

Schedule 7: Consultation Records

Steve Bigwood

From: Steve Bigwood
Sent: Saturday, 23 July 2016 12:22 p.m.
To: 'Kirsten Madill'
Cc: 'Russell Alexander (russell@hobbitontours.com)'
Subject: Hobbiton Consultation
Attachments: 20160701100809515.pdf; DCP Consultation Summary.pdf

Importance: High

Afternoon Kirsten

Please find attached the DCP consultation summary for the letterbox drop for the following landowners (which are also identified on the other plan attached):

1. Janet McCosh
2. Driftmans Farm Ltd (Michael Tillemans, Vanessa Tillemans, Cornelia Van der Drift)
3. Zenzele Farm Ltd (Lindsay Howl, Richard Howl)
4. Dennis Gregan, Patricia Gregan, Graeme Wansbone, Richard Smith
5. Graham Brockelsby, Linda Brockelsby
6. Peter Hyde, Julianne Hyde, Antony Harris
7. Kenneth Stutt, Joanne Stutt
8. Y T Enterprises Ltd (Paul White, Joanne White)
9. Ridgeline Heights Ltd (Dionne Caulfield, Hayley Palmore)
10. John Evans, Carolyn Evans, David Evans
11. Warren Redshaw, Florence Redshaw
12. Longacre Properties Ltd (Craig Redshaw, Warren Redshaw, Florence Redshaw)
13. Mark O Sullivan, Glenda O Sullivan
14. David Reichmurth, Eveline Reichmurth
15. Derrys Farm Ltd (Grant Broomhall, Sarah Broomhall, Daniel Broomhall)

I suggest that the summary document be accompanied by a covering letter from Hobbiton. The covering letter needs to say that "if you have any queries or issues with the proposed plan change please contact Russell". As discussed, Ben or I are happy to attend any meetings with landowners should the landowners want to meet.

If you have any meetings or telephone discussions, please record these so we can attach with the plan change document.

Regards,

Steve Bigwood Planning Manager

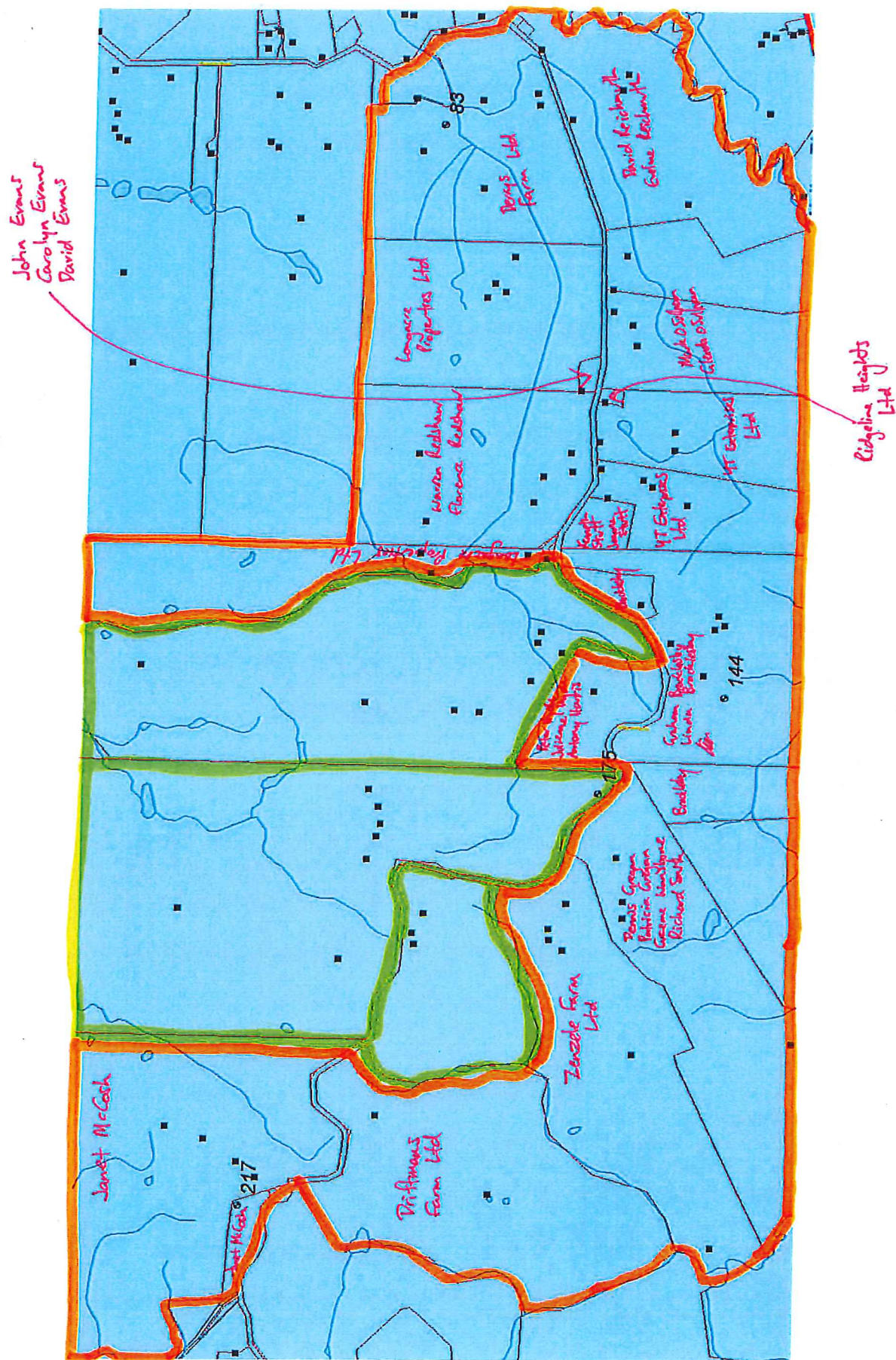


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Steve Bigwood

From: Steve Bigwood
Sent: Thursday, 25 August 2016 2:07 p.m.
To: 'Tim Manukau'
Subject: RE: Hobbiton

Kia ora Tim

The plan change currently includes a section assessed against the Environmental Plan. This will be further updated once our discussions with Ngati Haua are completed. For completeness we will forward the Environmental Plan assessment to you.

