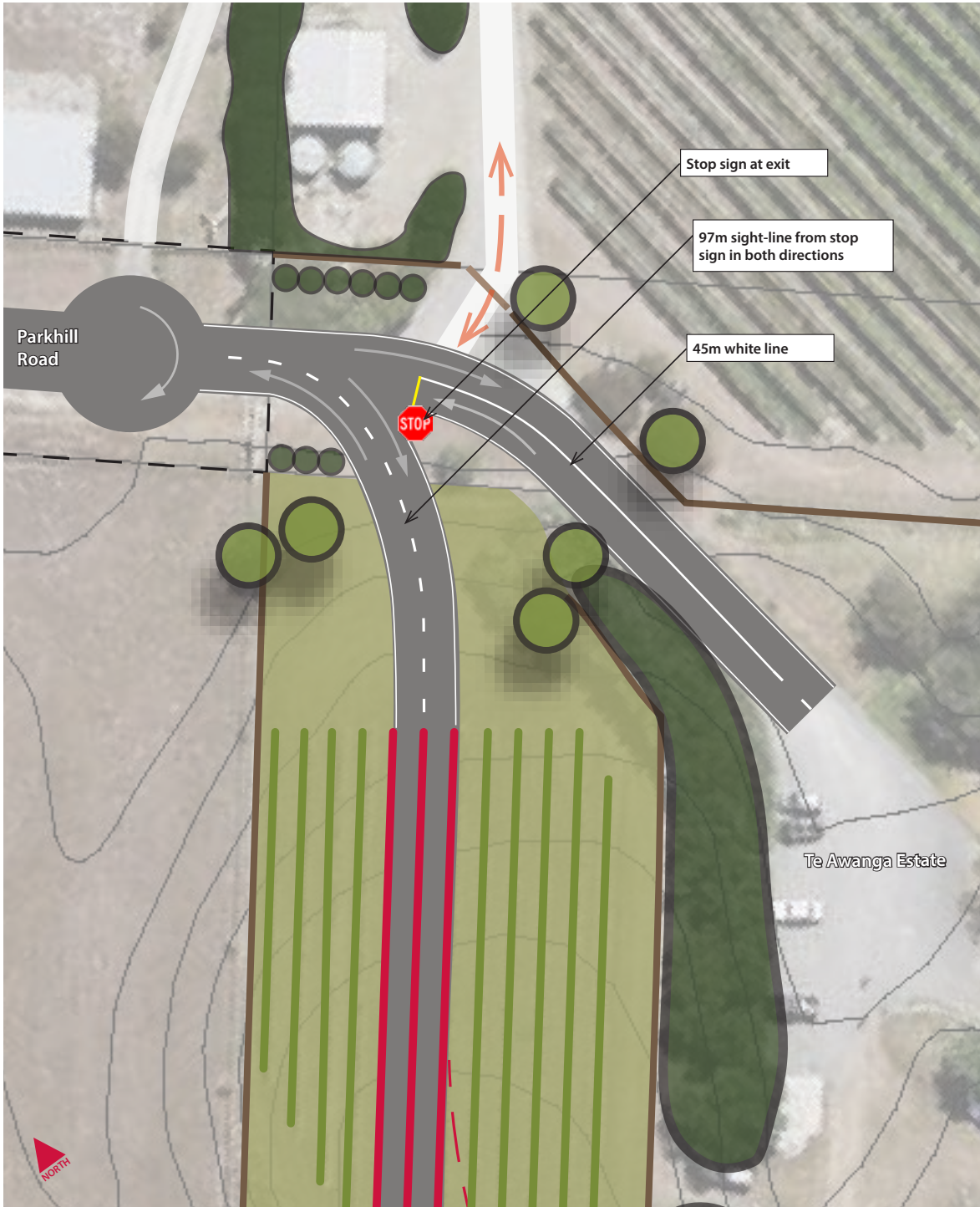
Sheet 06

ParkhillStudios\_Attachment1\_04Nov21

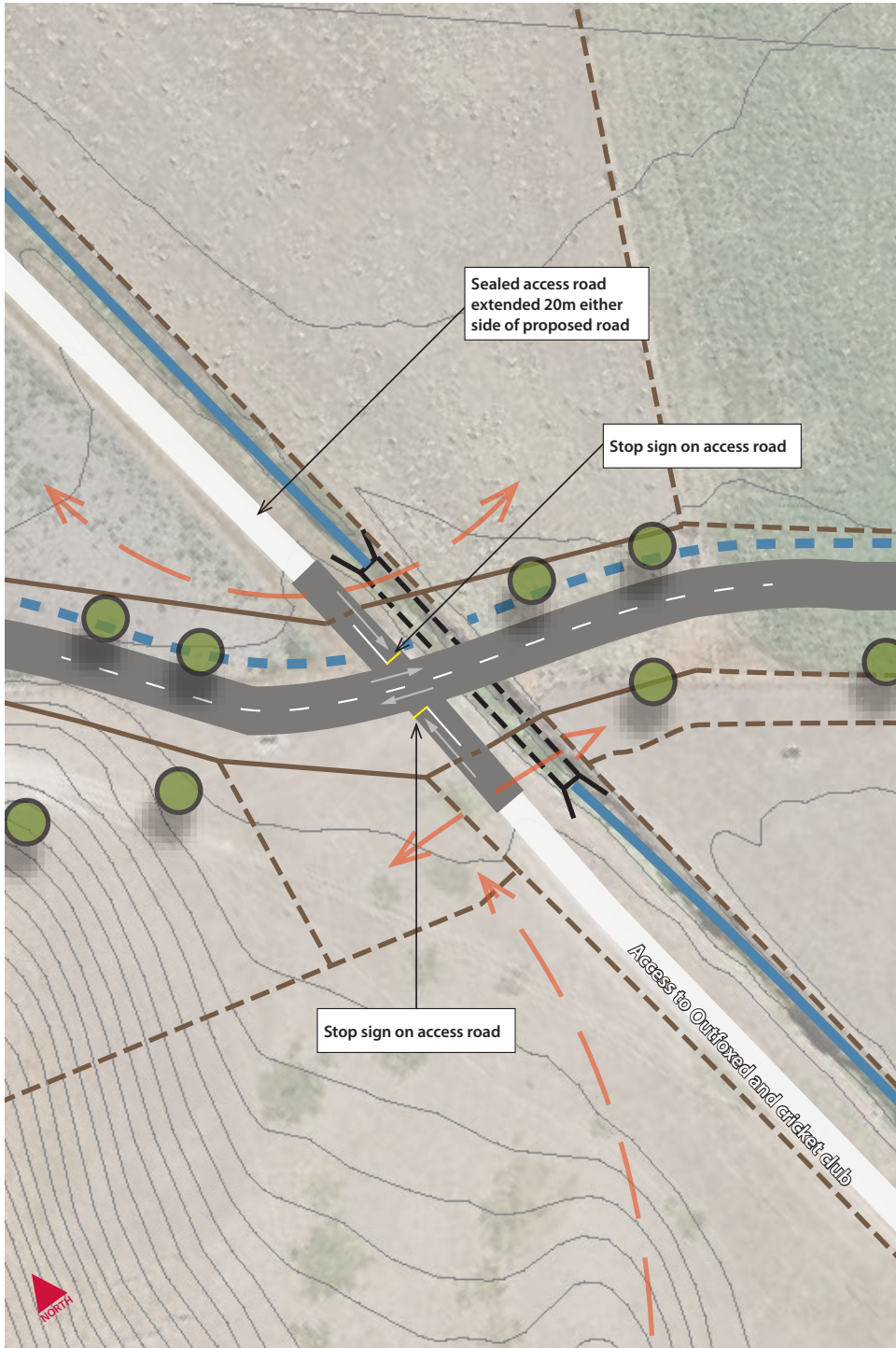
www.wayfinder.nz  
josh@wayfinder.nz







Scale 1:500



Scale 1:750

- 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 Details

Parkhill Studios

For Resource Consent Application

12 November 2021

Revision 06

Drawn J Hunt

Reviewed by S Bray

Scale: As drawn

Print at A3

Sheet 07

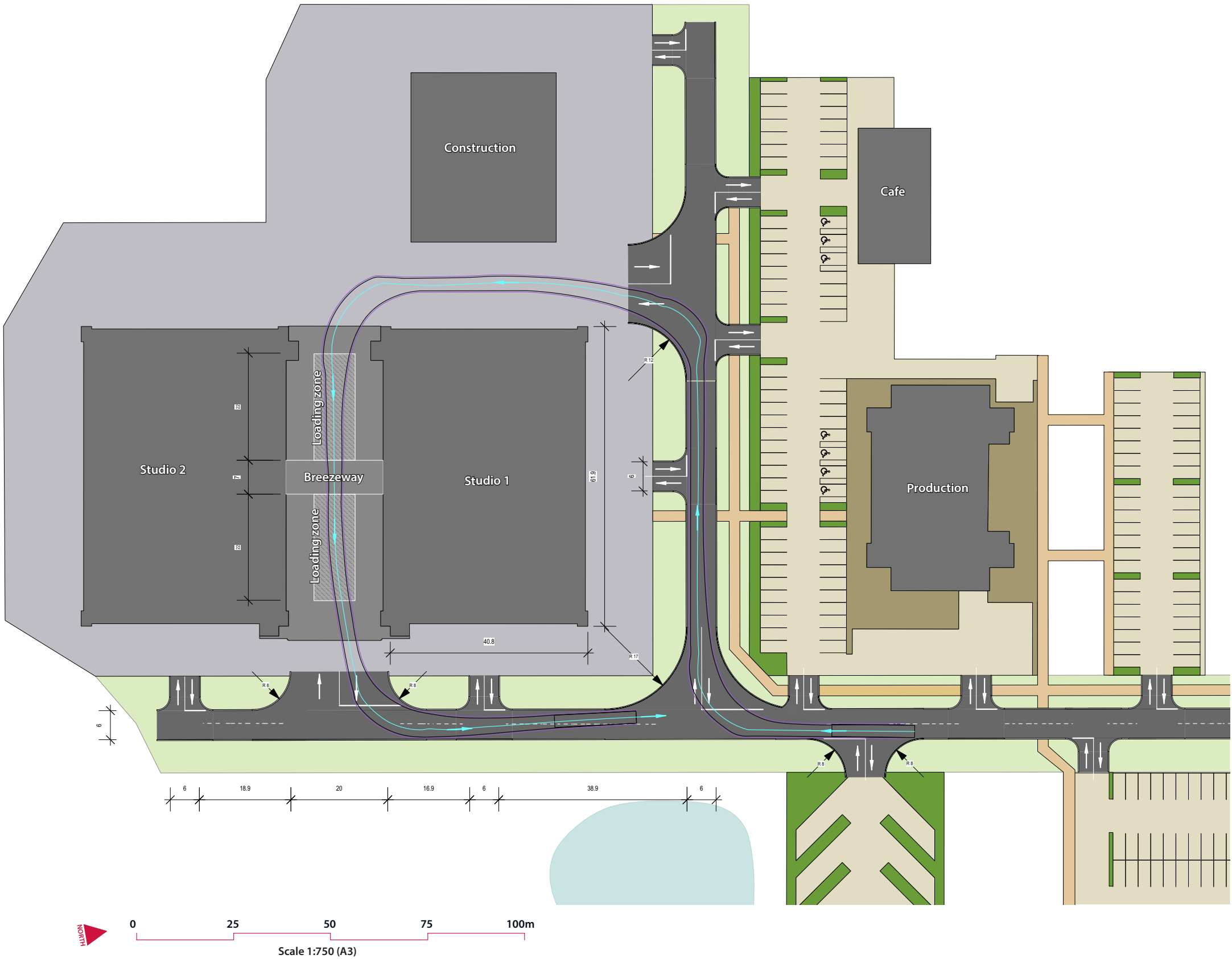
ParkhillStudios\_Attachment1\_04Nov21

www.wayfinder.nz  
josh@wayfinder.nz









LEGEND

- Road
- Building Footprints
- Hardstand
- Permeable Paths
- Permeable Parking
- Truck tracking curve

NOTES

- Truck tracking curves based on a semi-trailer measuring approximately 17m long

Truck Circulation

Parkhill Studios

For Resource Consent Application

12 November 2021

Revision 06

Drawn J Hunt

Reviewed by S Bray

Scale 1:750

Print at A3

Sheet 09

ParkhillStudios\_Attachment1\_04Nov21

www.wayfinder.nz  
josh@wayfinder.nz



---

**Janeen Kydd-Smith**

---

**From:** Philip McKay <Philip.McKay@mitchelldaysh.co.nz>  
**Sent:** Thursday, 25 November 2021 4:26 PM  
**To:** Janeen Kydd-Smith  
**Cc:** Shane Lambert; Caleb Sutton  
**Subject:** RE: RMA20210474 No.8 Studios - s92 Response

Hi Janeen, Receipt acknowledge and I will seek to reply as soon as possible.  
Kind Regards  
Phil

 **Philip McKay**  
Associate

DDI +64 6 834 4098 | +64 27 495 5442 | PO Box 149, Napier 4140  
**www.mitchelldaysh.co.nz**

The information contained in this email message received from Mitchell Daysh Limited (and accompanying attachments) may be confidential. The information is intended solely for the recipient named in this email. If the reader is not the intended recipient, you are notified that any use, disclosure, forwarding or printing of this email or accompanying attachments is strictly prohibited. If you have received this message in error, please notify us immediately by return email.

---

**From:** Janeen Kydd-Smith <janeen@sageplanning.co.nz>  
**Sent:** Thursday, 25 November 2021 1:20 PM  
**To:** Philip McKay <Philip.McKay@mitchelldaysh.co.nz>  
**Cc:** Shane Lambert <shanerl@hdc.govt.nz>; Caleb Sutton <calebs@hdc.govt.nz>  
**Subject:** RE: RMA20210474 No.8 Studios - s92 Response

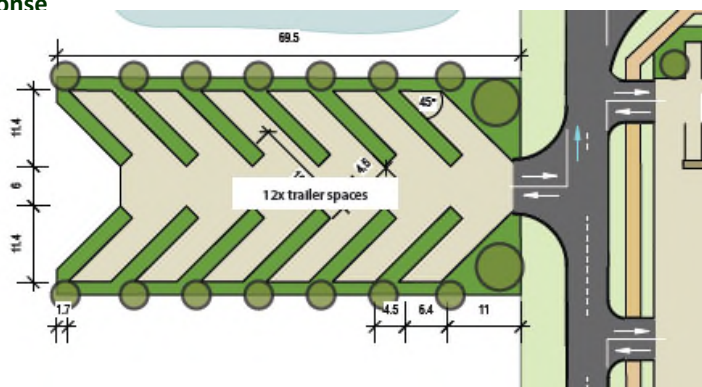
Hi Phil,

Thank you for providing a response to the Council's request for further information pursuant to s92 of the Resource Management Act 1991.

We have reviewed the information provided, and Council are satisfied that the response has provided the relevant information requested, except in relation to the following two items:

**1. Item 5 – Provision of On-Site Parking:**

- While the additional drawings from Wayfinder (provided with the s92 response) show the on-site parking area dimensions, the layout (see below) does not demonstrate how trucks will manoeuvre safely to drop/pick up trailers within the 12x trailer spaces parking area. Please provide details of tracking for vehicles within the trailer spaces carpark area.



**2. Item 7 – Emergency Vehicle Access:**

- We acknowledge receipt of the narrative and 'Typical Cross Section' diagram provided in response to this item in Section 4 of the Urban Connection letter (dated 17 November 2021) provided with the s92 RMA response. However, no feedback (e.g. a letter or email) has been provided from FENZ confirming that they are satisfied that the proposed access road is consistent with the FENZ emergency vehicle access guidelines. Please provide this confirmation.

Your application will remain on hold pending receipt of the above information.

If you have any questions in relation to the above, please do not hesitate to contact me.

Kind regards,  
Janeen



*Janeen Kydd-Smith BA, MRRP, Accredited Commissioner (Chair Endorsement) MfE 'Making Good Decisions Programme'*

*Principal Planner/Director, Sage Planning*

*Ph: (021) 511 833*

*First Floor, Ringlands Building, 29-31 Hastings Street, Napier 4110*

Visit us online [www.sageplanning.co.nz](http://www.sageplanning.co.nz)

CAUTION. This email message and any attachments contain information that is CONFIDENTIAL and may be LEGALLY PRIVILEGED. If you are not the intended recipient any use, disclosure or copying of this message or attachments is strictly prohibited. If you have received this email message in error please notify immediately and erase all copies of the message and attachments.

---

**From:** Philip McKay <[Philip.McKay@mitchelldaysh.co.nz](mailto:Philip.McKay@mitchelldaysh.co.nz)>

**Sent:** Monday, 22 November 2021 12:16 p.m.

**To:** Janeen Kydd-Smith <[janeen@sageplanning.co.nz](mailto:janeen@sageplanning.co.nz)>

**Subject:** RE: RMA20210474 No.8 Studios - s92 Response

OK thanks Janeen, no problem.

Kind Regards  
Phil



DDI +64 6 834 4098 | +64 27 495 5442 | PO Box 149, Napier 4140  
**www.mitchelldaysh.co.nz**

The information contained in this email message received from Mitchell Daysh Limited (and accompanying attachments) may be confidential. The information is intended solely for the recipient named in this email. If the reader is not the intended recipient, you are notified that any use, disclosure, forwarding or printing of this email or accompanying attachments is strictly prohibited. If you have received this message in error, please notify us immediately by return email.

---

**From:** Janeen Kydd-Smith <[janeen@sageplanning.co.nz](mailto:janeen@sageplanning.co.nz)>  
**Sent:** Monday, 22 November 2021 12:06 PM  
**To:** Philip McKay <[Philip.McKay@mitchelldaysh.co.nz](mailto:Philip.McKay@mitchelldaysh.co.nz)>  
**Subject:** RE: RMA20210474 No.8 Studios - s92 Response

Thanks Phil,

I was out of the office last week, so just catching up with everything. Will come back if I have any queries.

Cheers,  
Janeen

---

**From:** Philip McKay <[Philip.McKay@mitchelldaysh.co.nz](mailto:Philip.McKay@mitchelldaysh.co.nz)>  
**Sent:** Thursday, 18 November 2021 8:43 a.m.  
**To:** Janeen Kydd-Smith <[janeen@sageplanning.co.nz](mailto:janeen@sageplanning.co.nz)>  
**Cc:** Shane Lambert <[shanerl@hdc.govt.nz](mailto:shanerl@hdc.govt.nz)>; Derek Slade <[derek@no8studios.co.nz](mailto:derek@no8studios.co.nz)>; tony Keddy <[tonykeddy@gmail.com](mailto:tonykeddy@gmail.com)>; Tony Harrison <[tony@Urbanconnection.co.nz](mailto:tony@Urbanconnection.co.nz)>; Shannon Bray <[shannon@wayfinder.nz](mailto:shannon@wayfinder.nz)>  
**Subject:** RMA20210474 No.8 Studios - s92 Response

Hi Janeen,  
Please find attached:

- A cover letter setting out our further information response to each item of your 14 October 2021 letter. In turn that cover letter references the following documents in providing the response (attached via the links below):
  - A letter from Urban Connection dated 17 November 2021 responding to the traffic specific items of the section 92 request.
  - An attachment to the Urban Connection letter titled: Appendix A – Full Results
  - Supporting plans from Wayfinder Landscape Planning & Strategy, titled 'Parkhill Studios – Attachment 1 dated 12 November 2021.

I'm using Adobe Acrobat.

You can view "04-033\_No. 8 Production Studios s92 Letter SIDRA.pdf" at:

<https://documentcloud.adobe.com/link/track?uri=urn:aaid:scds:US:4bfb0888-27eb-4421-90da-15127219d584>

You can view "Appendix A - Full Results.pdf" at:

<https://documentcloud.adobe.com/link/track?uri=urn:aaid:scds:US:6e8993a8-c4ce-4920-ba3f-9d84168c2a65>

You can view "ParkhillStudios\_Attachment1\_12Nov21.pdf" at:

<https://documentcloud.adobe.com/link/track?uri=urn:aaid:scds:US:7d6912d4-cbaf-401a-9e70-0c991cbec328>

Please do not hesitate to contact me if you have any queries.



Kind Regards  
Phil

 **Philip McKay**  
Associate

DDI +64 6 834 4098 | +64 27 495 5442 | PO Box 149, Napier 4140  
**[www.mitchelldaysh.co.nz](http://www.mitchelldaysh.co.nz)**

The information contained in this email message received from Mitchell Daysh Limited (and accompanying attachments) may be confidential. The information is intended solely for the recipient named in this email. If the reader is not the intended recipient, you are notified that any use, disclosure, forwarding or printing of this email or accompanying attachments is strictly prohibited. If you have received this message in error, please notify us immediately by return email.

Item 2

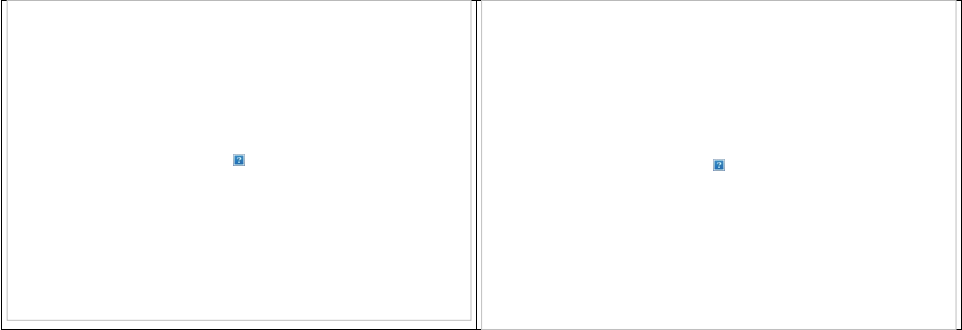
Limited Notified Resource Consent Application From No.8 Studios Limited To Establish A Screen Production Studio In The Rural Zone At Gordon Road and 376 Parkhill Road, Te Awanga (RMA20210474)

Emails - Minor Amendment to Internal Access Plans

Attachment 20

From: Philip McKay  
To: James Austin Smith; Shane Lambert; Caleb Sullivan  
Cc: Derek Shide; Tony Keady; Shannon Ray; Tony Harrison  
Subject: RMA20210474 No.8 Studios Parkhill Road - Minor Amendment to Internal Access Plans  
Date: Thursday, 9 June 2022 4:41:01 PM  
Attachments: image001.png  
image002.png  
ATT00001.pdf

Hi Janeen, Shane and Caleb,  
Please find below a link to an amended internal access plan for the No. 8 Studio's application. The amendment relates to the portion of the accessway within the Te Awanga Estate property and is in response to Rod McDonald's request to minimize the vineyard rows affected by the access. As you will be aware Rod has already provided written approval to the application on behalf of the owners of the Te Awanga Estate property and this amendment relates to the agreement for the ROW that will be required to legalise the access through that property, but also requires an amendment to be made to the plans for this application.  
To enable a comparison to be made the following table shows the access alignment in the application as lodged to the left, and the now amended alignment to the right.



As can be seen in the above table the differences are the alignment of the road in the Te Awanga Estate property moves closer to the northern boundary (within approximately 3m of the boundary) and enables a greater proportion of the existing vines to remain unaffected by the new private road. Other differences are that the turning head is extend slightly further along the legal road within the entrance to the Te Awanga Estate property and there is a barrier arm and vehicle pull over area shown some 90m from the bend in the road as it heads in a southerly direction towards the studios.  
In terms of the effects of these changes on other parties:

- The barrier arm is a minor detail and will not increase any adverse effects on any of the identified 'affected persons' as it is internal to the subject site.
- The relocation of the turning head further south at the end of the formed Parkhill Road may slightly reduce any traffic amenity effects on the residents of 373 Parkhill Road by marginally increasing the separation of the turning head from the dwelling on that property.
- The alignment of the internal road will be approximately 10.5m closer to the boundary of 332 Parkhill Road but will be over 170m from the dwelling on that property at its closest point, which in my opinion will be a negligible regarding potential amenity effects compared to the original alignment (which is approximately 10.5m further away, that is 180m from the dwelling).

I'm using Adobe Acrobat.  
You can view "ParkhillStudios\_Attachment1\_LR\_09Jun22.pdf" at: <https://acrobat.adobe.com/link/track?uri=urn:aaidd:scds:US-1416b8a1-8fd6-4af1-a7a3-d885ceab51db>

Please do not hesitate to contact me if you have any queries regarding the above.

Regards  
Phil

 Philip McKay  
Associate

DDI +64 6 834 4098 | +64 27 495 5442 | PO Box 149, Napier 4140  
[www.mitchelldaysh.co.nz](http://www.mitchelldaysh.co.nz)

The information contained in this email message received from Mitchell Daysh Limited (and accompanying attachments) may be confidential. The information is intended solely for the recipient named in this email. If the reader is not the intended recipient, you are notified that any use, disclosure, forwarding or printing of this email or accompanying attachments is strictly prohibited. If you have received this message in error, please notify us immediately by return email.





Parkhill Studios

ATTACHMENT 1  
09 June 2022







NOTES

- The Titles within the ownership of the application site owner (Te Awanga Down Trustee Limited) are indicated on this site plan.

Film Studio  
Site Plan

Parkhill Studios

For Resource Consent Application

09 June 2022

Revision 02

Drawn J Hunt

Reviewed by S Bray

Scale 1:12,500

Print at A3

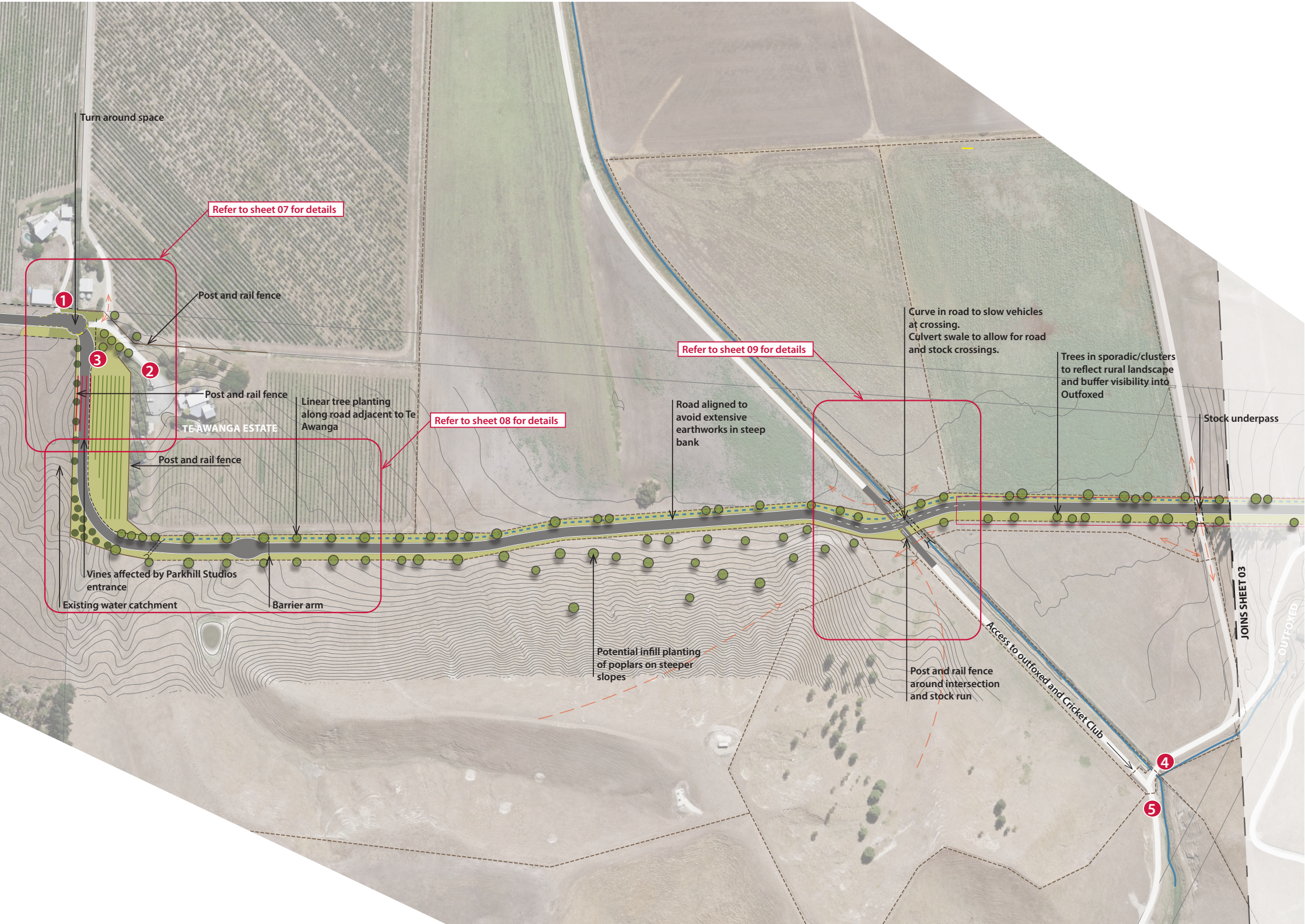
Sheet 01

ParkhillStudios\_Attachment1\_02Jun22

www.wayfinder.nz  
shannon@wayfinder.nz







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

NOTES

- Refer to sheet 07 for detailed areas

Film Studio  
Access A - Revision 2

Parkhill Studios

For Resource Consent Application

09 June 2022

Revision 02

Drawn L Tatler

Reviewed by S Bray

Scale 1:2500

Print at A3

Sheet 02

ParkhillStudios\_Attachment1\_02Jun22

www.wayfinder.nz  
shannon@wayfinder.nz

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<sup>2</sup>
  - Studios/Breezeway = 6440m<sup>2</sup>
  - Construction Building = 1050m<sup>2</sup>
  - Cafe Building = 420m<sup>2</sup>
  - Production Building = 1080m<sup>2</sup>
  - Road = 3350m<sup>2</sup>
  - Total impervious = 22,880m<sup>2</sup>**

**Film Studio  
Studio Masterplan**

Parkhill Studios

For Resource Consent Application

09 June 2022  
Revision 02  
Drawn J Hunt Reviewed by S Bray

Scale 1:2000  
Print at A3

**Sheet 04**

ParkhillStudios\_Attachment1\_02Jun22

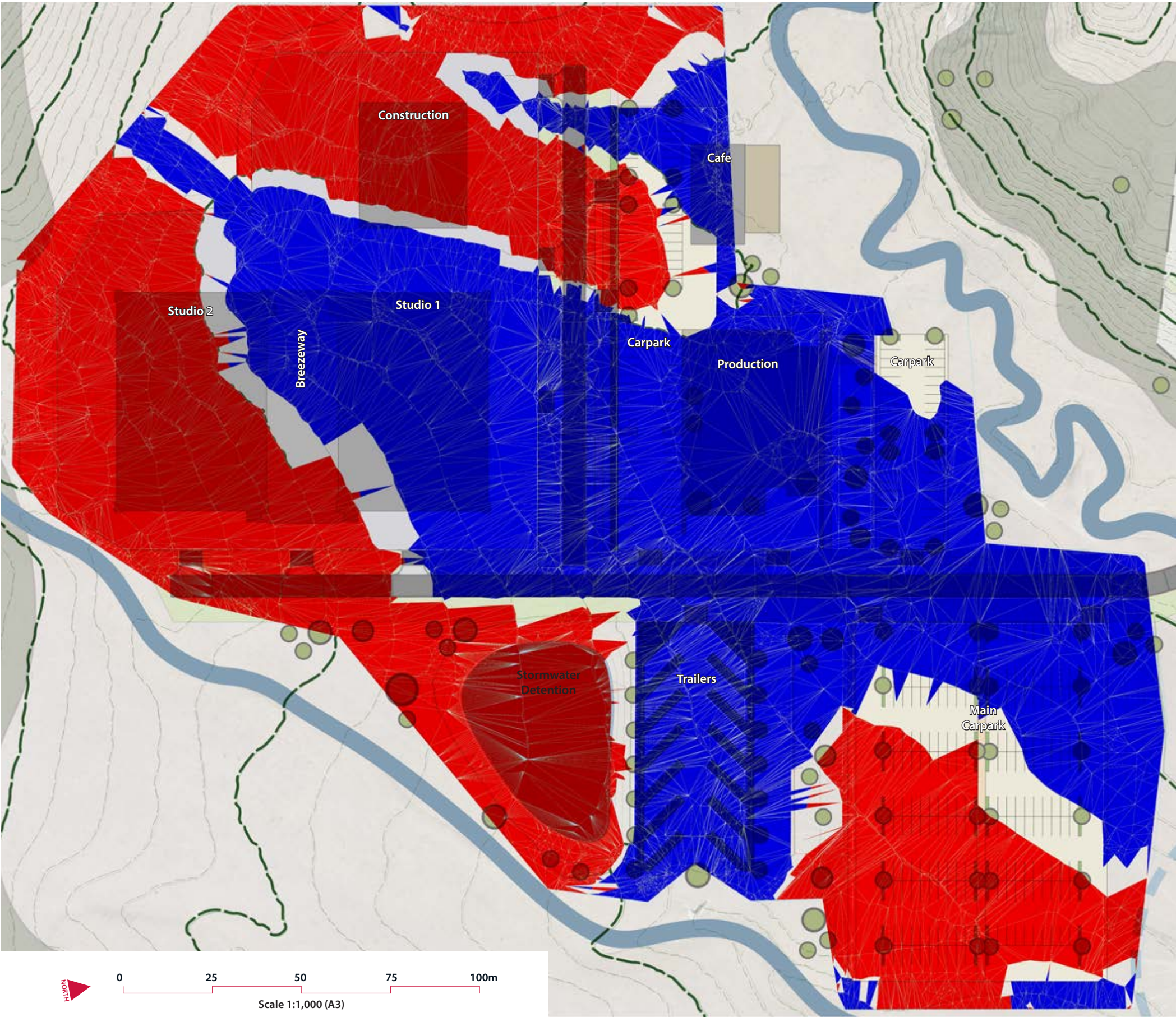
www.wayfinder.nz  
shannon@wayfinder.nz

**WAYFINDER**  
Landscape Planning & Strategy









LEGEND

- Cut Location
- Fill Location

NOTES

- Within this area of the site the cut and fill quantities have been balanced.

Film Studio  
Cut and Fill

Parkhill Studios

For Resource Consent Application

09 June 2022

Revision 02

Drawn J Hunt

Reviewed by S Bray

Scale 1:1000

Print at A3

Sheet 06

ParkhillStudios\_Attachment1\_02Jun22

www.wayfinder.nz  
shannon@wayfinder.nz

WAYFINDER

Landscape Planning & Strategy





**LEGEND**

- Existing trees
- Proposed trees
- Post and rail fences
- Post and wire fences
- Farm tracks
- Proposed road
- Proposed low planting
- Culverts
- Stock underpass

Film Studio  
Access - Revision 2

Parkhill Studios

For Resource Consent Application

09 June 2022

Revision 02

Drawn L Tatler

Reviewed by S Bray

Scale: As drawn

Print at A3

Sheet 07

ParkhillStudios\_Attachment1\_02Jun22

www.wayfinder.nz  
shannon@wayfinder.nz







- LEGEND
- Existing trees
  - Proposed trees
  - Post and rail fences
  - Post and wire fences
  - Farm tracks
  - Proposed road
  - Proposed low planting
  - Culverts
  - Stock underpass
  - Proposed Swale

Film Studio  
Access - Revision 2

Parkhill Studios

For Resource Consent Application

09 June 2022

Revision 02

Drawn L Tatler

Reviewed by S Bray

Scale: As drawn

Print at A3

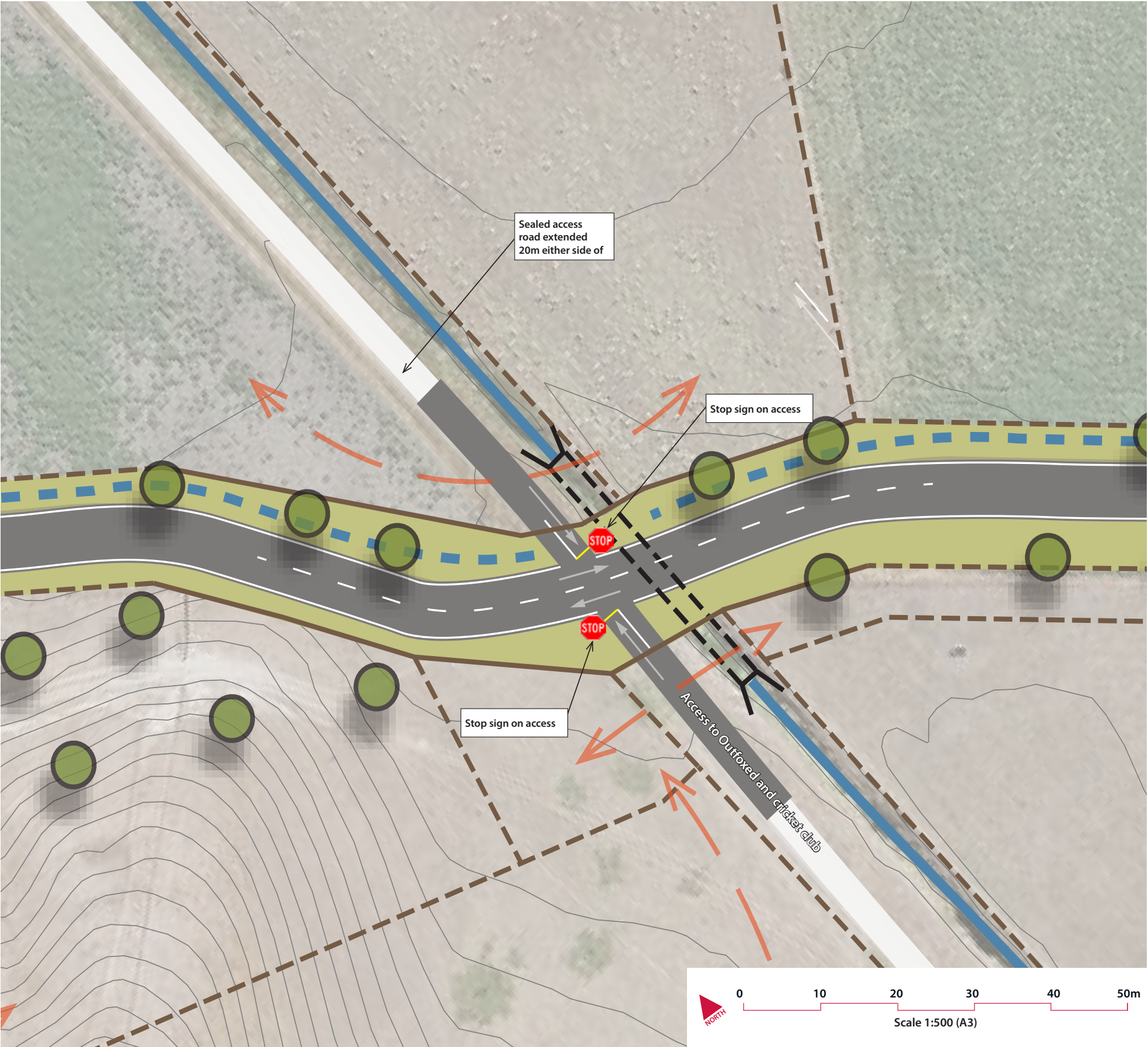
Sheet 08

ParkhillStudios\_Attachment1\_02Jun22

www.wayfinder.nz  
shannon@wayfinder.nz

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

Film Studio  
Access Details-Revision 2

Parkhill Studios	
For Resource Consent Application	
09 June 2022	
Revision 02	Drawn L Tatler
	Reviewed by S Bray
Scale: As drawn	
Print at A3	
ParkhillStudios_Attachment1_02Jun22	
www.wayfinder.nz	
shannon@wayfinder.nz	









- Truck tracking curves based on a semi-trailer measuring approximately 17m long

## Film Studio Truck Circulation

Parkhill Studios

## For Resource Consent Application

09 June 2022

Revision 02

Drawn J Hunt

Reviewed by S Bray

Scale 1:750

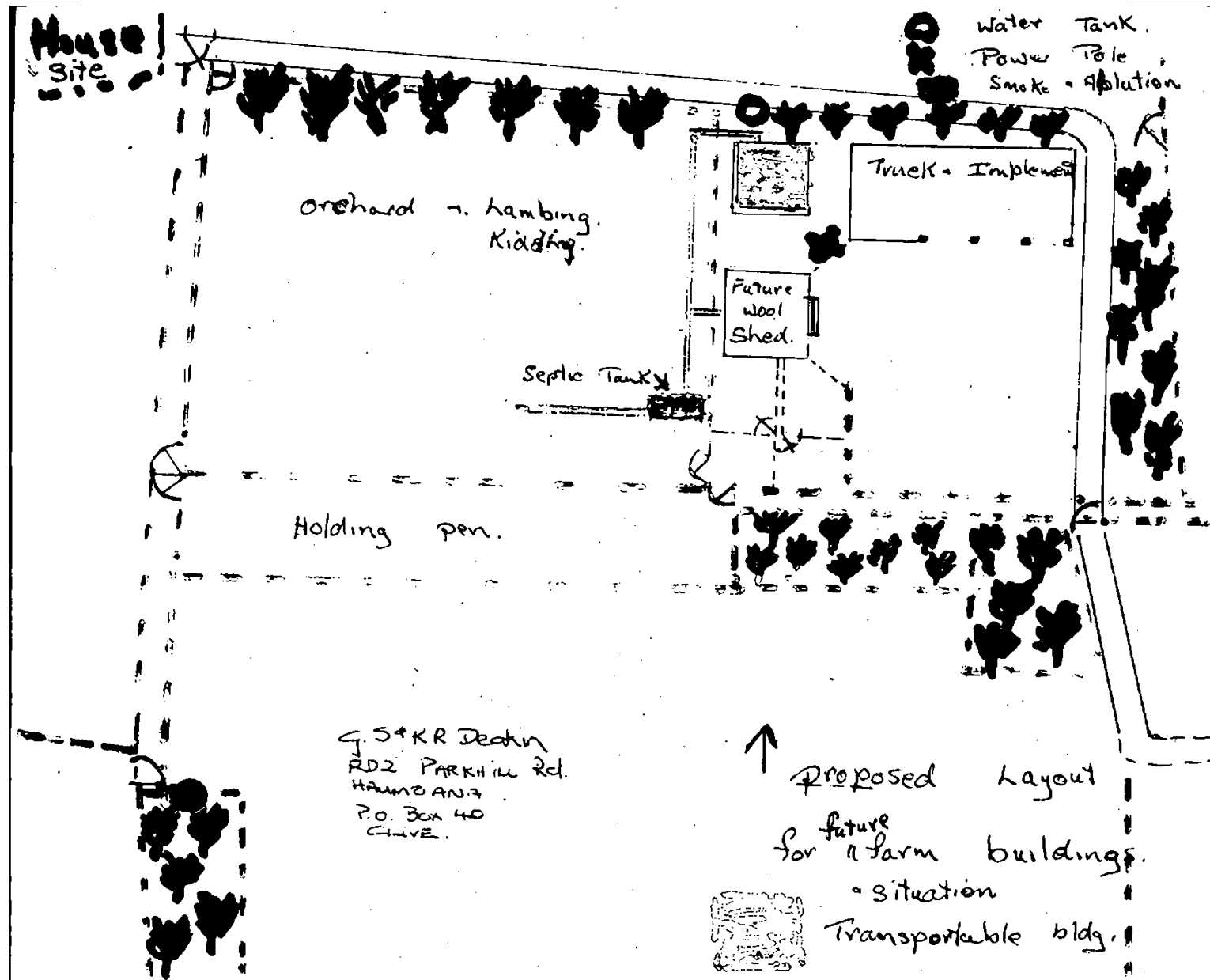
Print at A3

Sheet 11

ParkhillStudios\_Attachment1\_02Jun22

www.wayfinder.nz  
hannon@wayfinder.nz





**MORICE, WATSON & ASSOCIATES**REGISTERED VALUERS  
FARM MANAGEMENT CONSULTANTS

6 STATION ST., P.O. BOX 320, NAPIER.

PHONES 53-682, 57-415

S. D. Morice, V.F.M., ANZ.I.V., M.N.Z.S.F.M.  
 N. L. Watson, Dip. V.F.M., ANZ.I.V., M.N.Z.S.F.M.  
 W. A. Nurse, B Ag. Com., ANZ.I.V., M.N.Z.S.F.M.