Regards,

Steve Bigwood Planning Manager



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From: Tim Manukau [mailto:Tim.Manukau@tainui.co.nz]
Sent: Thursday, 25 August 2016 12:49 p.m.
To: Steve Bigwood <sbigwood@bbo.co.nz>
Subject: RE: Hobbiton

Hi Steve,

Matamata-Piako falls within Waikato-Tainui, please ensure the plan change is assessed against our Environmental plan.

It is good you are talking to Ngati Haua, please ensure you have their sign off on this matter.

Nga mihi,

Tim

From: Steve Bigwood [mailto:sbigwood@bbo.co.nz]
Sent: Thursday, 25 August 2016 12:44 p.m.
To: Tim Manukau <Tim.Manukau@tainui.co.nz>
Subject: Hobbiton

Hi Tim

We are assisting Rings Scenic Tours Ltd (RST) in preparing a Development Concept Plan (DCP) for Hobbiton for insertion into the Matamata-Piako District Plan through a private plan change.

TAI TUMU
TAI PARI
TAI AO

WAIKATO-TAINUI ENVIRONMENTAL PLAN

OUR PLAN OUR ENVIRONMENT OUR FUTURE



Please assess your proposal, application or activity against the relevant chapters in our Waikato-Tainui Environmental Plan – Tai Tumu, Tai Pari, Tai Ao; in particular the Vision to restore our environment; and Chapter 7 – Towards Environmental Enhancement.

Your proposal should be assessed against all chapters in Section C, General Matters in particular Chapter 10.

If there is doubt on whether a chapter is relevant or not, please assess against the chapter.

Please see link to our environmental plan <http://www.waikatotainui.com/environmental-management-plan/> or download it as an app.



We recommend that your proposal is consistent with our Environmental Plan. Where there are inconsistencies, please highlight these and what measures will be undertaken to ensure alignment.

On completion, please send the assessment to Kevin O'Shannessey kevinO@tainui.co.nz to review.

Please undertake the above assessment for any future proposals involving consultation with Waikato-Tainui. Please reference our Waikato-Tainui Envi-

Steve Bigwood

From: Jessica Samuels <Jessica@ngatihauaiwitrust.co.nz>
Sent: Thursday, 25 August 2016 12:58 p.m.
To: Steve Bigwood
Subject: RE: Hobbiton DCP

Thanks for sending through Steve, I will review and get back to you if I have any questions.

Nga mihi,



Jessica Samuels | ENVIRONMENTAL MANAGER

Ngāti Hauā Iwi Trust

Tel: 07 889 5049 | Mob: 027 391 9238

jessica@ngatihauaiwitrust.co.nz | www.ngatihauaiwitrust.co.nz

PO Box 270, Morrinsville 3340 New Zealand | Open Mon to Fri 9am - 4pm

From: Steve Bigwood [mailto:sbigwood@bbo.co.nz]
Sent: Thursday, 25 August 2016 12:32 p.m.
To: Jessica Samuels <Jessica@ngatihauaiwitrust.co.nz>
Subject: Hobbiton DCP

Hi Jess

As discussed yesterday we are assisting Rings Scenic Tours Ltd (RST) in preparing a Development Concept Plan (DCP) for Hobbiton for insertion into the Matamata-Piako District Plan through a private plan change.

As part of the ongoing development of Hobbiton RST are continually working with the Council to achieve the best framework for their operations and the surrounding environment. To this end Council have recommended that they replace the many resource consents they hold and set up a DCP through a change to the Matamata-Piako District Plan. The DCP would establish a set of rules, based on the two development areas (precincts 1 and 2), under which they would be required to operate.

As Hobbiton is located within the rohe of Ngati Haua, we attach a consultative summary to give you a detailed understanding of the proposal ahead of the formal lodgement with Council. Any feedback on the DCP would be welcomed.

If you have any other queries or would like to discuss any aspect of the plan change process, please do not hesitate to contact me. My contact details are listed below.

Regards,

Steve Bigwood Planning Manager



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Steve Bigwood

From: Ben Tobias <Ben.Tobias@nzta.govt.nz>
Sent: Monday, 8 August 2016 4:40 p.m.
To: Steve Bigwood; HamiltonPlanning
Cc: Jenni Fitzgerald; Junine Stewart; Liam Ryan; Stephen Parker; Mark Lilley
Subject: RE: Hobbiton Proposed Plan Change

Hi Steve,

Thank you for engaging with the NZ Transport Agency requesting comments in regards to the Proposed Hobbiton Plan Change.

We apologise for the delay in responding, caused mainly by Planning and Investment not being consulted earlier on.

I was asked to manage this application. We endeavour to provide our reply within 20 working days from the time we receive all the relevant information.

Generally, the Transport Agency has no opposition to significant tourists attractions, including that at the Hobbiton site, but we would like to ensure that road safety will not be compromised.

In this regard and to assist our understanding of what is being proposed, could you please provide a copy of the Proposed Plan Change for our review.

In terms of the BBO's report including in particular the sign strategy, we have reviewed this strategy for the Hobbiton Movie Set. Our immediate impression is that the number and location of signs shown in this strategy are excessive and do not comply with the general guidance of the Transport Agency's Traffic Control Devices Manual. We understand the importance of signage in providing guidance to major tourist destinations and believe that the current signage proposal needs to be reconsidered.

We also would like some further advice on whether or not you have considered alternative options to signs, including for example, modifying the intersection of Firth Street/SH27. Allowing southbound motorists, destined for Hobbiton, to safely gain access to Firth Street should lessen the need for signage and reduce the number of intersections that an unfamiliar tourist has to navigate through.

Thank you again for the opportunity to provide comments. We are happy to discuss these and any other matters that may assist us to improve road safety.

Please feel free to contact me if you have any queries.

Kind regards

Ben Tobias / Senior Resource Planner

Planning & Investment

DDI 64 7 958 7225 / M 64 27 676 8925

E ben.tobias@nzta.govt.nz / W nzta.govt.nz

Hamilton Office / Level 1, Deloitte Building

24 Anzac Parade, PO Box 973, Hamilton 3240, New Zealand



From: Steve Bigwood [mailto:sbigwood@bbo.co.nz]
Sent: Wednesday, 20 July 2016 3:40 p.m.
To: HamiltonPlanning
Cc: Jenni Fitzgerald; Junine Stewart; Liam Ryan
Subject: Hobbiton Proposed Plan Change

Hi Kathleen

Further to our discussions, please find attached a draft of the traffic report to support the plan change for a development concept plan for Hobbiton. We would be grateful if you could pass on to the appropriate person for review and provide feedback to us. We are happy to meet with you and go through your comments once you have completed your review.

We are aiming to have the consultation completed by 29 July 2016.

The Hobbiton plan change has been discussed with a number of staff to date including Junine Stewart, Liam Ryan, Stephen Parker, Mark Lilley and John Garvitch.

Thanks and regards,

Steve Bigwood Planning Manager



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Steve Bigwood

From: Ben Tobias <Ben.Tobias@nzta.govt.nz>
Sent: Thursday, 1 September 2016 3:35 p.m.
To: Cameron Stanley
Cc: Jenni Fitzgerald; Steve Bigwood; Cameron Inder; Stephen Parker; Liam Ryan; Junine Stewart; Mark Lilley
Subject: RE: Hobbiton Proposed Plan Change

Hi Cameron,
Please find attached FYI the minutes of the meeting 29/8/16 (and thank you Liam and Stephen for these).
Could you please check if this meets your recollection.
If you have any queries/ comments, please feel free to contact me.
Thanks again for the productive meeting.
Regards

Ben Tobias / Senior Resource Planner

Planning & Investment

DDI 64 7 958 7225 / M 64 27 676 8925

E ben.tobias@nzta.govt.nz / W nzta.govt.nz

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G

From: Ben Tobias
Sent: Tuesday, 30 August 2016 3:18 p.m.
To: Liam Ryan; Stephen Parker; John Garvitch; Deon Saul; Mark Lilley
Subject: RE: notes from the Hobbiton meeting 29/08/16

Hi Liam,
This is great. Will do.
Many thanks
Ben

From: Liam Ryan
Sent: Tuesday, 30 August 2016 3:00 p.m.
To: Ben Tobias; Stephen Parker; John Garvitch; Deon Saul; Mark Lilley
Subject: notes from the Hobbiton meeting 29/08/16

Hi all,

Some notes from yesterday's meeting about Hobbiton. Please add or amend if there are any gaps or I've stated anything incorrectly.

Ben, probably a good idea to forward these on to BBO and Mike van Bysterveldt once you've received any other comments.

Cheers
Liam

Meeting to discuss signage strategy for Hobbiton – in the context of a private plan change to the MPDC District Plan
29th August 2016

Attendance:

BBO: Cameron Inder, Cameron Stanley, Steve Bigwood

NZTA: Stephen Parker, Liam Ryan, John Garvitch, Deon Saul

Apologies: Ben Tobias (NZTA), Mark Lilley (NZTA)

General Discussion:

- Google have changed the preferred route to Hobbiton from SH1 – this now directs people to travel via SH1 and SH29 rather than Karapiro/Buckland Road. This removes the need for signage in advance of the SH1/Karapiro Road intersection. The Google route from Rotorua still encourages people to short-cut between SH27 and SH29 and the route from Matamata encourages people to travel along Firth Street (in preference to continuing along SH27 and turning right at SH29).
- We referred to a plan shared by Stephen P showing the proposed location of signs. Discussion of signs by location, observed driver behaviours while travelling to and from Hobbiton.
- NZTA noted a need to update the Hobbiton website and BBO acknowledged that this is part of the proposal.
- Steve B noted that the wording on the new signs at the Hopkins Road intersection are not exactly what Hobbiton were wanting.
- Touched on mode of travel (there is a mix of coach and independent travellers), approach direction (measured by tube counter outside the site, <10% from the west & >90% from the east).
- Talked about the plan change and the need to think about how the network might operate in the future. Will direction, mode of travel or time of day change and if so then need to consider the impact of those changes. It was noted that a significant increase in travel on the local roads during the night would likely not be desirable to Council.
- Steve B noted that the site has consent for 300,000 visitors per annum, presently over 400,000 and looking for over 500,000 under the plan change. The increase would mostly occur in the shoulder peaks of the tourist season rather than during a day as the site is presently operating at full capacity.
- NZTA suggested that a good way to give Hobbiton customers clear and easy directions (while also making use of existing signage) would be to refer first to a major town/city and then to follow tourist signs. I.e. if coming from Hamilton, follow the signs to Tauranga until you are on SH29 and then follow the brown signs to Hobbiton. This idea will need to be tested from the different approaches to see how easy it is to apply and follow.
- There is a desire to all work together along with Waipa and Matamata Piako DCs to ensure that the overall package works for everyone.
- NZTA noted that careful thought should be given to the Firth St/railway line/SH27 intersection as this is a complex layout, has a lot of signage already, carries a large proportion of visitors to Hobbiton and the 'right turn (straight through in practice)' from SH27 to Firth St is on the desire line for people travelling from Matamata to Hobbiton.
- Steve B asked for confirmation of who the best point of contact is, Ben Tobias was nominated as the best person.

Actions:

- BBO to develop a top-down communication strategy that starts with 'what do you want to communicate to Hobbiton customers' and then working through the different channels (I-site, signs, website etc.) to work out the how and what you convey. Test this strategy in relation to the signage component from different directions of approach and then reconvene a meeting with NZTA, Waipa DC and MPDC.
- Future meetings to include MPDC and WaipaDC to ensure effective delivery (particularly for signage)
- BBO to look at future demand approaching from the direction of Matamata and how this might affect safety and efficiency at the SH27/railway line/Firth Street intersection
- Whilst not explicitly stated at the meeting, NZTA should also ask Google to change the route to Hobbiton for traffic approaching from Rotorua to discourage use of the local road.