Val. Ref. 2649

14 November 1985

Mr & Mrs Gary Deakin,  
 Deakin Place,  
 CLIVE

Dear Gary and Kaye,

Further to our joint inspection of your property at Te Awanga, I have completed a report on the property detailing some physical features and development requirements to establish a goat operation. In addition I have set out a possible goat option for you with four years analysis incorporating stock reconciliations and projected income and expenditure.

A summary of the likely levels of expenditure is as follows:

			\$
Property purchase		132,000	
Conveyancing and other costs		4,000	
Development - fencing		5,500	
- water supply		6,500	
- shelter		2,500	
- yards		2,500	
- buildings - mainly house		40,000	
- sundry costs		3,000	
		-----	
Total land and development		\$196,000	
Goat purchase - 2 pure bred does @ \$8,000	16,000		
80 feral does @ \$250	20,000	36,000	
		-----	
Total Capital Cost		\$232,000	
		-----	

I have not costed the development items out in detail, this is something that can only be done by physically measuring on the land and doing detailed calculations. You may choose to do this yourself but in many cases that would be a continuation of this exercise for me to do.

The next major consideration, of course, is the financing of this capital cost and the rate at which you develop the property must be

decided accordingly. The attached cash flow summary for the goat programme will give you some indication of possible returns based on present day prices and costs. This should be examined in conjunction with your business cash flows, the taxation provisions examined and the net cash flow detailed. Again I have not investigated the tax angle at this stage but I would emphasise that it could be of significance with regard to livestock write downs in particular and interest costs on borrowed funds. It is predicted, at this stage, that development costs will not be deductible from the 1st April 1986 however your accountant will give you more detail on this matter. This would obviously result in the development components of your capital costs being paid out of tax paid income which would, I suggest, slow down the rate at which you develop the property.

As discussed, I have presented a copy of the report to the Manager of Marac, Mr Graham Duncan, whom I have spoken to on the phone. I have not included this preliminary letter but will in fact do a covering letter stating that I have not been instructed to prepare any study of the debt servicing ability or prospects.

I trust you can follow through the goat programme satisfactorily and will be only too happy to take the project a stage further upon your instructions. Meanwhile if there are any matters requiring clarification or further discussion warranted please do not hesitate to contact me.

Yours faithfully,



W.A. NURSE



**MORRICE, WATSON & ASSOCIATES**

REGISTERED VALUERS  
FARM MANAGEMENT CONSULTANTS

6 STATION ST., P.O. BOX 320, NAPIER.

PHONES 53-682, 57-415

S. D. Service. Dip. V. ANZ.IV. ANZ.S.F.M.  
N. L. Watson. Dip. V. ANZ.IV. ANZ.S.F.M.  
W. A. Arse. B. Ag. Com. ANZ.IV. ANZ.S.F.M.

14 November 1985

**DEVELOPMENT OF A GOAT ENTERPRISE  
FOR MR & MRS G. DEAKIN AT TE AWANGA**

**1. GENERAL PROPERTY FEATURES**

- 1.1 **Area:** The property comprises an area of some 20.3019 ha.
- 1.2 **Legal Description:** All that parcel of land containing 20.3019 hectares more or less situate in Block W Clive Survey District being Lot 1 on Deposited Plan 15001.  
Certificate of Title, Hawke's Bay, Volume G4, Folio 575.
- 1.3 **Tenure:** Freehold.
- 1.4 **Zoning:** The property is zoned Rural 3 under the Hawke's Bay County District Scheme Review No.2.
- 1.5 **Rates:** Rates payable to the Hawke's Bay County Council for the 1985/86 year are \$636.00.
- 1.6 **Situation & Amenities:** The property is handily situated at the end of Parkhill Road some 7km from the nearest centre of Clive. The major commercial centres of Napier and Hastings are 18 and 13.5km distant respectively. Primary schooling is provided on Parkhill Road some 1.1km from the property.  
  
This is a very handy position with excellent views of the surrounding district from the elevated sites on the property and with a general aspect to the northeast over Hawke Bay and the eastern coastline.
- 1.7 **Climate:**
  - 1.7.1 **Rainfall:** The property receives an annual average rainfall of some 889mm. The main rainfall months are May-August inclusive with dry spells experienced in most summers.
  - 1.7.2 **Prevailing wind:** Westerly.
  - 1.7.3 **Winters:** Due to its coastal location, the property experiences mild winters. In most winters a small number of light frosts can be experienced.

1.7.4 **General:** The property has a generally favourable climate for pastoral production although summer dry spells require planning for to avoid feed stress on livestock operations. The property otherwise does not normally experience any adverse climatic factors.

1.8 **Soils:** There are two main soils found on the property. These comprise the Crownthorpe and Matapiro series. The Crownthorpe light sandy loam being No.21A on the DSIR classification is a fairly light soil which dries out rapidly. It is moderately fertile. The soil is formed on coarse pumiceous sandstone and is characterised by the rapid drying off pastures in summer.

Matapiro sandy loam, being No.28 on the DSIR classification is characterised by a sandy topsoil with a heavier subsoil which cements to form a hard pan. This causes a drying out of the pasture established on the soil but does soften during winter in some places.

These two soils are amongst the most extensive series found in the mid-Hawke's Bay region. They are predominantly used for pastoral farming purposes and good levels of productivity are normally achieved under optimum management conditions and allowing for the fairly wide spread occurrence of summer dry spells.

In addition to these two soil types there is an estimated area of some 1.6 ha which is comprised of fill materials from the nearby County rubbish dump. The soil quality is generally very poor however, suprisingly, the pasture established on this area is fair. The ability to increase the pasture species and productivity is limited and careful consideration of the use of this area should be made to optimise productivity.

1.9 **Cover:** The majority of the property is in pasture of varying quality ranging from fair hill country pasture to poor weed species. There is a fairly extensive crop of thistles, mainly of the annual kind, which can be relatively easily controlled.

1.10 **General:** The property comprises a generally easy to rolling contour with an overall aspect to the northeast. Within this however there are a series of ridges which result in some easterly and westerly faces. Fencing of this contour will be essential to optimise pasture production. The property is ring fenced with some internal subdivision fences. The general fencing quality is fair to good with sections of fence needing some overdue repairs and maintenance work. The entire area will need significantly upgrading to render it entirely goat proof. Further internal subdivision is required to successfully operate a goat enterprise.

There is a water supply on the property in the form of a bore previously utilised by windmill operations. This,

however, is now defunct and it is likely a pressure pumping system will have to be installed.

The property overall is well suited to the establishment of a goat enterprise with certain improvements of the property, mainly subdivision, water supply and shelter.

## 2. DEVELOPMENT REQUIREMENTS

The necessary development items and comments are detailed in the following paragraphs.

- 2.1 The boundary fences require goat proofing which will involve some upgrading of the existing boundary fences by way of straining up wires, adding battens and perhaps replacing some posts. To be fully stockproof the addition of electric wires in the form of an outrigger some 10cm from the ground as well as a wire along the top of the fence will be necessary.
- 2.2 Internal subdivision will be required to create sufficient paddocks to run the various mobs of goats in as well as optimising grazing management. This can all be electric fencing apart from those short lengths of fences which are already in existence and these could be upgraded and improved to be stockproof. Electric fencing is considerably cheaper than conventional fencing as well as being faster to construct and more effective in controlling goats.
- 2.3 Shelter. The property is reasonably well endowed with natural shelter from the cold southerly quarter. The day of inspection was a good example of the shelter able to be achieved from the contour as conditions were southerly on that particular day. However, it, is essential that additional live shelter belts be established as soon as possible and I believe these should be a priority item this year. It is an optimal time for planting Eucalypts. Spraying the ground initially with "Round-Up" followed by planting of root trainer grown Eucalypts which are totally protected from stock, can result in spectacular growth. This shelter would be most useful following shearing and during southerly storms. It would also provide some shade in a very short time.
- 2.4 Water supply. The existing bore on the property is sufficient to enable a satisfactory stock water and auxiliary domestic water supply to be established. As discussed, the presence of the dam on the boundary may provide an even better source of stock water using a small pump and tank located at the highest point from which the whole property can be gravity fed. This is a considerably simpler system than would be required from the bore as it does not involve pressure pumps to the supply lines. This system can be better planned when the exact subdivision programme is worked out.



2.5 Yards. It will be essential to construct a basic set of yards suitable for handling the numbers proposed. This will involve a larger holding pen, four smaller pens, a drafting race and crush. Consideration should be given to the installation of a footrot bath/trough when constructing these yards as most goat farmers are finding that at various times of the year goats do suffer from foot problems and it would be advantageous to have that facility already installed. These yards will need careful consideration as they need to be suitably high to prevent the goats jumping out and solidly constructed. The provision of shelter and shade for the yards would be also advantageous.

2.6 Buildings. There is one building on the property which could be utilised for either general storage or adapted to provide a facility for shearing the fibre. However, I consider it would be a better option, if possible, to utilise a bona fide woolshed belonging to the neighbour if a suitable deal can be made. It is then fully equipped for shearing purposes and you can reduce the cost of development by the extent of setting up a temporary shearing facility. A facility of your own will be required but this could be added to or near the yards in due course. The main building cost therefore is the dwelling and I suggest that careful consideration be given to exactly what type and size of dwelling is intended. It is difficult to establish a reasonable dwelling for under \$30,000. Siting of such a dwelling will also need careful consideration as power installation and supply of water are factors to also consider.

2.6 Sundry costs. This has been allowed to cover items of conveyancing, professional fees and overlooked items. It is light, I believe, at \$3,000 and could well be in excess of this by the time all ancillary costs are met.

### 3. GOAT PROGRAMME

The development of the goat enterprise has been based on the initial purchase of two pure bred Angora does together with 80 feral does. Purchase prices allowed for are \$8,000 each for the Angora does and \$250 for the feral does. The purchase price of the pure bred does may, in fact, be too low in light of the current trends for goat prices which is continuing to rise. Similarly, the price for feral does has recently risen dramatically from approximately \$130 and may in fact go higher. It is suggested that good quality animals are purchased as the progeny will then be of sufficient quality to enable good sale prices or, alternatively, to form a base of the establishment of a good quality flock. It is assumed that the does will be bought in kid or some arrangement will be able to entered for the leasing or borrowing of a pure bred buck for mating purposes.

The programme then revolves around embryo transplanting for a period of three years principally using the two original does and then the third year using some that were bred on the property. This decision may in fact not be followed depending on the growth rates of the animals bred or, alternatively, more does may be

purchased. There is wide range of alternative directions to enter the goat industry and this one presented is a realistic and tangible point at which to start. The summary will show the cash input requirements for the goat enterprise. This should then be related to the off-farm income sources.

The following production information is used in the example.

- 3.1 Embryo transplants - 5 embryos yielded from donor doe  
- 2 embryos planted in each recipient doe
- 3.2 Natural mating - pure bred does each have twins  
- feral does 100% kidding
- 3.3 Death rate - 5% in all but pure bred does
- 3.4 Fibre yields - these are as per the attached fibre production table which can be found as an Appendix at the back of the report. It should be noted that animals which are sold in a particular year are only shorn once instead of the normal twice, hence the yield is halved.
- 3.5 Stock reconciliations - these can be found as an Appendix at the rear for the four respective years.
- 3.6 Budgets - attached is a series of four years of budgets using static fixed costs while varying some costs such as animal health and feed with the numbers of goats on hand at the beginning of each year. The four years of budgets are summarised in a four yearly cashflow analysis.

#### 4. CONCLUSIONS

- 4.1 Careful consideration must be given to the development costs and these should be as accurately assessed as possible. This will dictate the total capital requirement and therefore the rate of development and expansion of the enterprise.
- 4.2 The provision of income from alternative sources is of significance for the initial establishment and development period. A realistic assessment of funds available from these sources must be made and superimposed on the goat programme.
- 4.3 The taxation provisions of writing livestock down to standard values, deductability or otherwise of development expenditure and deductability of finance costs must be considered in careful detail by your accountant. The optimum method of ownership and operating entity may dictate the tax relief able to be generated from the investment in the goat enterprise. I believe this to be a particularly important area which requires careful analysis.
- 4.4 The net cashflow from the goat operation combined with debt servicing will show the amount of cash required to be injected annually. The taxation ramifications can be calculated after this which will give a net cashflow for the



project.

**RECOMMENDATION**

- 5.1 The development costs should be assessed in detail with accurate costings and exact measurements from the property.
- 5.2 The precise capital position from the sale of assets and availability of funds must be identified to establish the requirement for borrowed funds. The interest rate and term of any such borrowed funds must be available in order to complete the total analysis of the enterprise.
- 5.3 Investigate the best options with regard to tax relief in conjunction with your accountant.
- 5.4 Having superimposed the goat programme with the alternative sources of revenue then the rate of development and expansion can be carefully planned and sufficient animals purchased.

I trust the goat programme is able to be followed. There may be areas requiring clarification or discussion and I look forward to having further contact with you when some of the other detailed information is available or you wish to discuss the specific development aspects.

  
W.A. NURSE

**FIBRE PRODUCTION & PRICE SUMMARY**

		G4	G3	G2	G1	Angora
Fibre Diameter (Microns)	Kid	17-21	20-24	22-27	24-28	25-28
	Adult	20-23		24-30	26-32	26-36
Price \$/kg	Kid	44	19	25	25	30
	Adult	19	16	25	26	26
Weight (Kg) (12mths Production)	Kid	0.5	0.7	1.2	1.6	2
	Adult	1	1.5	2.0	2.5	3



Refer No.

ANNUAL

REGISTER

DATE: 1/1/87

MR &amp; MRS G. DEAKIN-POSSIBLE GOAT ENTERPRISE AT TE AWANGA

## SUMMARY OF CASH FLOWS-YEARS 1-4

	Year 1 To 31/3/87	Year 2 To 31/3/88	Year 3 To 31/3/89	Year 4 To 31/3/90
INCOME:				
Fibre Sales	1221	3688	2484	4735
Goat Sales		27350	38260	48450
Other				
Funds Introduced				

Total Income	\$1221	\$11038	\$40744	\$52785
EXPENDITURE:				
Farm Working Exp.	17150	14840	35820	11900
Stock Purchases	600			10000
Debt Servicing				
Capital Stock Purch.	36000			
Development	64000	2000		
Total Expenditure	\$117750	\$16840	\$35820	\$21900
Result: Surplus (Deficit)	(\$116529)	\$14192	\$4924	\$30885

## NOTES:

- 1.No allowance has been made for introduction of capital.
- 2.No allowance has been made for debt servicing.
- 3.No allowance has been made for tax deferrals generated by writing livestock down to standard values.
- 4.Minimal sales have been budgeted for in this period.
- 5.No allowance has been made for alternative income sources.

Refer No.

REGISTER

JULY

## CASH FORECAST

NAME: Mr &amp; Mrs G. Deakin

PREPARED BY: W.A. NURSE, MORICE WATSON &amp; ASSOCIATES

YEAR TO 30/6/87

INCOME

## Farm Working Expenses:

Wages  
 Animal Health (\$5/hd)  
 Cash Cropping  
 Contracts (E.T. \$2000/hd)  
 Electricity  
 Feed (\$7/Doe, \$3.5/other)  
 Fertiliser & Lime  
 9 Ha @ 250kg/ha  
 2.25 tonnes

410

4000

1000

575

450

200

315

300

200

200

200

100

200

300

500

900

100

500

200

1000

500

1000

600

76000

64000

## Fibre:

6 kg Mohair @ \$26

4 kg Cashmere @ \$60

18.75 kg Cashgora @ \$44

kg av. net price of

Skins &amp; Hides

Goats:

Ewes

Sheep

Cattle

Deer

Crops &amp; Produce

Other Farm Income

1221

Drawings  
 Taxation

Total Expenditures

\$113750

Total Income

\$1221

Surplus

Deficit

\$112529

TOTAL

\$113750

TOTAL

\$113750

No. 1

## REGISTER

Date: 1/1/88

## CASH FORECAST

NAME: Mr &amp; Mrs G. Deakin

## EXPENDITURE

Farm Working Expenses:

Wages  
Animal Health  
Cash Cropping  
Contracts  
Electricity  
Feed  
Fertiliser & Lime

PREPARED BY: W.A. NURSE, MORICE WATSON &amp; ASSOCIATES

YEAR TO 31/3/88

## INCOME

Fibre:

	855	48 kg @ \$26	
		4 kg @ \$60	
	4000	50 kg @ \$44	
	1000		
	885		
	450		
Freight	250	kg av. net price of	3688
Seeds		Skins & Hides	
Shearing: Wages		Goats:	
Expenses	500	3 Angora doe hgs @ \$4000	12000
Weed & Pest		2 Angora Buck hgs @ \$2000	4000
Other	300	27 54 doe hgs @ \$350	9450
Repairs & Maintenance:	600	38 Feral does @ \$50	1900
Buildings-		Ewes	
Fences & Yards-			
Water Supply-			
Dams, Tracks, etc			
Soil Con.			
Implements & Plant		Sheep	
General			
Vehicle Expenses:	800	Cattle	
Fuel & Oil			
Car			
Truck			
Tractor			
Motorbike			
Administration Expenses:	1700	Deer	
Accountancy			
Legal			
Telephone			
Other			
Standing Charges:			
Insurances	1000		
Rates	500		
Charges			
Rent-Buck Lease	2000	Crops & Produce	
Stock Purchases			
		Other Farm Income	
Capital Expenses			
Development	2000		
Drawings			
Taxation			
Total Expenditure\$	\$16940	Total Income\$	\$31038
Surplus\$	\$14198	Deficit\$	
TOTAL\$	\$31038	TOTAL\$	\$31038



Ref No.

## REGISTER

DATE

## CASH FORECAST

NAME: Mr &amp; Mrs G. Deakin

PREPARED BY: W.A. NURSE, MORICE WATSON &amp; ASSOCIATES

YEAR TO 31/3/89

## EXPENDITURE

## INCOME

Farm Working Expenses:

Fibre:

Wages	920	28.5 kg @ \$26	
Animal Health		1.75 kg @ \$60	
Cash Cropping		11 kg @ \$30	
Contracts	24000	18.5 kg @ \$44	
Electricity	1000	26 kg @ \$19	
Feed	850		
Fertiliser & Lime	450		
		kg av. net price of	2484
Freight	300	Skins & Hides	
Seeds		Goats:	
Shearing: Wages		3 Angora doe hgs @ \$2500	7500
Expenses	400	3 Angora buck 2ths @ \$2000	6000
Weed & Pest		3 Angora buck hgs @ \$1500	4500
Other	300	2 Angora MA does @ \$5000	10000
Repairs & Maintenance:	600	27 GA doe hgs @ \$350	9450
Buildings-		36 GA wth 2ths @ \$20	810
Fences & Yards-			
Water Supply-		Ewes	
Dams, Tracks, etc			
Soil Con.		Sheep	
Implements & Plant			
General		Cattle	
Vehicle Expenses:	800		
Fuel & Oil			
Car			
Truck			
Tractor			
Motorbike			
Administration Expenses:	1700	Deer	
Accountancy			
Legal			
Telephone			
Other			
Standing Charges:			
Insurances	1000		
Rates	500		
Charges			
Rent-Bucks	3000	Crops & Produce	
Stock Purchases			
		Other Farm Income	
Capital Expenses			
Drawings			
Taxation			
Total Expenditures\$	\$35820	Total Incomes\$	\$40744
Surplus\$	\$4924	Deficit\$	
TOTAL\$	\$40744	TOTAL\$	\$40744

Ref No.

## REGISTER

## CASH FORECAST

NAME: Mr &amp; Mrs G. Deskin

PREPARED BY: W.A. NURSE, MORICE WATSON &amp; ASSOCIATES

YEAR TO 31/3/90

## EXPENDITURE

## INCOME

## Farm Working Expenses:

Wages	1000
Animal Health	
Cash Cropping	
Contracts	
Electricity	1000
Feed	750
Fertiliser & Lime	450

## Fibre:

39 kg @ \$26
67 kg @ \$30
6.3 kg @ \$25
34 kg @ \$19
10.5 kg @ \$19
0.9 kg @ \$60

kg av. net price of

4335

Freight	300
Seeds	
Shearing: Wages	
Expenses	500
Weed & Pest	
Other	300
Repairs & Maintenance:	600

## Skins &amp; Hides

## Goats:

10 Angora doe hgte @ \$2500	25000
10 Angora buck hgte @ \$1500	15000
2 Angora buck 2ths @ \$3000	6000
4 GA does @ \$350	1400
35 GA wth 2ths @ \$30	1050

Buildings-  
Fences & Yards-  
Water Supply-  
Dams, Tracks, etc  
Soil Con.  
Inplements & Plant  
General

## Ewes

Vehicle Expenses:	900
Fuel & Oil	
Car	
Truck	
Tractor	
Motorbike	

## Sheep

## Cattle

Administration Expenses:	1700
Accountancy	
Legal	
Telephone	
Other	

## Deer

Standing Charges:	
Insurances	1000
Rates	500
Charges	
Rent-Bucks	3000
Stock Purchases	
1 Buck @ \$10000	10000

## Crops &amp; Produce

## Other Farm Income

## Capital Expenses

Drawings  
Taxation

Total Expenditure\$

\$21900

Total Income\$

\$52785

Surplus\$

\$30885

Deficit\$

TOTAL\$

\$52785

TOTAL\$

\$52785

# ANNUAL REGISTER

001 1 1987

No.

## APPENDIX ONE

### GOAT PROGRAMME

YEAR ONE to 31 March 1987

Stock on hand 2 PB Does  
80 Feral Does  
Total 82

Purchases 4 Feral Does

#### Natural Increase

Mate 2 PB Does E.T. - 10 embryos into 5 Ferals  
Mate 2 PB Does 4 Kids

Mate 75 Feral Does 75 G4 Kids - 36 Bucks  
37 Does

Total Progeny: 89

Deaths 4 Feral Does

#### Closing Stock

#### Next Year

2 PB Does	
80 Feral Does	4 die 38 sold
37 G4 Doe Kids	1 dies 27 sold
38 G4 Wether Kids	1 dies
7 PB Buck Kids	2 sold
7 PB Doe Kids	3 sold
---	
171	



REGISTER

UDENR A

0  
20

12

YEAR 2 to 31st March 1988

On Hand 171 (from Closing Stock 31.3.87)

Natural Increase

38 G4 wethers	7 PB Buck Kids
37 G4 Doe Kids	7 PB Doe Kids

Total : 89

Deaths

4 Feral Does
1 G4 Doe hogget
1 G4 Wether hogget

Total : 6

Sales

27 G4 Doe hoggets	@ \$350
38 Feral Does	@ \$50
3 PB Doe hoggets	@ \$4,000
2 PB Buck hoggets	@ \$2,000

ClosingNext Year

2 PB Does	sold
4 PB Doe hoggets	kept
5 PB Buck hoggets	sell 3
9 G4 Doe hoggets	1 dies
37 G4 Wether hoggets	1 dies sell 36
7 PB Buck kids	sell 3
7 PB Doe kids	sell 3
38 G4 Wether kids	1 dies
37 G4 Doe kids	sell 27, 1 dies
38 Feral does	3 die, sell 15

---  
184 total  
---

~~INTELL~~ REGISTER

2

YEAR 3 to 31 March 1989

Opening Stock 184 (from Closing Stock 1988)

Natural Increase

6 PB does to E.T.	produce 30 embryos transplanted into 15 Ferals
6 PB does	produce 10 kids
9 G4 doe hoggets	produce 9 G3 kids
23 Feral does	produce 23 G4 kids
	--
	total 72

Deaths

1 G4 doe hogget
1 G4 wether hogget
1 G4 wether kid
1 G4 doe kid
3 Feral does
--
7 total

Sales

36 G4 wether 0ths	@ \$30
27 G4 doe hoggets	@ \$250
3 PB doe hoggets	@ \$2,500
3 PB buck 0ths	@ \$2,000
3 PB buck hoggets	@ \$1,500
2 PB ma does	@ \$5,000
15 Feral does	@ \$50
--	
89 total	

Closing Stock

Next Year

4 PB ma does	
2 PB 0th bucks	
4 PB hogget bucks	7 sold
4 PB hogget does	
8 G4 0th does	1 dies 4 sold
37 G4 wether hoggets	2 die 35 sold
9 G4 doe hoggets	1 dies 2 sold
20 PB kid does	1 dies 10 sold
20 PB kid bucks	1 dies 10 sold
5 G3 kid bucks	
4 G3 kid does	
11 G4 kid does	1 dies
12 G4 kid wethers	1 dies
20 Feral does	2 die
--	
160 total	

No.

REGISTER

JUN 1 1990

YEAR 4 to 31st March 1990.

Opening stock

160 (from closing 31.3.89)

Purchases

1 Pure Bred buck

Natural Increase

5 PB does produce	12 PB kids
9 G4 2ths produce	9 G3 kids
9 G4 hoggets produce	7 G3 kids
20 Feral does produce	16 G4 kids
	--
total	43

Deaths

1 G4 2th doe  
2 G4 wether hoggets  
1 G4 doe hogget  
1 PB doe kid  
1 PB buck kid  
1 G4 doe kid  
1 G4 buck kid  
2 Feral does

10 total

Sales

35 G4 wether 2ths @ \$30  
4 G4 does ma (3yr) @ \$350  
2 G4 does 2ths @ \$350  
10 PB doe hoggets @ \$2,500  
10 PB buck hoggets @ \$1,500  
2 PB bucks 2th @ \$3,000  
--  
63 total

Closing stock

4 PB ma does  
2 PB ma bucks  
2 PB 2th bucks  
4 PB 2th does  
9 PB hogget does  
9 PB hogget bucks  
6 PB kid does  
6 PB kid bucks  
5 G3 hogget bucks  
4 G3 hogget does  
8 G3 kid bucks  
7 G3 kid does  
3 G4 ma does  
6 G4 hogget does  
10 G4 hogget does  
11 G4 hogget wethers  
8 G4 kid does  
8 G4 kid bucks  
18 Feral does

130 total



No. 338284.3  
Order No.



REGISTER

JUL 1

4/575

# CERTIFICATE OF TITLE UNDER LAND TRANSFER ACT

Certificate dated the 10th day of May one thousand nine hundred and seventy-seven  
the seal of the District Land Registrar of the Land Registration District of HAWKE'S BAY

WESSETH that MARGARET HURSTHOUSE of Havelock North, Married Woman and REGINALD ALLAN  
of Napier, Company Manager as Executors of the Estate of Robert Campbell MacNiven are

of an estate in fee-simple (subject to such reservations, restrictions, encumbrances, liens, and interests as are notified by  
underwritten or endorsed hereon) in the land hereinafter described, delineated with bold black lines on the plan hereon,  
several admeasurements a little more or less, that is to say: All that parcel of land containing 20.3019 hectares  
or less situate in Block V Clive Survey and being Lot 1 on Deposited Plan 15001



Assistant Land Registrar

284.4 Transfer Peter Clarence Dudding  
Napier, Contractor and Jennifer Dawn Dudding  
wife as tenants in common in equal shares  
5.1977 at 9.28a.m.

380800.1 Mortgage to T.D.C. Finance Limited  
- 22.7.1983 at 11.21a.m.

A.L.R.

417446.3 Mortgage to Eastern and Central  
Savings Bank-1.3.1983 at 10.52a.m.

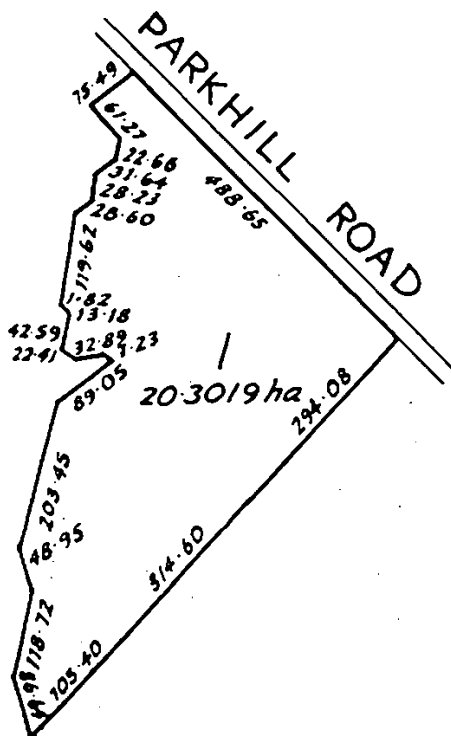
A.L.R.

972.1 Mortgage to Eastern and Central  
Savings Bank-1.3.1978 at 9.34 a.m.

A.L.R.

434581.1 Mortgage to Dowling & Co  
Solicitors Nominee Company Limited  
18.5.1984 at 12.5 p.m.

A.L.R.



Measurements are Metric  
surf



HASTINGS DISTRICT COUNCIL  
207 Lyndon Road East  
Hastings 4122  
Private Bag 9002  
Phone 06 871 5000  
www.hastingsdc.govt.nz  
TE KAIHĪHĪRA O HĒRĪTĀINGA

## SUBMISSION ON LIMITED NOTIFIED RESOURCE CONSENT APPLICATION: RMA20210474

FORM 13 Resource Management (Forms, Fees, and Procedure) Regulations 2003

Date Submission Received: \_\_\_\_\_

Date Submissions Close: **5:00 pm Monday 27<sup>th</sup> June 2022**

To: Caleb Sutton  
Environmental Consents Manager  
Planning & Regulatory Services  
Hastings District Council  
Private Bag 9002  
Hastings 4156

### PERSON(S) MAKING SUBMISSION:

Full Name of Submitter(s): Matt and Amy Nilsson (outfoxed Ltd)

### APPLICATION

This is a submission on a resource consent application from **No.8 Studios Limited** to establish screen production studios at Gordon Road and 376 Parkhill Road, Te Awanga.



3.30pm-52



HASTINGS DISTRICT COUNCIL  
207 Lyndon Road East  
Hastings 4122  
Private Bag 9002  
Phone 06 871 5000  
www.hastingsdc.govt.nz  
TF KALINIHIRA O HĒRĒTALINGA

1. The specific parts of the application that my submission relates to are:

(Please continue on separate sheet(s) if necessary)

The access out to the Parkhill studios  
running next/below to our event business  
outfitted Ltd  
The Access along Parkhill Road and around  
Te Awanga Estate

2. My submission is: (whether you support oppose or are neutral regarding the application or specific parts of it and the reasons for your views. (Please continue on separate sheet(s) if necessary)

We support the Access and entrance onto the farm  
via Parkhill Road. It is a road that has the ability  
to offer the easiest, safest access and will improve  
the safety of the current one lane Parkhill Road  
which is getting busier with the winery and local traffic.

3. I / We seek the following decision from the Hastings District Council (as consent authority):

(Please give precise details, including whether you wish the applicant to be granted or declined or are neutral, and if applicable, the parts of the application you wish to have amended and the general nature of any conditions sought) (Please continue on separate sheet(s) if necessary)

We support No 8 Studios plans to improve the  
intersection on East Road and turning into Parkhill  
Road and would be keen to see the council  
address these intersections which have been  
a concern for us well before No 8 Studios plans.  
We live on Parkhill Road.  
Also believe the future of Parkhill Road with  
the increase in traffic would need to be developed  
regardless as well. Currently very dangerous as it  
is with increased speeding traffic and cyclists  
extension of council cycle track to link up Te  
Awanga Estate Winery would be great to see running  
along Parkhill. Keeping cyclists and pedestrians safe  
and school children biking / walking from school.





HASTINGS DISTRICT COUNCIL  
207 Lyndon Road East  
Hastings 4122  
Private Bag 9002  
Phone 06 871 5000  
www.hastingsdc.govt.nz  
TE KALINIHARA O HĀRITAIINGA

4. I wish to be heard in support of my submissions, or  
I **do not** wish to be heard in support of my submissions
5. If others make a similar submission I will consider presenting  
a joint case with them at any hearing, or  
I **do not** wish to present a joint case



Signed: *Amya Outfoxed* Date: 27<sup>th</sup> June 2022

Postal address for service of submitter: (If an organisation, include contact person)

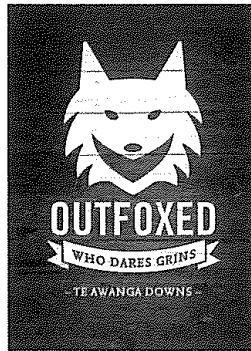
326 Parkhill Road  
Hastings  
4122

Daytime Phone No: 021 356901

E-Mail: amy@outfoxed.co.nz  
matt@outfoxed.co.nz

**Note:**

1. The closing date for serving submissions on the consent authority is the 20<sup>th</sup> working day after Limited Notification is given under Section 95B of the Resource Management Act 1991.
2. You must serve a copy of your submission on the applicant (details in attached application) as soon as reasonably practicable after you have served your submission on the Hastings District Council.
3. A signature is not required if you make your submission by electronic means.
4. If you wish for the application to be heard by independent commissioner(s) rather than the council, this can be requested up until 5 working days after the close of submissions. (Note: requesting independent commissioner(s) is subject to costs).
5. No submission can be made in regard to trade competition.
6. All submissions (including name and contact details) are published and made available to elected members and the public. Personal information will also be used for the administration of this resource consent.



27<sup>th</sup> June 2022

To Whom it may Concern

As a local business and residents in Te Awanga we are in favour of the Parkhill Studio development.

It sounds and looks incredibly exciting.

This would have huge benefits to our local community and the Hawkes Bay region.

It will offer opportunities for the arts to develop in our region and for Hawkes Bay to be an attractive place for young people to come, live and work.

We believe and note that No 8 studios only have the community and environment's best interests at heart and are willing to work with council and the community to ensure this development brings and offers only positive vibes for everyone in the region.

The thought of business opportunities for people and for Hawkes Bay to have talented, interesting, creative, fun people settling here temporarily and permanently for work is exciting.

We also believe it will protect the local community from any further housing developments or less favourable developments in the future that wouldn't bring with them the economic benefits that Parkhill Studios would.

The Cape Coast would thrive and gently become a unique environment with the good intentions of this development

We hope that council and local community work well together to see this development come to life for us all

Yours Sincerely

Matt and Amy Nilsson

27<sup>th</sup> June 2022

Good morning,

I am writing to express my support for Parkhill Studios.

What an incredible opportunity for Hawke's Bay! In these uncertain and difficult times, having a whole new industry established in Hawke's Bay can only be a good thing.

It will benefit and attract not only those currently in the industry, but also existing businesses such as food, accommodation, tourism and transport providers.

As a province we would be crazy to turn this down.

Many thanks  
Anna Apatu

0276666517





**Item 2 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)**

**Ocasor Limited Submission ("Winirana") - rma20090395 Form 13 - Submission 2**

**Attachment 24**



HASTINGS DISTRICT COUNCIL  
207 Lyndon Road East  
Hastings 4122  
Private Bag 9002  
Phone 06 871 5000  
www.hastingsdc.govt.nz  
TE KAUNIHERA O HERETAUNGA

## **SUBMISSION ON LIMITED NOTIFIED RESOURCE CONSENT APPLICATION: RMA20210474**

**FORM 13 Resource Management (Forms, Fees, and Procedure) Regulations 2003**

Date Submission Received:

---

**Date Submissions Close: 5:00 pm Monday 27<sup>th</sup> June 2022**

To: Caleb Sutton  
Environmental Consents Manager  
Planning & Regulatory Services  
Hastings District Council  
Private Bag 9002  
Hastings 4156

**PERSON(S) MAKING SUBMISSION:**

Full Name of Submitter(s): Ocasor Limited

---

**APPLICATION**

This is a submission on a resource consent application from **No.8 Studios Limited** to establish screen production studios at Gordon Road and 376 Parkhill Road, Te Awanga.

LJB-016484-3-16-V1

**Item 2 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)**

**Ocasor Limited Submission ("Winirana") - rma20090395 Form 13 - Submission 2**

**Attachment 24**



HASTINGS DISTRICT COUNCIL  
207 Lyndon Road East  
Hastings 4122  
Private Bag 9002  
Phone 06 871 5000  
www.hastingsdc.govt.nz  
TE KAUNIHERA O HERETAUNGA

**1. The specific parts of the application that my submission relates to are:**

*(Please continue on separate sheet(s) if necessary)*

See attached.

**2. My submission is:** *(whether you support, oppose or are neutral regarding the application or specific parts of it and the reasons for your views. (Please continue on separate sheet(s) if necessary)*

The application is opposed for the reasons set out in the pages attached to this submission.

**3. I / We seek the following decision from the Hastings District Council (as consent authority):**

*(Please give precise details, including whether you wish the applicant to be granted or declined or are neutral, and if applicable, the parts of the application you wish to have amended and the general nature of any conditions sought) (Please continue on separate sheet(s) if necessary)*

See attached.

**4. I wish to be heard in support of my submissions, or**

☒

**I do not wish to be heard in support of my submissions**

☐

**5. If others make a similar submission I will consider presenting a joint case with them at any hearing, or**

☒

**I do not wish to present a joint case**

☐

Signed: Mark Morice

A handwritten signature in blue ink, appearing to read "Mark Morice".

Date: 27 June 2022

Postal address for service of submitter: (If an organisation, include contact person)

Ocasor Ltd  
C/- Morice Ltd  
PO Box 12252  
Napier 4144

For: Mark Morice

Daytime Phone No: 06 835 7415 or 0274 356 506

E-Mail: mark@morice.co.nz

LJB-016484-3-16-V1



**Item 2 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)**

**Ocasor Limited Submission ("Winirana") - rma20090395 Form 13 - Submission 2**

**Attachment 24**



HASTINGS DISTRICT COUNCIL  
207 Lyndon Road East  
Hastings 4122  
Private Bag 9002  
Phone 06 871 5000  
[www.hastingsdc.govt.nz](http://www.hastingsdc.govt.nz)

TE KAUNIHERA O HERETAUNGA

**Note:**

1. The closing date for serving submissions on the consent authority is the 20<sup>th</sup> working day after Limited Notification is given under Section 95B of the Resource Management Act 1991.
2. You must serve a copy of your submission on the applicant (details in attached application) as soon as reasonably practicable after you have served your submission on the Hastings District Council.
3. A signature is not required if you make your submission by electronic means.
4. If you wish for the application to be heard by independent commissioner(s) rather than the council, this can be requested up until 5 working days after the close of submissions. (Note: requesting independent commissioner(s) is subject to costs).
5. No submission can be made in regard to trade competition.
6. All submissions (including name and contact details) are published and made available to elected members and the public. Personal information will also be used for the administration of this resource consent.

LJB-016484-3-16-V1

**Matters for inclusion in submission opposing resource consent application  
by No. 8 Studios Limited**

- 1 Ocasor Limited is the owner of “Winirana”, an 863 hectare mixed use forestry and farming property contained within Records of Title HBP3/1324 and HBP4/57 (**The Property**).
- 2 The Property has a Rural zoning under the Hastings District Council Operative District Plan.
- 3 Land based primary production is a permitted activity in the Rural zone in the District Plan provided the activity complies with the General Performance Standards and Terms in Section 5.8 and the relevant Specific Performance Standards and Terms in Section 5.9. The current land use at Winirana (forestry and farm) complies with those standards and terms, which means that Ocasor can make and implement decisions about its land based primary production activities unimpeded by the activities of its current neighbours.
- 4 Objectives and policies in the Operative District Plan:
  - 4.1 Recognise that activities associated with rural production can generate significant amounts of noise. That is the case in relation to forestry activities.
  - 4.2 Require new activities to accept existing amenity levels and accepted management practices for primary production.
  - 4.3 Require consideration of potential reverse sensitivity effects.
- 5 The forestry activities which generate noise include periodic harvesting for significant lengths of time. There are other activities (not limited to) helicopter spraying for pre and post plant operations, pre-plant land preparation operations, thinning and production thinning mid-rotation. The timing of these events is largely dictated by contractor availability, log markets, and optimum timing for the regime growth.
- 6 At its closest point, the proposed screen production studio facility is located 220 metres from the boundary shared with Winirana’s forestry block. There is potential for conflict between those forestry activities and outdoor film production in particular. There is clearly potential for reverse sensitivity effects.
- 7 While the applicant has indicated that outdoor filming would have to give way to any other activity, including Winirana’s, that comment seems to be based on an assumption that noise generating activities from the forestry operation are limited to relatively infrequent harvesting operations. That is not the case.
- 8 The Styles Report acknowledges that there may be activities undertaken from time to time which adversely affect filming and production work – which include forestry harvesting, helicopter work and aerial top dressing.
- 9 The application provides no detail of:
  - 9.1 The acoustic treatment proposed to be applied to the studio buildings.
  - 9.2 Any other measures to ensure that it does not attempt to constrain noise effects from the forestry block which is an established and legitimate rural activity in this zone.

LJB-016484-3-13-V1

- 10 The applicant's indication that filming would give way to any other activities, and so will not generate reverse sensitivity effects, should be reflected in conditions of consent.
- 11 No detail is supplied as to the ability if the leased land might be subdivided from the parent title in the future.
- 12 A reverse sensitivity covenant should be required.
- 13 Ocasor oppose the application and seek that it be declined. It will however review its position if the applicant offers up consent conditions which address the concerns raised in this submission.

LJB-016484-3-13-V1







HASTINGS DISTRICT COUNCIL  
207 Lyndon Road East  
Hastings 4122  
Private Bag 9002  
  
Phone 06 871 5000  
www.hastingsdc.govt.nz  
  
TE KAUNIHERA O HERETAUNGA

## SUBMISSION ON LIMITED NOTIFIED RESOURCE CONSENT APPLICATION: RMA20210474

FORM 13 Resource Management (Forms, Fees, and Procedure) Regulations 2003

Date Submission Received:

Date Submissions Close: **5:00 pm Monday 27<sup>th</sup> June 2022**

To: Caleb Sutton  
Environmental Consents Manager  
Planning & Regulatory Services  
Hastings District Council  
Private Bag 9002  
Hastings 4156

### PERSON(S) MAKING SUBMISSION:

Full Name of Submitter(s):

*Marc + Joanne Anderson*

### APPLICATION

*373 Parkhill Road, Te Awanga.*

This is a submission on a resource consent application from **No.8 Studios Limited** to establish screen production studios at Gordon Road and 376 Parkhill Road, Te Awanga.



HASTINGS DISTRICT COUNCIL  
207 Lyndon Road East  
Hastings 4122  
Private Bag 9002  
Phone 06 871 5000  
www.hastingsdc.govt.nz  
TE KAUNIHERA O HERETAUNGA

1. The specific parts of the application that my submission relates to are:

(Please continue on separate sheet(s) if necessary)

\* Roadway access from Parkhill Road

\* Why not access of Clifton Road / Gordon Road and existing farm roadway servicing Outfox / Cricket Ground / farm.

2. My submission is: (whether you support, oppose or are neutral regarding the application or specific parts of it and the reasons for your views. (Please continue on separate sheet(s) if necessary)

\* C/o, per our email dated 21/3/22 (NOC - attached)  
Increased noise due to additional traffic to service Studio.

\* No.8 Studio advised Parkhill Road was to be widened and new walking - we requested drawings to be provided.