From: Cameron Inder [mailto:cinder@bbo.co.nz]
Sent: Friday, 5 August 2016 8:49 a.m.
To: Stephen Parker; Liam Ryan
Cc: Jenni Fitzgerald; Steve Bigwood; Cameron Stanley
Subject: FW: Hobbiton Proposed Plan Change

Hi Stephen and Liam,

Just following up on the whereabouts of NZTA's response to the Draft ITA for Hobbiton. It's been a little over 2 weeks so can you please advise when we can expect some feedback?

Also, I note the team from Hobbiton are very frustrated with the lack of progress on getting the advanced direction signs installed on SH29. I understand they've submitted the appropriate forms and attempted contact with NZTA a number of times to find out when these signs will be installed but are getting no response back. Can you please provide an update asap?

Thank you,

Cameron Inder Transportation Engineer



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From: Steve Bigwood
Sent: Wednesday, 20 July 2016 3:40 p.m.
To: 'hamiltonplanning@nzta.govt.nz' <hamiltonplanning@nzta.govt.nz>
Cc: 'Jenni Fitzgerald' <Jenni.Fitzgerald@nzta.govt.nz>; 'Junine Stewart' <Junine.Stewart@nzta.govt.nz>; 'liam.ryan@nzta.govt.nz' <liam.ryan@nzta.govt.nz>
Subject: Hobbiton Proposed Plan Change

Hi Kathleen

Further to our discussions, please find attached a draft of the traffic report to support the plan change for a development concept plan for Hobbiton. We would be grateful if you could pass on to the appropriate person for review and provide feedback to us. We are happy to meet with you and go through your comments once you have completed your review.

We are aiming to have the consultation completed by 29 July 2016.

The Hobbiton plan change has been discussed with a number of staff to date including Junine Stewart, Liam Ryan, Stephen Parker, Mark Lilley and John Garvitch.

Thanks and regards,

Steve Bigwood Planning Manager



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Steve Bigwood

From: Steve Bigwood
Sent: Wednesday, 14 June 2017 5:44 p.m.
To: Jenni Fitzgerald (Jenni.Fitzgerald@nzta.govt.nz)
Cc: 'Liam Ryan'; Cameron Stanley; 'cinder@bbo.co.nz'
Subject: Hobbiton signs
Attachments: Sign Strategy Latest.pdf; Hobbiton Website Routes.png; Google Map to Hobbiton.png; FW: NZTA emails

Hi Jenni,

The purpose of this email is to provide you with updated information relating to the proposed Hobbiton Plan Change, and to seek a meeting to discuss.

Please see below minutes that Liam Ryan put together after our meeting with NZTA regarding Hobbiton last year. I have added some comments in red next to each point to indicate what has been done since then.

Attached to this email is also the following:

- The latest email which went to NZTA in October last year with updated sign strategy. This sign strategy is the same as the one we are proposing now, except for the yellow signs which have now been installed correctly.
- The most recent sign strategy (with changes to the yellow signs).
- A screenshot of the google map route to Hobbiton.
- A screenshot of the new Hobbiton website "getting here" section that shows the change of route avoiding Buckland Road West.

I have a meeting at NZTA at 2pm on Tuesday 20 June. Can we thus set up our meeting for the same day to discuss the proposed Plan Change and the attached information. I suggest **1pm on Tuesday 20 June**. Let me know if this time suits and I will send out a meeting invite.

Regards,

General Discussion:

- *Google have changed the preferred route to Hobbiton from SH1 – this now directs people to travel via SH1 and SH29 rather than Karapiro/Buckland Road. This removes the need for signage in advance of the SH1/Karapiro Road intersection. The Google route from Rotorua still encourages people to short-cut between SH27 and SH29 and the route from Matamata encourages people to travel along Firth Street (in preference to continuing along SH27 and turning right at SH29). **Agreed with SH1, we don't see travelling on Firth Street as an issue as this road is straight and of a high standard, however Hobbiton can update their website to direct people on SH27 if requested. See actions below- NZ Transport Agency to contact google about discouraging the local road route from Rotorua.***
- *We referred to a plan shared by Stephen P showing the proposed location of signs. Discussion of signs by location, observed driver behaviours while travelling to and from Hobbiton.*
- *NZTA noted a need to update the Hobbiton website and BBO acknowledged that this is part of the proposal. **Website has now been updated.***
- *Steve B noted that the wording on the new signs at the Hopkins Road intersection are not exactly what Hobbiton were wanting. **These signs have now been changed.***
- *Touched on mode of travel (there is a mix of coach and independent travellers), approach direction (measured by tube counter outside the site, <10% from the west & >90% from the east).*

- Talked about the plan change and the need to think about how the network might operate in the future. Will direction, mode of travel or time of day change and if so then need to consider the impact of those changes. It was noted that a significant increase in travel on the local roads during the night would likely not be desirable to Council. **This has been considered in the ITA. These variables are unlikely to change significantly in the future for reasons discussed.**
- Steve B noted that the site has consent for 300,000 visitors per annum, presently over 400,000 and looking for over 500,000 under the plan change. The increase would mostly occur in the shoulder peaks of the tourist season rather than during a day as the site is presently operating at full capacity.
- NZTA suggested that a good way to give Hobbiton customers clear and easy directions (while also making use of existing signage) would be to refer first to a major town/city and then to follow tourist signs. I.e. if coming from Hamilton, follow the signs to Tauranga until you are on SH29 and then follow the brown signs to Hobbiton. This idea will need to be tested from the different approaches to see how easy it is to apply and follow. **This has been tested, but still results in lengthy directions. Signs are still required so that drivers don't miss intersections and undertake sudden lane changes or U-turns.**
- There is a desire to all work together along with Waipa and Matamata Piako DCs to ensure that the overall package works for everyone. **Noted, but signs is primarily an issue for NZTA. With the exception of the Karapiro Road/Buckland Road intersection the local road signage is to a high standard.**
- NZTA noted that careful thought should be given to the Firth St/railway line/SH27 intersection as this is a complex layout, has a lot of signage already, carries a large proportion of visitors to Hobbiton and the 'right turn (straight through in practice)' from SH27 to Firth St is on the desire line for people travelling from Matamata to Hobbiton. **After taking this into consideration, it has been decided that it is best not to include signs at this intersection.**
- Steve B asked for confirmation of who the best point of contact is, Ben Tobias was nominated as the best person.

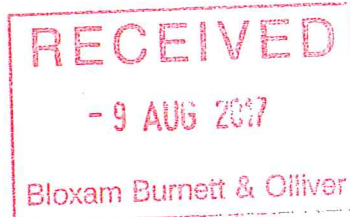
Actions:

- BBO to develop a top-down communication strategy that starts with 'what do you want to communicate to Hobbiton customers' and then working through the different channels (I-site, signs, website etc.) to work out the how and what you convey. Test this strategy in relation to the signage component from different directions of approach and then reconvene a meeting with NZTA, Waipa DC and MPDC. **This has been developed. The Hobbiton website has a detailed map showing the ideal route to Hobbiton from all major centres in the North Island. Detailed descriptions using written directions have also been investigated. Consequently the sign strategy has been updated to include the most important signs for guiding tourists to the site from these destinations, taking into account the routes travelled as well as the existing signs.**
- Future meetings to include MPDC and WaipaDC to ensure effective delivery (particularly for signage). **Noted, however signs are primarily an issue for the NZ Transport Agency- there is only one additional sign proposed on local roads.**
- BBO to look at future demand approaching from the direction of Matamata and how this might affect safety and efficiency at the SH27/railway line/Firth Street intersection. **Due to the complexity of this intersection additional signs are no longer proposed to avoid driver confusion. The Hobbiton website currently directs visitors from Matamata to use the local road rather than SH27.**
- Whilst not explicitly stated at the meeting, NZTA should also ask Google to change the route to Hobbiton for traffic approaching from Rotorua to discourage use of the local road. **This would be useful, has the NZ Transport Agency actioned this?**

Steve Bigwood Planning Manager
 PGDipREP, BSocSci(Hons), MNZPI, MRMLA
 Bloxam Burnett & Olliver Ltd
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25 July 2017



Cameron Stanley
Bloxam Burnett & Oliver Ltd
PO Box 9041
Hamilton 3240

Dear Cameron

Hobbiton Movie Set Tourist Signs Request

Thank you for meeting with us on 23 June 2017 regarding the Hobbiton Development Concept Plan. This letter is to respond to your request to install brown tourist signs for "Hobbiton Movie Set" at the State Highway 1 & 29 intersection and the State Highway 27 & 29 intersection.

As we advised during the meeting, tourist signs alone however are not intended to fully meet all the desires and needs of road users. They merely form part of the overall traffic sign system working in conjunction with the directional and route signs. For consistency, and to control the number of signs on the state highway network, tourist signs for a specific facility should only be used in the immediate vicinity of the tourist facility, which is generally from the nearest state highway or main road to the facility. We note that there are existing tourist signs for "Hobbiton Movie Set" on State Highway 29, which is a significant national state highway that tourists are able to easily find using a map or GPS device.

We have considered your request to install "Hobbiton Movie Set" tourist signs at the State Highway 1 & 29 intersection and State Highway 27 & 29 intersection, and from the information received, our current view of the situation is that these signs are not necessary.

However, in relation to your request we are going to:

- Modify the existing guide sign at the State Highway 27 Firth Street intersection at our cost to include "Hobbiton Movie Set" to provide guidance for motorists travelling from Matamata to Hobbiton.
- Consider adding Matamata to the guide signs at the State Highway 1 & 29 intersection when the intersection is upgraded.
- Continue to work with BBO and Hobbiton to improve the driving information provided to customers.

In future when applying for tourist signs, we have a tourist signs application form available on our website: <http://www.nzta.govt.nz/resources/tourist-signs-on-state-highways/>.

Please contact me if you have any queries regarding this matter.

Yours sincerely

Mark Lilley
Mark Lilley
Safety Engineer

Steve Bigwood

From: Matthew Vare <Matthew.Vare@waikatoregion.govt.nz>
Sent: Wednesday, 26 October 2016 10:21 a.m.
To: Steve Bigwood; Ally van Kuijk
Cc: Vincent Kuo; Greg Morton
Subject: Hobbiton Concept Development Plan - comments from WRC

Hi Steve

Sorry for the delay in getting back to you. I understand from Ally that the comments can still be fed into the process and could also form part of the peer review of the Traffic Impact Assessment.

We have the following general comments regarding traffic impacts:

The traffic assessment seems to be based around the effects of local transport access to and from Hobbiton (ie Buckland Rd/Puketutu Rd), but fails to consider the potential impacts on the wider transport network, particularly SH1 and SH29 (both are national significant routes in the RPS and RLTP) and the local connections with these strategic corridors - ie SH1/29 Piarere, Karapiro Rd/SH1 and Hopkins Road/SH29. The report needs to provide some further analysis around how the safe and efficient function of SH1/29 (incl. intersection points) will not be compromised from the increased tourist movements, and what other appropriate measures could be put in place to avoid further conflict between freight and tourist traffic.

For road safety I think it is important that the interface with the state highway is considered. The NZTA may have some things planned as part of the works to upgrade SH1/29 intersection. The intersection at SH29 is a challenging layout with several intersections in close proximity. There is also the SH27/Hinerua Road/Firth St intersection to consider, the shortest route from the i-site involves a right-turn at this 90degree bend and approach to the level crossing.