\* Safety for road users + public walking / cycling on Parkhill Road

3. I / We seek the following decision from the Hastings District Council (as consent authority):

(Please give precise details, including whether you wish the applicant to be granted or declined or are neutral, and if applicable, the parts of the application you wish to have amended and the general nature of any conditions sought) (Please continue on separate sheet(s) if necessary)

\* East Road / Parkhill road junction - blind corner when turning into Parkhill Road (new miss)

\* Do not want turning circle outside our driveway (373 Parkhill Road)

\* Note, Te Awanga Vinyard shingle road being used by public at all hours of the day, with new roadway Parkhill Road, the shingle driveway will get more traffic as well as studio traffic





HASTINGS DISTRICT COUNCIL  
207 Lyndon Road East  
Hastings 4122  
Private Bag 9002  
Phone 06 871 5000  
www.hastingsdc.govt.nz  
TE KAUNIHERA O HERETAUNGA

4. I wish to be heard in support of my submissions, or ☐  
I do not wish to be heard in support of my submissions ☐
5. If others make a similar submission I will consider presenting  
a joint case with them at any hearing, or ☒  
I do not wish to present a joint case ☐

Signed: \_\_\_\_\_

Date: \_\_\_\_\_

Postal address for service of submitter: (If an organisation, include contact person)

373 Parkhill Road, Te Anau

Daytime Phone No: \_\_\_\_\_

027 455 5415

E-Mail: \_\_\_\_\_

marc.anderson@gmail.com

**Note:**

1. The closing date for serving submissions on the consent authority is the 20<sup>th</sup> working day after Limited Notification is given under Section 95B of the Resource Management Act 1991.
2. You must serve a copy of your submission on the applicant (details in attached application) as soon as reasonably practicable after you have served your submission on the Hastings District Council.
3. A signature is not required if you make your submission by electronic means.
4. If you wish for the application to be heard by independent commissioner(s) rather than the council, this can be requested up until 5 working days after the close of submissions. (Note: requesting independent commissioner(s) is subject to costs).
5. No submission can be made in regard to trade competition.
6. All submissions (including name and contact details) are published and made available to elected members and the public. Personal information will also be used for the administration of this resource consent.

---

**Marc Anderson**

---

**From:** Shane Lambert <shanerl@hdc.govt.nz>  
**Sent:** Monday, 20 June 2022 11:52 AM  
**To:** Bruce Conaghan; Marc Anderson  
**Cc:** Janeen Kydd-Smith; Raoul Oosterkamp  
**Subject:** RE: Limited Notified Resource Consent Application; Anderson 373 Parkhill Road 'Affected Persons'

Thanks very much Bruce

Marc please see below response from Bruce

Kind regards

Shane

SHANE LAMBERT  
TEAM LEADER ENVIRONMENTAL CONSENTS/SUBDIVISION



**HASTINGS**  
DISTRICT COUNCIL  
*Te Kaitiaki o Te Awa o Haurua*



**HASTINGS**  
HEART OF HAWKE'S BAY

Phone (06) 871 5000  
Email [shanerl@hdc.govt.nz](mailto:shanerl@hdc.govt.nz) Web [hastingsdc.govt.nz](http://hastingsdc.govt.nz)  
Hastings District Council, Private Bag 9002, Hastings 4156, New Zealand

---

**From:** Bruce Conaghan  
**Sent:** Monday, 20 June 2022 11:47 AM  
**To:** Shane Lambert <shanerl@hdc.govt.nz>  
**Cc:** Janeen Kydd-Smith <janeen@sageplanning.co.nz>; Raoul Oosterkamp <raoulo@hdc.govt.nz>  
**Subject:** RE: Limited Notified Resource Consent Application; Anderson 373 Parkhill Road 'Affected Persons'

Shane,

My comments as below.

Item 2 : The roadway will be widened to 6.0m and sealed over the length from the Kindergarten to the Te Awanga Estate entrance with a centreline marked with this to be undertaken by the applicant. Note that there is no requirement for the applicant to provide a separate pathway adjacent to Parkhill Road as the TIA has noted that there would be almost no demand from staff for the walkway.

Item 3 : The only improvements envisaged will be localised widening to accommodate larger vehicles turning at the intersection primarily serving the Film Studio. It was noted that forward visibility for traffic turning right into Parkhill Road from East Road is just short of the recommended distance for the speed environment when taken from the limit line of the right turn bay. Bear in mind that any improvements have to be undertaken within the existing road reserve. At detailed design stage, we can look to see whether there are opportunities to enhance the design put forward by the applicant.

Hope that assists.

Regards.  
Bruce C.

BRUCE CONAGHAN  
TRANSPORTATION POLICY AND PLANNING MANAGER



Phone (06) 871 5000 Mobile 027 235 0534  
Email [brucec@hdc.govt.nz](mailto:brucec@hdc.govt.nz) Web [hastingsdc.govt.nz](http://hastingsdc.govt.nz)  
Hastings District Council, Private Bag 9002, Hastings 4156, New Zealand

---

**From:** Shane Lambert [<mailto:shanerl@hdc.govt.nz>]  
**Sent:** Thursday, 16 June 2022 2:49 PM  
**To:** Marc Anderson <[Marc.Anderson@mclbuild.co.nz](mailto:Marc.Anderson@mclbuild.co.nz)>  
**Cc:** Janeen Kydd-Smith <[janeen@sageplanning.co.nz](mailto:janeen@sageplanning.co.nz)>; Raoul Oosterkamp <[raoulo@hdc.govt.nz](mailto:raoulo@hdc.govt.nz)>; Bruce Conaghan <[brucec@hdc.govt.nz](mailto:brucec@hdc.govt.nz)>  
**Subject:** RE: Limited Notified Resource Consent Application; Anderson 373 Parkhill Road 'Affected Persons'

Hi Marc

Following up, and now that this resource consent RMA20210474 has been re-notified to you - as you should have received. Noting the submissions close on 27 June 2022.

Please see my comments below in green under each of your points/questions. Bruce and Raoul please note below where I mention you. Bruce if we could get your assistance on this one please in terms of the transport questions.

Kind regards

Shane

SHANE LAMBERT  
TEAM LEADER ENVIRONMENTAL CONSENTS/SUBDIVISION



Phone (06) 871 5000  
Email [shanerl@hdc.govt.nz](mailto:shanerl@hdc.govt.nz) Web [hastingsdc.govt.nz](http://hastingsdc.govt.nz)  
Hastings District Council, Private Bag 9002, Hastings 4156, New Zealand

---

**From:** Marc Anderson [<mailto:Marc.Anderson@mclbuild.co.nz>]  
**Sent:** Monday, 21 March 2022 4:47 PM  
**To:** Shane Lambert <[shanerl@hdc.govt.nz](mailto:shanerl@hdc.govt.nz)>  
**Cc:** Sarah Vidler <[sarahv@hdc.govt.nz](mailto:sarahv@hdc.govt.nz)>; Liam Wang <[liamw@hdc.govt.nz](mailto:liamw@hdc.govt.nz)>  
**Subject:** RE: Limited Notified Resource Consent Application; Anderson 373 Parkhill Road 'Affected Persons'

Shane – thanks for call, as we have been trying to get in contact with HDC representative to understand project in regards 'HDC Consent notes 1-9 for affected persons, in particular no 3', with no luck over past 3-4 weeks.

Hi Marc – this form is in regard to affected persons consent and whether you and your wife wish to sign it. I understand you have also previously talked with Janeen Kydd-Smith on this also. See my below answers, and if theres anything about the proposal you wish to discuss please come back to Janeen and I. More than happy to meet with you if that is of assistance.



As per phone call – we currently refuse to give consent on following basis.

- 1) Meeting held with No8 Studios, they advised that surrounding neighbours (Parkhill Road) were OK with project and they had recently had meetings with (Deakins, Kights, etc), which is not the case.

It sounds like there remains a mix of views on the proposal, we acknowledge your comment but cannot speak on behalf of the applicant and what they might have said to you or with neighbours unless they have recorded and shared this with HDC.

- 2) We were advised roadway/walkway along Parkhill Road (Kindergarten – Te Awanga Estate was going to be constructed as part of development. When we requested drawing, No 8 Studios advised this was by HDC and take-up with HDC.

See the attached plans and drawings received with the application, see pages 24-28 of the Traffic Report by Urban Connections. Bruce if you have any further detail on this could you provide to Marc please?

- 3) Traffic control East Road/Parkhill junction and blind corner, we were advised take-up with HDC.

I have passed this on to Bruce Conaghan. Bruce could you or your team advise Marc please on any planned works at the East Road Parkhill junction. Please cc myself and Janeen on this?

- 4) How to control Te Awanga vineyard gravel road, as this gravel road has now become 'public roadway' over the past years and with new Parkhill Road upgrade this gravel vineyard road will take more traffic as short-cut. No 8 Studios advised Te Awanga Estate were installing gates/judder bars to control traffic. We wanted to see drawings for scope. No 8 Studios advised this was by Te Awanga Estate and take-up with Te Awanga Estate.

Please see the attached information supplied by the applicants Planning consultant on 13 June and attached plans dated 9 June 2022.

- 5) No 8 Studios advised us to discuss project with 'Sam Faulkner, who I rang', when I went to HDC to discuss with Planners they did not know of 'Sam Faulkner' which was of concern.

Sam Faulknor used to be a Project Manager within the Strategy and Development part of HDC.

Sam no longer works at HDC. If you wanted to talk with someone from that team I would suggest calling Raoul Oosterkamp who was Sams manager. I have cc'd Raoul.

- 6) Proposal states 2no Studios, what stops developing into larger complex.

The proposal will be assessed against what is proposed as part of the application only.

If the current Resource Consent was seen through to decision and it were granted, the applicant could potentially seek in the future to then apply to increase the size of the complex. That would need a new resource consent and its difficult to comment on how it might be assessed, especially as the current resource consent has not been processed to a conclusion (grant or decline) yet.

- 7) Why can't project roadway come from Gordon Road.

That's not part of the resource consent lodged.

The applicant could look at this as part of a separate new resource consent if they wished too.

Regards



Marc Anderson  
PROJECT MANAGER

M 027 455 5415  
P 06 876 0252 ext 824  
E [marc.anderson@mclbuild.co.nz](mailto:marc.anderson@mclbuild.co.nz)  
[www.mclbuild.co.nz](http://www.mclbuild.co.nz)

---

**From:** Shane Lambert <[shanerl@hdc.govt.nz](mailto:shanerl@hdc.govt.nz)>  
**Sent:** Thursday, 17 March 2022 4:14 PM  
**To:** Marc Anderson <[Marc.Anderson@mclbuild.co.nz](mailto:Marc.Anderson@mclbuild.co.nz)>  
**Cc:** Sarah Vidler <[sarahv@hdc.govt.nz](mailto:sarahv@hdc.govt.nz)>; Liam Wang <[liamw@hdc.govt.nz](mailto:liamw@hdc.govt.nz)>  
**Subject:** RE: Limited Notified Resource Consent Application

Hi Marc

Thanks for your time on the phone today

Please don't hesitate to send through any questions you have on the proposed Resource Consent RMA20210474 and we will do our best to answer them.

Kind regards

Shane

SHANE LAMBERT  
TEAM LEADER ENVIRONMENTAL CONSENTS/SUBDIVISION



Phone (06) 871 5000  
Email [shanerl@hdc.govt.nz](mailto:shanerl@hdc.govt.nz) Web [hastingsdc.govt.nz](http://hastingsdc.govt.nz)  
Hastings District Council, Private Bag 9002, Hastings 4156, New Zealand

---

**From:** Liam Wang  
**Sent:** Thursday, 17 March 2022 7:40 AM  
**To:** Shane Lambert <[shanerl@hdc.govt.nz](mailto:shanerl@hdc.govt.nz)>  
**Cc:** Sarah Vidler <[sarahv@hdc.govt.nz](mailto:sarahv@hdc.govt.nz)>  
**Subject:** FW: Limited Notified Resource Consent Application

---

**From:** Marc Anderson [<mailto:Marc.Anderson@mclbuild.co.nz>]  
**Sent:** Wednesday, 16 March 2022 5:08 PM  
**To:** Sarah Vidler <[sarahv@hdc.govt.nz](mailto:sarahv@hdc.govt.nz)>  
**Cc:** Liam Wang <[liamw@hdc.govt.nz](mailto:liamw@hdc.govt.nz)>  
**Subject:** RE: Limited Notified Resource Consent Application

Sarah – can you give me call in morning, on why we have been given all these downloads ??? before I print.

As per previous discussions – our main concern is Rooding 'Parkhill Road in regards controlling speeds, public walkway Parkhill Road, Parkhill/East Road junctio etc. Which has been verbally advised by No8 Studios but nothing drawn-up to confirm what HDC is going to do.







HASTINGS DISTRICT COUNCIL  
207 Lyndon Road East  
Hastings 4122  
Private Bag 9002  
Phone 06 871 5000  
[www.hastingsdc.govt.nz](http://www.hastingsdc.govt.nz)  
TE KAUNIHERA O HERETAUNGA

## SUBMISSION ON LIMITED NOTIFIED RESOURCE CONSENT APPLICATION: RMA20210474

FORM 13 Resource Management (Forms, Fees, and Procedure) Regulations 2003

Date Submission Received:

---

Date Submissions Close: **5:00 pm Monday 27<sup>th</sup> June 2022**

To: Caleb Sutton  
Environmental Consents Manager  
Planning & Regulatory Services  
Hastings District Council  
Private Bag 9002  
Hastings 4156

### PERSON(S) MAKING SUBMISSION:

Full Name of Submitter(s): Helen Carole McNaughten on behalf of Te Awanga Kindergarten

---

### APPLICATION

This is a submission on a resource consent application from **No.8 Studios Limited** to establish screen production studios at Gordon Road and 376 Parkhill Road, Te Awanga.



HASTINGS DISTRICT COUNCIL  
207 Lyndon Road East  
Hastings 4122  
Private Bag 9002  
Phone 06 871 5000  
www.hastingsdc.govt.nz  
TE KAUNIHERA O HERETAUNGA

1. The specific parts of the application that my submission relates to are:

(Please continue on separate sheet(s) if necessary)

As per attached submission

2. My submission is: (whether you support, oppose or are neutral regarding the application or specific parts of it and the reasons for your views. (Please continue on separate sheet(s) if necessary)

As per attached submission

3. I / We seek the following decision from the Hastings District Council (as consent authority):

(Please give precise details, including whether you wish the applicant to be granted or declined or are neutral, and if applicable, the parts of the application you wish to have amended and the general nature of any conditions sought) (Please continue on separate sheet(s) if necessary)

As per attached submission



HASTINGS DISTRICT COUNCIL  
207 Lyndon Road East  
Hastings 4122  
Private Bag 9002  
Phone 06 871 5000  
www.hastingsdc.govt.nz  
TE KAUNIHERA O HERETAUNGA

4. I wish to be heard in support of my submissions, or ☒
- I do not wish to be heard in support of my submissions ☐
5. If others make a similar submission I will consider presenting a joint case with them at any hearing, or ☒
- I do not wish to present a joint case ☐

Signed: [Signature]

Date: 27.06.22

Postal address for service of submitter: (If an organisation, include contact person)

Napier Free Kindergarten Assn  
P.O. Box 4298  
Marewa  
Napier

Daytime Phone No: 027 4423163

E-Mail: gm@napierkindergartens.co.nz

**Note:**

1. The closing date for serving submissions on the consent authority is the 20<sup>th</sup> working day after Limited Notification is given under Section 95B of the Resource Management Act 1991.
2. You must serve a copy of your submission on the applicant (details in attached application) as soon as reasonably practicable after you have served your submission on the Hastings District Council.
3. A signature is not required if you make your submission by electronic means.
4. If you wish for the application to be heard by independent commissioner(s) rather than the council, this can be requested up until 5 working days after the close of submissions. (Note: requesting independent commissioner(s) is subject to costs).
5. No submission can be made in regard to trade competition.
6. All submissions (including name and contact details) are published and made available to elected members and the public. Personal information will also be used for the administration of this resource consent.



## Submission on Limited Notified Resource Consent Application : RMA20210474

Full Name of Submitter: Te Awanga Kindergarten, 204 Parkhill Rd, RD10, Hastings  
Contact Name: Helen McNaughten, General Manager, gm@napierkindergartens.co.nz

### Who we are:

Te Awanga Kindergarten is a not-for-profit community led kindergarten and is very important to the hundreds of local families who have sent or will send their children for exceptional, low cost, high quality early childhood education. It is a core part of Haumoana, Te Awanga, Clifton and Tuki Tuki communities. It is situated hard up against the road on the corner of Raymond and Parkhill roads intersection and is a notified party.

**Summary:** Te Awanga Kindergarten appreciates the economic value of the proposed application from No.8 Studios Limited ("Applicant") to establish screen production studios at Gordon Road and 376 Parkhill Road, Te Awanga ("Studios"). However, there are also significant potential harms to such a proposal that must be mitigated to the best extent possible. The Applicant has already identified many of these and adopted some mitigations - Te Awanga Kindergarten greatly appreciates these efforts. Te Awanga Kindergarten also suggests some further mitigations for some of the risks not already resolved.

Te Awanga Kindergarten is therefore supportive of the application subject to Gordon Road being the access to the site for all road vehicle access OR if Parkhill Road is used, the below solutions are incorporated as conditions to the consent:

- 1) As adopted by the Applicant in its Consent application - Install slip road by the kindergarten for safe dropping off/picking up of children<sup>1</sup> as per the diagram provided incl:
  - a) Provision of around 20 angle parks on the Parkhill verge adjacent the kindergarten
  - b) Island or Barrier between road and slip road and parking
  - c) Flush median for cars turning into Kindergarten parking slip road
  - d) Splitter island installed at Raymond and Parkhill Road intersection
  - e) Road to be realigned or widened to allow adequate space for (a)-(d)
  - f) Installation of extra lighting at the Raymond and Parkhill Road intersection
  - g) Relocation of existing 25km/ht signs
- 2) Roundabout installed at Raymond and Parkhill Road intersection
- 3) Pedestrian and cycle underpass / Install raised zebra pedestrian crossing platforms
- 4) Shared Footpath/cycleway along Parkhill Road
- 5) Contribution to expansion of kindergarten to account for roll growth
- 6) Planting of trees and monitoring of noise and fumes
- 7) Undertaking to engage with Kindergarten for early childhood care if required (not to create private ece service, creche or daycare)
- 8) 1-4 is constructed prior to work beginning on the Studios to avoid the brunt of the traffic impact.

<sup>1</sup> Figure 11, Section 95A and 95B Notification Report for Land Use Consent Application and Figure 11 Land Use Consent Application to Establish and Operate a Screen Production Studio 16, September 2021, Mitchell Daysh

Below we set out our concerns in more detail:

#### A. Concerns of Parkhill Road Access

##### 1) Safety of turning into and parking at Te Awanga Kindergarten

It is Te Awanga Kindergarten's view that the Applicant has adopted the relevant mitigation measures in its consent application for the risks associated with kindergarten parking (see section 3.6.3.2 and Figure 11 of the Land Use Consent Application to Establish and Operate a Screen Production Studio 16, September 2021, Mitchell Daysh). However, as noted, this is subject to the Council's authorisation and the consent condition should specify that the required roading upgrades must be completed prior to any SPS activities commencing.

During its engagement with Iwi<sup>2</sup> and the Council<sup>3</sup> during the consent process the Applicant has already pledged it will undertake the above. Primarily centred on safety concerns of our children, the issues are serious, promises should be kept and therefore should not just be a "goodwill gesture by the Applicant"<sup>4</sup> but a condition to consent.

It is also noted that edge of kindy/school boundary to the white line of road edge is only 8m at the narrowest point. This means the road may need to be slightly moved to make these measures a reality.

##### **Mitigation required:**

- **As adopted by the Applicant in its Consent application - Install slip road by the kindergarten for safe dropping off/picking up of children<sup>5</sup> as per the diagram provided incl:**
  - **Provision of around 20 angle parks on the Parkhill verge adjacent the kindergarten**
  - **Island or Barrier between road and slip road and parking**
  - **Flush median for cars turning into Kindergarten parking slip road**
  - **Splitter island installed at Raymond and Parkhill Road intersection (unless a roundabout is installed)**
  - **Road to be realigned or widened to allow adequate space for (a)-(d)**
  - **Installation of extra lighting at the Raymond and Parkhill Road intersection**
  - **Relocation of existing 25km/ht signs**

##### 2) Safety of Raymond Rd and Parkhill Road intersection

The Raymond Rd and Parkhill Road intersection is already extremely dangerous and while the volume of recorded road accidents is low the volume of near misses is high and likely to become worse.

<sup>2</sup> Minutes of Hui A Hapu, Thursday 24 June 2021, page 3, Traffic Assessment

<sup>3</sup> 2.2.10, page 12, and as per Figure 11, Section 95A and 95B Notification Report for Land Use Consent Application

<sup>4</sup> Letter dated 17 November 2021, from Tony Harrison, Technical Director, Urban Connection to Janeen Kydd-Smith, Consultant Planner, Hastings Council, Section 9

<sup>5</sup> Figure 11, Section 95A and 95B Notification Report for Land Use Consent Application and Figure 11 Land Use Consent Application to Establish and Operate a Screen Production Studio 16, September 2021, Mitchell Daysh

It is extremely hard to turn right across the intersection. As the Applicant's Traffic Impact assessment indicated<sup>6</sup> there is a visibility restriction.

There is no doubt there will be a substantial increase in traffic with the proposal going ahead. Although there are indications that some of the traffic will go through outside of kindy hours there are no assurances, incentives or enforcement for this to be maintained. In any event, the Kindergarten Association may review whether to extend its hours to meet the needs of the community better (e.g offering later finish times to meet the needs of all parents who work full time).

The increased traffic will magnify the danger of the intersection and it would be only a matter of time before a serious accident occurs.

Rural or rural fringe roundabouts in New Zealand have been shown to have "large reductions in the frequency and severity of crashes"<sup>7</sup>. Roundabouts can be engineered to ensure large trucks can easily navigate them and given the school zone means slower speeds are required, the suitability of a roundabout to this intersection cannot be ignored.

**Mitigation required:**

- Roundabout to be installed at Raymond Rd and Parkhill Road intersection

3) Safety of children navigating Parkhill Road

A high number of our families bike or walk to kindergarten and school<sup>8</sup>. The children travel along Parkhill Road (both coming from Haumoana direction and the Te Awanga direction). This is supported by the observations of the Applicant's Traffic Impact Report<sup>9</sup>. These numbers are only anticipated to increase with more incentives to avoid driving and the cost of fuel spiralling.

47<sup>10</sup> purpose built bicycle stands are to be built by the Applicant<sup>11</sup>. These cyclists, the children attending kindy and school plus the growing tourist numbers in the area travelling by bicycle mean that there will be large numbers of vulnerable road users on Parkhill Road. With large trucks with limited visibility and increase in vehicle numbers, it is extremely important to ensure their safety.

With large numbers of trucks travelling up and down this road and the very young ages of the cyclists, we recommend a shared footpath/cycleway to be created (as opposed to a cycle-lane as

<sup>6</sup> Traffic Impact assessment No 8 Film Production Studios, Urban Connections, August 2021, s 8.5.1 as shown in Figure 26

<sup>7</sup> RURAL ROUNDABOUTS AND THEIR APPLICATION IN NEW ZEALAND Grant Thomas, Downer Construction (NZ) Ltd Alan Nicholson, University of Canterbury.

<sup>8</sup> 67% of children aged 6-8 informally surveyed in Room 3 at Haumoana School have biked or walked to school at least once. This is equivalent to roughly 130 kids when extrapolated against the school and kindy combined rolls.

<sup>9</sup> Traffic Impact assessment No 8 Film Production Studios, Urban Connections, August 2021, s 8.3.1

<sup>10</sup> Traffic Impact assessment No 8 Film Production Studios, Urban Connections, August 2021, s 8.4

<sup>11</sup> Assessment against relevant Standards of the Hastings District Plan, page 8, 26.1.7B Infrastructure to support Alternative Transport Modes "A total of 52 bicycle stands would be required for 259 on site carparks...Will Comply".



part of the road). We envisage a limestone path type idea which is in keeping with other local amenities and would hopefully keep costs down too.

This is in keeping with the stated goals of the New Zealand Transport Authority Waka Kotahi<sup>12</sup> of "Community environments and transport systems that support walking and cycling" and "Improved safety for walkers and cyclists" and the Hawkes Bay Regional Council Cycle Plan<sup>13</sup>.

**Mitigation required:**

- Shared Footpath/cycleway along Parkhill Road

4) Safety of children crossing Raymond Rd and Parkhill Road intersection

One key pain point of the Raymond Rd and Parkhill Road intersection is children having to cross Parkhill Road to get to the kindergarten or school. This is exceptionally hard with cars turning onto the road with limited visibility (as noted in the Applicant's Traffic Impact Assessment), cars pulling out of parks at the kindergarten and school and heavy traffic.

We noted the Applicant is putting in a stock underpass for the new road from the end of Parkhill Road to the Site [insert ref]. Child safety should be treated at least as important as stock safety or movement and we would advocate that similar funds should be directed towards a safer well lit underpass for children at a dangerous intersection.

Other alternate options Te Awanga discussed and reviewed included a truck underpass (discounted due to high cost) and raised platform crossings. While raised platforms slow traffic, they do not necessarily mean a safer crossing experience for children (and often confuse even those with road crossing experience!). They also increase noise as vehicles brake, slow, pass over them and accelerate and vision impaired pedestrians and children may not be aware they are entering the roadway on a raised platform. Therefore, if raised platforms are chosen we ask that they at least also include zebra crossings or mid-block pedestrian signals.

We note the proposed positioning of the raised crossings is very close to the actual Parkhill Road, Raymond Rd intersection creating another potential hazard for vehicles to to navigate around and potentially creating traffic build ups. We propose the pedestrian crossings be located further back from the intersection.

**Mitigation required:**

- Pedestrian and cycle underpass /
- Reposition instalment of raised pedestrian platforms as specified in the Applicant's Traffic Impact assessment and Land Use Consent Application with zebra crossings or mid-block pedestrian signals.

5) Health and Safety and the kindergarten - Noise and fumes

The kindergarten has had, and will have, children enrolled with special needs such as autism. For some, noise and strong smells can be sensory stimuli that is very unsettling and distressing which may lead in some cases to aggressive behaviour and/or other adverse impacts on the child.

<sup>12</sup> Pedestrian planning and design Guide

<sup>13</sup> <https://www.hbrc.govt.nz/assets/Document-Library/Plans/Regional-Cycling-Plan/Hawkes-Bay-Regional-Cycle-Plan-2015.pdf>

Excessive noise can have other health and safety concerns such as limiting the ability to give instructions during play or an emergency - for example if a child was about to do something risky or dangerous, the first reaction a teacher may have is to call out to the child or a nearby staff member. However if large trucks are going past, the child or staff member may not hear. Similarly teachers may not hear an altercation between children occurring, or that a child is hurt and needs attention.

The kindergarten is purpose built and designed for outdoor use. It is important for the kindy to maintain its open aspect and views which feature as part of its marketing as a rural kindergarten that enjoys a quiet rural location. However this needs to be balanced against the likely impact of the noise and fumes.

**Mitigation required:**

- **Applicant to work with kindergarten and provide some shrubs/trees or other noise reducing barrier as required to mitigate noise and fumes.**
- **Applicant to monitor noise and fume levels of traffic and report results to Te Awanga kindergarten**

**B. Growth of roll**

As a not for profit organisation our full financial resources are used to benefit our kindergartens and children, ensuring exceptional high quality early childhood education at the lowest possible cost to parents and caregivers. With the proposed additional 700 local jobs we expect pressure to come onto our roll. We would like to call upon this \$60m development to support the kindergarten's resourcing for the expansion required to meet this need.

**Mitigation required:**

- **Contribution to expansion of kindergarten (e.g. mezzanine floor or doors installed to enable kindy to use back garden)**

**C. Support of community based kindergarten**

The kindergarten is an important part of the local community and would like to build a longer term relationship with the applicant. To avoid the kindergarten being undermined by private profit driven ECE operators we want to work with the Applicant if they have or develop a need for additional early childcare services beyond those currently offered by the Te Awanga kindergarten.

The applicant might wish to consider annual sponsorship of the kindergarten to help them maintain a quality service whether it be for resources or some other expenditure that would benefit the children attending.

The kindergarten has long wished to connect to the Hasting City Council water mains which run past it on the opposite side of Parkhill Road. To connect would require undertaking roadworks to bring the water under the road to the kindergarten. If significant road works are being undertaken by the applicant, this would seem to be an ideal time to connect the kindergarten to the mains water supply.

**Mitigation required:**

- **Undertake not to seek registration for licence for ECE operation**
- **Sponsorship of the kindergarten**
- **Connect main water supply while roadworks undertaken**

## **SUBMISSION ON LIMITED NOTIFIED RESOURCE CONSENT APPLICATION: RMA20210474**

### **FORM 13 Resource Management (Forms, Fees, and Procedure) Regulations 2003**

To: Caleb Sutton  
Environmental Consents Manager  
Planning & Regulatory Services  
Hastings District Council  
Private Bag 9002  
Hastings 4156

#### **PERSON(S) MAKING SUBMISSION:**

Mark and Jan Toms

Tenant - 307 Parkhill Road, Haumoana, 4180

#### **APPLICATION**

This is a submission on a resource consent application from **No.8 Studios Limited** to establish screen production studios at Gordon Road and 376 Parkhill Road, Te Awanga.

#### **We wish to see the application denied due to the following reasons:**

We signed a Tenancy Agreement on 4<sup>th</sup> April 2022 to reside at 307 Parkhill Road, Haumoana on an on-going basis.

We were attracted to the area due to its peaceful surroundings and the ambience of the quiet road. Jan is a medical secretary and works from home, so it was very important to us that we found somewhere to live that allowed for a quiet working environment.

Our residence is situated extremely close to the road so both the proposed construction of the road and a significant increase in traffic would be extremely disruptive to our living and working environments. So much so that should this go ahead, we would most certainly vacate the property. This would not be ideal as we have invested a considerable amount of time and expense into finding and relocating to the right premises. A move would create enormous financial stress and there is no guarantee we will find another home that meets our needs so well.

This development and associated traffic will result in a reduction in amenity for us, due to the increased traffic noise and vehicle volume.

Since moving to Parkhill Road, we have observed the two intersections across Raymond / Parkhill Road and East / Parkhill Road. Both intersections are extremely dangerous as they provide very limited visibility. In our opinion this has not been suitably addressed in the Traffic Reports.

We also believe that it will be difficult to implement the "Peak Hour" traffic periods and therefore there will be increased noise and traffic outside these peak periods and no doubt, throughout the entire day.



**In Summary:**

- We wish to see the Application denied.
- If the application is granted, we request an alternative access to the site is used, not via Parkhill Road.
- If the application is granted with access via Parkhill Road, we request the following conditions:
  - Requirement that Parkhill Road/East Road and Parkhill Road/Raymond Road intersections be redesigned as roundabouts to provide safer vision when turning into Parkhill Road from both accesses.
  - Make all proposed road / roundabout improvements a condition of consent and required to be built before construction of the film studio.
  - A 50km/hour speed limit on Parkhill Road
  - Provide a walking/cycling path from Raymond Road corner to the end of Parkhill Road.
  - A hedge be planted in front of our property to alleviate the impact of the noise created by the sizeable increase in road traffic on the road.

Signed:



---

Date: 26<sup>th</sup> June 2022

307 Parkhill Road, Haumoana, 4180

Daytime Phone Number: 027 453 5344

E-Mail: [mark@bd14.co.nz](mailto:mark@bd14.co.nz)

## **SUBMISSION ON LIMITED NOTIFIED RESOURCE CONSENT APPLICATION: RMA20210474**

### **FORM 13 Resource Management (Forms, Fees, and Procedure) Regulations 2003**

To:     Caleb Sutton  
         Environmental Consents Manager  
         Planning & Regulatory Services  
         Hastings District Council  
         Private Bag 9002  
         Hastings 4156

#### **PERSON(S) MAKING SUBMISSION:**

**Madeleine Riordan**

Tenant 272 Parkhill Road

#### **APPLICATION**

This is a submission on a resource consent application from **No.8 Studios Limited** to establish screen production studios at Gordon Road and 376 Parkhill Road, Te Awanga.

#### **The specific parts of the application that my submission relates to are:**

- Re-zoning from rural to industrial
- Impact on farming operations
- Road network implications and safety
- Impact on amenity value of my residence
- Economic value
- Limited notification

#### **My Submission**

##### **Re-Zoning**

I do not support the application to permit an industrial activity of such scale in this rural area. Given the size of the proposed floor area, 100 times that of Standard 5.2.6 C, I consider this to be a significant non-compliance. The scale of asphalt area for parking, loading and roading also consume a significant area of productive land. While there are already non-rural activities permitted on this property – the Clifton Cricket Club, Outfoxed, Outfield Concerts – these activities are by comparison temporary, in that they relate to events held infrequently throughout the year and the land can easily be returned for productive purposes.

I am especially concerned that such a large-scale industrial activity will have a significant detrimental impact on the community through the construction, commuter and service traffic it generates. It will greatly impact all the current residents and users of Parkhill Road as the proposed access route. I believe this has been significantly under-estimated in both volume and hours of impact in the traffic reports commissioned by the applicant.

### **Road network implications and safety**

Mostly importantly, I am extremely concerned about the road safety implications of the proposed development as I believe the traffic estimations have been understated. The Urban Connection traffic report does not appear to take account of service vehicles, contractors, deliveries that will be travelling routinely to such a significant activity, focussing on employee movements and heavy vehicles associated with construction and production set-up. I am also concerned to note the application indicates there will be water trucked in when needed, there will be wastewater trucked out, there will be generators brought in when needed, and there will be visitors to the site who will enjoy the rural access road. None of these movements appear to have been accounted for. The potential for visitor traffic in addition to other movements is also concerning.

The application notes that Te Awanga Downs will have use of the new access road. This creates the potential for customers of Outfoxed, the Cricket Club, Outfield Concerts, and function guests to approach these venues from Parkhill Road and via the new access road. Currently these users access these sites from Gordon Road. I believe it is highly likely Parkhill Road will become the preferred access route, adding to the increased traffic on Parkhill Road because of this development.

**ADDED** I am also concerned about the security implications of Parkhill Road being the main access road for a film studio development as burglaries, unauthorised street racing, and other anti-social behaviour is already a well-documented problem. As part of the proposal, I would hope to see additional security measures proposed such as an extension of the Clive Eyes CCTV system or additional funding to support community support patrols.

Much is made of the hours of operation at the film studio site being a mitigating factor to the impact of increased traffic movements. It is completely nonsensical to suggest that the impact will largely be restricted to 6-7am and 5-6pm and mostly during filming periods. An operation such as this will undoubtedly generate significantly increased traffic movements throughout the day with visitors as noted in the application, plus business meetings, trade services for maintenance of buildings, landscaping/gardening service providers, couriers, delivery vehicles for the café and other aspects, security services and many more.

The application indicates there will be 70 permanent staff, presumably generating 140 traffic movements per day. This will be all year round and not restricted to production periods. This nearly doubles the level of current movements estimated in the traffic report but again, will be a far greater impact for Parkhill Road residents east of the kindergarten. **ADDED** I ask, have shared transport options been considered for this development to reduce the volume of traffic as well as emissions from individual transportation?

I also believe the measures of current traffic movements are not accurate and presumably were taken in the vicinity of the Raymond Road/Parkhill Road intersection. Traffic movements along the eastern section of Parkhill Road beyond the kindergarten, which is a no-exit road, are significantly lower.

The safety issues with the volume of traffic are numerous. The current East Road/Parkhill Road intersection is extremely dangerous due to restricted visibility for right turning traffic. I have



experienced regular near misses at this corner when travelling by car. It is much worse when towing a trailer and also extremely dangerous for trucks and heavy vehicles.

When you are in the right turning lane waiting to turn, traffic approaching from Te Awanga often cuts this corner. There is limited space in this turning lane and if multiple vehicles are queued up waiting to turn the space for vehicles to pass safely from behind is not sufficient. The proposal to install flexi posts along the right turn bay is not sufficient mitigation.

**ADDED** An informal skate park set up for local youths and parked traffic from parents waiting to collect their children has added to the danger at this corner, as there is not sufficient space for them to park there without impeding the road lane. Any increased traffic volumes will increase these risks. There is no mention in the traffic report of increased traffic to and from Te Awanga because of the new housing development taking place there. Some of this traffic will meet film studio traffic at this dangerous intersection.

The Raymond Road/Parkhill Road intersection is also dangerous and has poor lines of sight. It is particularly dangerous to turn right from Raymond Road into Parkhill Road at this intersection as there is no visibility of traffic approaching from the western side of Parkhill Road. The traffic report suggests this is not a significant issue because few cars turn in this direction currently. It is reasonable to assume that with significantly increased traffic overall at this intersection, there will be an increase in movements from this direction as well. It can't be assumed that all film studio traffic will only come from Parkhill Road and none from Raymond Road.

The Te Awanga Kindergarten is right next to this intersection. Their play area is next to the road. Haumoana Primary School is also close by. The proposed improvements to this corner are not sufficient to address the risks to children walking and cycling and crossing the road at this corner, and also to kindergarten and school traffic. As noted above, realistically there will be increased traffic through the day which will coincide with school and kindergarten hours. There are multiple users of the eastern part of Parkhill Road beyond the kindergarten who will be at risk from the increased traffic on this section of the road, even if it is widened as proposed.

**ADDED** During winter months, poor lighting and visibility, ask for streetlamps?

Those using the road daily include cyclists, walkers, runners, school children from Te Awanga cycling through Clearview vineyard to the school, horse riders and groups of winery tour cyclists. Given the roads quiet nature many families will come down the road with their small children on bikes, riders will come up from the local farmyard zoo to ride down the road as there is plenty of grass verge as they learn to ride. Especially over the summer months, the road is frequently used by cyclists while they enjoy the local wineries. The emphasis being made is that the road is used by the community to relax and enjoy the sceneries without the concern of heavy traffic as opposed to just being a road that commuters use to get to and from work. There is no pathway for these walkers or cyclists currently and none proposed in the application to address this risk.

Beyond the Parkhill Road area, I am concerned about the implications of increased traffic on the already dangerous intersection of Mill Road and Richmond Road and the congested intersection at Mill Road and State Highway 51 at Clive, which lead into the Haumoana and Te Awanga communities. **ADDED** It is my understanding safety measures, such as the roundabout put in at the

intersection of Lawn Road and Mill Road, was only done so following the behest of the family of a young woman killed in a fatal crash there. I am especially concerned about the impact of this increased traffic in relation to the entry/exit points for local amenities such as the Black Bridge refuse centre as well as Tukituki River carparks which are accessed by many for recreational activities, as well as others like myself, who use these trails as part of my dog walking business.

#### **Impact on amenity of my residence**

As noted in the Styles Group Acoustic report, currently Parkhill Road is “quiet or very quiet for most of the time.” **ADDED** Due to the shift nature of my work, I spend several hours of the day at home enjoying the peaceful rural and coastal environment. I enjoy taking my breaks and meals on the front porch of our house which overlooks not only the sea in the distance but also the vineyard where some of the farm’s sheep graze. Out of every window in the house, we enjoy such pastoral views and as someone who grew up rurally, it was a big part of my motivation for moving to the area, in keeping with a quite coastal community. Additionally, the current low traffic volumes allow me to enjoy walking to the beachfront, nearby businesses such as the store and cafe, and around the neighbourhood as part of regular exercise I, like many others in the neighbourhood, enjoy.

**ADDED** I enjoy listening to the birdsong from my chatter, as well as watching the general neighbourhood goings by, like the school children who without fail, stop to feed and greet my pet kunekune pigs on their way to and from school. I cannot picture things being the same if the development goes ahead as planned, as the increased traffic and road safety issues I raised earlier will have a significant impact on these activities. This development and associated traffic will result in a reduction in amenity for me, my flatmates and neighbours, because of traffic noise and a much busier road.

The Styles Report notes that noise levels from additional traffic will be twice as loud as current levels and enough to cause disruption to residents. The indicative peak periods are also outside the District Plan permitted commercial activity operating hours. These early morning and evening times are currently quiet times. Vehicle movements before 7am are practically non-existent currently so the impact of the change is much greater. The application states that activity will start at 6am, which means it is likely there will be increased traffic noise between 5.30am-6.00am with workers travelling to arrive at work by then.

Early morning is often the time of day that locals are walking and cycling along the road, particularly in summer, and therefore more likely to be impacted by the film studio traffic. The evening peak period will have an impact at a time when residents are making use of their outdoor living areas, particularly in summer. The operation is 6 days per week which makes the impact on residents even more significant.

As noted above, it is ridiculous to expect there will not be increased traffic outside these peak periods.

**9-12 months construction traffic not temporary**  
**Impact on light pollution on local birdlife, including nearby Gannet Colony**

#### **Economic value**

The application notes the expected economic value of the development to the region, with increased employment opportunities directly and for ancillary services. At present there is a shortage of workers in Hawke's Bay across all sectors and occupations, so additional competition for labour is not necessarily desirable currently. An increased workforce will also require accommodation and there is currently a severe shortage of rental accommodation and affordable houses to buy, particularly within proximity to the proposed development (neighbourhoods like Clive, Haumoana, Te Awanga). **ADDED** To this effect, I am not sure the proposed site is appropriate for the economic development it aims to achieve, and wonder if there is not a more suitable location closer to town where accommodation and public transport options might be more available.

#### **Limited notification**

This is a significant development that requires a zone change and is well outside the District Plan parameters in multiple aspects. It will generate traffic that will create safety issues on the current roading network and significantly reduce amenity and impact on all residents and users of Parkhill Road. The application specifically identified the impact of traffic on Parkhill Road residents. Despite this, the Hastings District Council originally determined that there were only 2 parties affected that should be notified. A group of Parkhill Road residents and others, asked Council to reconsider or our only option to be heard would be via judicial review – an expensive and daunting process. A revised notification decision extended notification to 11 parties. It is astounding that HDC sought to make the process closed at the outset and initially refused to reconsider this, despite the concerns of residents. The marginally wider notification they have granted still excludes many residents of Parkhill Road, Parkhill Farm and Charlton Road who have serious concerns but have not been given an opportunity to make submissions. I believe this is either gross incompetence or overt bias in favour of the applicant. The HDC should be required to provide an Independent Commissioner at their expense to hear submissions to assure the parties that impartial consideration is given to all views.

#### **I seek the following decision from the Hastings District Council (as consent authority):**

- I wish to see the Application denied.
- If the application is granted, I request Council require alternative access to the site, not via Parkhill Road. There are a range of options that have not been properly considered including Gordon Road, the existing Paper road from Clifton road through Te Awanga Downs, or a new road through or adjacent to the subdivision the current landowner created in Te Awanga. The landowner has multiple access options for this development. Te Awanga Downs should bear the burden of traffic implications, not Parkhill Rd residents.
- If the application is granted with access via Parkhill Road, I request the following conditions:
  - Requirement that Parkhill Rd/East Rd intersection be re-designed as a roundabout with greatly improved lines of sight, more space for turning vehicles, separation of turning traffic lane from others by concrete median, increased length of turning lane to accommodate heavy long vehicles and queued turning traffic, at the developers cost
  - Requirement that Parkhill Rd/Raymond Rd intersection be redesigned as a roundabout to provide greater lines of sight, more space for turning vehicles, separation of turning traffic lane from others by concrete median, in addition to improvements proposed in the application – all at developer's cost
  - Make all proposed improvements a condition of consent and required to be built before construction of the film studio to ensure they happen



- Parkhill road widening to be a condition of consent, at developer's cost
- Appropriate earthworks undertaken as part of the road widening at the eastern end of Parkhill Rd to address the undulation and irregular surface arising from an historic rubbish dump site in that area, at the developer's cost
- 50km/hr speed limit on Parkhill Rd
- Provide a walking/cycling/horse-riding path from Raymond Road corner to the end of Parkhill Rd at Developer's expense
- Film studio access from Parkhill Road to be closed between 7am and 5pm when they say there will be minimal traffic. This minimal traffic can enter from Gordon Road using Te Awanga Downs access. (Provides respite for residents of Parkhill Rd, protection for the school and kindergarten and ensures this assurance is realistic)
- Proposed instructions to Truck Drivers re hours of access during Set-up be a condition of consent – Council to monitor and enforce. Fines for developer if breached.
- Drainage on Parkhill Road to be rebuilt with concrete culverts to avoid flooding of road that regularly occurs, adjacent to 272 Parkhill Road, at developer's cost
- Additional security measures be undertaken, such as the extension of the Clive Eyes CCTV system

I wish to be heard in support of my submissions and may consider joining with others if they are making a similar submission.

Signed: \_\_\_\_\_

Date: \_\_\_\_\_

Postal address for service of submitter:

272 Parkhill Road, RD10 Hastings 4180

Daytime Phone No: \_\_\_\_\_

E-Mail: \_\_\_\_\_

## **SUBMISSION ON LIMITED NOTIFIED RESOURCE CONSENT APPLICATION: RMA20210474**

### **FORM 13 Resource Management (Forms, Fees, and Procedure) Regulations 2003**

To:     Caleb Sutton  
         Environmental Consents Manager  
         Planning & Regulatory Services  
         Hastings District Council  
         Private Bag 9002  
         Hastings 4156

#### **PERSON(S) MAKING SUBMISSION:**

**Christopher Andrew Hursthouse**

Tenant 272 Parkhill Road and Farm Manager, Haddington Farm, the property on which 272 Parkhill Road is situated.

#### **APPLICATION**

This is a submission on a resource consent application from **No.8 Studios Limited** to establish screen production studios at Gordon Road and 376 Parkhill Road, Te Awanga.

#### **The specific parts of the application that my submission relates to are:**

- Development of an industrial activity in a rural zone
- Environmental Impact
- Impact on farming operations
- Road network implications and safety
- Impact on amenity value of my residence
- Economic value
- Limited notification

#### **My Submission**

##### **Industrial activity inappropriate in this location**

I do not support the application to permit a commercial/industrial activity of such scale in this rural area. The activity has no connection to the farming operation of the property. Comparison is made in the application with packhouses, but these support the food production purpose of rural land, unlike a film studio. The proposed floor area is 100 times Standard 5.2.6 C which is a significant non-compliance. The scale of asphalt area for parking, loading and roading also consume a significant area of productive land.

The application describes the site as not highly productive farmland (3.2.2), but it is a largely flat terrace that is far more productive for cropping and grass growth than the steeper hill areas of the

property. Droughts in recent years are mentioned, yet the summer of 2021-22 had plenty of rain and great growing conditions. I have worked on this farm and speak from personal experience.

The application states (3.11.1) that the building and impervious site coverage is less than 1% of the total area of the Te Awanga Downs farm, at 359ha. However, the total area of the lease for this site is the more relevant number, and at 24 ha is 6.7% of the total farm area, and 10.5% of the 229.6ha title the leased site is located in.

The application states (3.3.1) that change in character from the current rural environment is largely contained within the site itself. This ignores the significant detrimental effect of the construction, commuter and service traffic such a large-scale industrial activity will generate. I believe this has been significantly under-estimated in both volume and hours of impact in the traffic reports commissioned by the applicant. This will have a significant impact on all the current residents and users of Parkhill Road as the proposed access route.

There are already non-rural activities permitted on this property – the Clifton Cricket Club, Outfoxed, the Landing and Cape Estate function venues, and Outfield Concerts. A portion of the farm has also recently been sold for residential development adjacent to Te Awanga. Each of these non-rural activities has been considered piece-meal and each collectively along with this proposed development degrades the productive capacity of the Te Awanga Downs farm. If such non-rural activities continue to be allowed there will come a point that the property is dominated by a collection of businesses, and very likely further residential subdivision, which are not related to farming at all. The existing activities have lesser impact on the productive land area, but in my view this large-scale industrial development is the tipping point that will significantly change the rural character of the property and the surrounding area.

The application states (3.6.1) that the new access road is beneficial to Te Awanga Estate as it removes the potential for development on Te Awanga Downs to trigger formation of the paper road through the vineyard. This appears to signal further developments in future, and I believe the owners of Te Awanga Downs should be open with the community about their future plans and the potential impact on the Te Awanga community.

#### **Environmental Impact**

The site is in an area without amenities and infrastructure to support the planned activity. It does not seem realistic that an operation of this scale can be fully self-contained in terms of electricity, water supply, wastewater and stormwater.

The proposed operating hours of 6.00am to 6.00pm do not include night-time hours, though a 6pm finish in winter will be after dark. These hour limits are a proposal and not mandatory and not enforceable. It is possible that activity will occur after dark and that for security purposes the site will be lit at night, which is common at industrial sites. The location is close to the coast and the Cape Kidnappers Gannet Colony. I am concerned that such a large industrial site in this location could be harmful to sea birds. There is research to show that light pollution can cause seabirds to be disoriented and to crash and die. If the application is approved, it should be a condition that the facility close down and be dark at night.



The traffic associated with the development will have significant impact on Parkhill Road, discussed in more detail below. Parkhill Road is the boundary of the Coastal Environment Zone and the properties on the northern side are within that zone. The changes that will impact on this road and adjacent properties as a result of this development are not consistent with the aims of the policy to protect the amenity values of the coastal environment.

#### **Impact on Farming Operations**

I am the Farm Manager for the Haddington farm on Parkhill Road. I am concerned that the traffic volumes predicted for Parkhill Road will have a detrimental effect on our current farming activities. In particular, we regularly move stock from the Haddington farm to leased grazing in the vineyard on the northern side of Parkhill Road. Cattle are also moved along the road from a property at the eastern end of Parkhill Road to the Haddington farm and other grazing sites along Parkhill Road. The current low traffic volumes make these stock movements safe for the animals and motorists.

Stock trucks travel to the Haddington farm to deliver or take away stock. These large vehicles already have difficulty navigating the East Road/Parkhill Road intersection and drivers identify concerns with the poor visibility at this corner when turning right into Parkhill Road. This will be significantly more difficult and dangerous with greater traffic volumes.

#### **Road network implications and safety**

I am extremely concerned about the road safety implications of the proposed development. I believe the traffic estimates are understated. They are focussed on employee movements and heavy vehicles associated with construction and production set-up. The assumption that workers will carpool and there will be 2 people per vehicle is not realistic in my view.

The Urban Connection traffic report does not appear to take account of service vehicles, contractors, deliveries and other traffic that will be travelling routinely to such a significant activity. The application indicates (1.4.4) there will be water trucked in when needed, there will be mobile toilets trucked in for filming, there will be wastewater trucked out, there will be generators brought in when needed, and there will be visitors to the site who will enjoy the rural access road. None of these movements appear to have been accounted for.

The application notes that Te Awanga Downs will have use of the new access road (3.6.1) and an easement with right of access over Te Awanga Estate. This creates the potential for customers of Outfoxed, the Cricket Club, Outfield Concerts, and The Landing and Cape Estate function guests to approach these venues from Parkhill Road and via the new access road. Currently these users access these sites from Gordon Road. I believe it is highly likely Parkhill Road will become the preferred access route, adding to the increased traffic on Parkhill Road as a result of this development. There are no conditions proposed to prevent it. Again, this was not considered in the traffic report.

Much is made of the hours of operation at the film studio site of 6.00am to 6.00pm (1.4.3) being a mitigating factor to the impact of increased traffic movements. It is completely nonsensical to suggest that the impact will largely be restricted to 6-7am and 5-6pm and mostly during filming periods. An operation such as this will generate significantly increased traffic movements throughout the day with visitors as noted in the application (1.4.4), plus business meetings, trade services for maintenance of buildings, landscaping/gardening service providers, couriers, delivery vehicles for

the café and other aspects, security services and many more. This daytime traffic increases the disruption to current road users and safety risks for the School and Kindergarten.

The application indicates there will be 70 permanent staff (1.4.3), apparently generating 140 traffic movements per day. This will be all year round and not restricted to production periods. This nearly doubles the level of current movements estimated in the traffic report, but again, will be a far greater impact for Parkhill Road residents east of the kindergarten, where current movements are lowest.

I believe the measures of current traffic movements are not accurate. I understand counts were taken in the vicinity of the Raymond Road/Parkhill Road intersection. Traffic movements along the eastern section of Parkhill Road beyond the kindergarten, which is a no-exit road, are significantly lower.

The safety issues with the volume of traffic are numerous. The current East Road/Parkhill Road intersection is very dangerous due to restricted visibility for right turning traffic. I have experienced regular near misses at this corner when travelling by car. It is much worse when towing a trailer. It is extremely dangerous for trucks and heavy vehicles.

When you are in the right turning lane waiting to turn, traffic approaching from Te Awanga often cuts this corner. There is limited space in this turning lane and if multiple vehicles are queued up waiting to turn the space for vehicles to pass safely from behind is not sufficient. The proposal to install flexi posts along the right turn bay is not sufficient mitigation and is likely to make turning for trucks more difficult.

Increased traffic volumes will increase these risks. There is no mention in the traffic report of increased traffic to and from Te Awanga as a result of the new housing development taking place there. Some of this traffic will inevitably meet film studio traffic at this dangerous intersection.

The Raymond Road/Parkhill Road intersection is also dangerous and has poor lines of sight. It is particularly dangerous to turn right from Raymond Road into Parkhill Road at this intersection as there is no visibility of traffic approaching from the western side of Parkhill Road. The traffic report suggests this is not a significant issue because few cars turn in this direction currently. It is reasonable to assume that with significantly increased traffic overall at this intersection, there will be an increase in movements from this direction as well. It can't be assumed that all film studio traffic will only come from Parkhill Road and none from Raymond Road.

It is common for drivers not familiar with the area to get lost when travelling to the end of Parkhill Road as they will not realise they need to turn right at East Road and left at Raymond Road to stay on Parkhill Road. It seems highly likely that there will be film studio traffic that misses the turn at Raymond Road and needs to do a U-turn near the school and then make the dangerous right turn from Raymond Road to Parkhill Road.

The Te Awanga Kindergarten is right next to this intersection. Their play area is next to the road. Haumoana Primary School is also close by. The proposed improvements to this corner are not sufficient to address the risks to children walking and cycling and crossing the road at this corner, and also to kindergarten and school traffic. As noted above, realistically there will be increased

traffic through the day which will coincide with school and kindergarten hours. Harm to children from traffic fumes and noise is also a concern.

There are multiple users of the eastern part of Parkhill Road beyond the kindergarten who will be at risk from the increased traffic on this section of the road, even if it is widened as proposed. As noted above there are regular stock movements. There are also cyclists, walkers, runners, and dog walkers using this road. There are school children from Te Awanga cycling through Clearview vineyard to the school. There are horse riders, including riding groups and learner riders from local equestrian businesses on the roadside. Groups of winery tour cyclists regularly use this road. There is no pathway for walkers or cyclists currently and none proposed in the application to address this risk.

The Ramblers cycling club regularly holds Saturday cycling events at Haumoana school and uses the length of Parkhill Road in their cycling route. These cyclists use the road as there is no cycle lane. They pass through the Raymond Road/ Parkhill Road and Parkhill Road/East Road intersections. These events make this area of road quite congested already, without the addition of film studio traffic.

Beyond the immediate Parkhill Road area, there are implications of increased traffic on the already dangerous intersection of Mill Road and Richmond Road, and the congested intersection at Mill Road and State Highway 51 at Clive.

In heavy rain a section of Parkhill Road between 272 and 299 Parkhill Road regularly floods and extreme caution is needed in this area. If there will be increased traffic on the road this drainage issue will need to be addressed. It is not identified in the application or the traffic report.

The eastern end of Parkhill Road was at one time a rubbish dump. When the current road was sealed there was not correct remediation and excavation of this section of road to clear the landfill material and create a suitable base for the road. If the road is widened as proposed there will need to be appropriate excavation, removal of fill and re-establishment of a suitable base in this section of the road at the developer's expense.

There needs to be appropriate conditions regarding the road widening to ensure it meets necessary standards, if this is being done at the developer's expense.

#### **Impact on amenity value of my residence**

As noted in the Styles Group Acoustic report, currently Parkhill Road is "quiet or very quiet for most of the time." One of the reasons I chose to move to the farm cottage at 272 Parkhill Road, from my house in Havelock North, was for the peaceful rural and coastal environment. I enjoy this immensely and it would be very detrimentally affected by living on a busy road.

Below is a photograph of the view from my front porch. It is 30 metres from the road. If this development goes ahead, when I sit out there, I will not be listening to the birds and the sound of the sea – I will be seeing and hearing traffic. This will also be the case when I am working in my garden which is a form of relaxation for me, playing with my dogs outdoors, and entertaining friends outside in summer.

The bedrooms of the house face the road and will be severely affected by road noise. It will not be possible to reduce noise by fencing or high planting or we will lose the view.



This development and associated traffic will result in a severe reduction in amenity value for me and those in my household and our neighbours, due to the effect of traffic noise and a much busier road.

I am concerned about increased security risks at my home due to increased traffic and passers-by and also attracting more 'boy racers' due to widening the road, which is already an issue along Parkhill Road.

The Styles Report notes that noise levels from additional traffic will be twice as loud as current levels and enough to cause disruption to residents. The indicative peak periods are also outside the District Plan permitted commercial activity operating hours. These early morning and evening times are currently very quiet times. Vehicle movements before 7am are practically non-existent currently so the impact of the change is much greater than stated. The application states that film studio activity will start at 6am. Presumably this means a proportion of workers will be travelling even earlier to arrive at work by 6am, so there will be increased traffic noise likely between 5.30am-6.00am.

Early morning is often the time of day that myself and other locals are walking and cycling along the road, particularly in summer, and therefore more likely to be impacted by the film studio traffic. The evening peak period will have an impact at a time when myself and other residents are making use of our outdoor living areas, particularly in summer. The operation is 6 days per week which makes the impact on residents even more significant. Weekends are also a period of more use of the road by walkers, horse and bike riders, and winery cycle tour groups.

As noted above, it is ridiculous to expect there will not be increased traffic outside these peak periods. Also, as noted above, the hours of operation are proposed, not mandated. These could



extend further into the evening or night and to 7 days per week not 6 days, to meet operational pressures. If the application is approved there should be a condition of the consent to limit hours of operation to Monday to Friday to provide some respite for residents of Parkhill Road.

The construction period, with higher levels of heavy vehicle movements, is indicated to be 9-12 months. This seems incredibly optimistic for a project of this scale, particularly with risks of delays due to supply shortages, labour shortages, and COVID-19. This time estimate does not account for the period of construction to widen Parkhill Road, presumably at least 6 months or more. Nor does it take into consideration the construction of improvements at the Raymond Road intersection, perhaps another 6 months. All of these construction phases will be highly disruptive for residents of Parkhill Road and such a lengthy cumulative period can hardly be described as 'temporary' (as noted in the Styles Group report).

Heavy vehicle movements during construction and site set up for film production are of great concern. There are very infrequent heavy vehicle movements on the eastern end of Parkhill Road currently (perhaps 1 per week). The increase in these movements to 10 per day during construction and approximately 14 per day during site set-up will have a huge impact on residents of Parkhill Road. The Traffic Report notes that during site set-up truck drivers will be instructed to avoid peak periods but in email communication with Council it is noted this can't be enforced and there could be truck movements at any time of day and even at night if trucks are delayed.

I am concerned at the very vague assurances provided, which cannot be relied upon, regarding possible frequency and noise of helicopter movements to the site.

#### **Economic value**

The application notes the expected economic value of the development to the region, with increased employment opportunities directly and for ancillary services. At present there is a shortage of workers in Hawke's Bay across all sectors and occupations, so additional competition for labour is not necessarily desirable at this time. The application notes (1.2.1.1) that an important locational requirement for the development is "Accessible to residential accommodation for workers". There is very limited accommodation in Te Awanga and Haumoana and across all of Hawke's Bay.

#### **Limited notification**

This is a very significant development that requires a zone change and is well outside the District Plan parameters in multiple aspects. It will generate traffic that will create safety issues on the current roading network and significantly reduce amenity and impact on all residents and users of Parkhill Road. The application specifically identified the impact of traffic on Parkhill Road residents. Despite this, the Hastings District Council originally determined that there were only 2 parties affected that should be notified.

A group of Parkhill Road residents and others, asked Council to reconsider or our only option to be heard would be via judicial review – an expensive and daunting process. A revised notification decision extended notification to 11 parties. It is astounding that HDC sought to make the process closed at the outset and initially refused to reconsider this, despite the concerns of residents. The marginally wider notification they have granted still excludes many residents of Parkhill Road,

Parkhill Farm and Charlton Road who have serious concerns but have not been given an opportunity to make submissions

I will confirm if I am making a request for an Independent Commissioner within the required timeframe. However, I consider that given Council appears conflicted on this matter HDC should be required to provide an Independent Commissioner at their expense to hear submissions to assure the parties that impartial consideration is given to all views.

**I seek the following decision from the Hastings District Council (as consent authority):**

- I wish to see the Application denied.
- If the application is granted, I request Council require alternative access to the site, not via Parkhill Road. There are a range of options that have not been properly considered including Gordon Road, the existing Paper road from Clifton Road through Te Awanga Downs, or a new road through or adjacent to the subdivision the current landowner created in Te Awanga. The landowner has multiple access options for this development. Te Awanga Downs should bear the burden of traffic implications, not Parkhill Rd residents.
- If the application is granted with access via Parkhill Road, I request the following conditions:
  - Requirement that Parkhill Rd/East Rd intersection be re-designed as a roundabout with greatly improved lines of sight, more space for turning vehicles, separation of turning traffic lane from others by concrete median, increased length of turning lane to accommodate heavy long vehicles and queued turning traffic, improved lighting, and improved pavement surface texture as per the TIA, at the developer's cost
  - Requirement that Parkhill Rd/Raymond Rd intersection be redesigned as a roundabout to provide greater lines of sight, more space for turning vehicles, separation of turning traffic lane from others by concrete median, in addition to improvements proposed in the application – all at developer's cost
  - Make all proposed improvements a condition of consent and required to be built before construction of the film studio to ensure they happen
  - Parkhill road widening to be a condition of consent, sealed with asphaltic concrete for noise reduction, at the developer's cost
  - Appropriate earthworks undertaken as part of the road widening at the eastern end of Parkhill Rd to address the undulation and irregular surface arising from an historic rubbish dump site in that area, at the developer's cost
  - 50km/hr speed limit on Parkhill Rd
  - Provide a walking/cycling/horse-riding path from Raymond Road corner to the end of Parkhill Rd at Developer's expense
  - Film studio access from Parkhill Road to be closed between 7am and 5pm when they say there will be minimal traffic and after 6.30pm. This minimal traffic can enter from Gordon Road using Te Awanga Downs access. (This provides respite from the traffic noise for residents of Parkhill Rd, protection for the school and kindergarten and ensures this assurance is realistic).
  - Film Studio operating hours to be limited to Monday to Friday to provide respite from traffic noise to Parkhill Road residents and a peaceful environment for weekend road users.
  - Restrictions on night time lighting at the site
  - Outfoxed, Clifton Cricket Club, the Landing and Cape Estate, and/or other future developments at Te Awanga Downs, not be permitted to use Parkhill Road and the new film studio access road for these activities

- Proposed instructions to Truck Drivers re hours of access during Set-up be a condition of consent – Council to monitor and enforce. Fines for developer if breached.
- Drainage on Parkhill Road to be rebuilt with concrete culverts to avoid flooding of road that regularly occurs, between 272 and 299 Parkhill Road, at developer's cost

I wish to be heard in support of my submissions and may consider, at my discretion, joining with others if they are making a similar submission.

Postal address for service of submitter:

272 Parkhill Road, RD10 Hastings 4180

Daytime Phone No: 027 691 8727

E-Mail: chrishursthouse@yahoo.com





Submission of A M & C J Caseley on the application, by No. 8 Studios Limited, to the Hastings District Council for a Land Use Consent to establish a screen production studio (SPS) on part of lots 6-8 DP 519212 in the vicinity of Te Awanga

The specific parts of the application that my submission relates to are:

- A) ***THE USE OF (AND CONSEQUENTIAL EFFECT ON THE RURAL CHARACTER OF THE AREA) THE RURAL ZONE FOR AN ACTIVITY (IE THE SPS) WHICH IS DESCRIBED IN THE APPLICATION AS "CONSISTENT IN NATURE TO AN INDUSTRIAL ACTIVITY" AND AT A SCALE THAT EXCEEDS THE GROSS FLOOR AREA OF ANY BUILDINGS BY OVER 100X AND THE PERSONNEL LIMITS ALLOWED BY 140X***

**My submission is:** *(whether you support, oppose or are neutral regarding the application or specific parts of it and the reasons for your views).*

Despite the assertions made in the application the SPS should not be allowed to be developed in the Rural Zone as this is contrary to the objectives of the Regional Policy Statement (RPS) as well as numerous Objectives and Policies in the Hastings District Council District Plan (DP).

For this reason, we oppose the application and encourage the applicant to identify a suitable area within the Industrial / Commercial Zones of Hastings District Council.

The stated reasons why the applicant has chosen this site are: *"provide the necessary land area requirement and the level of privacy and noise protection required and that would be economically viable"* (page 5 of the application).

It is acknowledged that finding a 24-ha site (the area being leased) would be difficult in the existing Commercial / Industrial area within HDC. But just why is this particular location needed?

How is it that currently operating facilities in Miramar (Wellington) and Henderson (West Auckland) can operate on much smaller footprints, next to other activities and within close proximity of busy roads and air corridors eg Wellington airport and Whenuapai air force base?

If this question cannot be answered convincingly then it falls to the latter reason for establishing in this locality ie economic viability. Whatever the real reason HDC should not enter its "own bidding war" for the establishment of an SPS in the District to the compromise of the Regional Policy Statement and its own District Plan and to the detriment of its existing ratepayers.

- A) The relevant parts of the RPS which would be overlooked if this application is approved are:
- *Provision for Business activities (Heretaunga Plains Sub – Region) POL U2 (as detailed on pages 49 – 50 of the application)*

And specifically the sections whereby *district plans provide for business activities to 2045, in a manner which:*

- 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 be met by supply*

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

*f) Avoids, remedies or mitigates reverse sensitivity effects in accordance with Objectives and policies in Chapter 3.5 and 3.13 of the plan*

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

It is asserted in the application that these provisions were given effect to when the District Plan was notified in 2013 (page 50) however, the true test of having given effect to is how these are reflected in RMA decision making processes of the District Council. It is clearly evident that the matters identified in b), c), d), f), and g) above are not being given effect to and therefore any decision to approve the application will be contrary to these requirements contained within the RPS.

- *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 used activities*

The application states (page 51) the separation from the nearest dwelling overcomes this issue. What the application fails to recognise are the interests of the adjoining property which has extensive plantation forestry plantings and whose activities will periodically come into direct conflict with the requirements of the SPS and so reverse sensitivity effects are highly likely.

The off-site impacts and nuisance effects should not be restricted to properties within close location of the SPS but also those that are impacted by access to the SPS i.e. the residents of Parkhill Road. In our view no effort has been made to avoid or mitigate the impacts for these locations of conflicting land use activities and therefore this objective of the RPS is not met.

- B) The relevant parts of the HDC District Plan or supporting and relevant Strategies which would be overlooked if this application is approved are:
- The introduction to the Rural Zone section states (amongst other matters) - *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 Hawkes Bay, but nevertheless remain compatible with pastoral uses.*

The application goes onto to say – *The Te Awanga Downs property... has been diversified with various commercial activities and the proposed SPS would be an additional diversification.*

The diversification this property or its wider Owners have initiated to date now include:

- The Clifton Cricket Club
- Outfoxed outdoor adventures
- Outfield Music Events
- A wedding reception facility at the farm homestead

- A residential Subdivision on the edge of Te Awanga

And now the proposed SPS, which is entirely incompatible with pastoral uses. However, the application (at page 30) also mentions that – *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.*

The Te Awanga Downs property, while still in theory a pastoral property (and it should be added pastoral farming has had some of its most profitable years ever in more recent times contrary to the statements in the application) has diversified extensively over the years and indications in the application are it will continue to do so.

Council needs to make a decision as to how far diversification can reasonably extend before the current piece-by-piece approach totally compromises any Zoning provisions contained within the District Plan. This application further reinforces the need for the HDC to fully consider the future development of the Haumoana / Te Awanga area given the piecemeal development that has been evident in this broader location for many years and the approach this is creating in terms of traffic impacts, a lack of any wastewater system, the impact of sea level rise and the fact this area is and should remain a residential location.

- Other sections of the District Plan which are relevant are:
  - Policy RSMP3 – *The Council wishes to support the ability to diversify in the rural community, but this must be at the expense of other parts of the community* – if consent is granted for this proposal, it will be at the expense of the residents of Parkhill Road who will suffer a loss of amenity.
  - Policy RZP5 – *nor should buildings be of such a scale that is more appropriately located in an Industrial or Commercial Zone* – the SPS will have an overall footprint of almost 2.5 h. While this presents as a small percentage of the overall property size, this is a major industrial / commercial set up with a floor area of over 1 ha, carparking for 326 vehicles plus 12 spaces for trailer type vehicles and an access road 2.5 km long. The SPS facility, while relatively discrete as to its location, is **HUGE** and so is at a scale totally at odds with Policy RZP5.
  - Policy RZP10 – *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 size of the proposed facility has been covered above but the impact on the road infrastructure is significant. Without mitigation (discussed later), this Policy will not be met.

**We seek the following decision from the Hastings District Council (as consent authority):** (Please give precise details, including whether you wish the applicant to be granted or declined or are neutral, and if applicable, the parts of the application you wish to have amended and the general nature of any conditions sought)

On these matters alone the application should be declined and the applicant encouraged to reconsider a more appropriate site in a Commercial / Industrial Zones within Hastings District Council.

**The specific parts of the application that my submission relates to are:**

***B) THE SIGNIFICANT IMPACT THIS ACTIVITY WILL HAVE ON THE EXISTING AMENITY VALUE FOR ALL THE RESIDENTS AND PROPERTY OCCUPIERS (EG THE KINDERGARTEN) OF PARKHILL ROAD (FROM THE INTERSECTION WITH EAST ROAD) AND MANY MEMBERS OF THE COMMUNITY WHO CURRENTLY USE THIS NO EXIT ROAD FOR A VARIETY OF PURPOSES***

**My submission is:** (whether you support, oppose or are neutral regarding the application or specific parts of it and the reasons for your views)

We do not believe the amenity values currently existing for all persons who either live on or occupy properties near Parkhill Road and use Parkhill Road can be retained if the SPS development proceeds, and Parkhill Road is used as the main access to the site. This will be further compounded by the use of Parkhill Road by the existing activities occurring on the Te Awanga Downs property i.e. The Clifton Cricket Club, Outfoxed Outdoor adventure activities and any future "Outfield Music Events" as they will use Parkhill Road as their main access to their operational sites as opposed to the existing Gordon Road access.

These effects are the direct result of allowing an industrial activity of the size and scale proposed (described in the application as *relatively significant* but which we would describe as **massively significant**) in the Rural Zone which is entirely incompatible with and unrelated to the existing land uses in the area.

All persons who either live on or occupy properties near Parkhill Road and use Parkhill Road do so because of the amenity values the locality provides. These include the tranquil nature of the locality substantially due to Parkhill Road being a No Exit Road within a rural setting giving rise to a variety of passive recreational uses including:

- Extensive use of the road as a recreational walking location
- Extensive use by cyclists enjoying the network of wineries and cycle ways in the locality
- Horse riding
- Haumoana school children using the road as a safe cycle access to Haumoana school from Te Awanga Township

The loss of amenity value is entirely due to Parkhill Road being intended as the vehicular access to the SPS and for the other named activities occurring on the Te Awanga Downs property.



The Traffic Impact Assessment (TIA - (dated August 2021) assessed the increase in traffic volumes from (the purported) 187 traffic movements per day (refer page 10) to an assessed 657 being an extra 470 or 2.5x increase. We believe this assessment is flawed for the following reasons:

- The traffic count appears to have been conducted at a point just south of the Parkhill / Raymond Roads intersection i.e. outside the kindergarten. If this assumption is right, then it is totally unrepresentative of the additional traffic volumes and the impact on residents (and other Parkhill Road users south of the Parkhill/ Raymond Road intersection) as the Kindergarten and traffic into the Parkhill Farm Park would generate most of these traffic movements. A more representative location would have been a count just south of the entrance to Parkhill Farm Park. A more accurate assessment at this point would have indicated a much more substantial increase in traffic volumes – estimated to be more like 10x (ie daily traffic volumes at the revised location being something more like 45 per day)
- The TIA took no account of the increased traffic volumes which will occur from Parkhill Road being used as the access by the existing activities occurring on the Te Awanga Downs property i.e. The Clifton Cricket Club, Outfoxed Outdoor adventure activities and any future “Outfield Music Events”.

The increase in traffic volumes will have several impacts:

- It will substantially increase road noise (and light pollution from vehicle headlights given the proposed operating hours) due to the significantly increased volume of traffic using Parkhill Road thereby substantially impacting the amenity of the existing location
- It will substantially detract from Parkhill Road being used for the purposes above as it will be far less conducive for these types of activities and uses being impacted by noise, safety and vehicle exhaust fumes – particularly the increase in heavy vehicles using the road
- It will significantly impact the air quality in the vicinity of the kindergarten and school due to increased traffic volumes and types of vehicles e.g. heavy vehicles

The application has not proposed to mitigate these impacts even though these issues have been identified in the application as potential concern to some residents (page 64) – to quote –“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 applications is granted*”.

The acoustics report (only recently completed) confirms that there will be amenity effects from increased traffic but that is not the only amenity effect of concern.

**We seek the following decision from the Hastings District Council (as consent authority):** (Please give precise details, including whether you wish the applicant to be granted or declined or are neutral, and if applicable, the parts of the application you wish to have amended and the general nature of any conditions sought)

Given we do not believe the amenity impacts of using Parkhill Road can be adequately mitigated we believe the application should be declined.

However, should the Council disagree then potential mitigation measures should include:

- The requirement the surface of the road from the Raymond / Parkhill Road intersection to the entrance to Te Awanga Estate (i.e. the end of the existing legal road) be asphaltic concrete which can then effectively reduce road noise from vehicular use
- That residents adjoining Parkhill Road, from the intersection of Parkhill / East Roads, be given the option of having acoustic panels installed (at the cost to the applicant) adjacent to the road to reduce the impact of road noise

The specific parts of the application that my submission relates to are:

**C) THE ROAD IMPROVEMENTS REQUIRED TO MAKE PARKHILL ROAD AND ITS KEY INTERSECTIONS AT RAYMOND ROAD AND EAST ROAD SAFE SHOULD THE SPS BE APPROVED AND BE BUILT**

**My submission is:** *(whether you support, oppose or are neutral regarding the application or specific parts of it and the reasons for your views.).*

We believe the TIA has failed to identify various key matters in regard to the increase in traffic volumes. This is particularly in relation to the key intersections at Parkhill / East Roads and at Raymond / Parkhill Roads. These are already very dangerous intersections that have impaired vision deficiencies (experienced personally particularly in respect to the East / Parkhill Road intersection), poor turning lines to safely negotiate them and ever-increasing volumes of traffic that are making them increasingly “not fit for purpose”. It would not be sensible for these key intersections to remain in substantially their current state and the Council risk having to upgrade them (at the cost to the ratepayer) sooner than later when their deficiencies become apparent.

The Applicant has proposed to mitigate these issues by specifying the time at which SPS site traffic will arrive at site, or heavy vehicles will deliver to site. This raises two significant concerns in our mind:

- How will this be enforced? – the reality is it can’t and will not be enforced - it is just too impractical
- What is the risk associated with this mitigation not occurring? – it is substantial, and it is not over stating the risk as being life threatening given the intersection issues but more critically the kindergarten being a high risk activity on Parkhill Road. The proposed parking layout will have parents and very young children crossing what could be a very busy road at various hours of the morning and afternoon at what is already a congested location with the Haumoana School also in close proximity with many of its pupils cycling to school from multiple directions and also crossing Parkhill Road from their cycleway up the Parkhill Road hill.

Should the Council be in favour of the land use application then these matters must be fully addressed.

Furthermore, we believe a detailed Parkhill Road upgrade plan should be incorporated as a condition of the consent application (should it even be approved) for the required upgrade of all parts of the roading network resulting from the SPS facility. This will then make it abundantly clear for all parties what is required and include various matters which we believe are lacking from the TIA upgrade recommendations – refer below.

**We seek the following decision from the Hastings District Council (as consent authority):** *(Please give precise details, including whether you wish the applicant to be granted or declined or are neutral, and if applicable, the parts of the application you wish to have amended and the general nature of any conditions sought)*

Decline the application but if Council is in favour then include consent conditions that:

- key intersections at Parkhill / East Roads and at Raymond / Parkhill Roads are substantially upgraded as roundabouts or other suitably traffic engineered civil works to avoid the high risk these intersections will pose with the proposed increased traffic volumes.
- Incorporate a fit for purpose cycle path along Parkhill Road commencing from Raymond Road and extending to Te Awanga Estate
- Improve the sight line to the south when exiting our property at 227 Parkhill Road as the hump in the road currently impairs vision and with any increased traffic will become a significantly increased risk
- Upgrade the roadside stormwater drains as they do not flow effectively and will create a hazard with any increased volume of traffic on the road and with a widened carriageway
- Specific conditions for the section of road to be upgraded that will penetrate, and consequently be works within a contaminated site, the closed landfill which is located toward the Te Awanga Estate end of Parkhill Road
- Improve the culvert crossing Parkhill Road between 278 and 326 Parkhill Road as this culvert is the passage for a considerable drainage area of rural farmland and presently the culvert is inadequate in higher rainfall events with the water spilling over as much as a 50-metre section of Parkhill Road which with a higher volume of traffic will cause a hazard for unwary road users
- Incorporate of asphaltic concrete as the carriageway surface from Raymond Road south to mitigate road user noise

**The specific parts of the application that my submission relates to are:**

***D) THE ABILITY OF THE HASTINGS DISTRICT COUNCIL, AS THE CONSENT AUTHORITY, TO HAVE REGARD TO ANY OTHER MATTER THE CONSENT AUTHORITY CONSIDERS RELEVANT AND REASONABLY NECESSARY TO DETERMINE THE APPLICATION (SEC 104 OF THE RMA)***

**My submission is:** *(whether you support, oppose or are neutral regarding the application or specific parts of it and the reasons for your views).*

The HDC should exercise its discretion and consider a key matter under Section 104 of the RMA being:

Consider the ramifications of this specific land use and more specifically the developed SPS should the investment fail for any reason. There will be sitting on the site, and with other invested funds in the access upgrades required, a multi-million-dollar (once built likely \$70m plus given current building cost escalations) facility. What happens if it fails? What will the facility then be used for and what will the compatibility with the Rural Zone be then? Will it then become a stranded asset or will Council be compelled to agree to another form of land use in the Rural Zone even more unsuited i.e.

the facility become another totally inappropriate de facto part of the HDC Commercial/Industrial area further compromising the residential and rural nature of the current area.

People may consider this a very low risk hypothetical possibility but the New Zealand film Industry has to compete aggressively on the International stage with multiple Countries vying for (and incentivising) production Companies (such as the Ron Howard's company Imagine Entertainment) to operate in their respective countries. The NZ Government has had to provide on-going substantial financial incentives to improve NZ's chances of being so selected.

This has seen multiple film production sites evolve in New Zealand – all competing against one another with already established sites in West Auckland (with the Auckland Showgrounds facility currently being proposed as a production facility), Miramar and with the recently consented facility out of Wanaka to name just those we are aware of.

In our view this is a fickle Industry prone to “the highest bidder wins” and so consideration of a facility after use, should the investment fall on hard times, is not fanciful or negative but a very real possibility. If the facility is in the appropriately zoned area from the start then any after use risk will be substantially reduced.

**We seek the following decision from the Hastings District Council (as consent authority):** (Please give precise details, including whether you wish the applicant to be granted or declined or are neutral, and if applicable, the parts of the application you wish to have amended and the general nature of any conditions sought)

That Council consider the future use of the facility should the investment fall on hard times, in order to avoid the possibility of a future stranded asset or a future use entirely at odds with the residential and rural nature of the current area.



## Submission on Limited Notified Resource Consent Application : RMA20210474

Name of Submitter: Parkhill Family Trust, 299 Parkhill Rd, RD10, Hastings, 4180

Contact Name: Annah and Jonathon Kight, [annah@mackdev.co.nz](mailto:annah@mackdev.co.nz) or mobile: 021 222 6264

Our submission, in principle, supports No.8 Studios in establishing a film studio on the Nilsson's farm property in Te Awanga. We believe this could provide benefits within both the Te Awanga community and the greater Hawke's Bay area.

We do not believe Parkhill Road is the right access way to this proposed venue. There are several reasons for this, which we have outlined below, but the most significant is that the road, in its current and proposed form and design is not fit for purpose.

Our decision to purchase our rural property in Parkhill Road, over 6 years ago was largely driven by the peaceful, serene ambience that the area and road provided. The lack of road noise and "rush hour traffic" and a safe environment for our children, further influenced our decision. We live in a great community, close to the Haumoana School and Te Awanga Kindergarten which our children attend.

In summary, we do not object to the application to build a film studio, but this would be subject to an alternative and more suitable road being used to access the site.

If, however, after an exhaustive investigation, an alternative route is not identified, we would like our concerns to be addressed and become conditions to be incorporated into any final consent issued.

### **TRAFFIC EFFECTS**

#### **Concerns;**

- Should this proposal go ahead, there would be a significant increase in the amount of traffic along Parkhill Road (from approximately 180 vpd to 650 vpd) at peak times and over a 7 day a week period. The road currently enjoys a variety of both thoroughfare and leisure ventures on a daily basis. These include, children walking and riding their bikes to school, cyclists, (which during the weekend are touring the wineries), walkers, horse riders and treks. There are also working farms situated along Parkhill Road who move stock on a regular basis. Stock is also, at times, grazed on the side of the road.
- The East Road / Parkhill Road and the Raymond Road / Parkhill Road intersections are both poorly designed and extremely dangerous and that is just dealing with the current level of traffic. We fear that the proposed, significant increase in traffic will result in a dire outcome. A vehicle turns blindly into Parkhill Road off both these intersections. "A visibility restriction" has also been referred to in the Traffic Impact Assessment (TIA) undertaken by the Applicant.
- Only last week, I experienced a very near miss when collecting my children from school. I was turning right into Parkhill Road from Raymond Road and a car came out of nowhere and turned left continuing along Parkhill Road. Only my quick response applying the brake averted what

could have resulted in a very unpleasant outcome. There is no visibility to see other vehicles when crossing either of these intersections and with the proposed increase in both cars and trucks, we fear that it will only be a matter of time before someone is seriously injured or killed.

- Having been in discussions with local transport operators, we do not believe that the "Peak Traffic Hours" proposed in the TIA will be adhered to. There are only so many hours in a truck driver's day and it would simply not be feasible for them to park up further down Parkhill Road and wait, while the school and kindergarten are coming and going during the hours outlined in the TIA. The proposed film studio traffic will therefore continue to their destination. This will be extremely unsafe and create mayhem, particularly at the school / kindergarten intersection. Again, we fear for what the outcome would be.
- The early starts and later finishes proposed during film production (with work commencing from 6am to 7am and finishing between 5pm to 6pm) will result in a significant increase in traffic and noise at a time when there is currently little or no noise from the road and when people are using this quiet road to walk their dogs, exercise and cycle. This will result in a reduction in amenity for all residents along Parkhill Road. The Styles Report acknowledges there is potential for adverse amenity affects between 6am to 7am and 5pm to 6pm when the majority of traffic movements will occur. It acknowledges the noise levels can be expected to be twice as loud (if not more) and high enough to cause disruption and annoyance for dwellings close to Parkhill Road. The "Peak Hour" traffic times above, are outside of the District Plan permitted activities standard for commercial operating hours and are at a time when we will be home from work and wanting to enjoy our outdoor living spaces in the peace and quiet, particularly during the summer months.
- A considerable number of children walk and ride their bikes to school. With the proposed increase in traffic, the proposed improvements to the roading network does not appear to have allowed for a shared footpath/ cycle path down Parkhill Road or pedestrian crossing across the corner of Raymond and Parkhill Road to the Kindergarten. No footpath or pedestrian crossing would make the road extremely dangerous for children, cyclists and walkers who will be sharing the road with the significant increase in traffic flow, including trucks and cars.
- Just before our property at 299 Parkhill Road, on the opposite side of the road, there is a stream running through the farmland towards the road. Whenever there is a heavy rainfall, the stream quickly floods and as a result spills over onto the road. This often causes significant flooding and usually occurs through the winter months. Extreme caution is required when driving along this part of the road as it becomes very slippery and dangerous to drive on. This hazard has not been raised or addressed in the current Traffic Reports.
- We are also concerned that there is a section of road between 332 Parkhill Road and the Te Awanga Vineyard, where land fill has been deposited prior to the road being installed. This would need to be rectified should roadworks commence.
- The private driveway that accesses the Te Awanga Winery is also of concern should the proposal go ahead. This driveway is currently accessed by Te Awanga residents and used as a road throughfare to Parkhill Road. This will create a very dangerous three-way ingress/egress for traffic.

- There has been very limited detail provided as to how the proposed upgrade of Parkhill Road would proceed. This is disturbing for Parkhill Road residents as we need assurances that should the Applicant's proposal be successful, we will be provided with suitable amenities to continue to enjoy at least some of the peaceful character and ambience which attracted us to this area initially. The Applicant would need to be very clear in ensuring that all obstacles were overcome and that our road is suitably equipped.

**Conditions;**

- A shared footpath / cycleway would need to be constructed along the entirety of Parkhill Road.
- Additional road lighting to be installed at the intersections.
- Both intersections to be upgraded significantly to allow for full visibility and roundabouts to be installed to allow for better traffic control.
- The Parkhill Road and intersection upgrade must be carried out and completed prior to any construction work taking place at the film studio facility.
- The planting of a hedge of our choice to run along the road boundary of our property in an effort to mitigate the increased traffic noise.
- A pedestrian crossing to be installed close to the kindergarten to allow children to safely cross Parkhill Road to get to the school and kindergarten safely when walking or cycling. The school would need to be consulted, as they would need to implement additional resources to supervise the safety of children crossing at drop off and pick up times.
- The stream would need to be assessed and sufficient storm water and drainage work undertaken to prevent the stream from flooding, thus ensuring safer use of the road.
- Should the proposed road work go ahead, this would be an ideal time to introduce the town water supply to all Parkhill Road residents while the road undertakes an upgrade.
- Area of Landfill under Parkhill Road (as described above) will need to be addressed.

We wish to be heard in support of my submissions and may consider, at our discretion, joining with others if they are making a similar submission.

Given a revised notification decision was made and extended notification to 11 parties, prior to having only extended to 2 parties on Parkhill Road, we believe Hastings District Council should be required to provide an Independent Commissioner at their expense to hear submissions to assure the parties that impartial consideration is given to all views.





## SUBMISSION ON LIMITED NOTIFIED RESOURCE CONSENT APPLICATION: RMA20210474

### FORM 13 Resource Management (Forms, Fees, and Procedure) Regulations 2003

To: Caleb Sutton  
Environmental Consents Manager  
Planning & Regulatory Services  
Hastings District Council  
Private Bag 9002  
Hastings 4156

#### PERSON(S) MAKING SUBMISSION:

**Robert Averill Fitzharding Kingscote**  
(as Trustee of the Estate of R C Macniven)

---

#### APPLICATION

This is a submission on a resource consent application from **No.8 Studios Limited** to establish screen production studios at Gordon Road and 376 Parkhill Road, Te Awanga.