The Karapiro Rd/Buckland Rd links to the Hobbiton site is also one of the demonstration sites chosen for the Regional Speed Management project, and the team is currently looking at implementing a bylaw to lower the speed limit on Puketutu Rd to ensure consistency of speed limit on all the routes from the site to the state highway or arterial routes like Hinuera Rd. The emphasis should be on providing a safe and easy understood route from their origin (e.g. i-site) to Hobbiton and on to their next destination (e.g. Rotorua). Please see - Regional speed management - Buckland Road, Puketutu Road, Mathieson Road, Karapiro/Matamata demonstration site <http://www.waikatoregion.govt.nz/road-speed/#karapiromatamata>

In addition we have the following more detailed comments:

1. On page 5-6 the criteria which trigger a Restricted Discretionary Activity for events are a little unclear. A function of 300 people travelling by private car to the shires rest (precinct 1) is within the current resource consent. The DCP seeks Permitted Activity status for 500 people by private car to attend functions in precinct 2. However, all parking is at the shire's rest. So in essence the DCP is seeking 500 people travelling in private cars to one spot on a rural road at one time. They then bus to precinct 2 (they have to, as there is no parking there) on the internal site roads. There will be additional site traffic generated by both staff and by campers. In addition, there is no discussion of whether these events coincide with normal tours other than to say that they will be "counted under the daily limit of 3000 visitors". It is considered that further analysis is required to determine whether the site can accommodate these numbers – including further data so we can assess the potential effects, especially any potential peaks in traffic where an event and normal tours collide.
2. The crash data is a bit out of date. There have been two very serious accidents in the last 4 months. A fatality at the intersection with SH29 (tourist doing a U turn after missing the hobbiton turn off) and a tourist driving through the Puketutu Road intersection into a hobbiton bus and seriously injuring a driver of

another vehicle). So the impact is actually on the wider network intersections and not on Buckland Road per se. People using the Karapiro turn off is also becoming an issue.

3. Undertaking the ITA and incorporating the above points is critical. The upgrades proposed in and around Buckland Rd are fully supported. However, there are issues that need to be considered on the wider network – particularly at the Karapiro Rd/SH1 intersection, Hopkins Road/SH29 and local intersections (Puketutu onto Buckland Rd, Further north Puketutu onto Hinuera Rd and Puketutu onto Hopkins Rd at Conders).

We hope you find the feedback useful

regards

Matt

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20 December 2017

Marius Rademeyer
Consultant Planner
Matamata Piako District Council
P O Box 266
TE AROHA 3342

Dear Marius

HOBBITON SITE MATAMATA

Marshall Day Acoustics (MDA) has responded to our request for further information that was sent on 27 October 2016 in a letter dated 27 February 2017 and has provided an updated report entitled Hobbiton DCP Acoustic Assessment dated 3 July 2017. I have reviewed this additional information and have the following comments and recommendations with respect to the noise from the proposed activities.

The report has been prepared *"to minimise the resource consent requirements for future activities including events such as weddings, birthday parties, corporate functions, concerts, festivals, group movie screenings, conferences and the like. These events are likely to involve the use of amplified music which, depending on the size and output level of the sound system, may be audible at neighbouring dwellings"*.

The proposal has been divided into two separate activity areas. Precinct 1 is for up to 300 people and includes The Shire's Rest facility which incorporates the visitors' centre, car park, licensed restaurant, gift shop and staging area for tours to the movie set. It is surrounded on all sides by a rural buffer area.

Precinct 2 includes the movie set, the Green Dragon Inn, restaurant marquee, retail souvenir shop, ancillary spaces (workshop, back of houses etc.) for up to 500 people if these people arrive in private transport or for up to 1000 people if bus services are arranged. Outdoor events with amplified systems are the primary concern relating to sound issues.

Although not clear in the proposal, later in the MDA report it is stated there are to be three concert systems. These are located at:

- Precinct 1 – The Shire's Rest
- Precinct 2 – Hobbiton village green (i.e. on the lawn under the party tree)
- Precinct 2 – Hobbiton flat lawn (the event area adjacent to the tour drop-off point)

These concerts are the major noise sources associated with the proposal.

District Plan Requirements

The site is located in a Rural Zone in the Matamata Piako District Plan. The report has correctly identified that the District Plan noise levels for a permitted activity in a rural zone are:

- i. *The noise level (L_{10}) as measured within any residentially zoned boundary or within the notional boundary of any rural dwelling shall not exceed the following:*

7.00am to 8.00pm	50dBA
8.00pm to 7.00am	40dBA

Rule 5.2.1 of the District Plan requires:

- v. *The noise levels shall be measured and assessed in accordance with the requirements of NZS6801:1991 Measurement of Sound and NZS6802:1991 Assessment of Environmental Sound.*

Noise Predictions

The noise has been predicted using Soundplan software. The input parameters adopted in the noise prediction model are accepted although 100% ground absorption is considered excessive. In midsummer with the ground hard an absorption factor of closer to 50% is probably more representative although an average absorption of 70% is realistic to adopt. As an example, ground absorption of 70% will result in a noise level 2dB higher than when adopting 100% absorption and 3dB higher than when adopting 50% absorption when the receiver is at 500m. The greater the distance between the noise source and receiver position the greater the difference in the level received for different ground absorption factors. This effect will be compensated for, as the analysis has not taken the averaging of the sound into account during the daytime. However, there is no averaging permitted during the night time period.

Noise Levels

The report suggests *"for a typical outdoor concert such as a music event or local band performance (but not a major international concert event), the mixing desk level would be around 95 – 100dB."*

In response to a request for further information MDA has stated *"We consider that the example of one event (which may have been subject to its own particular constraints) does not prove the rule. Our considerable experience in outdoor concerts indicates that 95 – 100dB at the mixing desk is a reasonable working assumption, and is based on our measurements at such outdoor concert events as The Corrs, Hollie Smith, Foo Fighters, Roger Waters, The Killers, Winchfest and Bliss N Eso (Melbourne). Furthermore, a higher concert sound level in our predictions results in a more conservative and robust assessment."*

The Corrs and Roger Waters have both played at North Harbour Stadium and Foo Fighters at Mt Smart and they are to play there again on 3rd February 2018. These groups play to crowds many times greater than the 1,000 maximum sought for this venue and to consider the level of the music they play at as representative of what may be played at this site is considered fanciful.