#### My Submission is:

#### **The Road Improvements required to make Parkhill Road and its key intersections at Raymond and East Road safe and and fit for Purpose**

I believe the Traffic Impact Assessment (TIA) has failed to identify various key matters in regard to the increase in traffic volumes. This is particularly in relation to the key intersections at Parkhill / East Roads and at Raymond / Parkhill Roads. These are already very dangerous intersections that have impaired vision deficiencies, poor turning lines to safely negotiate them and ever-increasing volumes of traffic that are making them increasingly “not fit for purpose”. It would not be sensible for these key intersections to remain in substantially their current state and the Council risk having to upgrade them (at the cost to the ratepayer) sooner than later when their deficiencies become all too apparent.

The Applicant has proposed to mitigate these issues by specifying the time at which SPS site traffic will arrive at site, or heavy vehicles will deliver to site. This has two significant concerns in my mind:

- How does the proposed mitigation ever propose to be enforced? – the reality is it can’t and will not be enforced - it is just too impractical
- What is the risk associated with this mitigation not occurring? – it is substantial, and it is not over stating the risk as being life threatening given the intersection issues but more critically the kindergarten being a high risk activity on Parkhill Road. The proposed parking layout will have parents and very young children crossing what could be a very busy road at various hours of the morning and afternoon at what is already a congested location with the Haumoana School also in close proximity with many of its pupils cycling to school from multiple directions and also crossing Parkhill Road from their cycleway up the Parkhill Road hill.

Furthermore, I believe a detailed Parkhill Road upgrade plan should be incorporated as a condition of the consent application for the required upgrade of all parts of the roading network resulting from the SPS facility. This will then make it abundantly clear for all parties what is required and include various matters which I believe are lacking from the TIA upgrade recommendations – refer below.

**I seek the following decision from the Hastings District Council (as consent authority):**

Include as consent conditions that key intersections at Parkhill / East Roads and at Raymond / Parkhill Roads be substantially upgraded as roundabouts or other suitably traffic engineered civil works to avoid the high risk these intersections will pose with the proposed increased traffic volumes.

Include consent conditions that contain the following detailed Parkhill Road upgrade requirements:

- Incorporate a fit for purpose cycle path along Parkhill Road commencing from Raymond Road and extending to Te Awanga Estate
- Upgrade the roadside stormwater drains as they do not flow effectively and will create a hazard with any increased volume of traffic on the road and with a widened carriageway
- Improve the culvert crossing Parkhill Road between 278 and 326 Parkhill Road as this culvert is the passage for a considerable drainage area of rural farmland from our and adjoining properties and presently the culvert is inadequate in higher rainfall events with the water spilling over as much as a 50-metre section of Parkhill Road which with a higher volume of traffic will cause a hazard for unwary road users
- Incorporate asphaltic concrete as the carriageway surface from Raymond Road south to the end of Parkhill Road to mitigate road user noise

I wish to be heard in support of my submissions and may consider, at my discretion, joining with others if they are making a similar submission.

Postal address for service of submitter:

C/o 19 Gillelan Street, Havelock North. 4130

Daytime Phone No: 027 439 5776

E-Mail: kingscotefamily@outlook.com

25 August 2022

Caleb Sutton  
Environmental Consents Manager  
Hastings District Council  
Private Bag 9002  
Hastings 4156



Dear Caleb

Re: Submission on Limited Notified Resource Consent Application: RMA20210474

Further to my submission on behalf of Te Awanga Kindergarten dated 27 June 2022 I'm writing to confirm that I have met with representatives of Parkhill Studios. We discussed my concerns about the impact of the proposed road design outside of Te Awanga Kindergarten, and the estimated traffic impacts.

I felt it was a productive meeting; the representatives had an opportunity to tour the kindergarten and its grounds which are adjacent to the road. My impression is that the applicants are willing to work with us in addressing the concerns raised, and have an appreciation of the potential impact on the children and employees attending the kindergarten, as well as the safety concerns raised. It is also my understanding from our meeting that changed rules and regulations around traffic management near schools will significantly reduce speed limits which will also contribute to a safer intersection, and reduced noise.

Parkhill Studios have agreed to come back to me with further plans for consultation.

I look forward to receiving notification of the hearing date.

Yours sincerely

Helen McNaughten  
**General Manager**

Napier Kindergarten Association  
Te Putahi Kura Puhou o Ahuriri  
66 Kennedy Road, Napier 4110  
PO Box 4298, Mārewa, Napier 4143

p 06 835 7890  
f 06 835 7886  
e gm@napierkindergartens.co.nz  
www.napierkindergartens.co.nz







HASTINGS DISTRICT COUNCIL  
207 Lyndon Road East  
Hastings 4122  
Private Bag 9002  
Phone 06 871 5000  
www.hastingsdc.govt.nz

TE KALONIHĒRA (I) HERETANGA

## RESOURCE MANAGEMENT ACT 1991: AFFECTED PERSONS CONSENT FORM

### RESOURCE CONSENT APPLICANT/ DEVELOPER TO COMPLETE:

Full name of applicant TE AWANGA DOWNER FAMILY TRUST.

Site address of proposal 34 GORDON ROAD, TE AWANGA, HAWKES BAY

### Brief description of proposal

THE TRUST TO LEASE 24 HECTARES OF THE FARM PLUS ACCESS ROADING TO THE PROPOSED AREA OFF PARKHILL ROAD, HAWKES BAY, FOR THE BUILDING OF A PRIVATE FILM STUDIO AND RELATED FACILITIES

### AFFECTED PERSONS (OWNERS AND OCCUPIERS) TO COMPLETE:

#### Full Name of Person/s Signing: (please print)

CHRISTOPHER WILLIAM BUNNY NILSSON And  
(Second Name if more than one owner)  
MARGARET LISLEY NILSSON (Third Name if more than one owner)  
(Fourth Name if more than one owner)

#### Name of Trust or Company where applicable:

TE AWANGA DOWNER FAMILY TRUST. (AS ABOVE)

### Physical and Legal Address of Affected Property:

Please tick all relevant boxes below:

- ☒ ~~We~~ we are, the OWNER(s) of the property. (Note – Every owner and occupier has to sign, or supply power of attorney for signatory to sign on behalf)
- ☒ ~~We~~ we are, the OCCUPIER(s) of the property. (Note – Every owner and occupier has to sign, or supply power of attorney for signatory to sign on behalf)
- ☒ ~~We~~ we have authorisation to sign on behalf of the Trust and/or Company on behalf of all Trustees/Shareholders
- ☒ ~~We~~ we have signed a copy of the full and final proposal including, a copy of the proposal, assessment of environmental effects, elevations and site plans to which ~~we~~ are giving approval. (Note – Every owner and occupier has to tick this box)

Page 1 of 2

Issue No 1

Last update 21 February 2012

TRIM Ref REC-10-B-12-507



Please note that:

- by giving my/our written consent, the Council cannot take into account any actual or potential effects of the proposal on my/our property when considering the application. I/we understand that our written consent is unconditional and cannot be subject to conditions
- any time before the decision is made on the application, I/We may give notice in writing to the Council that this consent is withdrawn, under Section 104(4) of the Resource Management Act 1991.

Signature:

*E. Nilsson*

Date:

*06/09/2021*

Second Signature if more than one owner:

*M. Nilsson*

Date:

*6/9/2021*

Postal Address:

*888 ACACIA BAY ROAD, TAupo. 3330*

**PRIVACY INFORMATION:** The information on this form is required so that this application can be processed under the Resource Management Act 1991. The information will be stored on a public register, and held by the Hastings District Council.

## NOTES FOR AFFECTED PERSONS

### 1. Why have you been asked for your consent?

You have been consulted and/or asked to give written consent to a proposal because you are the owner or occupier of land or a building, and may be affected in some way by a development proposal in your neighbourhood.

### 2. Who decides who is affected by a proposal?

A Council Planner makes the decision as to who might be affected and whose consent is required. Please note that it is common for applicants to seek written approval before lodging a resource consent with Council. Therefore even if the applicant has sought your permission, the Council may still decide you are not affected.

### 3. What happens if you give your consent?

If you give your consent, Council is not able to take into account any adverse effects on you. If you and all the other people deemed by Council likely to be affected have given your consent, an application is considered by Council officer's under powers delegated by the Council and no hearing is held.

It is very important that you understand a proposal fully before you give your consent. If you do not understand the proposal or this form, please seek advice before signing. Do not hesitate to contact a member of the Planning staff to discuss a proposal or its possible effects.

### 4. How much information should you be given?

You should be given enough information to allow you to understand the proposal and how it will affect you. This should include a full description of the proposal, plans and an assessment of effects on the environment.

### 5. Can you ask for changes to an application?

You can ask an applicant to change his proposal so that the possible side effects on you are minimised or avoided, (for example, by reducing the hours or by providing screening).

### 6. Can you put conditions in your consent?

Council cannot accept a written consent with conditions. However you may ask the applicant to amend their application to reflect any changes or conditions you would like. If these changes are included within the application and are within the scope of Council's powers,

they could be enforced as a condition of Council's consent.

### 7. Can you refuse to give consent?

Yes. You do not have to explain your reasons but it is helpful to the applicant if you do. You can let the Council know so that your refusal can be recorded on the file.

### 8. What happens if you refuse to give consent?

If the Council decide that a party is affected, and that party will not provide their written approval then the application must be notified. The applicant may decide not to continue with their application. If they do however, you will be directly notified by Council and can make a submission or against the proposal, whether you originally gave your consent or not. A separate pamphlet on Notified Applications is available from the Council.

### 9. Can you change your mind?

You can withdraw your consent at any time before the Council makes a decision on the application. You must advise Council in writing that your consent has been withdrawn. You should also let the applicant know.



HASTINGS DISTRICT COUNCIL  
207 Lynden Road East  
Hastings 4122  
Private Bag 9002  
Phone 06 871 5000  
www.hastingsdc.govt.nz

TE KĀUNIHĒRA Ō HERETAUNGA

## RESOURCE MANAGEMENT ACT 1991: AFFECTED PERSONS CONSENT FORM

### RESOURCE CONSENT APPLICANT/ DEVELOPER TO COMPLETE:

#### Full name of applicant

No.8 Studios Limited

#### Site address of proposal

Te Awanga Downs Trustee Limited  
326 Parkhill Road, RD10  
Te Awanga, Hastings 4180

#### Brief description of proposal

Establish screen production studios comprising of two studio buildings, a production building, a construction workshop, a catering / seating area and associated carparking. An access road will need to be constructed approx 2.5km in length from Parkhill Road to the leased site within Te Awanga Downs.

### AFFECTED PERSONS (OWNERS AND OCCUPIERS) TO COMPLETE:

Full Name of Person/s Signing: (please print) *Colin Roderick McDonald*

And

(Second Name if more than one owner)

(Third Name if more than one owner)

(Fourth Name if more than one owner)

#### Name of Trust or Company where applicable:

*Hawkes Bay Wine Investments Ltd*

Physical and Legal Address of Affected Property: *376 Parkhill Road*

*Te Awanga*

Please tick all relevant boxes below:

☒ I am/ we are, the OWNER(s) of the property. (Note – Every owner and occupier has to sign, or supply power of attorney for signatory to sign on behalf)

☒ I am/ we are, the OCCUPIERS(s) of the property. (Note – Every owner and occupier has to sign, or supply power of attorney for signatory to sign on behalf)

☒ I/we have authorisation to sign on behalf of the Trust and/or Company on behalf of all Trustees/Shareholders

☒ I/we have signed a copy of the full and final proposal including, a copy of the proposal, assessment of environmental effects, elevations and site plans to which i/we are giving approval. (Note - Every owner and occupier has to tick this box)

Page 1 of 2

Issue No 1

Last update 21 February 2012

TRIM Ref REG-10-8-12-567



Please note that

- by giving my/our written consent, the Council cannot take into account any actual or potential effects of the proposal on my/our property when considering the application. I/we understand that our written consent is unconditional and cannot be subject to conditions
- any time before the decision is made on the application, I/We may give notice in writing to the Council that this consent is withdrawn, under Section 104(4) of the Resource Management Act 1991.

Signature:



Date:

17-2-22

Second Signature if more than one owner:

Date:

Postal Address:

**PRIVACY INFORMATION:** The information on this form is required so that this application can be processed under the Resource Management Act 1991. The information will be stored on a public register, and held by the Hastings District Council.

## NOTES FOR AFFECTED PERSONS

### 1. Why have you been asked for your consent?

You have been consulted and/or asked to give written consent to a proposal because you are the owner or occupier of land or a building, and may be affected in some way by a development proposal in your neighbourhood.

### 2. Who decides who is affected by a proposal?

A Council Planner makes the decision as to who might be affected and whose consent is required. Please note that it is common for applicants to seek written approval before lodging a resource consent with Council. Therefore even if the applicant has sought your permission, the Council may still decide you are not affected

### 3. What happens if you give your consent?

If you give your consent, Council is not able to take into account any adverse effects on you. If you and all the other people deemed by Council likely to be affected have given your consent, an application is considered by Council officer's under powers delegated by the Council and no hearing is held.

It is very important that you understand a proposal fully before you give your consent. If you do not understand the proposal or this form, please seek advice before signing. Do not hesitate to contact a member of the Planning staff to discuss a proposal or its possible effects.

### 4. How much information should you be given?

You should be given enough information to allow you to understand the proposal and how it will affect you. This should include a full description of the proposal, plans and an assessment of effects on the environment.

### 5. Can you ask for changes to an application?

You can ask an applicant to change his proposal so that the possible side effects on you are minimised or avoided; (for example, by reducing the hours or by providing screening).

### 6. Can you put conditions in your consent?

Council cannot accept a written consent with conditions. However you may ask the applicant to amend their application to reflect any changes or conditions you would like. If these changes are included within the application and are within the scope of Council's powers,

they could be enforced as a condition of Council's consent.

### 7. Can you refuse to give consent?

Yes. You do not have to explain your reasons but it is helpful to the applicant if you do. You can let the Council know so that your refusal can be recorded on the file.

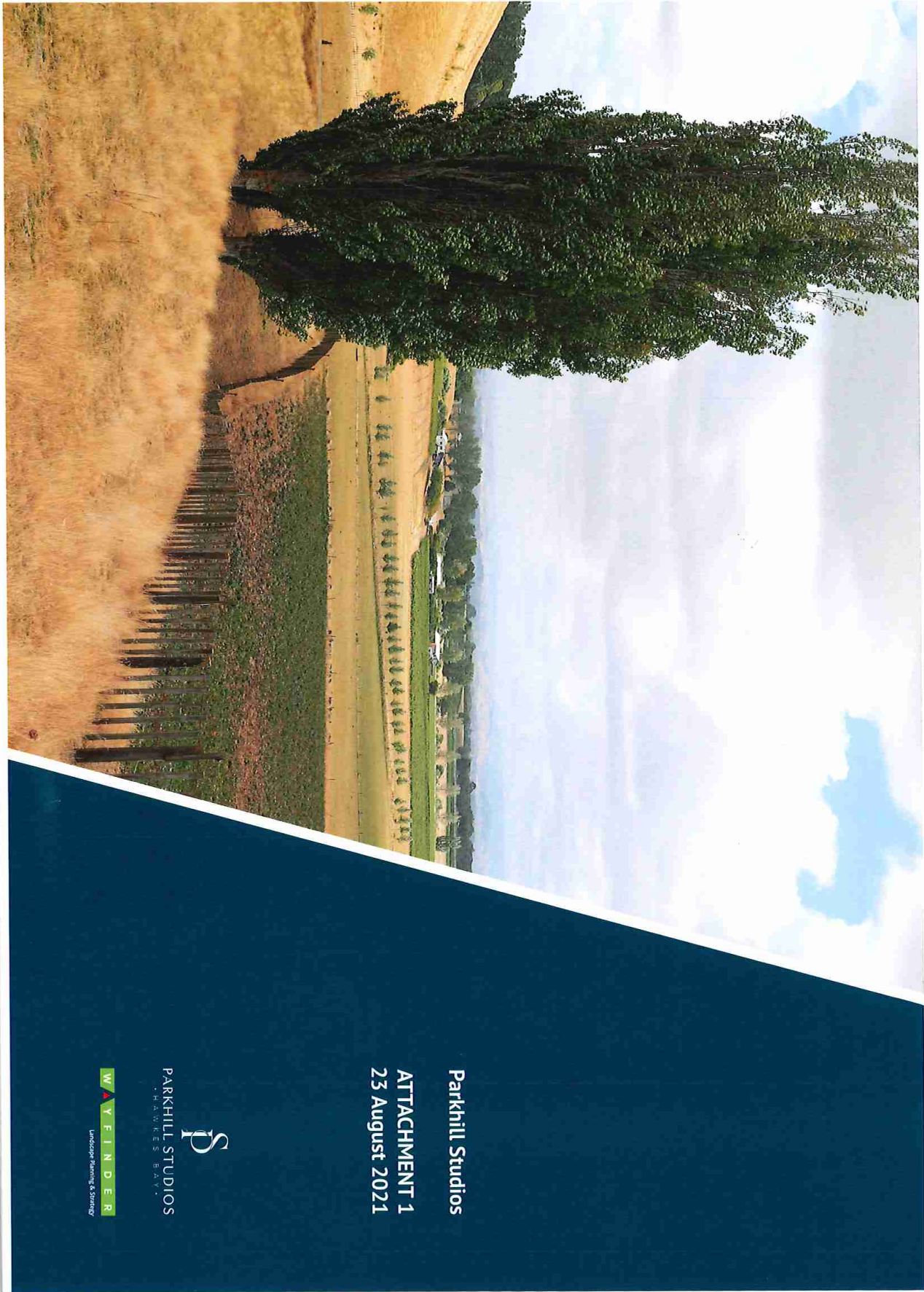
### 8. What happens if you refuse to give consent?

If the Council decide that a party is affected, and that party will not provide their written approval then the application must be notified. The applicant may decide not to continue with their application. If they do however, you will be directly notified by Council and can make a submission or against the proposal, whether you originally gave your consent or not. A separate pamphlet on Notified Applications is available from the Council.

### 9. Can you change your mind?

You can withdraw your consent at any time before the Council makes a decision on the application. You must advise Council in writing that your consent has been withdrawn. You should also let the applicant know.





Parkhill Studios

ATTACHMENT 1  
23 August 2021

 PARKHILL STUDIOS  
HAWKES BAY  
 WAYFINDER  
Landscape Planning & Strategy



NOTES

- The Titles within the ownership of the application site owner (The Awanga Down Trustee Limited) are indicated on this site plan.

Site Plan

Parkhill Studios

For Resource Consent Application

23 September 2021

Revision 05 Drawn J Hunt Reviewed by S Bray

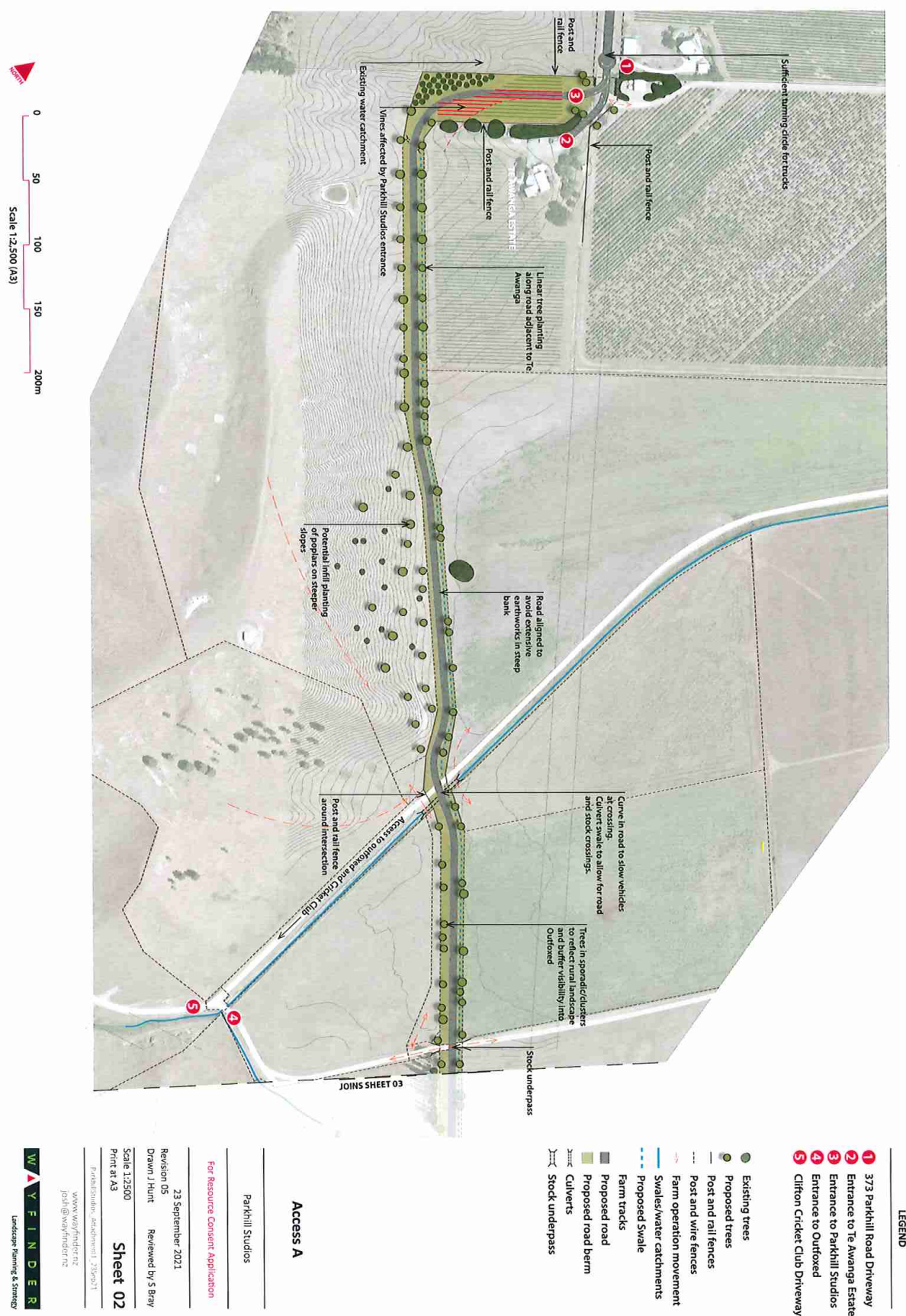
Scale 1:12,500 Print at A3 Sheet 01

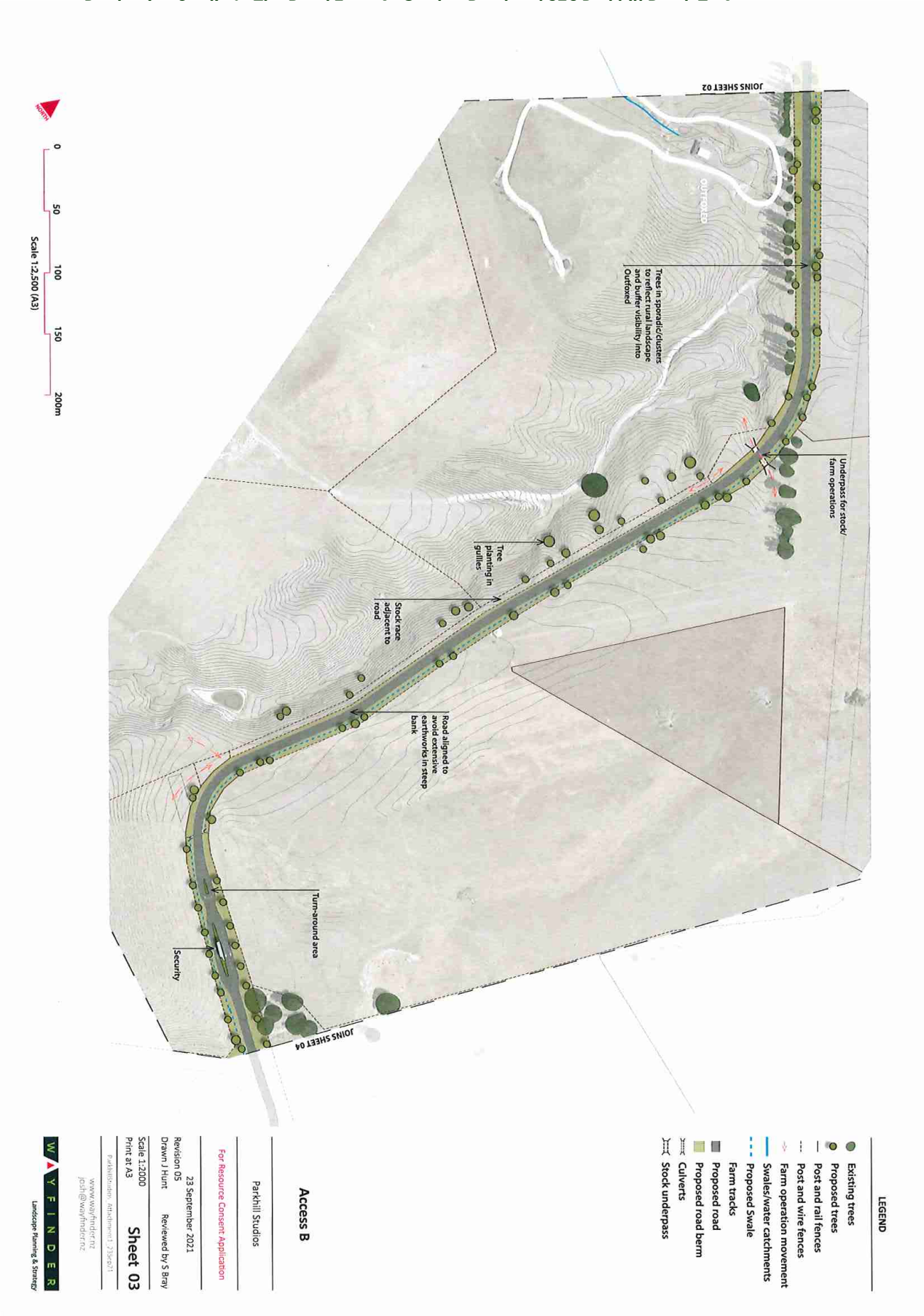
www.wayfinder.nz

info@wayfinder.nz

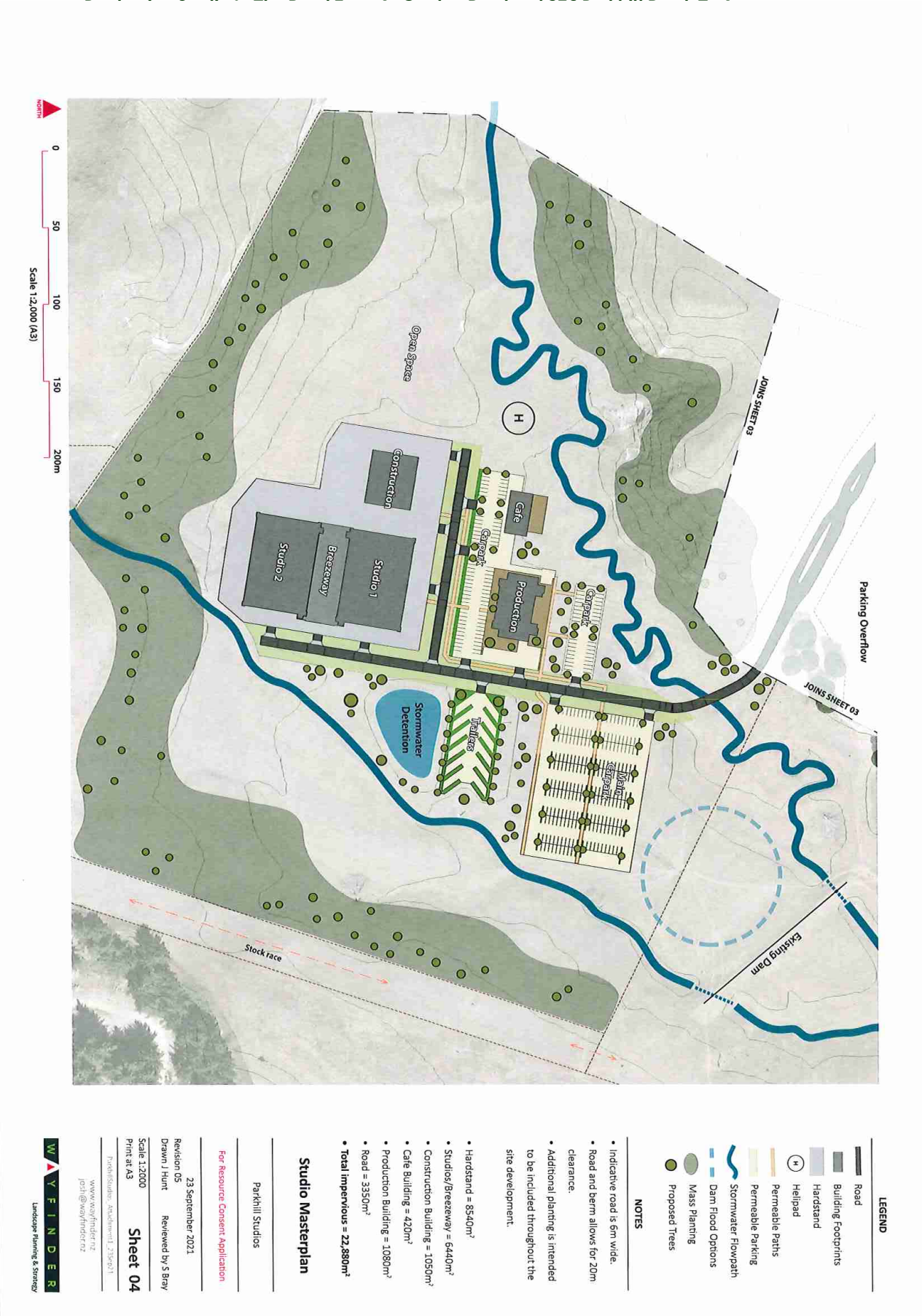
Wayfinder Landscape Planning & Strategy

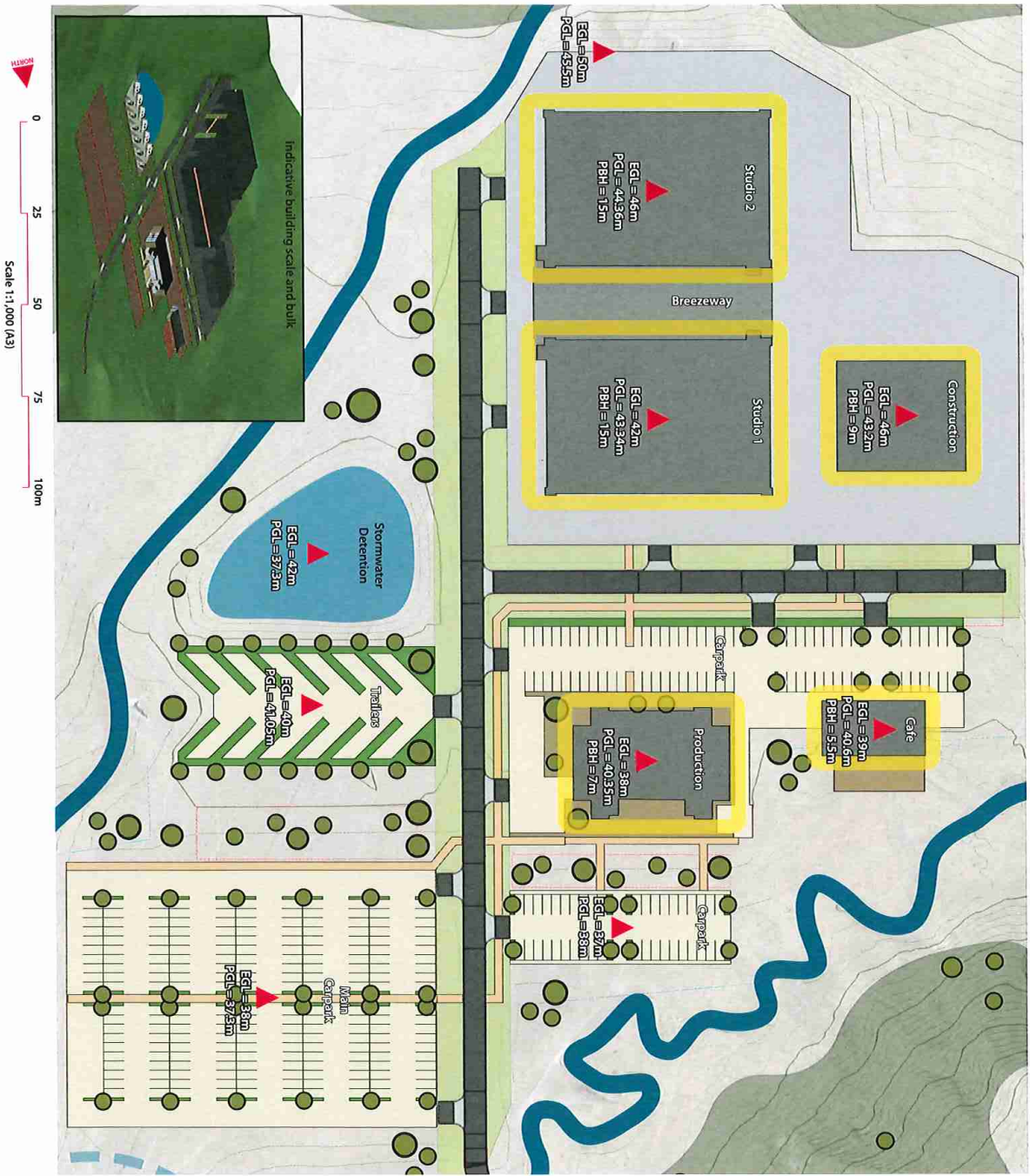












LEGEND

- Road
- Building Footprints
- Hardstand
- Helipad
- Permeable Paths
- Permeable Parking
- Stormwater Flowpath
- Building Envelope
- Mass Planting
- Proposed Trees

NOTES

- Indicative site elevations included on this plan based on an approximate centre point of key features/buildings.
- EGL = Existing Ground Level
- PGL = Proposed Ground Level
- PBH = Proposed Building Height

Elevations

Parkhill Studios

For Resource Consent Application

23 September 2021

Revision 05 Drawn J Hunt Reviewed by S Bray

Scale 1:1000 Sheet 05

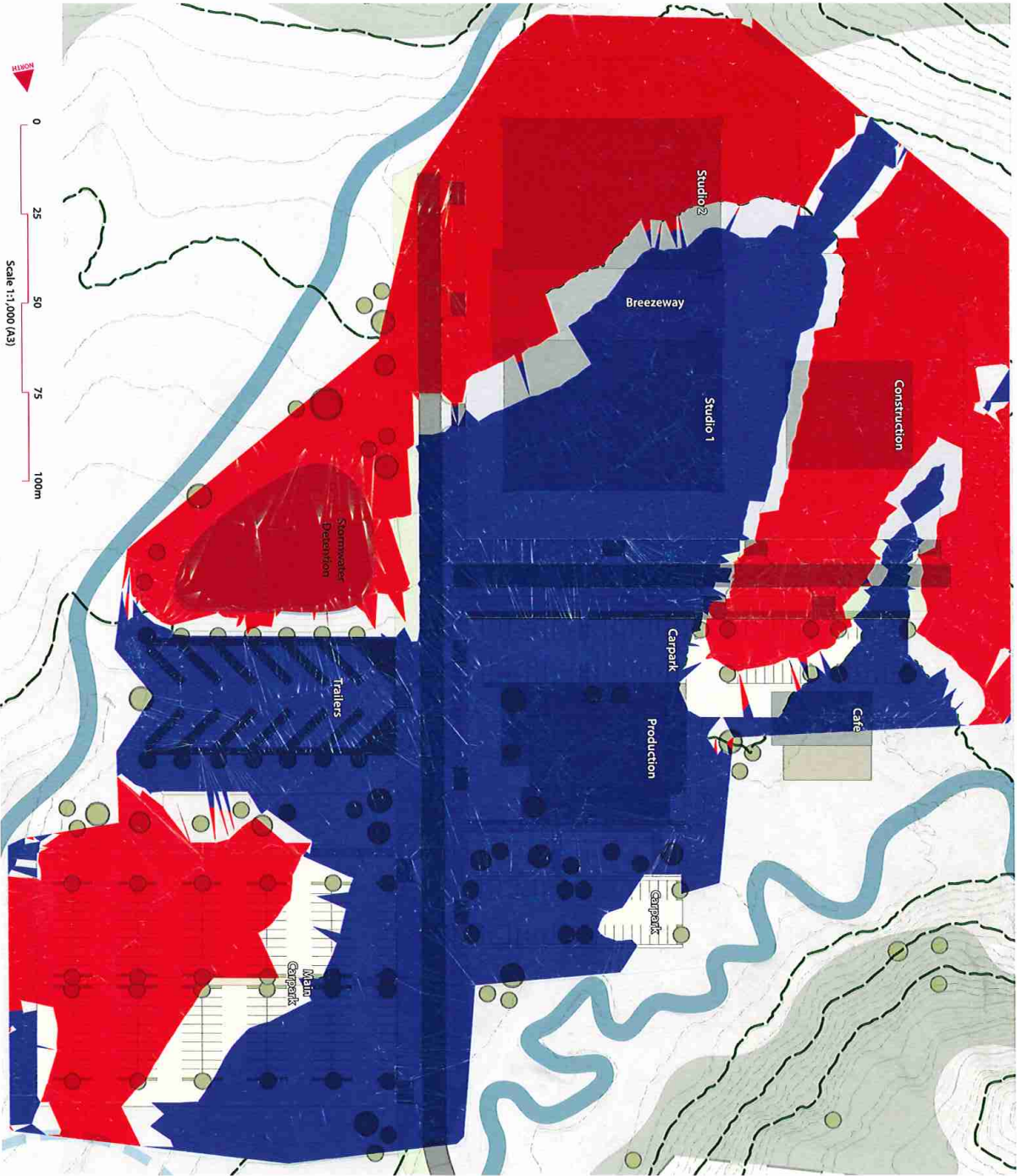
Print at A3

www.wayfinder.nz

info@wayfinder.nz

WAYFINDER Landscape Planning & Strategy





LEGEND

- Cut Location
- Fill Location

NOTES

- Within this area of the site the cut and fill quantities have been balanced.

CUT & FILL

Parkhill Studios

For Resource Consent Application

23 September 2021

Revision 05 Drawn J Hunt Reviewed by S Bray

Scale 1:1000 Sheet 06

Print at A3

Project Name: Parkhill Studios

www.wayfinder.nz

john@wayfinder.nz

WAYFINDER

Landscape Planning & Strategy





RMA20210474

In the matter        of the Resource Management Act 1991 (Act)

And in the matter of an application by No.8 Film Studios Limited for land use consent to  
establish a screen production studios and associated activities at  
Gordon Road and 376 Parkhill Road, Te Awanga.

**Statement of evidence of Michael Andrew Smith**

14 September 2022

EVIDENCE SMITH\_M\_FINAL 20220914

## 1 Introduction

### Qualifications and experience

- 1.1 My full name is Michael Andrew Smith.
- 1.2 I hold the position of Principal Transportation Engineer at Stantec, who I have been with since 1996. I hold a Master of Engineering in Transport (MET) from the University of Canterbury. I am a Fellow of Engineering New Zealand, and a Chartered Professional Engineer of Engineering New Zealand (FEngNZ / CPEng). I am a Registered Professional Engineer Queensland (RPEQ) and registered as an International Professional Engineer (IntPE). I am a Practice Area Assessor (Transportation) on behalf of Engineering New Zealand.
- 1.3 I have over 25 years' experience in traffic engineering, and regularly undertake assessments of resource consent applications for transport matters for various local authorities across NZ.
- 1.4 I have experience in road safety, traffic engineering, construction and assessing development applications from a traffic compliance and impact perspective.
- 1.5 I have been provided with a copy of the Code of Conduct for Expert Witnesses contained in the Environment Court's Practice Note 2014. I have read and agree to comply with that Code. This evidence is within my area of expertise, except where I state that I am relying upon the specified evidence of another person. I have not omitted to consider material facts known to me that might alter or detract from the opinions that I express.

## 2 Outline of Evidence

- 2.1 I outline a summary of matters raised in my evidence:

### Section 3: General Matters

- (a) Speed Limits: Parkhill Road and School Speed Limit
- (b) Proposed Development Traffic Generation
- (c) Parkhill Road/Raymond Road Intersection Capacity
- (d) Parkhill Road/Raymond Road Intersection safety

### Section 4: Application Matters

Matter 1: Private Road Connection to Parkhill Road

Matter 2: Access from Clifton Road to Parkhill Road through Te Awanga Estate Winery Property

Matter 3: Development Access Road use by Te Awanga Downs (Farm)

Matter 4: Private Road Junction / Outfoxed Access

Matter 5: New Private Road Use/Outfoxed

Matter 6: Security Features

Matter 7: Parkhill Road / Raymond Road Intersection

Matter 8: Emergency Vehicle Access

**Section 5: Specific Matters Raised by Submitters:**

Matter 9: Peak Hour Traffic Movement

Matter 10: Intersection – Parkhill Road / Raymond Road

Matter 11: Safety of Vulnerable Users – Parkhill Road at School

Matter 12: Formation Width – Parkhill Road

Matter 13: Drainage – Parkhill Road

Matter 14: Roadside Facilities – Parkhill Road

Matter 15: East Road / Parkhill Road Intersection

Matter 16: Mill Road / Richmond Road Intersection

Matter 17: Residential Access – Sight Lines

### **3 General Matters**

#### **Speed Limits:**

##### **Parkhill Road**

- 3.1 A number of submitters have raised the matter of reducing the rural road speed limit to 50 km/hr along Parkhill Road.
- 3.2 The setting of speed limits is governed by the Land Transport Rule: Setting of Speed Limits<sup>1</sup> 2022 (SLR 2022), and as such a lower rural speed limit would require a formal assessment under the SLR 2022, with the final legal speed determination being compliant with the matters for assessment, such as topography, horizontal and vertical alignment, access density and roadside hazards, etc.
- 3.3 Considering the requirements of the SLR 2022, my initial consideration is that Parkhill Road would not meet the requirements for a reduced rural road speed of 50 km/hr.
- 3.4 The SLR 2022 typically requires the consideration of many elements such as Function and Use of the road, crash and injury risks for all road users, characteristics of the road and roadsides, adjacent land use, number of intersections and property accessways, traffic volume etc. This is fully described in Section 3.15 (2) of SLR 2022.

---

<sup>1</sup>The Rule is available at: <https://www.nzta.govt.nz/resources/rules>

- 3.5 Should the proposal be granted, I am of the opinion that the speed limit reduction would not be appropriate for change to 50 km/h, based upon negligible change in many of the assessment matters detailed in SLR 2022.
- 3.6 I consider that the review of the speed limit along Parkhill Road could be undertaken by Hastings District Council (HDC) as a separate exercise, if the Council wishes, outside of the consent process, which (regardless of the outcome) would not change the extent of widening/upgrade proposed by the Applicant for Parkhill Road to accommodate the type and level of traffic that will be generated by the proposed development.

### **School Speed Limit**

- 3.7 The safety of school children due to an increase in traffic volume has been raised by submitters. Best practice recognises that pedestrians, especially the young and elderly, have poor tolerance to crash forces. A substantive way to reduce the crash forces is lowering the speed limit (Refer to NZTA Speed Limit advertising campaign) in accordance with the SLR 2022. As discussed above, this Rule requires HDC to undertake a review for possible speed reduction (school zone) in accordance with the SLR 2022, within a defined priority for various school environments.
- 3.8 Section 5.4 of the SLR 2022 (Figure 1 below) details the assessment of School Speed Zone speeds as a function of the school being designated as Category 1 or Category 2 Schools. Full consideration for School Speed Zones must be given for the provision of 40 km/h.

38

*Land Transport Rule*

#### **5.4 Implementation of new speed limits around schools**

A road controlling authority must—

- (a) use reasonable efforts that, for at least 40% of the schools directly accessed from roads under its control, speed limits for roads outside schools that comply with Section 5 are set by 30 June 2024; and
- (b) use reasonable efforts that all roads under its control have speed limits that comply with Section 5 set by 31 December 2027.

**Figure 1: Extract from SLR 2022 – Section 5.4**

- 3.9 Further Guidance is given in NZTA Traffic Note 37, as detailed in Figure 2 below:



#### 4 Warrant

A road controlling authority may set a 40km/h variable speed limit in a school zone under the following conditions:

- (a) there is school-related pedestrian or cycle activity on the road outside the school, which exceeds approximately 50 children crossing the road or entering or leaving vehicles at the roadside, and the traffic on the road outside the school meets at least one of the following conditions:
  - (i) the mean speed of free-running vehicles is greater than 45km/h (measured when the 40km/h variable speed limit is not operating), or
  - (ii) the 85<sup>th</sup> percentile speed of free-running vehicles is greater than 50km/h (measured when the 40km/h variable speed limit is not operating), or
  - (iii) there have been pedestrian, cycle or speed-related crashes near the school in the previous five years, or
  - (iv) the school-related activity occurs on a main traffic route, or
- (b) there is school-related pedestrian or cycle activity on the road outside the school, with children crossing the road or entering or leaving vehicles at the roadside, and safe and appropriate traffic engineering measures are installed so that the mean operating speed of free-running vehicles on the road outside the school does not exceed 40km/h when the 40km/h variable speed limit is operating.

Figure 2: Extract from NZTA Traffic Note 37 – Section 4

- 3.10 In conclusion, I support the inclusion of a reduced school speed limit, in accordance with SLR 2022, and Traffic Note 37. The lower speed limit for peak school movement times will assist with vulnerable user safety. I acknowledge, however, that the application of a school speed zone will require the assessment and submission by HDC, being the road controlling authority, and will be subject to their internal programme of assessments under the Rule.

#### **Proposed Development Traffic Generation:**

- 3.11 I have considered the development traffic generation associated with the proposed development. My original review of the proposed development (dated September 2021) considered the traffic generation analysis presented by Urban Connections.
- 3.12 Submitters have raised concern that generation rates may not cover all use associated with the day-to-day operation of the film studio. I note that there is very little analysis data available on traffic generation rates for film studios, and as such, the actual range of generation rates for the subject film studios could be greater than stated in the application. I have therefore considered the concerns raised, and the potential impact that this may have on Parkhill Road traffic volumes.
- 3.13 From a road classification perspective, the traffic volumes anticipated by Urban Connection will move the section of Parkhill Road, between Raymond Road and the road end at Te Awanga Estate, from a road classification of 'Access: Rural' to 'Secondary Collector' (under the HDC District Plan & Engineering Code of Practice).
- 3.14 As a sensitivity analysis, I have considered an extreme increase of 50% in traffic volumes (refer Matter 9 below). If traffic volumes were to increase to this extent, Parkhill Road would still remain within the classification of a Secondary Collector, and the road would need to be formed to the requirements of that classification. I discuss the extent of road widening required further below (under Matter 12).

### **Parkhill Road/Raymond Road Intersection Capacity Analysis:**

- 3.15 The initial capacity analysis provided by Urban Connection for the Applicant with the Applicant's Assessment of Environmental Effects indicates that the Parkhill Road / Raymond Road intersection currently operates within an acceptable band for Levels of Service. However, this analysis has not been sensitivity tested for any potential increase in traffic volumes, being a concern raised by the submitters.
- 3.16 Based upon the limited nature of literature on traffic generation rates for film studios, I recommend that the applicant undertake a sensitivity test for increased traffic volumes to confirm suitability of intersection form and function.
- 3.17 This sensitivity test should be undertaken prior to undertaking the final design of the Parkhill Road / Raymond Road intersection, to ensure that all turn facilities have sufficient queue length and acceptable levels of service.
- 3.18 Considering the presented intersection and proposed road improvements in and around the school, and the SIDRA™ analysis undertaken to date, I am of the opinion that even given a 25% rise in traffic volume, the intersection would perform suitably, subject to appropriate design (refer to Matter 10 of this report).
- 3.19 The final design should incorporate any design changes required to alleviate any matters raised as part of the sensitivity test analysis.

### **Parkhill Road/Raymond Road Intersection Safety**

- 3.20 The Urban Connections analysis of the Parkhill Road / Raymond Road intersection function has been undertaken from the perspective of traffic generation rates, and the impacts that this will have on capacity / intersection operation.
- 3.21 I am of the opinion that capacity is not the only element to be addressed when considering suitability of the intersection. Road safety, and specifically the available sight lines from hold positions, the effect of expected queued traffic at peak travel times, and the road geometry are critical to ensure that the intersection operates safely.
- 3.22 When considering intersection design, the utilisation of the AUSTROADS Safe System Assessment Framework<sup>2</sup> (SSAF) will lead the evaluation of the safe system elements and operation of the current intersection, along with the consideration of any alternate / improvement options for the intersection.
- 3.23 Tracking diagrams supplied by Urban Connections<sup>3</sup>, along with the narrative of the findings, detail that localised widening will be required to ensure that a semi-trailer vehicle can undertake the required turns and stay within their own lane. I consider that the final design should include all analysis of movements and provision of the required widening, resulting in best practice design. See also recommendation in paragraph 4.36 of my evidence.
- 3.24 I consider that the following process should be undertaken by the consent holder in finalising the safe operation and arrangement of the current intersection:

---

<sup>2</sup> Austroads Research Report AP-R509-16: Safe System Assessment Framework

<sup>3</sup> Urban Connections Letter; 17 November 2021, Item 7, Pg 6

- (a) Undertake a sensitivity test of intersection performance utilising increased traffic volumes on Parkhill Road.
- (b) Consider current intersection form, with specific regard to queue capacity, and sight lines to determine suitable gaps for drivers undertaking turn movements.
- (c) Undertake a safety review of available sight lines under i) and ii) above, with additional consideration of any effects of vehicles in the through lane masking approaching / conflicting traffic.
- (d) Develop remedial improvements to address any issues raised.
- (e) That an independent and appropriately trained SSAF practitioner undertake a SSAF evaluation of the current and remedial improvements to determine the best safety outcomes that comply with the Safe System approach
- (f) Upon final design selection, the applicant shall engage an independent appropriately trained Road Safety Audit Team to undertake a formal Road Safety Audit in accordance with the NZTA Road Safety Audit Procedures for Projects Guideline.

## 4 Application Matters

### Matter 1: Private Road connection to Parkhill Road

- 4.1 Following the close of the submission period, the applicant advised Council that they wish to modify the proposed design for the connection of the new private road to the end of Parkhill Road. The revised design (Figure 3) incorporates a 14-metre diameter roundabout, located further towards the Te Awanga Estate winery.



Figure 3: Proposed Intersection Scheme Layout

- 4.2 A review of the HDC Property boundary files in GIS reveals that Parkhill Road continues into the land occupied by the Te Awanga Estate Winery, as indicated in Figure 4 below



**Figure 4: HDC GIS Property Boundary layer**

- 4.3 The proposed roundabout and part of the new access road to the film studio from the roundabout will be located within the unformed part of Parkhill Road. This road corridor will enable the formation of a compliant intersection form.
- 4.4 The proposed roundabout intersection form is detailed as being some 14 metres in diameter. This is, in my opinion, insufficient for a medium / large truck to undertake a complete U-turn within the design proposed. NZ standard tracking curves for a semi-trailer indicate an absolute minimum radius of 12.5 metres (25 metre diameter) outside tracking sweep path is required. I therefore consider that the proposed 14 metre diameter roundabout is insufficient for the largest potential vehicle.
- 4.5 In considering the increase in diameter of the roundabout, I comment that this is greater than the available legal road corridor, and could require land which may, or may not be within the agreed easement between the film studio and the adjacent landowner. I therefore recommend that the applicant, prior to the hearing, submit further information to demonstrate how a compliant roundabout of a size suitable for the turning of an expected largest vehicle could be appropriately accommodated.
- 4.6 While an improvement from the initial supplied design, this design remains with approach junctions immediately adjacent to each other. This would present a safety issue on who has priority for movement, especially for the entry / exit conflict, and the period whereby two vehicles are exiting from the respective connections.
- 4.7 I consider that a compliant intersection design could potentially be developed at this location, with a suitably sized roundabout formed utilising some the land currently presented

7

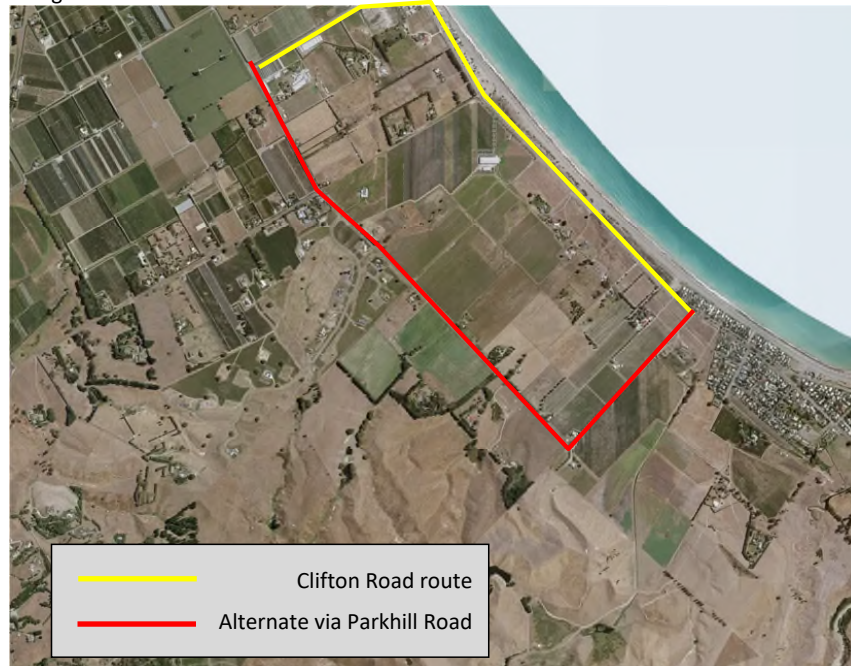


as the new access alignment. I consider that this could be undertaken at the detailed design stage for Engineering Approvals, as a condition of consent (if granted).

- 4.8 Any detailed design should be subject to an independent formal Road Safety Audit (RSA).

### **Matter 2: Access from Clifton Road to Parkhill Road through Te Awanga Estate Winery Property**

- 4.9 A matter of concern raised by submitters is the potential for traffic from Clifton Road using the existing shingle driveway through the Te Awanga Estate Winery to access Parkhill Road, being the more direct traffic route.



**Figure 5: Existing access route from Clifton Road to Parkhill Road through the Te Awanga Estate property.**

- 4.10 The current Te Awanga Estate vineyard access enables direct public movement over private land to Parkhill Road, to gain access to the Te Awanga Estate Winery, and onward to Parkhill Road. Use of the access is at the discretion of the landowner.
- 4.11 In considering the current use, and traffic movements, I am of the opinion that the existing traffic movements would be accounted for in the current Parkhill Road traffic volumes and have therefore already been taken into consideration in my assessment of traffic effects relating to the proposed film studio.

### **Matter 3: Development Access Road use by Te Awanga Downs (Farm)**

- 4.12 The existing Te Awanga Downs farm operations have existing access to Gordon Road, via a gravel road through the Te Awanga Downs' property, that also provides the existing access to Outfoxed and the Clifton Cricket Club, etc.

- 4.13 It is noted that the internal farm track is part of the farm operations, and as such is utilised to support the day-to-day operation of the farm. I do not expect that all farm traffic will utilise the new access to Parkhill Road.
- 4.14 It is proposed that the new access to the development will enable access to Parkhill Road for Te Awanga Downs Farm. Given the size and layout of the farm, and considering the location of farmyards etc, I consider that there would be minimal advantage for farm access to Parkhill Road.
- 4.15 I consider that the new access road proposes the use of multiple security controls, all of which would require the farm operations to seek approval and operation of the security system. I see that this would be a deterrent to normal farm operations and access to Parkhill Road.
- 4.16 I see no significant increase in farm traffic access to Parkhill Road via the new access road. However, considering the scenario of an increase in farm traffic, I am of the opinion that any additional traffic would be accounted for in my 'conservative' scenario assessment of sensitivity testing with a 50 % upload in traffic volumes from the development is considered. Refer to paragraph 3.14 of my evidence.
- 4.17 Refer also to the determination of Outfoxed access in Matter 4 below

#### **Matter 4: Private Road Junction / Outfoxed Access**

- 4.18 The proposed new access road for the development consists of a 6 m wide, two-way, sealed access. The proposed access road intersects with the current access road for the Outfoxed complex, Clifton Cricket Club, and Outfield Music venue.
- 4.19 The intersection is indicatively designed as a crossroad formation, located mid-way through a reverse curve combination. The Outfoxed alignment is skewed to the proposed access road for the studios.
- 4.20 The road alignment, and intersection angles, in association with the topography constraints and proposed planting, may result in poor intervisibility from drivers at the proposed STOP control proposed for the Outfoxed access road.
- 4.21 The proposed intersection design will place the requirement to STOP and assess opposing traffic movement on people accessing the Outfoxed facility and adjacent areas. Currently the users of Outfoxed etc have direct access and may already be accustomed to direct movement.
- 4.22 I believe the proposed access road to the studio requires site specific topographical survey and geometric design to ensure that approach road angles and the maximum intervisibility sight lines are achieved

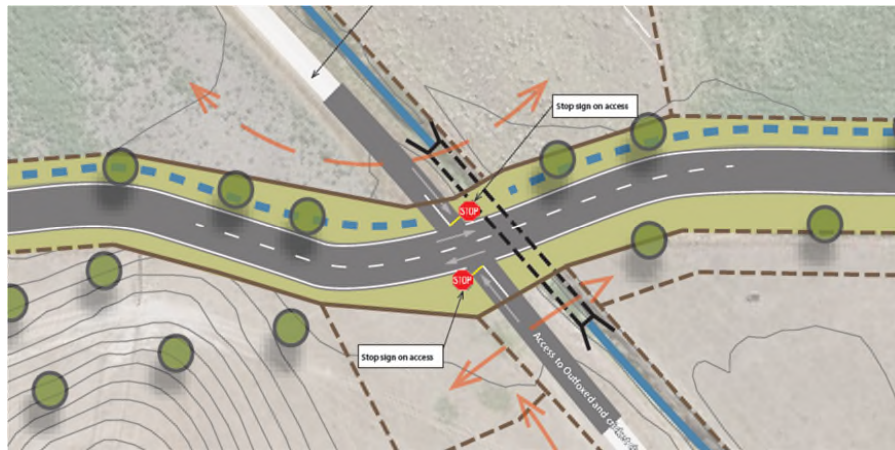


Figure 6: New road / Outfoxed proposed intersection scheme layout

- 4.23 The final design resulting from the topographical survey and utilising best practice design should be subject to a formal RSA, undertaken by an independent and appropriately trained Road Safety Team.

#### Matter 5: New Private Road use / Outfoxed, Clifton Cricket Club, etc.

- 4.24 The presented scheme design details a cross-road formation that enables a user from Outfoxed, the Clifton Cricket Club, the Landing, Outfield Music events, etc. to undertake a left turn out movement from their existing shared access, and travel towards Parkhill Road using the proposed new access road for the film studios, as this would be a more convenient route than utilising the current access road out to Clifton Road (via Gordon Road).
- 4.25 It is noted that there is a security gate to be installed between the Outfoxed access road, and Parkhill Road. The applicant has not detailed the nature and mode of operation of the security gates. It seems probable that if the operation has controlled access inbound, it would be self-opening outbound, assuming that the premise is that a driver has obtained authorisation to enter into the studio, therefore would not need to utilise security to exit.
- 4.26 Drivers familiar with the Outfoxed facility, and understanding the new road access system, may be attracted to using the new road alignment to Parkhill Road.
- 4.27 Given the configuration of the intersection, it is considered that the inclusion of No access / Private Road signs would be ineffective unless there was some form of policing / enforcement.
- 4.28 The proposed studio access road has turn facilities formed for the inbound movement, permitting U-Turn movements should access not be granted. There is no similar facility for the outbound movement. I note that the U-Turn facility appears to be suitable for light vehicles only and would not be suitable for large vehicles (larger than a B99 vehicle) should they not be granted access.
- 4.29 I acknowledge that the use of technology, such as numberplate recognition, would assist for all permitted movements to / from the studio. All vehicles used for access to the film studio would have their numberplates previously identified, and access granted for the inbound or

outbound movement. Visitors can call at first gate and have number plate recorded / authorised.

- 4.30 I recommend that the applicant should submit details of the method of operation that will be used to prevent uncontrolled access for the movement from Outfoxed to Parkhill Road that may be considered at the hearing.

### Matter 6: Security Features

- 4.31 The latest iteration of the design proposed for the film studio access road includes two specific security check points / barrier arms, as indicated in Figure 7 and Figure 8 below.



Figure 7: New road barrier arm scheme layout

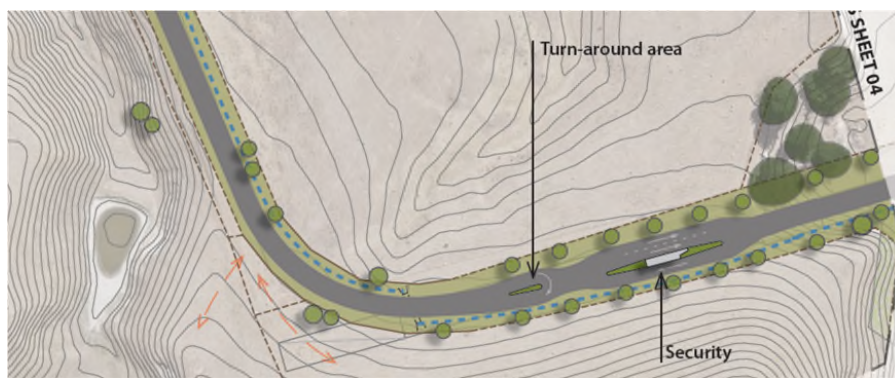


Figure 8: New road security gate scheme layout

- 4.32 Each of the security points / barrier arms details facilities for a turnaround should a vehicle not be permitted to travel any further into the complex. The details supplied are diagrammatic only and will require confirmation during the design phase to ensure that all reasonably expected vehicle types can undertake a U-Turn movement if required.



- 4.33 I believe that, subject to land being available, a suitable facility can be implemented. I recommend that the applicant provide sufficient evidence by way of an indicative design, to confirm that a suitable facility can be formed and operated to address this matter.
- 4.34 All final designs should be subject to a formal RSA undertaken by an independent Road Safety Audit team, in accordance with the NZTA Road Safety Audit Guidelines.

### Matter 7: Parkhill Road / Raymond Road Intersection

- 4.35 The applicant proposes a series of improvement works for the Parkhill Road / Raymond Road intersection, and alongside the existing Haumoana Kindy and School.

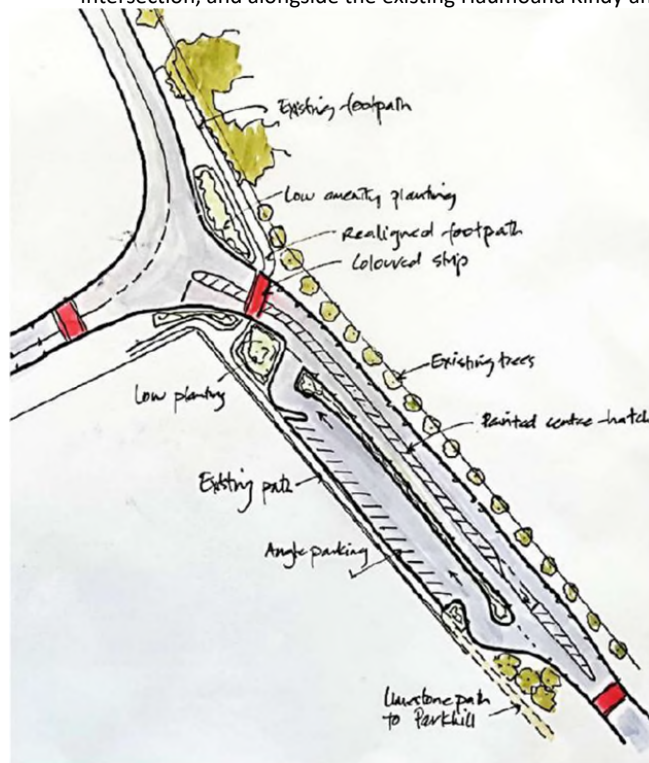
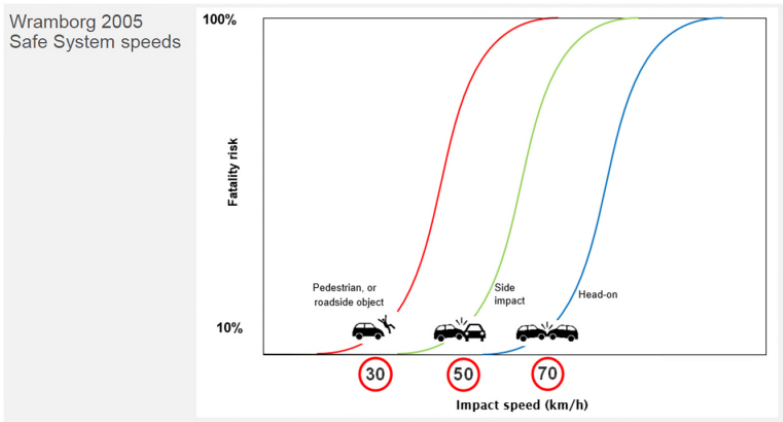


Figure 9: Proposed Intersection Scheme Layout

- 4.36 In reviewing the proposed remedial treatment, I generally concur with the schematic road layout. I recommend that sufficient investigation and design be undertaken as part of this application to provide Council with surety that there are no unresolvable clashes with overhead, at grade or underground services, or elements that would restrict the intersection being built to the intent of the scheme design.
- 4.37 The provision of raised tables (Figure 9: indicated in red), includes best practice under the safe system treatment – Primary treatment approach, where vertical deflection is installed to slow vehicle speeds. Critical to this philosophy is the provision of treatments that reduce

crash forces to a survivable Level<sup>45</sup>. As can be seen below, reducing impact speeds for pedestrians from 50 km/h to 30 km/h lowers the risk of a fatal injury from 80%, down to 10%.



4.38 As part of the Engineering Approvals, it is my opinion that all Parkhill Road/Raymond Road intersection and road improvement works should be subject to a formal Road Safety Audit (RSA) by an independent and appropriately trained practitioner for Road Safety Audits. For clarity, the following response path should be stipulated for the RSA:

Designer response	Designer to respond with clear determination of remedial measures to address the issue raised by the Auditors.
Safety Engineer comment	HDC Road Safety Engineer to review and provide feedback on issue, considering the matters raised, and how the designers proposed remedial treatment will address or mitigate the identified road safety issue.
Client decision	The applicant’s design team, including project manager and persons with authorisation for approval should respond to the matters presented by the Auditors, designers response and Safety Engineers comments.
Action taken	Identify specific actions to be taken, and to whom they have been assigned.  For any significant or serious rated matters raised in the RSA, specific response back to HDC Engineering and Planning Teams should be given to ensure total closure of the matter.

<sup>4</sup> [https://www.bikeauckland.org.nz/wp-content/uploads/2018/09/Mackie-Research-Report\\_Speed-vs-injury-risk.pdf](https://www.bikeauckland.org.nz/wp-content/uploads/2018/09/Mackie-Research-Report_Speed-vs-injury-risk.pdf)

<sup>5</sup> Wramborg; 2005 :

### **Matter 8: Emergency Vehicle Access**

- 4.39 My original review of the access road design and layout considered the impact of the design on access by Emergency Vehicles, especially Fire and Emergency New Zealand (FENZ).
- 4.40 The Urban Connections report (17 November, Item 4, Pg 3) presents that as the new road formation is 6 metres wide, this is suitable for use by FENZ.
- 4.41 Unassessed within the response is the impact that the proposed barrier arm / security gates will have on unrestricted access for emergency services, especially if the barrier is unmanned.
- 4.42 I consider that it is prudent that details of the methods of operation to enable unrestricted access by emergency services are provided by the Applicant for the hearing, including confirmation from FENZ as to their acceptability.

## **5 Specific Matters Raised in Submissions**

- 5.1 Following the limited notification period, 10 submissions were received. One submission is in support, 6 oppose, 2 support subject to the imposition of conditions, and 1 seeks the inclusion of conditions but does not state whether they seek the consent to be declined or granted.
- 5.2 Two submissions were from different occupants of the same property (i.e. 272 Parkhill Road).
- 5.3 I have identified the following main topics that have been raised in the submissions and provide my response to these in turn below.

### **Matter 9: Peak Hour Traffic Movement**

- 5.4 Submitters have questioned the traffic generation figures provided by the Applicant for the proposed development, commenting that they consider that the figures may be low, and do not include all ancillary movements by trades etc. as part of the day-to-day operations when filming, or upon set up for filming.
- 5.5 Traffic volume resulting from the development has been assessed by Urban Connection traffic engineers for the Applicant. Their assessment is reliant on an assessment of traffic generation as a function of Gross Floor Area (GFA) / Development type for the proposed film studios.
- 5.6 There is limited historic traffic generation rate data available for film studios, and hence a complete range of expected generation values is difficult to determine.
- 5.7 An analysis of the HDC RAMM data details that the existing traffic volume on Parkhill Road is 187 vehicles per day (vpd) (two-way movements – out and back)
- 5.8 The proposed development has determined that through the current knowledge base of traffic generation rates, the development, based upon GFA, is likely to result in an increase of some 470 vpd on Parkhill Road. This increases the daily traffic volumes to 657 vpd. This is an increase of some 250% on existing total traffic volumes. I consider that this level of increase would be noticed by current residents along Parkhill Road.

- 5.9 As presented in paragraph 3.11 to 3.14 of my evidence, the traffic volumes generated by the development, combined with the current traffic volumes, move the classification of Parkhill Road from 'Access : Rural' to 'Secondary Collector : Rural'.
- 5.10 Considering the sensitivity of volume on the road form and function, I have considered a scenario where there was an increase of 50% for Development traffic volumes over the volumes predicted by Urban Connection. 50 percent is considered a high-end figure to test whether the proposed road design width and configuration would be still considered suitable.
- 5.11 This results in a calculated traffic movement volume of 705 vpd, with a resultant daily traffic volume on Parkhill Road of 890 vpd. I consider that a 50% increase in volume would cater for the potential for unaccounted trade / service vehicle movements. In undertaking this assessment, I consider that this volume is still below the top desirable limit of 1000 vpd, for a Secondary Collector status road.
- 5.12 I consider that a realistic increase in traffic, considering movements as raised by the submitters, would be in the order of an additional 10% to 25% increase in traffic volume. – Figure 10 below provides a range of total ADT volumes for the consideration of the Commissioner.

Current Volume	GFA calculation	% increase	ADT Volume
187	470	0%	657
187	470	10%	704
187	470	25%	775
187	470	50%	892

**Figure 10: Indicative volumes for various percentage increases in volume based upon GFA**

- 5.13 An increase in traffic volume would have its greatest effect on the performance of the Tee-Intersections. I recommend that a condition of consent be imposed which would require the Applicant to undertake a sensitivity test of Intersection performance (SIDRA) with 10 and 25 % increase in total traffic movements for the development, as part of the preparing the final design to be submitted to the Council for the Parkhill Road/Raymond Road and East Road/Parkhill Road intersections. This will enable a complete assessment of any traffic effects that may result from an increase in traffic and that will need to be accommodated within the detailed intersection designs.
- 5.14 I recommend that the Applicant's traffic experts be required (as a condition of consent) to undertake a SIDRA™ or similar analysis of the key intersections of Parkhill Road / Raymond Road and Parkhill Road / East Road, utilising the results of the sensitivity analysis volumes from the development. The consent holder should be required by condition to supply appropriate detailed analysis to confirm that the proposed final design of the intersections will perform to an appropriate standard.

### **Matter 10: Intersection – Parkhill Road / Raymond Road**

- 5.15 Submitters have presented that, due to the increase in through and turning movement traffic, a roundabout should be installed at the intersection of Parkhill Road and Raymond Road.



- 5.16 In assessing this proposal, I have considered the design needs of a suitably sized roundabout, that takes into account the road geometry, topography of the intersection and the prevailing speed limits / speed environment in and around the school.
- 5.17 A characteristic of the Parkhill Road / Raymond Road intersection is the cresting vertical and horizontal curve (Raymond Road onto Parkhill Road), with the associated hedge line on the adjacent property boundary to the north.



**Figure 11: Existing vertical alignment of Raymond Road leading into the Parkhill Road intersection**

- 5.18 Considering the geometric requirements of the roundabout, along with the requirements of safe movement of pedestrians / cyclists, especially school children, an indicative design diameter would be as indicated in Figure 12 below.



**Figure 12: Indicative position of a compliant sized roundabout - Raymond Road / Parkhill Road intersection**

- 5.19 When considering the capability for the provision of a roundabout, an assessment of the road corridor boundaries is critical, to ensure that the proposed design is of a suitable size, and the determination of any additional land take required should such a suitable design be implemented.
- 5.20 Of specific relevance to the proposal for a roundabout, as presented by submitters, is the geometric requirements of large vehicle movements through a roundabout. In this regard, I consider that a suitable roundabout for the safe movement of large vehicles (semi-truck) would need to have a minimum outside diameter of 30 metres. This would require significant land take from adjacent properties. To assist the Commissioner, I have detailed the likely position and size of a roundabout as detailed in Figure 12 above.
- 5.21 It is noted that the provision of a suitably sized roundabout would also require the relocation of significant overhead utilities, with all new poles being located outside of the zone where they would be considered a roadside hazard.
- 5.22 I believe the provision of a suitably sized roundabout would not be feasible at this location.
- 5.23 I consider that the modifications to the intersection, as detailed in the Applicant's revised material (Refer to Figure 9), would be a suitable minimum standard. I consider that the final design of a style presented by the applicant would require significant site survey and geometric design to confirm the final configuration that would address road safety, movement, and intersection lighting issues.
- 5.24 The applicant shall undertake sufficient initial investigations as part of this application to confirm that a compliant intersection design could be applied, considering large vehicle tracking, adjacent vulnerable user paths, that any utility services are not impacted by the changes, and that suitable queue stacking facilities are able to be formed enabling safe turn and through movements.
- 5.25 The final design for the modifications to the intersection should therefore be subject to a formal Road Safety Audit (RSA), by independent suitably experienced, and trained Auditors.
- 5.26 The RSA should follow best practice as defined in the New Zealand Transport Agency Document "Road Safety Audit procedures for Projects; Guidelines; Interim Release May 2013". Hastings District Council should apply the "Safety Engineer" review role to any matters raised, and designers' response to the RSA.
- 5.27 I consider that as part of the design process, additional mitigations, such as a School Speed Zone should be considered and implemented if found to be appropriate/necessary. I refer back to paragraph 3.1 to 3.9 of my evidence above.

### **Matter 11: Safety of Vulnerable Users – Parkhill Road at School**

- 5.28 The Applicant proposes to apply traffic calming design to the intersection in and around the school at Parkhill Road / Raymond Road.
- 5.29 I acknowledge that the design is indicative only and will require site specific topographical survey and detailed design to ensure full compliance with the relevant design standards.
- 5.30 The indicative calming measures consist of raised speed platforms and raised formal pedestrian crossing facility. Under the Safe Systems Treatment framework, these are considered Primary Treatments, and are effective in reducing speeds (and hence crash forces)

17

- 5.31 The proposed separation island enabling the formation of a separated angle parking system with designed entry and exit facilities, along with a separated walking path to the school is considered an appropriate minimum standard.
- 5.32 The formation of a flush median in the road centre, with an appropriate right turn pocket to enable a driver to position out of the through lane, and wait for a safe turn opportunity, is considered good practice.
- 5.33 I have been supplied a copy of communications (25 August 2022) from Napier Kindergarten Association (NKA): Te Putahi Kura Puhou o Ahuriri, detailing a recent meeting between the NKA and representatives of Parkhill Studios. This letter acknowledges a productive meeting, with an outcome of Parkhill Studios to supply further plans for consultation with NKA. I have considered this response in my assessment of the matters, and comment that further plans and scheme / design development is a good way forward to resolving the issues.
- 5.34 Submissions have been made for the inclusion of a cycle / pedestrian underpass to enable safe movement to and from the school. I am of the opinion that for a facility such as this, additional land would most likely be required from adjacent properties to facilitate the provision of appropriate gradients, and sight lines for users. Underpasses present a Crime Prevention through Environmental Design (CPTED) risk if they are remote, lack passive surveillance, and result in potential for dark / hidden spaces.
- 5.35 Deep cuttings would require additional safety barrier protection and would impact on the available space required within the road corridor for a suitable facility. It is considered that this style of treatment (Underpass) would be unnecessary in this environment.

### **Matter 12: Formation Width – Parkhill Road**

- 5.36 Submitters have raised concern that Parkhill Road is narrow and will require widening along the section from Raymond Road through to the new access road.
- 5.37 As part of the application, it has been presented that Parkhill Road will be widened to 6 metres width. The following sections provides analysis on the proposed widening.
- 5.38 The material provided by the applicant is that the existing traffic volume on Parkhill Road is 187 vehicles per day (vpd).<sup>6</sup>
- 5.39 Considering the current traffic volumes under NZS 4404 : 2010, Modified Schedule C in the Hastings District Council Engineering Code of Practice 2020, Table C4 (page 45), Parkhill Road is classified as a 'Access : Rural Road'.

Rural	Access	200vpd	Low level agricultural activity	up to 100	20	10%	Shared (on shoulder & Berm)	Total shoulder 1.0m,	Shared (in movement lane)	2 x 2.75
-------	--------	--------	---------------------------------	-----------	----	-----	-----------------------------	----------------------	---------------------------	----------

- 5.40 An Access Road requires a minimum traffic lane width of 2.75 meters, 5.5 metres minimum total width.
- 5.41 Utilising the future Traffic volume as presented in the Applicant's Traffic Assessment, the revised traffic volume is 657 vpd.

<sup>6</sup> Urban Connection Report

- 5.42 Considering the increase in traffic volume presented above, the increase in traffic volume changes the status of the road from 'Access : Rural' to 'Secondary Collector : Rural'.

all Move	Secondary Collector	1000vpd	Medium level agricultural activity	up to 100	20	10%	Shared (on shoulder & Berris)	Total shoulder 1.0m, sealed shoulder 0.5m	Shared (in movement lane)	2 x 3.0
----------	---------------------	---------	------------------------------------	-----------	----	-----	-------------------------------	---	---------------------------	---------

- 5.43 Analysis of the projected traffic volume indicates that this is mid-range for the desirable traffic volume band for a Secondary Collector, and therefore the Secondary Collector status is deemed appropriate.
- 5.44 Considering the effect of say a 50% increase in traffic volume as a result of undercalculation of the traffic volume from the proposed development, I consider that this would still result in a Secondary Collector status, and hence the requirements for this road classification would still stand.
- 5.45 The HDC standards<sup>7</sup> for a Secondary Collector specify a road formation width of 2- 3 metre trafficable lanes, with 2- 0.5 metre sealed shoulders, resulting in a total sealed pavement width of 7.0 metres.
- 5.46 The applicant has proposed that the road will be widened to 6 metres as part of the proposed development. This is below the required HDC standard.
- 5.47 I therefore recommend that a condition of consent be imposed (if consent is granted) that would require the Applicant to widen Parkhill Road to the required total seal width of 7.0 metres.

### **Matter 13: Drainage - Parkhill Road**

- 5.48 Submitters have presented that improvement to the drainage on Parkhill Road, as part of the upgrading works, should be undertaken. It is presented that this should include adding/rebuilding culverts to mitigate existing flooding problems on parts of the road (i.e. adjacent to 272, 278, 299 and 326 Parkhill Road).
- 5.49 When considering the widening of the road as detailed in paragraphs 5.46 to 5.47 of my evidence, I am mindful that any widening would affect the road swale drainage system, and as such, drainage and the new swale location would have to consider longitudinal flow paths, and the impact that this would have on the transverse drainage features, such as culverts.
- 5.50 I consider that, should the commissioner be of a mind to grant consent, then a condition of consent should be imposed requiring a detailed design of the road widening, longitudinal drainage and transverse drainage features to be undertaken and submitted to Council prior to any construction work commencing.

### **Matter 14: Roadside facilities - Parkhill Road**

- 5.51 Submitters have requested the addition of a walking/cycling/horse riding path along Parkhill Road (from the intersection with Raymond Road).
- 5.52 Presently, cyclists utilise the current road formation for movement. Any pedestrian movement is currently undertaken either from the road edge or within the existing grassed

<sup>7</sup> HDC Engineering Code of Practice



shoulder. Similarly, equestrian movement would naturally occur within the grassed shoulder.

- 5.53 When considering the provision of an adjacent facility, I refer to the HDC Engineering Code of Practice (2020). Table C3, page 42, presents the desired provisions for rural roads. Table C3 is included below.

**TABLE C3 - CHARACTERISTICS OF RURAL ROADS (POSTED SPEED LIMITS > 70 KM/HR)**

Road Class – Rural Roads				
Criteria	Access (Low Volume)	Secondary Collector	Primary Collector	Arterial
<b>Traffic versus Land Access Function</b>	Land access primary function		Land access and traffic movement of equal importance	Traffic movement primary function; some land access control
<b>Typical Two Way AADT (vpd)</b>	0 – 200 (0-50)	200 – 1000	1000 – 3000	> 3000
<b>Flow Characteristics</b>	Interrupted flow		Generally uninterrupted flow	
<b>Desirable Operating Speed (km/h)</b>	60 – 80		70 – 100	80 – 100
<b>User Types</b>	Pedestrians, cyclists, all motor vehicle types			
<b>Accommodation of Pedestrians</b>	Footpaths generally not required, except for safety provisions to support adjoining communities			
<b>Accommodation of Cyclists</b>	Cycle lanes or sealed shoulders desirable on sealed roads		Separate cycle lanes or sealed shoulders recommended	
<b>Allowable connections level (new roads only)</b>	Access, Collectors		Access, Collectors, Arterial	Collectors, Arterials

Rural roads are those which have posted speed limits greater than 70 km/hr.

- 5.54 I note that Table C3 has a desirable operating speed of 60 – 80 km/h. The legal speed limit of any road is determined through the processes set out in the Land Transport Rule : Setting of Speed Limits 2022. This Rule requires the Road Controlling Authority to assess and set, through a formal process, any rural speed limit change.
- 5.55 Acknowledging the submissions presented, and the matters raised, as I have stated above, I am of the opinion that the change in traffic volumes expected from the proposed development would not meet the requirements for a reduction in the Parkhill Road speed limit to 50 km/h under SLR2022. As the formal review of speed limits can only be undertaken by HDC, being the road controlling authority, any decision to review the road speed for Parkhill Road will rest with the Council.
- 5.56 It is noted that, as detailed in paragraph 5.27 of my evidence, it is recommended that the speed limit in and around the school/kindergarten be explored, as it is required under the Land Transport Rule. Again, it is acknowledged that the formal review of speed limits can only be undertaken by HDC, being the road controlling authority, within the frames established in SLR 2022 and Traffic Note 37. If consent is granted to the proposed film studios development, the Council may wish to undertake this review sooner than perhaps otherwise programmed, to address submitter concerns.
- 5.57 Table C4 of the HDC Engineering Code of practice makes the following comments with regard to Pedestrian and Cycle movement provisions:
- Pedestrians. Rural Secondary Collector: Pedestrian link shall be Shared (On shoulder or berm). This is annotated with a foot note (A) that details “Provision will be in accordance with HDC’s Walking and Cycling strategy”.

- In reviewing the road topography, I observe areas where the roadside shoulder is in a cutting. In these locations pedestrians could choose to either use the grassed shoulder, acknowledging that this may be locally steeper than the road gradient, or travers onto the road shoulder, if safe to do so.
- Cyclists. Rural Secondary Collector: Cycle link shall be shared (in movement lane). This is annotated with a foot note (A) that details "Provision will be in accordance with HDC's Walking and Cycling strategy".

- 5.58 I have assessed that the required road formation width should be 7 metres, in accordance with the HDC guidelines. This includes provision of a 0.5 metre sealed shoulder either side of the movement lane. In accordance with HDC guidance, the provision of a sealed shoulder enables the movement of cyclists within the movement lane, or sealed shoulder.
- 5.59 Considering the changes required to widen the seal formation, I am of the opinion that pedestrian movement can still safely occur along the grassed shoulder, even with a reformed swale drain system.
- 5.60 For the above reasons, I consider that the addition of a walking/cycling/horse riding path along Parkhill Road (from the intersection with Raymond Road) is unnecessary.

### **Matter 15: East Road / Parkhill Road Intersection**

- 5.61 The proposed development will utilise the East Road / Parkhill Road intersection as part of their general access route. Submissions have been made that the nature and volume of traffic utilising this intersection will result in unsafe operations.
- 5.62 In considering the form and nature of the intersection, and the subsequent impacts of the proposed development, I note the following characteristics of the intersection:
- (a) Parkhill Road (north) undertakes a continuous through movement onto East Road, through a 90-degree horizontal curve.
  - (b) Parkhill Road (south) forms a Tee intersection with the through route, connecting on the outside of a horizontal curve at the apex of the curve.
  - (c) The through movement curve is superelevated.
  - (d) A formal right turn pocket is marked for the turn from Parkhill Road (north) into Parkhill Road South.
  - (e) The curve has a posted curve advisory speed of 35 km/h. This is a function of the small radius of the curve, considering the current superelevation.



Figure 13: Aerial view of Parkhill Road / East Road

- 5.63 The applicant has detailed the initial analysis of the Parkhill Road / East Road intersection using the Practical Absorption method, with the analysis indicating that the intersection performance was within the range of expected values.
- 5.64 The intersection performance has not been tested in SIDRA <sup>TM</sup>, nor has it been sensitivity tested with a range of increased traffic volumes as presented in my evidence in paragraph 5.4. to 5.14 of my evidence.
- 5.65 One concern I have relates to the visibility constraints at the intersection. The sight line through the inside of the current curve is significantly restricted by an adjacent hedge line. This greatly limits a driver's ability to identify a vehicle entering into the right turn pocket.
- 5.66 Large vehicles undertaking the right turn from Parkhill Road (north) into Parkhill Road (south) typically have a slow acceleration profile, especially when fully laden. This slow acceleration profile will result in a vehicle being partially over the opposing traffic lane when west / north bound traffic approaches the intersection.



Figure 14: Parkhill Road / East Road Intersection (viewed west).