I have been involved with a number of music events for crowds of 200 – 1,000. None of these bands have played at levels of more than 85dBA L_{10} at 30m. In addition, I have been involved with more than 20 events where amplified music is played to crowds of 1,000 – 5,000 people and the type of music varies from New Year's Eve events, music festivals and wine festivals to events such as Laneways. The volume of music played at these events was generally between 88dBA – 96dBA when measured at the mixing desk (30m from the stage). There have been examples where the

level was up to 100dBA at 30m but this was when playing to a crowd of about 10,000, significantly greater than the 1,000 patrons proposed at this site. It is considered that a level of 90dBA L_{10} at 30m is the upper limit for this site if the noise is to be reasonable. This is 5dBA above the level adopted in the MDA assessment so provides a good factor of safety.

It is agreed with MDA that *"The client is entitled to propose their own controls in the Development Concept Plan"*. This report addresses what has been applied for and what is considered reasonable for the neighbours.

MDA has stated *"To achieve compliance with a 50dB L_{A10} day time noise level at all receivers, the sound system output can be 10 decibels higher ..."* This statement is incorrect, as during the daytime the noise may be averaged and in this case the averaging will allow the measured level to increase by 5dBA as correctly pointed out in a separate section of the MDA report. The fact this adjustment is not included in the MDA assessment at this point does not mean it may not be included. For the assessment the difference between the daytime and night time measured level would be 15dBA.

It has been suggested that *"for any amplified outdoor event, the actual sound level will be at the sound engineer's discretion ..."* This is correct, but only up to a level that ensures a reasonable limit will be complied with at the receiver locations. With that in mind there needs to be a clear method to control the noise to ensure the upper noise limit is not exceeded and to that extent the MDA suggestion that *"council may well require monitoring during events to assess compliance ..."* is agreed with.

Proposed Noise Limits

It is noted the District Plan adopts the L_{10} control and this is the basis of the analysis as set out in Table 1 of the MDA report. However, the L_{Aeq} control has been recommended in their report (and is proposed in the Development Concept Plan, Hobbiton Movie Set, Buckland Road, Matamata. It is reasonable to adopt the L_{Aeq} , as the 2008 Standard is based on the L_{Aeq} and in the long term the Council rules will presumably also adopt L_{Aeq} . However, what has not been addressed is the fact the L_{Aeq} is more relaxed than the L_{10} . That is, 50dBA L_{Aeq} = 53dB L_{10} so this difference should be taken into account in the assessment.

Further information was sought as to why limits higher than 50/40dBA L_{10} as set out in the District Plan may be adopted. No assessment on the effects has been reported apart from comparing the proposed noise limits with other District Plan limits. No acknowledgement is made of District Plans that have lower levels.

Based on Table 1 of the MDA report, a level of 72dBA L_{10} at 30m for Precinct 2 gives a level of 35dBA L_{10} within the most affected notional boundary without any averaging of the sound. A relaxation of this is proposed that would give a level of 55dB L_{Aeq} for 12 events a year and 65dB L_{Aeq} for six events a year, as measured at the closest notional boundary until 11:00pm during daylight savings time (when it may be assumed the majority of events would take place). In addition, 2 hours for each event is sought for setting up and testing the sound system.

A level of 65dB L_{Aeq} (68dBA L_{10}) equates to a level of approximately 105dBA L_{10} at 30m or 110dBA L_{10} if including the 5dBA permitted for averaging. As set out in the MDA report these numbers already include a -5dBA penalty for the special audible characteristic of the sound.

It is generally accepted that any testing of the sound system can be limited to a level 10dB below the level adopted for the event itself and that is recommended in this case. In addition, a two hour period for testing during the setup is considered excessive; a 1 hour duration is practical and recommended.

When taking the above into account it is considered the levels sought are excessively high for crowds of up to 1,000 patrons where averaging is permitted and there is a change from L_{10} to L_{Aeq} .

Similarly, to generate the high levels until 11:00pm is not justified or the effects of noise to this time addressed, particularly if the base argument used by MDA of what is adopted at other venues is considered. There are venues, such as Mt Smart, which caters for many international events, has a finish time of 10:30pm. A finish time of 10:30pm is recommended; this finish time is sufficient to satisfy the majority of artists and will reduce the adverse effects for the neighbours. This also means traffic noise on the local roads after the show does not continue too late into the night.

For the everyday operation of the site MDA has recommended the noise level should be increased to 55dB L_{Aeq} (58dBA L_{10}) during the daytime (7:00am – 10:00pm) and 45dB L_{Aeq} (48dBA L_{10}) at night time (10:00pm – 7:00am). The move from L_{10} as adopted in the District Plan to L_{Aeq} is agreed with. However, the increase in the numbers has not been justified, nor does it appear to be warranted to allow any activity that occurs on site beyond the proposed special events, so any such increase is not agreed with.

While not currently in the District Plan, for any plan change it is recommended a night time maximum level (L_{Amax}) should be included in any conditions. A level of 70dB L_{Amax} is recommended and although MDA has suggested 75dB L_{Amax} there is nothing to support such a level apart from it being the upper limit recommended in NZS6802.

The proposal is to limit any noise control to existing dwellings. It is understood it is unlikely that any new dwelling may be constructed in the area as a permitted activity. Therefore any application to add a dwelling would be notified and any noise issues resolved at that point. This is considered reasonable and would not automatically change the current expectations for the neighbours.

Recommendations

Based on the above, the following sets out our recommendations adopting the originally proposed DCP with tracked changes.

- a) The noise level from site activities other than the exclusions listed in DCP Performance Standards 1.1.9 b), c) and d) below, as measured at ~~or~~ within the notional boundary of any rural dwelling located outside the Hobbiton Development Concept Plan (DCP) area and existing at *[insert date of plan change notification]* shall not exceed the following:

7:00am – 8:00pm	55 50dB L_{Aeq}
8:00pm – 7:00am	45 40dB L_{Aeq} and 70dB L_{Amax}

- b) Seasonal or temporarily intermittent noise resulting from agriculture and forestry activities (e.g. crop spraying, agriculture or forestry harvesting, ~~frost control~~ etc) consistent with the predominant character of the Rural zone, are permitted provided that:
- i) The activity is conducted in accordance with the requirements of section 16 of the Resource Management Act 1991; and
 - ii) The activity is conducted in accordance with good management practice; and
 - iii) Machinery is operated in accordance with manufacturers' specifications.