Source: Google Earth ©

- 5.67 The right turn pocket is short, with more than a single semi-trailer vehicle undertaking the right turn causing intrusion into the through lane, potentially causing a following through movement vehicle to pull to the left to slip around. This has the potential to impact on any cycle users travelling south / east along this route.
- 5.68 I am of the opinion that there is also potential for head on crashes if a west / northbound driver fails to identify an HCV undertaking a right turn entry into the turn pocket. Given the mass and vehicle speed, such crashes have the potential to result in serious injury.
- 5.69 I consider that the material presented by the Applicant so far has failed to demonstrate the safe operation of the road, and the nett effect of multiple large vehicles queuing to undertake the right turn. Furthermore, the initial position of the application for the inclusion of "Flexi-posts<sup>8</sup>" at the intersection is considered an unsafe treatment style. This treatment style will have significant maintenance requirements due to vehicle strike on the posts and exposes maintenance crews to high risk where they are continually having to go back into the middle of a busy / complex intersection to re-establish the posts. This would be a poor Safety in Design outcome.
- 5.70 The original traffic analysis presented by Urban Connections details that it is anticipated that over 100 HCVs are expected to travel to and from the site (200 HCV trips), with an expected 14 HCV movements per day.<sup>9</sup>
- 5.71 It is further presented by Urban Connections<sup>10</sup> that these movements are to avoid the time periods of 8 am to 9 am and 4:30 pm to 5:30 pm, along with the school pick-up hour of 2:30 pm to 3:30 pm. I understand there may need to be further restrictions in order to address adverse noise effects. Where the available time for movements is restricted, any HCV movements will be compressed, resulting in the potential for multiple vehicles using the intersection at the same time.
- 5.72 In response to the s92 request, Urban Connections supplied the tracking curves for a semi-trailer vehicle through the intersection<sup>11</sup>. While the figures are of a small scale, it is evident that for all movements, the semi-trailer vehicle tracks over the existing kerb and shoulders. This demonstrates that turning large vehicles will experience difficulties and have potential road safety impacts on the operation through the intersection.
- 5.73 I consider that the current intersection layout is insufficient to enable safe and appropriate movement of HCVs, especially of the size and frequency presented as part of this application. I further comment that the queuing of large vehicles, along with their slow acceleration profiles, will have a negative effect on the safe operation of the intersection.
- 5.74 I consider that the modifications to the intersection, as summarised in the Urban Connections S92 response (17 November 2021, Section 7, Pg 10, second paragraph) are schematic only, and do not address in detail the nature and extent of widening required. I consider that the final design would require significant site survey and geometric design to confirm a configuration that would address road safety, movement, and intersection lighting issues.

---

<sup>8</sup> Urban Connection Traffic Impact Assessment Report, August 2021; Section 8.3.2

<sup>9</sup> Urban Connection Traffic Impact Assessment Report; August 2021, Section 6.1.1

<sup>10</sup> Urban Connection Traffic Impact Assessment Report; August 2021, Section 6.1.1

<sup>11</sup> Urban Connections response letter : 17 November 2021, Figures 10 - 13



- 5.75 Submitters have presented that the Parkhill Road / East Road intersection should be formed as a roundabout. In considering this proposal, I concur that a roundabout design would moderate turning conflicts, due to the legal requirement to yield to traffic from the right. I concur that a roundabout could be explored as a solution.
- 5.76 A roundabout design of a suitable size at first look appears to be able to be formed, however it is noted that a roundabout would have significant effects on the adjacent utilities, and the existing on-road cycle safety, along with the existing off road shared paths.
- 5.77 The provision of a roundabout at the intersection would change the dominance of the through movement and give priority to vehicles undertaking the turn movement from Parkhill Road (north) onto Parkhill Road (south), over drivers travelling from East Road onto Parkhill Road (north). A rural road roundabout in this location would require significant lighting to be designed and installed to highlight the feature.
- 5.78 In summary, in order to reach a view that the potential adverse traffic effects can be appropriately addressed, I consider that the applicant should demonstrate, through an initial design, that a suitable facility can be constructed, that meets best practice. This should be based on a full topographical and cadastral survey and include appropriate mitigation measures to address such matters as turning movement (slow vehicles), sight lines, geometric changes to the intersection demonstrating appropriate queue length capacity, and the safe movement of cyclists and pedestrians. As noted above, one method may be a roundabout as suggested by submitters, however it is for the applicant to suggest its preferred form of intersection improvements.
- 5.79 Provided such an initial design can be provided, and if the Commissioner determined the grant of consent was appropriate, then I consider a condition should be imposed to require the final design for the modifications to the intersection to be subject to a formal Road Safety Audit (RSA), by independent suitably experienced, and trained Auditors.
- 5.80 The RSA should follow best practice as defined in the New Zealand Transport Agency Document "Road Safety Audit procedures for Projects; Guidelines; Interim Release May 2013". Hastings District Council should apply the "Safety Engineer" review role to any matters raised, and designers' response to the RSA.

### **Matter 16: Mill Road / Richmond Road Intersection**

- 5.81 One submitter has raised concerns about potential impact of increased traffic on the safety of the Mill Road/Richmond Road intersection. I have considered this request, with specific regard to location, form and crash history
- 5.82 A review of the New Zealand Crash Database (CAS) revealed 6 crashes over a 10-year crash period (10 years used for rural intersection). This reveals the following analysis:
- (a) 1 Serious crash (2011)
  - (b) 1 Minor injury crash (2021)
  - (c) 4 Non-injury crashes (2012, 2016, 2017, 2017)
  - (d) 3 crashes crossing right angles (side impact)
  - (e) 1 crash right turn out
  - (f) 1 crash loss of control on curve (slip lane)
  - (g) 1 crash loss of control – off road (straight)

Figure 10 below details the collision diagram for the intersection.

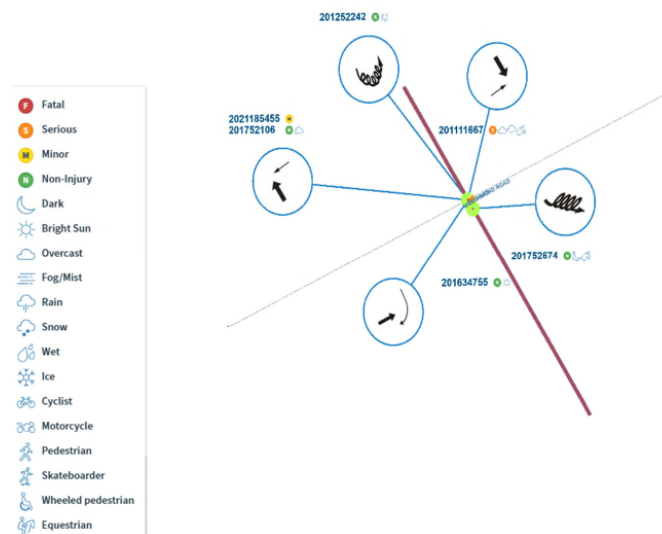


Figure 15: Mill Road / Richmond Road Intersection collision diagram.

Source: NZTA CAS

- 5.83 Reviewing the intersection from through Council's GIS aerial plans and assisted by Google Street View© I make the following assessment. I have not visited the intersection due to limited capacity to travel as a result of COVID restrictions.
- 5.84 The Mill Road / Richmond Road is a rural crossroad intersection. The intersection is characterised as being the crossroad junction of two long straight roads, with a left turn slip lane formed in the southwest quadrant. The slip lane forms an uncontrolled junction: The dominant traffic movement is along Mill Road, towards the State Highway. Richmond Road is STOP controlled.



Figure 16: Aerial view of Mill Road / Richmond Road

- 5.85 Mill Road and Richmond Road present as being under the influence of a phenomenon called “The Avenue effect.” This is where the presence of elements such as tree / hedge lines, utility poles and the long view perspective mask the presence of an intersecting side road. Figure 17 below is the current arrangement of the intersection.



**Figure 17: Aerial view of Mill Road / Richmond Road demonstrating the avenue effect**

- 5.86 In considering the impact of the proposed development, I find that the main movement path from Haumoana / Te Awanga area to Napier is via Mill Road. I also consider that there would be similar levels of impact for the routes to Hastings, Havelock North and other destinations.
- 5.87 I also note that movement through this intersection could occur from the whole district, including from Hastings / Havelock North etc, still utilising the Mill Road route. I comment that the intersection would be affected by any development within the greater catchment area, and not specifically by this development only. Therefore, it would be hard to define the level of impact of a single development such as the Parkhill Studio development.
- 5.88 I consider that any impact would be proportional to the level of development / land use change of the greater area.

### **Matter 17: Residential Access – Sight Lines; Parkhill Road**

- 5.89 Submitters have presented that the existing formation of Parkhill Road is substandard, and results in poor sight lines from their access points. I note that this is an existing condition, and is not of a result of this application
- 5.90 I concur that the traffic volume increase, due to the construction and/or operation of the film studio, will increase through movement traffic at peak hours on Parkhill Road.
- 5.91 I concur that the increase in traffic will potentially increase the exposure of access movement to the higher through-volume traffic. This exposure must be assessed against current sight lines, the desirable sight lines as detailed in the HDC District Plan and Engineering Code of Practice, for a determination of the level of non-compliance (existing), and with the upgraded road cross section, also considering the operating speed environment of Parkhill Road.

- 5.92 Should appropriate sight lines not be achievable following the design of the upgraded road formation, then consideration should be given to any mitigation measures that could reasonably improve the safety of the access movements.
- 5.93 I consider that there are some low-cost solutions that could be explored, such as warning signs (Access), road markings, and more innovative devices such as active warning signs etc.
- 5.94 The assessment of access sight lines should be undertaken as part of the detailed survey and design of the upgraded road formation to meet the required District Plan standards. Any identified deficient sight lines should have suitable mitigations developed and presented to Council for agreement prior to acceptance of the design.

**Michael Andrew Smith**

**14 September 2022**



**Before Hastings District Council**

**In the Matter** of the Resource Management Act 1991 (**Act**)

**And**

**In the Matter** of [insert]

---

Evidence of Jon Styles on behalf of Hastings District Council

Dated 14 September 2022

---

**1. INTRODUCTION**

- 1.1 My full name is Jon Robert Styles. I am an acoustic consultant and director and principal of Styles Group Acoustics and Vibration Consultants. I lead a team of 8 consultants specialising in the measurement, prediction, and assessment of environmental and underwater noise, building acoustics and vibration. I have approximately 21 years' experience in the industry, the first four as the Auckland City Council's Environmental Health Specialist – Noise, and the latter 17 as the director and principal of Styles Group.
- 1.2 I am a Council member, professional member, and the immediate Past-President of the Acoustical Society of New Zealand (ASNZ). I completed two full terms as President of the ASNZ between 2016-2021 and four two-year terms on the Council prior to that. I have recently been appointed as an Executive Member of the Australasian Association of Acoustical Consultants. My role on the Executive team to develop guidelines for acoustic assessments in New Zealand and Australasia.
- 1.3 I have extensive experience advising on the management of noise and vibration effects from a diverse range of land use activities. I have been involved in several resource consent applications relating to the operation of filming, sound recording and post-production facilities across New Zealand. My previous experience with filming facilities includes being a key witness in Environment Court proceedings on the appeal of a resource consent for a film studio and High Court proceedings on the judicial review of a notification decision for a film studio. The potential for reverse sensitivity effects on surrounding activities has been a key consideration in many of the projects I have been involved with. I hold a comprehensive understanding of the operational noise sources associated with screen production activities.
- 1.4 I have been involved with consenting, monitoring, and considering enforcement action in relation to the noise generated by outdoor filming activities in Auckland, including immediately outside large film studio buildings. The neighbours were very close in those circumstances.
- 1.5 I have designed the acoustic treatment for two film studios to reduce road traffic noise from major roads and industrial activities, and to control reverberation inside the studios to provide an acceptable acoustic environment for filming and audio production work.

### Background and involvement

- 1.6 Styles Group was engaged by Hastings District Council (**Council**) in 2022 to review the resource consent application by No.8 Studios Limited (the **Applicant**) to establish and operate a screen production studio on a 24ha lease area (the Site) within the overall site of Te Awanga Downs Farm.
- 1.7 I am very familiar with the site and surrounds, having spent considerable time in Te Awanga, including in the rural areas generally surrounding the Site. I recently visited Parkhill Road on 27 August 2022.
- 1.8 The application is not accompanied by an acoustic assessment, however the AEE includes several statements relating to noise effects which I addressed in my review to Council dated 12 May 2022 (the **Review**). I have not changed the views expressed in the Review and I adopt the Review as part of my evidence.

### Scope of evidence

- 1.9 This evidence provides:
- (a) A summary of the key noise considerations for the proposal in accordance with noise performance standards of the Hastings District Plan (District Plan)
  - (b) A response to submissions
  - (c) Recommended conditions

## 2. THE KEY NOISE CONSIDERATIONS

- 2.1 The proposal is to construct and operate a screen production studio on a 24ha lease area in the Rural Zone of the District Plan.
- 2.2 The key noise considerations for the proposal are:
- i. Construction noise effects
    - Compliance with NZS6803:1999 Acoustics - Construction Noise
    - Noise levels from construction traffic
  - ii. Operational noise effects
    - Compliance with permitted zone standards
    - Noise levels from helicopter movements
    - Noise from traffic movements on public roads

- Potential reverse sensitivity conflicts with established and permitted Rural Zone activities.

2.3 A number of submitters have raised concerns relating to construction and operational noise effects, including reverse sensitivity effects. I have addressed the submissions and effects by topic theme.

2.4 The applicant has not provided an assessment of noise effects. My involvement has been to assess the proposal and determine whether compliance with the relevant standards is likely, and what the noise effects are likely to be.

### 3. CONSTRUCTION NOISE EFFECTS

3.1 I understand that the construction of the proposal is expected to take 9-12 months. Construction work on Site will include:

- i. Earthworks to establish building platforms and accessways
- ii. Formation and construction of parking areas, accessways and a 2.5km long private access road
- iii. Construction of screen production studios
- iv. Reinstatement and landscaping

3.2 The proposal also involves roading improvements, including:

- i. Widening and sealing of the southern section of Parkhill Road to a minimum width of 6m.
- ii. Upgrades to the Parkhill Road / Raymond Road intersection, including raised pedestrian platforms at crossing points, construction of a splitter island, and construction of additional parking spaces for the school and kindergarten.

3.3 Noise levels from construction work on the Site are controlled by Standard 25.1.6I *Construction Noise* of the District Plan. This rule requires any noise arising from construction, maintenance and demolition work in any zone shall comply with the noise limits in NZS6803:1999 *Acoustics - Construction Noise (NZS6803)*. NZS6803 provides for construction noise levels<sup>1</sup> of 70 dB L<sub>Aeq</sub>

---

<sup>1</sup> The proposed construction activities are subject to the long-term construction noise limits NZS6803.



- and 85 dB  $L_{AFmax}$  between the hours of 7:30 am and 6:00pm Monday to Saturday at any occupied receiver (residential or commercial building).
- 3.4 The noise from construction work in the road is not controlled by the District Plan<sup>2</sup>. Nonetheless, the noise levels from this work must be reasonable in accordance with the duties under s16 of the Act.
- 3.5 I consider that the noise from construction activities associated with the studios and immediately surrounding infrastructure will be significantly below the relevant permitted noise standards due to the large separation distance between the studio facilities and adjacent receivers. I expect that only the works near the junction of the access road and Parkhill Road have the potential to approach the construction noise limits in Standard 25.1.6I of the District Plan. I consider that those works could easily comply with the District Plan Standards if they are undertaken during the day as set out in 3.3 above.
- 3.6 I consider the key considerations for construction noise relate to:
- i. Noise levels generated by construction traffic on Parkhill Road
  - ii. Noise levels from works within the road corridor, particularly in the vicinity of the intersection of Parkhill Road and Raymond Road.
- 3.7 As set out above, the noise generated by these sources of noise are not controlled by noise limits in the District Plan.

**Noise levels from construction traffic**

- 3.8 I understand that the construction phase will involve:
- i. Typically, 10-50 vehicle movements per day, of which approximately 20% will be heavy vehicles.
  - ii. Typically, 10 heavy commercial vehicle (HCVs) movements per day.
  - iii. A peak construction traffic period during the foundation concrete pour which will take place over 2-3 days and generate up to 120 vehicles per day with 80% being HCVs (96 per day).
- 3.9 Several submitters have expressed concerns relating to the duration and level of noise from both construction and operational traffic noise traffic.
- 3.10 I consider that the noise from construction traffic will at times be much greater than the typical noise levels experienced in the area. However, noise from

---

<sup>2</sup> Section 31.1.4 of the District Plan and with reference to s176(2) of the Act.

construction activities and construction traffic is generally tolerated because it is short in duration and generally limited to daytime hours. Whilst I appreciate that the noise from construction traffic will be very noticeable and intrusive in the existing noise environment, I consider that it will be reasonable and typical of any large construction project that might take place in association with Permitted Activities in the Plains Production Zone or Rural Zone (e.g., wineries and/or facilities for processing crops and produce up to 2,500m<sup>2</sup> gross floor area). I consider that the noise from construction traffic on Parkhill Road will easily comply with the construction noise limits set out in Standard 25.1.6I of the District Plan (even though the standard does not apply to construction vehicles travelling on a road under General Performance Standard 25.1.6B(d) of the District Plan).

- 3.11 The only exception is at the Te Awanga Kindergarten on the corner of Parkhill Road and Raymond Road. The outdoor play area is very close to the road and the noise from construction traffic has the potential to interfere with speech intelligibility in the outdoor areas, particularly during peak periods. Noise levels above 55dB  $L_{Aeq}(1hr)$  are typically deemed problematic for childcare centres. Noise levels greater than this can generate adverse effects including inhibiting effective communications between the children and teachers.
- 3.12 I consider that acoustically effective screening between the road and the outdoor play area would help to reduce this adverse effect. The screening should ideally be at least 2m high and screen the play area from all parts of the road and intersection as far as practicable.
- 3.13 The screening could be higher if that is practicable and if the Te Awanga Kindergarten accept the adverse effects arising from a tall barrier around their outdoor area for a limited period.
- 3.14 I also expect that there is potential for sleep disturbance and disruption to learning activities in the main learning space and any rooms used for resting / sleeping, if those rooms currently rely on open windows for ventilation and cooling and if they have a façade that faces or is directly exposed to noise from traffic on Parkhill Road. I expect that the construction traffic noise levels could easily exceed the recommended noise limit of 35dB  $L_{Aeq}^3$  to avoid sleep disturbance effects.

---

<sup>3</sup> Recommended by the World Health Organisation Guidelines for Community noise, 1999, as referenced by the Premises and facilities licensing criterion 12 (PF12) in "Licensing criteria for centre-based ECE services" <http://www.education.govt.nz/early-childhood/running-an-ece->

- 3.15 I consider that this could be mitigated if the windows and doors to those rooms are kept closed. This can be problematic and often unworkable in the warmer months if doors and / or windows need to be opened for fresh air and cooling. This can be overcome if the rooms are provided with mechanical cooling and fresh air supply to keep the rooms sufficiently cool and supplied with fresh air. This can typically be achieved by a heat pump and a small extraction fan.
- 3.16 I am not aware if the main learning rooms and any sleep / rest areas of the Te Awanga Kindergarten are currently serviced by a heat pump. The installation of sufficient mechanical cooling and ventilation would overcome the potential sleep disturbance and disruption to learning activities that may arise when construction traffic volumes are high.
- 3.17 Such treatment is very typical in childcare centres that establish next to busy roads, airports or railway lines for the same reasons. I have been involved in many dozens and possibly hundreds of childcare centre proposals where mechanical ventilation and cooling has been installed to allow windows and doors to be kept closed to keep the noise out.
- 3.18 Overall, I consider that the effects of construction traffic on Parkhill Road are temporary and at a level that would comply with the limits in Standard 25.1.6I of the District Plan (if they applied) at all receivers. I consider that such effects are at a level that is reasonable and tolerable for the existing environment. The only exception is the effects on the Te Awanga Kindergarten, where I consider that screening around the play area and potential mechanical cooling in the main learning and rest areas is appropriate to reduce the adverse effects.

**Noise levels from construction works within the road corridor**

- 3.19 A number of submitters have raised concerns relating to the level and duration of construction noise effects from works within the road corridor.
- 3.20 In my experience it is reasonable to expect that there will be noise from works within the road corridor from time to time as the road requires maintenance, rehabilitation and upgrades for safety and to improve capacity.
- 3.21 I expect that the low traffic volumes and the nature of the road means that works can be undertaken in the daytime without the need to work at night. I am not aware of any particularly noisy activities that need to be undertaken

---

[service/the-regulatory-framework-for-ece/licensingcriteria/centre-based-ece-services/redownloadpdf](#)

- such as piling work, large excavations, significant compaction or stabilisation. I expect that the nature of the work is reasonably straightforward.
- 3.22 I expect that the noise from the works could be controlled to be compliant with the noise limits in Standard 25.1.6I of the District Plan (even though the standard does not apply to construction in a road). I expect that the noise could still be disruptive and annoying at many of the dwellings close to Parkhill Road, and especially at Te Awanga Kindergarten.
- 3.23 However, the intermittent and temporary nature of the noise are significant mitigating effects. Overall, I consider that the noise arising from construction works within Parkhill Road and at the intersection of Parkhill Road and Raymond Road would be typical of small-scale roading projects. The noise levels would be disruptive and annoying at times, but I do not consider that the effects would be so great that they would justify unusual noise mitigation measures.
- 3.24 The only exception to my conclusions is for the effects on the Te Awanga Kindergarten. The Te Awanga Kindergarten is very close to the most intense area of work at the intersection of Parkhill Road and Raymond Road. I understand that there is a reasonable amount of work required to reconfigure the intersection and the car parking area next to the Te Awanga Kindergarten itself.
- 3.25 I consider that the screening and mechanical cooling / ventilation measures I have suggested to mitigate the construction traffic noise levels will be very helpful in mitigating the effects of the noise from work in the road as well.
- 3.26 I suggest that a further helpful mitigation measure would be to try and schedule as much of the work near to the Te Awanga Kindergarten to be in the school holidays if that is practicable.
- 3.27 Overall, I consider that the construction noise effects on the Te Awanga Kindergarten can be mitigated by significantly reduced the by screening and mechanical cooling / ventilation measures I have suggested to mitigate the construction traffic noise levels.



#### 4. OPERATIONAL NOISE

4.1 Operational noise from permitted activities in the zone is controlled by the Rural Zone noise levels in Standard 25.1.6D of the District Plan<sup>4</sup>. I consider that it is generally reasonable to control the noise levels to comply with the noise limits for permitted activities given the intermittent and variable nature of the noise levels over time.

4.2 I have used the baseline noise environment described in my Assessment as the basis for what could reasonably be expected by receivers in the zone. The summary of that environment is:

*"Overall, we consider that the existing noise environment is likely to be quiet or very quiet for most of the time. The physical and legal existing environment would permit some activities to generate much higher and potentially disruptive levels of noise at times, but these would be intermittent and for short periods."*

4.3 The studio facilities are well separated from adjacent receivers. I do not have any concerns relating to noise from screen production activities undertaken in the vicinity of the studio. I consider the key operational noise effects associated with the activity will arise from:

- i. Noise levels from helicopter movements
- ii. Operational traffic movements.

##### Helicopter noise

4.4 The proposal is to construct a helicopter pad adjacent the film studio facility to authorise "occasional" helicopter use.

4.5 I understand that the closest dwelling is approximately 800m from the proposed helicopter pad.

4.6 The submission of C Hursthouse raises concerns that the application provides vague assurances relating to the frequency and noise of helicopter movements. I agree that while Standard 25.1.6.B exempts the noise of aircraft during, or immediately before or after flight, the proposal is a Discretionary

<sup>4</sup> This rule provides for the following noise levels when measured and assessed within the notional boundary of any noise sensitive activity on any other site within a Rural Zone.

0700 to 1900 hours	55 dB L <sub>Aeq</sub> (15 min)
1900 to 2200 hours	50 dB L <sub>Aeq</sub> (15 min)
2200 to 0700 hours the following day	45 dB L <sub>Aeq</sub> (15 min)
2200 to 0700 hours the following day	75 dB L <sub>Afmax</sub>

Activity overall and therefore the potential noise effects associated with helicopter usage need to be assessed and controlled to a reasonable level.

- 4.7 I consider that 'occasional' or infrequent use could be described as a maximum of four movements<sup>5</sup> in any day (as proposed in the Section 92 Response), 12 movements per week, 24 movements per month and no greater than 96 movements per year. This was described in my Assessment.
- 4.8 I understand that the applicant is comfortable with the recommendations I have made regarding helicopter movements.
- 4.9 If consent is granted, I recommend that conditions of consent are imposed to control the noise effects, timing and frequency of potential helicopter movements in accordance with my recommendations.

#### **Operational traffic noise**

- 4.10 Standard 25.1.6B(d) exempts noise from vehicles travelling on a road from compliance with the relevant noise standards. The District Plan therefore permits the noise levels from vehicles using the public road network.
- 4.11 Notwithstanding, I have been involved in land use consent applications where the noise generated by traffic on public roads has been assessed and controlled, but only where a proposal generates traffic volumes that are considerably greater than the existing volumes, and greater than what could reasonably be expected from activities that are anticipated in the zone. The decision on whether to consider the effects of traffic noise on public roads from this proposal is a planning/ legal matter. The comments below are intended to inform the decision-making process in terms of whether noise mitigation is appropriate or warranted in this case.
- 4.12 I understand that proposal will increase the level of traffic using Parkhill Road by approximately 3.5 times more than the current level of traffic and with a greater proportion of truck movements. I understand from the Council's Reporting Planner that the traffic generation is considerably more than what could be expected from Permitted Activities in the Plains Production Zone or Rural Zone (e.g., wineries and/or facilities for processing crops and produce up to 2,500m<sup>2</sup> gross floor area).

---

<sup>5</sup> I have adopted the conventional definition of a helicopter movement as being a landing or a take-off. A helicopter landing and then taking off again would be two movements.

4.13 I remain of the views set out in my Assessment. In summary:

- (a) The noise is generated from a road, and not the Site. Standard 25.1.6B(d) exempts noise from vehicles travelling on a road from compliance with the relevant noise standards for the zone.
- (b) The decision to consider the effects of traffic noise on public roads in a situation such as this is one of law, not acoustics. I have been involved in some cases where the noise generated by traffic on public roads has been assessed and controlled by land use consents, but only where a proposal generates traffic volumes that are considerably greater than the existing volumes. In my view the noise from the proposed traffic volumes in this case will generate a significant increase in the current noise levels to the extent that they should be considered.
- (c) Where the traffic volumes and noise become consistent with or below the current volumes on the roading network, the additional noise effects are usually small and no longer considered. I expect that the transition in this case would be the intersection of Parkhill Road and Raymond Road.
- (d) Parkhill Road dwellings will experience an increase in traffic noise levels, particularly during the filming of a production. I have updated the noise level predictions in my Assessment to address the specific receivers in the vicinity of Parkhill Road and taking into account the increase in traffic flows as set out in the evidence of Mr Smith. He suggests that the applicants traffic flow predictions should be increased by 10-25%. I have used a nominal increase of 20% to calculate the noise levels. The traffic flow increases suggested by Mr Smith will increase the noise levels by less than 1dB (compared to the predictions prepared by the applicant).
- (e) I have predicted the noise levels based on a grade 4/6 chip seal pavement. This is the finest (and quietest) chip seal that is typically available. A more common Grade 3 chip would increase the noise level by approximately 2-3dB. An asphalt surface would reduce the noise levels from those predicted by approximately 1-2dB.
- (f) I have predicted the noise levels using the following metrics and assessment positions:

- (i) The average noise level over 24hrs ( $L_{Aeq(24hr)}$ ) at the notional boundary. This reflects the average noise level over the 24hr period. Average noise levels during the day would typically be 2-3dB higher.
- (ii) The average noise level in the morning peak hour ( $L_{Aeq(1hr)}$ ) at the notional boundary. This is the average level of noise a receiver would experience in the peak hour when within approximately 20m of the dwelling. The evening peak hour noise levels are very similar.
- (iii) The average noise level in the morning peak hour ( $L_{Aeq(1hr)}$ ) at the façade of the dwelling. This is the level that would be experienced if a receiver was standing right beside their house in the peak hour traffic flow. The noise level inside the rooms facing Parkhill Road would be approximately 15dB lower (with a window partly open for ventilation).

(g) The predicted noise levels are:

Receiver	Approximate separation distance- edge of road* to notional boundary**	Predicted road-traffic noise level $L_{Aeq(24h)}$ Notional boundary	Predicted road-traffic noise level AM peak hour $L_{Aeq(1hr)}$ Notional Boundary	Predicted road-traffic noise level AM peak hour $L_{Aeq(1hr)}$ 1m from facade
Te Awanga Kindergarten	<5m	57 dB	63 dB	60 dB
227 Parkhill Road	17m	51 dB	57 dB	53 dB
23 Home Road	7m	55 dB	61 dB	57 dB
9 Tirohanga Road	7m	55 dB	61 dB	55 dB
11 Tirohanga Road	47m	46 dB	52 dB	50 dB
272 Parkhill Road	18m	51 dB	57 dB	53 dB
299 Parkhill Road	6m	56 dB	62 dB	55 dB
307 Parkhill Road	5m	57 dB	63 dB	58 dB
353 Parkhill Road	5m	57 dB	63 dB	57 dB
373 Parkhill Road	33m	48 dB	54 dB	51 dB

\* Based on the proposed 6m width



\*\* As defined by the District Plan

- 4.14 In my view, these noise levels are high. They are high enough to cause disruption and sleep disturbance in the morning peak hour and will result in a significant change in the noise environment across the day generally and especially in the morning peak hour.
- 4.15 I understand that the traffic volumes are considerably greater than the volumes that would be expected from activities that are anticipated in the zones. As a result, the traffic noise levels are much higher as well.
- 4.16 **6am start** – the applicant proposes a 6am start. I understand that this will result in the morning peak hour traffic period commencing from approximately 6am as workers and actors begin to arrive on the Site.
- 4.17 The  $L_{Aeq}$  noise limit applying to Permitted Activities in the Plains Production Zone or Rural Zone is at its' lowest at 45dB  $L_{Aeq}$  from the period from 10pm to 7am the following day. The noise limit increases to 55dB from 7am until 7pm, when the noise limit drops again to 50dB  $L_{Aeq}$  for the evening period until 10pm. The morning peak traffic hour is therefore likely to be within the hours that the District Plan considers 'night-time' and when the lowest noise limits apply.
- 4.18 As set out above, these noise limits do not apply to traffic on the road. However, because they often control the hours of operation of activities in the zones, they have an effect on the timing of traffic movements as well. In my opinion they give an indication of the level of amenity that the noise controls for the zone should deliver in areas away from major roads.
- 4.19 I consider that the 6am start is likely to generate noise levels that will be dominant and intrusive in the hour between 6am and 7am. Sleep disturbance effects are likely. This hour is recognised by the District Plan as 'night-time' and as such, I consider that the noise effects are greater than they would be during the daytime at the same decibel level.

#### Road-traffic noise mitigation

- 4.20 Several submitters have raised concerns relating to adverse amenity effects from increased traffic noise. Several submitters have requested traffic noise mitigation, including:
- i. Requests from Parkhill Road residents seeking the installation of acoustic panels to reduce the impact of road noise.

- ii. The submitters at 299 and 307 Parkhill Road have requested that the applicant plant a hedge along the road boundary to reduce the impact of traffic noise.
- iii. Two submitters seek incorporate asphaltic concrete as the carriageway surface of Parkhill Road (south of the intersection with Raymond Road) to mitigate road user noise
- iv. Te Awanga kindergarten seek an acoustic barrier, with ongoing requirements for traffic noise monitoring and reporting.

4.21 I address these in the same order as they are raised:

- (a) **Acoustic barriers** – roadside barriers need to be long and high enough to block line of sight between a position approximately 0.5 – 1.0m above the road and at least 1.5m to 1.8m above the floor height of the dwelling or the deck or outdoor area within the notional boundary of a dwelling. I expect that this may require a barrier of considerable height in some cases. I consider that they may be practicable for the dwellings along Parkhill Road and Home Road that have notional boundaries within approximately 20m of the edge of the proposed sealed road. This will ensure that noise levels will remain compliant with a reasonable level of 55dB  $L_{Aeq(1hr)}$  even in the peak traffic flow periods.
- (b) **Hedges** – unfortunately hedges do not provide any meaningful or measurable noise reduction in these circumstances. I consider that if screening is deemed necessary, it should take the form of a solid barrier with no gaps along its' length or at the base and constructed of a material with a surface density of no less than 10kg/m<sup>2</sup>.
- (c) **Asphalt pavement** – I consider that an asphaltic concrete pavement will reduce the traffic noise by 2-4dB compared to a coarse (Grade 2/3) chip seal surface. An asphalt surface will reduce the noise levels from those I predict above by approximately 1-2dB. This is potentially a noticeable reduction in noise level. I agree that an asphalt pavement would be ideal. I am also aware that asphalt pavements are more expensive than a chip seal surface and typically require a higher quality construction process. It may also require more regular maintenance and rehabilitation. It is my experience that this can become a cost issue once the applicant has done the work and the road becomes the Councils' responsibility again. I leave the

determination of whether this forms part of the BPO to others, once those factors are known.

- (d) **Te Awanga Kindergarten** – I agree with the Te Awanga Kindergarten that a permanent barrier around the play area would be appropriate. This could be installed prior construction activities commencing. This would satisfy my concerns around the construction traffic and construction activities in the road generally.
- 4.22 I consider that the road traffic noise levels are high in this context. I consider that reducing the peak hour noise levels to no greater than 55dB  $L_{Aeq(1hr)}$  would result in reasonable noise levels during the daytime period. This would authorise a similar level of effect to traffic noise emissions from otherwise quiet rural roads generated by individual activities that I have been involved with. The noise levels would still be dominant in the environment and somewhat intrusive, but the fluctuation over the day and the generally intermittent nature of the traffic will mitigate the overall effects considerably.
- 4.23 I consider that the noise emissions from the morning peak hour from 6am is particularly problematic. I consider that the noise levels should not exceed 50dB  $L_{Aeq}$  in this period. The noise levels will still be dominant and intrusive in the morning peak hour, but sleep disturbance effects will be reasonably well managed.
- 4.24 As set out above, there are a number of variables that come into play when considering the possible noise mitigation measures. Many of these are non-acoustical. It is not therefore possible for me to arrive at a determination of the BPO for managing the operational traffic noise.
- 4.25 I have highlighted that noise levels should ideally be maintained to be below 55dB  $L_{Aeq(1hr)}$  during the day and 50dB  $L_{Aeq(1hr)}$  prior to 7am to avoid serious adverse effects. This can be mitigated by:
- (a) Roadside barriers. These would need to be approximately 1.8m high or potentially higher, and no less than 50-100m long in many places; and/or
  - (b) An asphalt road surface. This would reduce the noise levels by approximately 1-2dB. It would need to be applied across the entire length of Parkhill Road south of Raymond Road. However, there are potential cost and constructability issues that are outside my area of expertise to address.

- (c) Limiting the traffic that could enter the site before 7am to approximately 10% of the current predicted peak hour traffic flows, with the remainder entering the site after 7am, (this will address the pre-7am concerns only – not the overall high level of traffic noise at some receivers).

4.26 These measures may be necessary if it is deemed appropriate and necessary to mitigate operational road traffic noise levels to be no greater than 55dB  $L_{Aeq(1hr)}$  during the day and 50dB  $L_{Aeq(1hr)}$  prior to 7am. Noise levels this high will be dominant in the environment and may disrupt residential amenity, especially relative to the ambient noise environment that I describe in my Assessment.

**5. COMPATIBILITY WITH RURAL ZONE ACTIVITIES AND MANAGEMENT OF POTENTIAL REVERSE SENSITIVITY CONFLICTS**

5.1 In general terms, reverse sensitivity refers to the legal vulnerability of a permitted, established activity, to complaint from a new land use activity. In my experience, the effect is generated when the noise maker is required to do more than simply demonstrate that they are operating lawfully.

5.2 Noise-related reverse sensitivity conflicts typically arise when the noise effects (including level, character, timing, duration) of an established activity are incompatible with a new activity, and the new activity exerts pressure or initiates complaint designed to restrict the operations or otherwise mitigate the noise effects of the established land use activity.

5.3 In this instance, the proposal is to establish and operate a screen production studio within the Rural Zone. Established land use activities on adjacent sites include:

- i. Forestry activities in the 'Winirana' block owned by Ocasor Limited. The boundary of Winirana is approximately 220m from the facility.
- ii. Farming activities
- iii. Outfoxed adventure/ recreational activities at The Landing (functions), The Den (clay bird target shooting) and The Lookout (golf driving range).

5.4 I understand that the District Plan gives primacy to land based primary production activities through Standard 25.1.6B. This exempts *“the emission*



*of noise from the use of vehicles, machinery or other mobile or portable equipment for Land Based Primary Production*<sup>6</sup>.

- 5.5 I consider there are two key considerations relating to the potential for reverse sensitivity conflicts from the proposal.
- i. Are the activities associated with the operation of the proposal sensitive to the noise of permitted and established Rural Zone activities?
  - ii. If so, what measures are proposed to ensure ongoing compatibility with the noise effects of established and permitted land use activities?

**Is the proposal a noise sensitive activity?**

- 5.6 Film studios and facilities are not expressly identified as a noise sensitive activity<sup>7</sup> under the District Plan. In my experience, filming and sound recording activities are sensitive to noise effects from external noise sources if they are not adequately insulated from noise sources in the surrounding environment. It is also my experience that operators of screen production activities are aware of the need to design and locate their activities to ensure their operation is protected from external noise.
- 5.7 Section 1.2.1.2 of the AEE describes the zone options that were investigated for the facility. In section 1.2.1.3, potential reverse sensitivity conflicts were identified as a constraint to establishing the facility in the 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*

---

<sup>6</sup> Land based primary production is defined in Part F of the Hastings District Plan as:

- a. livestock rearing which is primarily reliant on the underlying land (excludes farming of mustelids); and
- b. horticulture (including, orcharding, cropping, commercial vegetable production, berry fruit growing, nurseries and greenhouses not falling within the definition of Intensive Rural Production, but not garden centres); and
- c. trees, plants and crops grown in the ground but under cover;
- d. forestry;
- e. viticulture; and
- f. directly associated accessory buildings, structures and activities.

<sup>7</sup> Defined in Part F of the Hastings District Plan as "Noise Sensitive Activity: means any use of land and/or buildings which is likely to be susceptible to the effects of noise emitted from nearby land uses in the course of their legitimate operation and functioning; and for the purposes of this plan, includes early childhood centres, educational facilities (but not any trade training or other industry-related educational facility), health care service, places of assembly, residential activities, retirement villages, visitor accommodation, and camping grounds."

*permitted in the industrial zones (70 dB LAeq (15 min) at all times)."*

- 5.8 Reverse sensitivity conflicts are not identified in the discussion relating to the subsequent assessment of the Rural Zone. In Section 4.4.3, the AEE concludes that *"the lack of any intensive farming or horticultural activities near to the site means reverse sensitivity effects are unlikely"*.

- 5.9 The AEE goes on to state that the facility will incorporate noise insulation to *"mitigate the potential for reverse sensitive effects"* from surrounding activities:

*"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"*<sup>8</sup>

- 5.10 In my Review, I identified that the potential for forestry activities undertaken to adversely affect filming and production work such as forestry harvesting, helicopter work and aerial top dressing. Ocasor's submission notes harvesting can extend for significant lengths of time and disputes any assumption that the noise effects are relatively infrequent.
- 5.11 The submission of Ocasor Limited seeks the refusal of the application on the basis that:
- i. The application does not detail the acoustic treatment that will be applied to the studio buildings
  - ii. The application does not describe the measures that will be implemented to ensure the activity does not constrain noise effects from permitted rural and forestry activities in the zone
  - iii. The application does not set out the formal measures (i.e., conditions) that will be implemented to ensure filming "gives way" to other rural activities
  - iv. The application does not include a reverse sensitivity covenant

---

<sup>8</sup> Page 68 of AEE.

5.12 Ocasor agree to review their position if the volunteers consent conditions to address their concerns.

5.13 I agree with the Ocasor's concerns that the application does not provide any details on the nature of the acoustic treatment that will be applied to the studio buildings, or formal measures that will be adopted to ensure that the applicant does not attempt to constrain noise effects from established and potential future legitimate rural activities. At the time of preparing this evidence, I am not aware of any modifications to the proposal to address the concerns of Ocasor.

5.14 It is clear from my assessment that the proposal will be sensitive to noise from existing and lawful activities on surrounding sites.

**What measures can be taken to ensure ongoing compatibility?**

5.15 Some of the sensitivity to potential neighbouring noise can be dealt with by acoustically treating the noise sensitive spaces inside the buildings. I make some suggestions for achieving this in the next section of my evidence.

5.16 I expect that the proposal will remain sensitive to noise in the outdoor areas during any outdoor filming, hospitality in open areas and for the overnight stay component. I consider that the noise from activities that are permitted in the zone could readily disrupt these activities.

5.17 I am not aware of any acoustic treatment or other measure that could mitigate these effects.

5.18 I consider that the only way to address the potential effects on outdoor activities on the Site is for the applicant to accept that it would have to 'give way' to the lawful noise generating activities on neighbouring sites.

5.19 I expect that this could be achieved by a condition of consent or in combination with a no-complaints covenant (perhaps) that the Applicant my wish to offer.

5.20 I consider that a condition of consent could make it clear that the proposal has to 'give way' to neighbouring activities. The condition could permit the consent holder to consult with its neighbours to find out when they might be undertaking noisy activities, but to avoid the consent holder being able to exert any pressure on the neighbour to reschedule or otherwise modify their activity in a way that they would not otherwise have to.

5.21 I have worked with the Council's Reporting Officer to draft a condition that would deliver this outcome.

**No-complaints covenant**

- 5.22 The Ocasor submission requests the registration of a no complaints covenant.
- 5.23 I note that Section 25.1.4 District Plan recognises no-complaints covenants as a method for delivering the anticipated noise related outcomes of the plan.
- 5.24 In general terms, I consider no-complaints covenants to be helpful in setting the expectations of activities sensitive to noise. Any other benefits are legal in nature and beyond my area of expertise.
- 5.25 In this instance I consider a no-complaints covenant to be appropriate.
- 5.26 I note that the submission of Outfoxed Ltd is supportive of the proposal and does not identify any reverse sensitivity concerns. Also, Te Awanga Downs (being the owner of the property on which the film studio is to be located, and which is farmed) has given their written approval to the application.

**Outdoor filming activities**

- 5.27 The AEE does not mention that outdoor filming activities are specifically proposed. However, the AEE does not provide much detail on what activities will in fact occur on the Site. In my experience, outdoor filming in the open spaces adjacent to film studios is relatively common. This would accord with the AEE recording that sensitivity to noise is one of the fundamental factors in determining the appropriate site location.
- 5.28 I consider it is reasonable to consider the sensitivity of outdoor filming activities unless the applicant is willing to confirm that they will not be undertaken.

**Acoustic treatment of studio facilities**

- 5.29 The application confirms that the studio design will incorporate noise insulation to "*mitigate the potential for reverse sensitive effects*" from surrounding activities. At the time of this advice, no information is available to understand the level of acoustic treatment that will be applied to the facilities, including filming and sound recording spaces, offices and post-production spaces.
- 5.30 I consider that the building envelopes for the main studio and postproduction facilities should be capable of achieving an outside-to-inside noise level reduction of approximately 35dB. This should be readily achievable provided there is a mechanism to cool the spaces when the doors and windows are required to be closed.



5.31 I consider that the offices and other less-sensitive spaces should be designed and constructed to achieve an outside-to-inside noise level reduction of 25dB. This is readily achievable for any modern building but requires mechanical cooling and ventilation so that windows and doors can be kept closed to keep the noise out when required.

5.32 I have worked with the Council's Reporting Officer to draft conditions of consent to achieve these outcomes.

**6. RECOMMENDED CONDITIONS**

6.1 I have worked with the Council's Reporting Officer to develop a set of conditions to deliver the outcomes set out below:

**6.2 Construction noise**

- (a) To limit construction traffic to between the hours of 0730 and 1800 from Monday to Friday, and 0800 to 1300 on Saturdays.
- (b) To limit construction noise from the Site to comply with the noise limits set out in Standard 25.1.6l of the District Plan.
- (c) No construction traffic or construction activity that is audible off the site outside of the hours noted above.
- (d) Acoustically effective barriers and provision of mechanical cooling and ventilation (if it does not already exist) to the Te Awanga Kindergarten prior to construction commencing.
- (e) To limit construction hours for the road and intersection work to between the hours of 0730 and 1800 from Monday to Saturday.

**6.3 Acoustic treatment- studio facilities**

- (a) To define special noise sensitive spaces (studios and post-production facilities) and require them to achieve an outside-to-inside noise level reduction of at least 35dB.
- (b) To define other noise sensitive spaces (offices and any other similar spaces) and require them to achieve an outside-to-inside noise level reduction of at least 25dB.
- (c) To require the spaces subject to the conditions above to be supplied with mechanical cooling and ventilation such that the windows and

doors to those spaces are not required to be opened in warm conditions for fresh air supply or to remain cool.

- (d) To require a design report to be submitted to the Council prior to the construction work commencing that demonstrates how the design will ensure that this set of conditions will be complied with.

**6.4 Operational Noise generation from the Site**

- (a) To require the activity to comply with the noise limits for permitted activities in the zone at the notional boundary of any existing dwelling or any future activity sensitive to noise that may be established.

**6.5 Operational Noise generation from traffic on Parkhill Road**

- (a) To require the noise from traffic generated in the operational phase to be no greater than:
  - (i) 55dB  $L_{Aeq(1hr)}$  during the daytime at the notional boundary of any existing or future activity sensitive to noise along Parkhill Road south of Raymond Road; and
  - (ii) 50dB  $L_{Aeq(1hr)}$  prior to 7am at 1m from the façade of any existing or future activity sensitive to noise along Parkhill Road south of Raymond Road.

The measures that might be required to achieve this require an assessment of non-acoustical factors and cannot be determined in my evidence alone.

- (b) To control the hours of traffic movements to between the hours of 7am and approximately 6-7pm Monday to Saturday if it is not practicable to achieve compliance with a noise level of 50dB  $L_{Aeq(1hr)}$  as set out above.

**6.6 Helicopter usage**

- (a) All helicopter take-offs and landing shall be undertaken from the helipad shown on the [insert site plan ref].
- (b) The frequency of helicopter movements\* shall not exceed:
  - iii. 4 aircraft movements on any day
  - iv. 12 aircraft movements in any rolling 7-day period
  - v. 24 aircraft movements per month

- vi. 96 movements per calendar year.

*\*A single aircraft movement comprises one landing or take-off.*

- (c) No landing or take-offs shall take place between the hours of 8:00pm and 07:00am.

**Reverse sensitivity conflicts**

- 6.7 I consider that it would be appropriate to include a condition to address potential reverse sensitivity effects. This would require the consent holder to 'give way' to lawful noise generating activities that may be undertaken from time to time on neighbouring sites. This includes any future uses that may be permitted.
- 6.8 I consider that if the conditions above can be complied with, the noise levels will be reasonable. I expect that the noise from the Site will be audible at times but at a level that is readily compliant with the permitted standards for the zone. The audible noise events are likely to be very intermittent.

**7. SUMMARY AND CONCLUSION**

**Construction of the SPS**

- 7.1 I consider that the noise from construction activities associated with the studios and immediately surrounding infrastructure will be significantly below the relevant permitted noise standards. I expect that only the works near the junction of the access road and Parkhill Road have the potential to approach the construction noise limits in Standard 25.1.6l of the District Plan. I consider that those works could easily comply with the District Plan Standards if they are undertaken during the day.

**Construction traffic**

- 7.2 I consider that the noise from construction traffic will at times be much greater than the typical noise levels experienced in the area. However, noise from construction activities and construction traffic is generally tolerated because it is short in duration and generally limited to daytime hours. I consider that it will be reasonable and typical of any large construction project that might take place in association with Permitted Activities in the Plains Production Zone or Rural Zone (e.g., wineries and/or facilities for processing crops and produce up to 2,500m<sup>2</sup> gross floor area).

7.3 The only exception is at the Te Awanga Kindergarten on the corner of Parkhill Road and Raymond Road. The outdoor play area is very close to the road and the noise from construction traffic has the potential to interfere with speech intelligibility in the outdoor areas, particularly during peak periods. Noise levels greater than 55dB  $L_{Aeq(1hr)}$  can generate adverse effects including inhibiting effective communications between the children and teachers. I consider that acoustically effective screening between the road and the outdoor play area would help to reduce this adverse effect.

7.4 I also expect that there is potential for sleep disturbance and disruption to learning activities in the main learning space and any rooms used for resting / sleeping. I consider that this could be mitigated if the windows and doors to those rooms are kept closed. The installation of sufficient mechanical cooling and ventilation would overcome the potential sleep disturbance and disruption to learning activities that may arise when construction traffic volumes are high.

#### **Construction in the road**

7.5 In my experience it is reasonable to expect that there will be noise from works within the road corridor from time to time as the road requires maintenance, rehabilitation and upgrades for safety and to improve capacity.

7.6 Overall, I consider that the noise arising from construction works within Parkhill Road and at the intersection of Parkhill Road and Raymond Road would be typical of small-scale roading projects. The noise levels would be disruptive and annoying at times, but I do not consider that the effects would be so great that they would justify unusual noise mitigation measures.

7.7 The only exception to my conclusions is for the effects on the Te Awanga Kindergarten. The Te Awanga Kindergarten is very close to the most intense area of work at the intersection of Parkhill Road and Raymond Road. I consider that the screening and mechanical cooling / ventilation measures I have suggested to mitigate the construction traffic noise levels will be very helpful in mitigating the effects of the noise from work in the road as well. I suggest that a further helpful mitigation measure would be to try and schedule as much of the work near to the Te Awanga Kindergarten to be in the school holidays if that is practicable.

#### **Operational noise from helicopters**

7.8 The proposal is to construct a helicopter pad adjacent the film studio facility to authorise "occasional" helicopter use. The applicant has not defined what occasional means.



7.9 I consider that 'occasional' or infrequent use could be described as a maximum of four movements in any day (as proposed in the Section 92 Response), 12 movements per week, 24 movements per month and no greater than 96 movements per year. This was described in my Assessment.

7.10 I understand that the applicant is comfortable with the recommendations I have made regarding helicopter movements.

**Operational noise from traffic on Parkhill Road**

7.11 Standard 25.1.6B(d) exempts noise from vehicles travelling on a road from compliance with the relevant noise standards. Notwithstanding, I have been involved in land use consent applications where the noise generated by traffic on public roads has been assessed and controlled, but only where a proposal generates traffic volumes that are considerably greater than the existing volumes, and greater than what could reasonably be expected from activities that are anticipated in the zone. The decision on whether to consider the effects of traffic noise on public roads from this proposal is a planning/ legal matter.

7.12 I understand from the Council's Reporting Planner that the traffic generation is considerably more than what could be expected from Permitted Activities in the Plains Production Zone or Rural Zone (e.g., wineries and/or facilities for processing crops and produce up to 2,500m<sup>2</sup> gross floor area). As a result, the traffic noise levels are much higher as well.

7.13 I have updated the noise level predictions in my Assessment to address the specific receivers in the vicinity of Parkhill Road and taking into account the increase in traffic flows as set out in the evidence of Mr Smith.

7.14 In my view, the predicted noise levels are high enough to cause disruption and sleep disturbance in the morning peak hour and will result in a significant change in the noise environment in that time and across the day. I consider that the 6am start is likely to generate noise levels that will be dominant and intrusive in the hour between 6am and 7am. Sleep disturbance effects are likely prior to 7am. The hour between 6am and 7am is recognised by the District Plan as 'night-time' and as such, I consider that the noise effects are greater than they would be during the daytime at the same decibel level. I consider that the noise levels need to be controlled to be no greater than 50dB L<sub>Aeq(1hr)</sub> when assessed 1m from the façade of any existing or future dwelling along Parkhill Road south of the Raymond Road intersection.

7.15 I consider that the peak hour noise levels need to be reduced to be no greater than 55dB  $L_{Aeq}(1hr)$  during the daytime period at the notional boundary of any existing or future dwelling along Parkhill Road south of the Raymond Road intersection to ensure that the noise levels are reasonable.

7.16 There are a number of variables that come into play when considering the possible noise mitigation measures. Many of these are non-acoustical. It is not therefore possible for me to arrive at a determination of the BPO for managing the operational traffic noise. A combination of measures including an asphalt pavement, roadside barriers or limitations on the hours and traffic flows.

**Potential reverse sensitivity effects**

7.17 In my experience, filming and sound recording activities are sensitive to noise effects from external noise sources if they are not adequately insulated from noise sources in the surrounding environment.

7.18 Reverse sensitivity conflicts are not identified in the discussion relating to the subsequent assessment of the Rural Zone. In Section 4.4.3, the AEE concludes that *"the lack of any intensive farming or horticultural activities near to the site means reverse sensitivity effects are unlikely"*.

7.19 It is clear from my assessment that the proposal will be sensitive to noise from existing and lawful activities on surrounding sites.

7.20 Some of the sensitivity to potential neighbouring noise can be dealt with by acoustically treating the noise sensitive spaces inside the buildings. I consider that the building envelopes for the main studio and postproduction facilities should be capable of achieving an outside-to-inside noise level reduction of approximately 35dB and that the offices and other less-sensitive spaces should be designed and constructed to achieve an outside-to-inside noise level reduction of 25dB.

7.21 I expect that the proposal will remain sensitive to noise in the outdoor areas during any outdoor filming, hospitality in open areas and for the overnight stay component. I consider that the noise from activities that are permitted in the zone could readily disrupt these activities.

7.22 I consider that the only way to address the potential effects on outdoor activities on the Site is for the applicant to accept that it would have to 'give way' to the lawful noise generating activities on neighbouring sites.

- 7.23 I expect that this could be achieved by a condition of consent or in combination with a no-complaints covenant (perhaps) that the Applicant my wish to offer.
- 7.24 I have worked with the Council's Reporting Officer to develop a set of conditions to deliver the outcomes set out in this evidence.

**Jon Styles**

**14 September 2022**





**Section 42A Report – Preliminary Draft Recommended Consent Conditions**

**GENERAL**

1. The development shall proceed in accordance with the plans and information submitted in the resource consent application referenced RMA20210474 by the Council, received 17 September 2021 (HDC Ref: [insert #]), unless otherwise amended by conditions of consent, including:
  - a) Resource Consent Application and Assessment of Environmental Effects, Mitchell Daysh Ltd, 16 September 2021.
  - b) [to be completed]
2. Where there is inconsistency between the documents listed in Condition 1 and the consent conditions, the consent conditions prevail.
3. A monitoring deposit of \$190.00 (including GST) shall be payable to cover the reasonable costs of monitoring compliance with the above conditions in accordance with Council's schedule of charges.
  - a. In the event of non-compliance being detected by monitoring or justified complaint and/or the costs of monitoring consent exceeding the deposit, the costs to Council of any additional monitoring shall be paid by the consent holder in accordance with the Council's advertised schedule of fees.

**Consent Lapsing**

4. In accordance with section 125(1)(a) of the Resource Management Act 1991, this consent will lapse 5 years after the date of the commencement of this consent unless it is given effect to prior to that date.

**Resource Consent to be made Available During Construction**

5. For the duration of the consented works herein, a copy of this resource consent shall be held on the site in a safe and secure location and be made available to Hastings District Council staff, contractors or Agent upon request.
6. The consent holder shall ensure that all personnel, consultants and contractors engaged to undertake work authorised by this consent are made aware of, have access to, and abide by the conditions of this resource consent document, including all management plans referenced in these conditions.

**Access to Screen Production Studios Site**

7. All vehicles associated with the construction and operation of the Screen Production Studios facility shall only use the Screen Production Studios access from Parkhill Road to access and exit the Screen Production Studios site. No vehicles associated with the Screen Production Studios shall use the existing Te Awanga Downs' access from Gordon Road, Te Awanga, at any time.

**CONSTRUCTION**

**Works within Road Reserve**

8. Satisfactory public vehicle and pedestrian access shall be maintained at all times when undertaking works within the road reserve, unless alternative arrangements are made to the satisfaction of Hastings District Council. All necessary precautions shall also be taken to protect the public from open trenches and all other hazards associated with the construction works.

**Construction Noise and Traffic**

9. All works shall be carried out to comply with the construction noise standard *NZ6803:1999 Acoustics Construction Noise*. The noise from construction work shall comply with the guideline limits for 'long term' duration works as set out in the Standard.
10. Construction Noise shall be measured and assessed in accordance with *NZS6803:1999 Acoustics – Construction Noise*.
11. Construction traffic shall be restricted to travelling on Parkhill Road to the Screen Production Studios site between the hours of 7.30am – 6.00pm Monday to Saturday.

**Construction Management Plan**

12. Prior to the commencement of any earthworks or construction works on the site, a Construction Management Plan (CMP) shall be provided to and approved by the Environmental Consents Manager, Hastings District Council (or nominee), which will establish (as a minimum) standard industry best practices for the management of dust, noise, traffic, hours of operation and sediment runoff during construction.

The CMP shall include:

- a. A statement giving the author's qualifications and experience in this area.
- b. An Erosion and Sediment Control Plan (ESCP), which will cover (as a minimum):
  - i. The management practices that will be employed during the construction phase to prevent dust nuisance on neighbouring properties and the environment generally (for example, staging of earthworks and dampening down areas with water, if necessary);
  - ii. The management practices that will be employed to manage and minimise construction stormwater discharges, in accordance with the Hawke's Bay Regional Council Erosion and Sediment Control Guidelines, including:
    - Staging of earthworks and minimising exposed areas;
    - Clean and dirty water diversion channels and bunds;
    - Silt fences;
    - Formation of a sediment retention pond, with provision for the application of flocculation treatment if necessary;
    - Construction design so that runoff is contained within the excavations and conveyed to the sediment pond as necessary; and
    - Re-vegetating and rehabilitating exposed areas as soon as practicable following completion of the works.
13. Site works shall be undertaken in accordance with the Construction Management Plan approved under Condition 12, and erosion and sediment controls shall be installed and maintained to the satisfaction of the Environmental Consents Manager, Hastings District Council (or nominee), throughout the period of works.

**Construction Traffic Management Plan**

14. Prior to the commencement of site preparation works and any construction relating to the activities authorised by this consent, the consent holder shall submit a Construction Traffic Management Plan (CTMP) for the certification of the Environmental Consents Manager, Hastings District Council (or nominee). The purpose of the CTMP is to address the temporary adverse effects of traffic related to the construction and development of the Screen Production Studios, associated access road and upgrading of Parkhill Road and the Parkhill Road/Raymond Road and Parkhill Road/East Road intersections. The CTMP shall be prepared by a suitably qualified transportation expert and shall address the following matters as a minimum:

- a. proposed numbers and timing of heavy vehicle movements throughout the day and the proposed transport routes.
  - b. measures for managing on-site parking for contractors and workers;
  - c. measures to ensure safe access to, within and from the site for vehicles carrying construction materials and for earthworks;
  - d. measures for management of construction traffic;
  - e. hours of heavy vehicle movements for earthworks and other construction works;
  - f. location of traffic signs on surrounding roads and proposed signage for traffic management purposes, and to warn motorists and pedestrians on Parkhill Road and Raymond Road and at Te Awanga Estate, during construction;
  - g. measures to ensure satisfactory and safe vehicle, pedestrian and cycle access is maintained to adjacent properties at all times; and
  - h. contact details of the site manager.
15. All construction works shall be carried out in accordance with the details of the approved CTMP under Condition 14.

**Acoustic Mitigation – Te Awanga Kindergarten**

16. Prior to the commencement of any construction activities authorised by this consent, including the upgrading of Parkhill Road and the Parkhill Road/Raymond Road intersection, and associated construction traffic, the consent holder shall submit to the Environmental Consents Manager, Hastings District Council (or nominee) two design reports for certification. The design reports shall:
- a. Provide a design and specifications for the construction of a permanent acoustically effective barrier/fence, at least 2 metres in height and that effectively screens the Te Awanga Kindergarten's outdoor play area from the noise generated by construction activities and operational traffic noise authorised by this consent from Parkhill Road and the Parkhill Road/Raymond Road intersection. The barrier/fence shall extend along the entire north-western and north-eastern boundaries of the outdoor play area. The barrier/fence shall be designed by a suitably qualified and experienced acoustics expert to achieve noise levels no greater than 55dB  $L_{Aeq(1hr)}$  within the outdoor play area of the Kindergarten.
  - b. Provide a design for a mechanical cooling and ventilation system within the main learning space and any rooms used for sleeping or resting within the Kindergarten that have at least one façade facing or directly exposed to noise from traffic on Parkhill Road. The objective of the design is to maintain adequate thermal comfort and fresh air supply to allow windows and doors to be kept closed (to keep the traffic noise out) on warm days. The system shall be designed by a suitably qualified and experienced mechanical engineer so that it achieves noise levels no greater than 35dB  $L_{Aeq}$  within the main learning space and rooms used for sleeping or resting within the Kindergarten.
17. The consent holder must make all reasonable attempts to consult with the Te Awanga Kindergarten on the design and the requirements for installation. The objectives of the consultation are to:
- a. Ensure that the barrier/fence meets the requirements of the Te Awanga Kindergarten in terms of access, safety and any other reasonable requirement;
  - b. Ensure that the mechanical plant is located and designed in a way that is suitable for the Te Awanga Kindergarten and that does not create any new hazards or operational difficulties.
  - c. Ensure that any other reasonable request relating to the design, installation and

operation of the barrier/fence and mechanical cooling and ventilation system are met.

d. Arrange for a suitable time and method for installation.

18. The consent holder shall install the acoustic barrier/fence and the mechanical ventilation and cooling (if required) in accordance with the designs certified under Condition 16, prior to the commencement of any construction activities authorised by this consent. The cost of the design, installation and commissioning shall be met by the consent holder. However, the consent holder is not obliged to install the barrier/fence and/or mechanical cooling and ventilation system if the Te Awanga Kindergarten are unresponsive or do not want all or part of the offer.
19. Within 20 working days of construction traffic movements on Parkhill Road commencing, as authorised by this consent, the consent holder shall submit to the Environmental Consents Manager, Hastings District Council (or nominee) a report prepared by a suitably qualified acoustic expert that confirms (or otherwise) that the barrier/fence and mechanical cooling and ventilation system have been installed and commissioned to achieve the objectives set out in these conditions.

*Note: The acoustic mitigation provided under this condition will also provide acoustic mitigation in relation to noise effects associated with traffic generated by the Screen Production Studios after it is constructed and is operational.*

#### **Hours of Operation –Construction Activities**

20. The consent holder shall ensure that construction activities (including earthworks) on the Screen Production Site, Parkhill Road and Parkhill Road/Raymond Road intersection are only undertaken between the hours of 7.30am and 6.00pm, Monday to Saturday.
21. No construction activities (including earthworks) shall be carried out outside the hours of operation set out in Condition 20, or on Public Holidays.

#### **Hours of Operation – Construction Traffic**

22. The consent holder shall ensure that all vehicles associated with earthworks and construction activities shall only enter the Screen Production Studios site between the hours of 7.30am and 6.00pm. Monday to Friday, and 8.00am to 1.00pm Saturday.
23. No construction traffic shall enter the Screen Production Studios site outside the hours of operation set out in Condition 22, or on Public Holidays.

#### **NOISE**

##### **Hours of Operation – Screen Production Studios**

24. The hours of operation for all consented activities on the Screen Production Studios site, other than in emergencies, shall be limited to operating between the hours of 6:00am to 6:00pm Monday to Saturday inclusive. No consented activities shall operate outside of these hours or on Public Holidays.
25. The consent holder shall ensure that no heavy commercial vehicles travel or park on Parkhill Road between the hours of 8.00am and 9.00am, 2.30pm and 3.30pm, and 4.30pm and 5.30pm, Monday to Saturday inclusive. No heavy commercial vehicles associated with the Screen Production Studios may travel or park on Parkhill Road outside of these hours or on Public Holidays.
26. The consent holder shall maintain a record / log of every heavy commercial vehicle movement



to and from the Screen Production Studios site, and make the log available to the Council at its reasonable request.

**Acoustic Treatment – Screen Production Studios buildings**

27. The consent holder shall ensure that all Special Noise Sensitive Spaces (SNSS) on the Site are acoustically treated to achieve an outdoor-to-indoor sound reduction of at least  $D_w + C_{tr}$  30dB. SNSS include studios used for filming and rooms used for post-production work, audio recording and any other specialised activity where ambient sound levels must be particularly low.
28. The consent holder shall ensure that all Noise Sensitive Spaces (NSS) on the Site are acoustically treated to achieve an outdoor-to-indoor sound reduction of at least  $DW + C_{tr}$  25dB. NSS include offices, meeting rooms or any other space where ambient sound levels must be low.
29. The consent holder shall ensure that all SNSS and NSS captured by Condition 27 are adequately cooled and provided with sufficient fresh air to avoid the need for the occupants to open windows or doors to achieve adequate thermal comfort or fresh air supply.
30. The consent holder must provide a design report to the Council for certification prior to Building Consent being issued for the buildings on the site. The design report shall be prepared by a suitably qualified and experienced expert and must demonstrate how the requirements of Condition 27 will be achieved.
31. The consent holder must implement all recommendations in the design report and shall ensure that the requirements of Condition 27 are met for the duration that this consent is given effect to.

**Screen Production Studios - Operational Noise**

32. Activities on the Screen Production Studios site shall not exceed the following noise limits at any point within the notional boundary of any noise sensitive activity on any other site within a Rural Zone, or at any point within the boundary of any site, in any zone other than an Industrial Zone:

<u>Control Hours</u>	<u>Noise Level</u>
0700 to 1900 hours	55 dB LAeq (15 min)
1900 to 2200 hours	50 dB LAeq (15 min)
2200 to 0700 hours the following day	55 dB LAeq (15 min)
2200 to 0700 hours the following day	75 dB LAFmax

**Helicopter Usage**

33. All helicopter take-offs and landing shall be undertaken from the helipad shown on the [insert site plan ref].
34. The frequency of helicopter movements\* shall not exceed:
  - a. 4 aircraft movements on any day
  - b. 12 aircraft movements in any rolling 7-day period
  - c. 24 aircraft movements per month
  - d. 96 movements per calendar year.

*\*A single aircraft movement comprises one landing or takeoff.*

35. No landing or take-offs shall take place between the hours of 8:00pm and 07:00am.
36. The consent holder shall maintain a record / log of every helicopter movement to and from the Screen Production Studios site, and make the log available to the Council at its reasonable request.

#### **EARTHWORKS**

37. Prior to the commencement of earthworks on the site, the following shall be provided to an approved by the Environmental Consents Manager, Hastings District Council (or nominee):
  - a. Final details of the engineering and construction design of earthworks, including any proposed staging of works, by a suitably qualified and experienced person. These details shall include the final cut and fill plan for the site, and confirm final volumes and areas, and sediment and erosion controls. The plan shall show there will be no changes in the existing ground level of the external boundaries of the site and, where any residential areas require finished ground levels to be higher than existing, show how these will be earth-worked and the additional height provided below the topsoil level. Increasing the depth of topsoil will not be acceptable. The details shall include cross-sectional profiles, stormwater management system design, overland flow paths, and proposed finished ground levels within the site.
38. All site works shall be undertaken in accordance with the design of earthworks approved under Condition 37 to the satisfaction of the Environmental Consents Manager, Hastings District Council (or nominee), throughout the period of works.
39. Earthworks shall not commence until engineering design plan approval under Condition 37 from Council has been given.
40. A registered and professionally qualified engineer must certify that the sedimentation controls have been constructed in accordance with the approved design (under Condition 37), prior to commencement of earthworks.
41. The consent holder shall install erosion and sediment controls prior to the commencement of the earthworks and these controls must be maintained throughout the period of the earthworks, to the satisfaction of the Environmental Consents Manager, Hastings District Council (or nominee).
42. Earthworks activity on the subject site shall not result in the deposition of earth, mud, dirt or other debris on any public road. In the event that such deposition does occur, it shall be immediately removed. In no instance are roads to be washed down with water without appropriate erosion and sediment control measures in place to prevent contamination of the stormwater drainage system, watercourses or receiving waters.
43. There shall be no off-site deposit of sediment or detritus from the area of the works and no deposit of sediment or detritus into any watercourse or stormwater drain.
44. As part of the earthworks, no filling shall take place that will obstruct overland flow from higher ground upstream.
45. The location, dimensions and depth of any area of fill shall be identified on an as-built plan of the site and provided to the Environmental Consents Manager, Hastings District Council (or nominee), upon completion of the earthworks on the site. The final as-built plan shall confirm the new overland flow paths and confirm that there are no changes to ground levels on neighbouring boundaries.
46. The contractor(s) shall confirm in writing that only 'clean fill' will be imported onsite (i.e. no rubbish, no stumps, no concrete, bricks and no other substance containing: combustible,

putrescible, degradable or leachate components, hazardous substances, products or materials derived from hazardous waste treatment, hazardous waste stabilisation or hazardous waste disposal practices, medical and veterinary waste, asbestos or radioactive substances or liquid waste).

The consent holder shall supply this written confirmation to the Environmental Consents Manager, Hastings District Council (or nominee), prior to the placement of any fill material on the site.

*Note: imported 'clean fill' will also need to comply with the relevant standards in the NES for Assessing and Managing Contaminants in Soils to Protect Human Health.*

#### **LANDSCAPE PLANTING AND REVEGETATION**

47. Prior to construction of the Screen Production Studios access road from Parkhill Road, a detailed Landscape Plan for the berms of the access road (in accordance with the Wayfinder Plans 'Sheet 02' and 'Sheet 03' submitted with the application, in 'Attachment 1', dated 12 November 2021), prepared by a suitably qualified and experienced person, shall be provided to the Environmental Consents Manager, Hastings District Council (or nominee). The landscape plan shall show:
- Planting specifications detailing the specific planting species and achieve a mix of ground cover and specimen trees.
  - The number of plants and their locations, heights and PB sizes.
  - Confirmation that the location of planting within the access road berm is appropriate for the species type and leaves sufficient space for ongoing access road corridor maintenance and will not interfere with the achievement of safe sightline distances along the access road,
  - Provision for automated irrigation systems for the landscaping to ensure plantings establish, survive and remain in good health.
48. All planting required under Condition 47 above shall be 'maintained' by the consent holder in accordance with the approved landscape plan.
- "Maintained" means – the replacement of any dangerous, dead or dying matter, and the general preservation of the landscaping to a healthy standard for the duration of the activity on the site to the satisfaction of the Environmental Consents Manager, Hastings District Council (or nominee).*
49. The consent holder shall ensure that at the completion of the works, any newly established surfaces and grassed slopes or vegetated areas that were cleared or damaged, as a result of the activity, are revegetated as soon as practicable.
50. Within 6 months of construction of the Screen Production Studios access road being completed, planting along the berms of the access road shall be undertaken in accordance with the Wayfinder Plans submitted with the application (refer to 'Attachment 1, dated 12 November 2021).

#### **PARKING AND LOADING**

51. Full engineering designs, as specified in the Hastings District Council Engineering Code of Practice 2020 relating to the proposed on-site parking and loading spaces for the Screen Production Studios, shall be designed by a suitably qualified Chartered Professional Engineer or other appropriately qualified person. These designs shall be submitted to the Environmental

Consents Manager, Hastings District Council (or nominee) for approval prior to construction of the parking and loading spaces.

52. The parking and loading spaces shall be constructed and marked out in accordance with the approved design under Condition 51 above, prior to occupation of the Screen Production Studios buildings.

**STUDIO ACCESS ROAD AND CONNECTION TO PARKHILL ROAD**

53. Full engineering designs for the Screen Production Studios access road and its connection to Parkhill Road shall be prepared by a suitably qualified Chartered Professional Engineer or other appropriately qualified person. These engineering designs shall be submitted to the Transportation Manager, Hastings District Council (or nominee) for approval prior to earthworks and construction commencing. These engineering designs shall provide full details for the Studios access road and its roundabout intersection at the southern end of Parkhill Road which connects the Studios access road to Parkhill Road and the existing vehicle access to Te Awanga Estate Winery.
54. A full topographical survey and geometric design shall be undertaken as part of preparing the full engineering designs under Condition 53 above, and Conditions 55 and 56 below, and the final design of the roundabout intersection shall be subject to a formal Road Safety Audit by an independent and appropriately trained practitioner for Road Safety Audits that adopts the following process:

Designer response	Designer to respond with clear determination of remedial measures to address the issue raised by the Auditors.
Safety Engineer comment	HDC Road Safety Engineer to review and provide feedback on issue, considering the matters raised, and how the designers proposed remedial treatment will address or mitigate the identified road safety issue.
Client decision	The applicant's design team, including project manager and persons with authorisation for approval should respond to the matters presented by the Auditors, designers response and Safety Engineers comments.
Action taken	Identify specific actions to be taken, and to whom they have been assigned.  For any significant or serious rated matters raised in the RSA, specific response back to HDC Engineering and Planning Teams should be given to ensure total closure of the matter.

55. At the same time that the full engineering design plans are submitted to Council under Condition 53 above, the consent holder shall submit to the Environmental Consents Manager, Hastings District Council (or nominee) for approval, details of the method / arrangement to be put in place to ensure emergency service vehicles have unrestricted access to the Screen Production Studios at all times.
56. At the same time that the full engineering design plans are submitted to Council under Condition 53 above, the consent holder shall submit to the Transportation Manager, Hastings District Council (or nominee) for approval, details of the design for the access road intersection with the existing internal access road on the site used by Outfoxed, the Clifton County Cricket



Club etc. ('the Outfoxed access road'), including the road alignment, intersection angles, maximum intervisibility sight lines to be achieved. The design of the intersection shall also include details of the method of operation that will be used to prevent uncontrolled access of traffic from the Outfoxed access road to Parkhill Road over the Screen Production Studios access road.

57. The roundabout intersection for the access road shall be of a sufficient diameter to accommodate NZ standard tracking curves for a semi-trailer, with an absolute minimum radius of 12.5 metres (25 metres diameter) outside tracking sweep path.
58. The full engineering designs under Condition 53 above shall include details of the turn-around areas located at each security point / barrier arm along the Screen Production Studios access Road, to ensure that all reasonably expected vehicle types can undertake a U-Turn movement if required.
59. The access road and roundabout intersection construction work shall not commence until engineering design plan approval has been given under Condition 53 above.
60. The works for the Screen Production Studios access road and roundabout intersection shall be undertaken in accordance with the final engineering designs approved under Condition 56 above, to the satisfaction of the Transportation Manager, Hastings District Council (or nominee), throughout the period of works.

#### **PARKHILL ROAD UPGRADING**

61. Full engineering designs for the upgrade of Parkhill Road south of its intersection with Raymond Road, shall be prepared by a suitably qualified Chartered Professional Engineer or other appropriately qualified person. These engineering designs shall be submitted to the Transportation Manager, Hastings District Council (or nominee) for approval prior to earthworks and construction commencing. These engineering designs shall provide full details for the road widening (to accommodate a sealed pavement width of 7.0 metres), longitudinal drainage and traverse drainage features, and residential access sight lines.
62. Where appropriate residential access sight lines on Parkhill Road cannot be achieved as part of the road upgrade, the full engineering designs under Condition 61 above shall include details of mitigation measures to achieve a reasonable and appropriate level of road safety for vehicle movements from residential accesses (e.g., warning signs (Access), road markings, active warning signs, etc.).
63. The upgrading works shall be undertaken in accordance with the final engineering designs approved under Condition 61 above, to the satisfaction of the Transportation Manager, Hastings District Council (or nominee), throughout the period of works.
64. All roading works within the boundaries of the public road shall be undertaken by a contractor who is pre-approved by Hastings District Council to work within the road reserves.

*Note: All work within the boundaries of the public road requires a Corridor access request application to be submitted and approved by the Transportation Manager, Hastings District Council (or nominee), prior to commencement of the specific work items.*

65. All roading works shall be completed in accordance with the approved engineering design, prior to construction works for the Screen Production Studios development (including the access road and associated roundabout intersection at the southern end of Parkhill Road) commences.

**Contaminated Soils Management**

66. Prior to any earthworks /soil disturbance commencing for the upgrading of Parkhill Road (south of the intersection with Raymond Road), the consent holder shall submit to the Environmental Consents Manager, Hastings District Council (or nominee), a Preliminary Site Investigation ('PSI') from an appropriately qualified expert (SQEP) under the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health Regulations 2011 ('NESC'S') to confirm if there is landfill or soil within any area of the proposed works in the vicinity of the property 332 Parkhill Road that is contaminated.
67. If soil contamination is identified in the PSI under Condition 69 above, the consent holder shall submit to the Environmental Consents Manager, Hastings District Council (or nominee) a Contaminated Site Management Plan / Remediation Action Plan prepared by a SQEP under the NESC'S that includes the following:
- a. Health and safety protocols, including procedures to avoid direct contact with contaminated soil
  - b. Excavation protocols, including procedures to control dust generation during works, ensuring clean water is diverted away from excavations, erosion and sediment controls.
  - c. Unexpected discovery contamination protocols
  - d. Contaminated soil management procedures, including requirements for where and how contaminated material will be disposed of, and options for remediation.
68. The works within the Parkhill Road reserve shall be undertaken in accordance with the Site Management Plan / Remediation Action Plan approved under Condition 67 above, to the satisfaction of the Environmental Consents Manager, Hastings District Council (or nominee), throughout the period of works.
69. Upon completion of remediation, a Site Validation Report ('SVR') shall be prepared by a suitably qualified expert and submitted to Council confirming that the remediated area and the receiving area for the excavation soil respectively comply with the relevant concentration standards contained in the NESC'S (subject to amendment and/or revised Ministry for the Environment guidance). The SVR shall be prepared in accordance with the CLMG N0.1: Reporting on Contaminated Sites in New Zealand.

**PARKHILL ROAD/RAYMOND ROAD AND PARKHILL ROAD/EAST ROAD INTERSECTIONS**

70. [These conditions are reserved, pending evidence that may be provided by the Applicant at the hearing]

**SERVICING**

**Stormwater**

71. Full engineering designs for the management of stormwater on the Screen Production Studios site (including attenuation and storage devices, and any low-impact design measures) shall be prepared by a suitably qualified and experienced person, in accordance with the recommendations in the Infir Infrastructure Solutions' *'Parkhill Studios Stormwater Servicing Report J21120-1'*, dated 6 August 2021 (HDC Ref: 102021#XXX) ('Infir report'). These designs shall be submitted to the Environmental Consents Manager, Hastings District Council (or nominee) for approval construction commencing on the Screen Production Studios site. These engineering designs shall achieve the following:

- a. Runoff to the attenuation pond as outlined in the Infir report.
  - b. Total sealed and hardstand areas not exceeding the values used in the Infir report.
  - c. An attenuation pond of at least 4,500m<sup>3</sup>, releasing water at the values stated in the Infir report.
  - d. A scour resistant discharge to the mid-catchment reservoir catchment.
  - e. Volume neutrality below the crest of the mid-catchment detention dam.
72. All stormwater management on the Screen Production Studios site shall be completed in accordance with the designs approved under Condition 71 above.

#### **LIGHT AND GLARE**

73. All exterior lighting on the Screen Production Studios site 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.

#### **ARCHAEOLOGICAL DISCOVERY**

74. The consent holder shall obtain an Archaeological Authority from Heritage New Zealand Pouhere Taonga to modify, damage or destroy archaeological sites prior to any earthworks and construction works commencing on the Screen Production Studios site, including for the Studios access road.

#### **ADVICE NOTES:**

1. To avoid doubt, except as otherwise allowed by this resource consent, all land uses must comply with all remaining standards and terms of the relevant Hastings District Plan. The proposal must also comply with the Building Act 2004, Hastings District Council Engineering Code of Practice, and Hawke's Bay Regional Plans. All necessary consents and permits shall be obtained prior to development.
2. A building consent for the Screen Production Studios will be required from Hastings District Council.
3. No archaeological sites, waahi tapu, taonga or koiwi may be damaged, destroyed or modified unless the necessary authorities pursuant to the New Zealand Pouhere Taonga Act 2014 has been obtained first.
4. In the event of non-compliance being detected by monitoring or justified compliant and/or the costs of monitoring consent exceeding the deposit, the costs to Council of any additional monitoring shall be paid by the consent holder in accordance with the Council's advertised schedule of fess.
5. Under section 125 of the Resource Management Act 1991 a resource consent will lapse if not given effect to within 5 years of the date the consent was granted, unless an extension is authorised under section 125(1A)(b).





**Janeen Kydd-Smith**

**From:** Greg Shirras <Greg.Shirras@hbrc.govt.nz>  
**Sent:** Tuesday, 19 October 2021 4:20 PM  
**To:** Janeen Kydd-Smith  
**Cc:** Paul Barrett; Caleb Sutton  
**Subject:** FW: RC was lodged with us yesterday - Parkhill Film Production Studios, Te Awanga

Hi Janeen,

Sorry for the delay in getting back to you.

See below Craig Goodier's comments.

Cheers,  
Greg



**Greg Shirras**  
Senior Consents Planner  
06 835 9200 | 027 200 5965

Hawke's Bay Regional Council | Te Kaunihera ā-rohe o Te Matau a Māui  
159 Dalton Street, Napier 4110 | hbrc.govt.nz

Enhancing Our Environment Together | Te Whakapakari Tahi | Tō Tātau Taiao



HBRC Consents  
Section is ISO  
9001:2015 certified

Let us know how we're doing, give your feedback here.

This communication, including any attachments, is confidential. Refer to the disclaimer on our website.

**From:** Craig Goodier (MEng Civil, CPEng NZ) <Craig@hbrc.govt.nz>  
**Sent:** Tuesday, 19 October 2021 4:17 pm  
**To:** Greg Shirras <Greg.Shirras@hbrc.govt.nz>  
**Subject:** RE: RC was lodged with us yesterday - Parkhill Film Production Studios, Te Awanga

I think I have seen the argument that these dams are part of the HDC flood control assets, and that would be considered a 'scheme'.

Currently they are not listed in the Heretaunga Plains or Maraetotara (Te Awanga) schemes. This has been a bit of a controversy for a while, and has never been fully resolved.

We have been involved in this development already, and they have made adjustments based on our input in order to maintain the flood control capabilities of the system.

Cheers,  
Craig



**Craig Goodier (MEng Civil, CPEng NZ)**  
Principal Engineer  
06 835 9200 | 021 045 7288

Hawke's Bay Regional Council | Te Kaunihera ā-rohe o Te Matau a Māui  
159 Dalton Street, Napier 4110 | hbrc.govt.nz

Enhancing Our Environment Together | Te Whakapakari Tahi | Tō Tātau Taiao



Let us know how we're doing, give your feedback here.

This communication, including any attachments, is confidential. Refer to the disclaimer on our website.

**From:** Greg Shirras <[Greg.Shirras@hbrc.govt.nz](mailto:Greg.Shirras@hbrc.govt.nz)>

**Sent:** Tuesday, 19 October 2021 3:38 PM

**To:** Craig Goodier (MEng Civil, CPEng NZ) <[Craig@hbrc.govt.nz](mailto:Craig@hbrc.govt.nz)>

**Subject:** FW: RC was lodged with us yesterday - Parkhill Film Production Studios, Te Awanga

Hi Craig,

See below the request from Janeen.

Do you know whether this dam is part of the flood control scheme area?

Cheers,

Greg



**Greg Shirras**

Senior Consents Planner

06 835 9200 | 027 200 5965

Hawke's Bay Regional Council | Te Kaunihera ā-rohe o Te Matau a Māui

159 Dalton Street, Napier 4110 | [hbrc.govt.nz](http://hbrc.govt.nz)

**Enhancing Our Environment Together | Te Whakapakari Tahī | Tō Tātau Taiao**



**HBRC Consents  
Section is ISO  
9001:2015 certified**

Let us know how we're doing, give your feedback here.

This communication, including any attachments, is confidential. Refer to the disclaimer on our website.

**From:** Janeen Kydd-Smith <[janeen@sageplanning.co.nz](mailto:janeen@sageplanning.co.nz)>

**Sent:** Thursday, 14 October 2021 1:18 pm

**To:** Greg Shirras <[Greg.Shirras@hbrc.govt.nz](mailto:Greg.Shirras@hbrc.govt.nz)>

**Cc:** Paul Barrett <[barrett@hbrc.govt.nz](mailto:barrett@hbrc.govt.nz)>; Caleb Sutton <[calebs@hdc.govt.nz](mailto:calebs@hdc.govt.nz)>

**Subject:** FW: RC was lodged with us yesterday - Parkhill Film Production Studios, Te Awanga

Hi Greg,

I am processing the application from No.8 Studios Limited for film production studios on the Te Awanga Downs property in Te Awanga (referred to further below in an email from Caleb Sutton to you on 17 September 2021).

Below the site of the proposed production studios building, lies the Hastings District Council's Te Awanga Dam catchment, detention and diversion structures. Can you advise whether the dam and surrounding area/structures fall within a 'Flood Control Scheme Area' as relevant to Rule 71 of the RRMP?

Cheers,

Janeen

**From:** Caleb Sutton <[calebs@hdc.govt.nz](mailto:calebs@hdc.govt.nz)>

**Sent:** Thursday, 14 October 2021 1:03 p.m.

**To:** Janeen Kydd-Smith <[janeen@sageplanning.co.nz](mailto:janeen@sageplanning.co.nz)>; Shane Lambert <[shanerl@hdc.govt.nz](mailto:shanerl@hdc.govt.nz)>

**Subject:** Fwd: RC was lodged with us yesterday

**Item 2 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)**

**Hawke's Bay Regional Council correspondence**

**Attachment 39**

Might pay to check with Greg or Paul B again

Sent from my iPhone

Begin forwarded message:

**From:** Greg Shirras <[Greg.Shirras@hbrc.govt.nz](mailto:Greg.Shirras@hbrc.govt.nz)>  
**Date:** 17 September 2021 at 2:42:02 PM NZST  
**To:** Caleb Sutton <[calebs@hdc.govt.nz](mailto:calebs@hdc.govt.nz)>  
**Subject:** RE: RC was lodged with us yesterday

Hey,

I asked around the office and no one knows about it.

I would say stormwater probably isn't an issue for us. Wastewater will be if the volume is over 2 m<sup>3</sup> and judging by the size of the carpark I would guess that it may be. Feel free to tell Phil to contact me if anything comes up when you guys start processing it.

Cheers,  
Greg



**Greg Shirras**

Senior Consents Planner  
06 835 9200 | 027 200 5965

Hawke's Bay Regional Council | Te Kaunihera ā-rohe o Te Matau a Māui  
159 Dalton Street, Napier 4110 | [hbrc.govt.nz](http://hbrc.govt.nz)

**Enhancing Our Environment Together | Te Whakapakari Tahi I Tō Tātau Taiao**



**HBRC Consents  
Section is ISO  
9001:2015 certified**

Let us know how we're doing, give your feedback here.  
This communication, including any attachments, is confidential. Refer to the disclaimer on our website.

**From:** Caleb Sutton <[calebs@hdc.govt.nz](mailto:calebs@hdc.govt.nz)>  
**Sent:** Friday, 17 September 2021 11:26 am  
**To:** Greg Shirras <[Greg.Shirras@hbrc.govt.nz](mailto:Greg.Shirras@hbrc.govt.nz)>  
**Subject:** RC was lodged with us yesterday



CALEB SUTTON  
ENVIRONMENTAL CONSENTS MANAGER



Wāea (06) 871 5000  
Īmēra [calebs@hdc.govt.nz](mailto:calebs@hdc.govt.nz) Pae Tukutuku [hastingsdc.govt.nz](http://hastingsdc.govt.nz)  
Te Kaunihera ā-Rohe o Heretaunga  
Hastings District Council, Private Bag 9002, Hastings 4156, New Zealand





**Attention:**

The information contained in this message and or attachments is intended only for the person or entity to which it is addressed and may contain confidential and/or privileged material. Any review, retransmission, dissemination or other use of, or taking of any action in reliance upon, this information by persons or entities other than the intended recipient is prohibited. If you received this in error, please contact the sender and delete the material from any system and destroy any copies.

**Please consider the environment before printing this e-mail**