This exclusion does not include rural operations such as the distribution of industrial factory by-products.

- c) Up to 12 outdoor movie screening events that exceed the noise levels in Performance Standard 1.1.9a) above are permitted to ~~44.00pm~~ 10.30pm during daylight savings time in any ~~42-month period~~ calendar year with no more than two events (~~outdoor movie screening or outdoor amplified music/ concert events~~) in a seven-day period, and no more than three events in a calendar month. The events

shall not exceed 55dB L_{Aeq} when measured at or within the notional boundary of any rural dwelling located outside the DCP area and existing at [insert date of plan change notification].

- d) Up to 6 outdoor amplified music / concert events that exceed the noise levels in Performance Standard 1.1.9a) above are permitted in any 12-month period calendar year, with no more than two events (~~outdoor movie screening or outdoor amplified music/concert events~~) in a seven-day period, and no more than three events in a calendar month. The events shall:

- i) Not exceed six hours duration (excluding up to two hours required for sound testing and balancing on the day of the event, ~~which must not start until 9am and must be completed by 7pm~~);
- ii) Not exceed ~~65~~ 60dB L_{Aeq} as measured at within the notional boundary of any rural dwelling located outside the DCP area and existing at [insert date of plan change notification];

New Sound testing and balancing may be undertaken on the day of the event. The noise from this testing shall not exceed 55dB L_{Aeq} . Testing shall not start before 9am and shall be completed by 3pm. The cumulative test period shall not exceed 1 hour;

- iii) End by ~~11.00pm~~ 10.30pm during daylight savings, and by 10.00pm at all other times of the year; and

- iv) Provide written notice to the occupiers of all properties located within a 3km radius of the precinct where any fireworks display is being held a minimum of seven days prior to the event. The written notice shall include the following details:

- The date and time of the event; and
- The name and mobile phone number of a contact person who will be available to respond to any enquires prior to, during and after the event.

- ~~e) Monitoring of sound levels during the first occurrence of each event type listed in Performance Standards 1.1.9c) and d) above shall be carried out at the closest neighbouring dwelling to that event, and in response to any complaints of these event types should they arise. A report of the monitoring results shall be submitted to Council within 10 working days of the event(s).~~

New Prior to the first event a Noise Management Plan shall be prepared and submitted to the Matamata Piako District Council for approval setting out how the noise will be managed and controlled to ensure compliance with the above noise limits. As a minimum, monitoring of sound levels during the first occurrence of a movie event and the first occurrence of a music event shall be carried out within the notional boundary of the closest neighbouring dwelling to that event, and in response to any complaints of these event types should they arise.

New Monitoring shall be undertaken at five minute intervals throughout the event, including any sound testing, by a person qualified to undertake noise measurements. If the noise limits are not complied with the following similar type of event shall be monitored. In each case, a report of the monitoring results shall be submitted to council within 10 working days of the event(s);

New If consent is not given to monitor within the notional boundary of the closest neighbour the noise shall be monitored at a representative location and the method adopted to determine the noise included in the report to Council;

New All residential neighbours who are potentially affected by noise shall be advised a minimum of two weeks before an event and include the time and duration of the event and a copy of this notification sent to Council. The advice shall include the person and their contact phone number in the event they wish to contact the operator for any reason;

- f) All Sound levels shall be measured and ~~assessed~~ in accordance with the requirements of NZS 6801:2008 "Acoustics - Measurement of Environmental Sound" and assessed in accordance with the requirements of New Zealand Standard-NZS 6802:2008 "Acoustics Environmental Noise".
- g) Construction noise ~~from the site shall comply with the relevant noise levels stated in NZS6803:1999, section 7.2 "Recommended numerical limits for construction noise"~~ and shall comply with the requirements of NZS6803:1999 "Acoustics - Construction Noise".

Should you have any questions regarding the above please do not hesitate to contact me.

Yours faithfully
Hegley Acoustic Consultants



Nevil Hegley

Steve Bigwood

From: Susanne Kampshof <skampshof@mpdc.govt.nz>
Sent: Friday, 12 August 2016 6:37 a.m.
To: Steve Bigwood
Cc: Mike Van Grootel; Ally van Kuijk
Subject: Proposed plan change 50

Hi Steve,

It was good to have a look out on site and have a bit of a discussion with you on a few matters.

Our comments on the draft TIA for Hobbiton are as following:

The four bullet pointed recommendations on Page 4 look good and the recommendations for reducing traffic on Buckland Rd West, intersection improvements and the Conclusion on Page 25.

The Recommendations on Page 30 look good but perhaps we need to think about the overall cap of 3000 visitors per day

I'm not sure we agree with the claim that the proposed camping ground within Precinct 1 is not expected to generate any material increase in visitor traffic volumes on Buckland Rd. I would have thought that some campers will stay longer than one night if the campground is nice and they may do other excursions around our district and possibly go back and forth to Matamata for groceries etc...thus increasing the traffic on Buckland Rd. But I suppose when it comes to traffic impact it will be included in the 3000 cap, however could create after hours increase. It relates back to the question around what is the intent, a public camping ground or is it something more specific linked to Hobbiton?

We disagree with the basecourse rate that you have used on Page 26. You have estimated the basecourse rate as \$80/cu.m. We reckon this rate is likely to be closer to \$110/cu.m this year as our contracts are indicating.

The split of how many vehicles travel to the site independently and how many come via the bus at Matamata has a major impact on the traffic numbers on the road, as I understand the limit will be on visitors per day and not vehicles on the road. If there is no monitoring conditions, how can we be confident the traffic numbers won't vary from those assumptions.

When we had the public meeting with the residents the issue around confusion at the entry and exit point at the shyre rest was identified. I think the thresholds are a good idea to slow down the traffic but I still think that you need to look at a way to stop the number of cars trying to enter the exit driveway. Even when the councillor bus come up, there were cars getting confused and trying to use that as an entry point.

I hope that makes sense.

Depending on the final TIA and submissions received we reserve the right to have the report peer review once the report is finalised and the submissions are received.

Regards,

Susanne Kampshof | Asset Manager Strategy and Policy
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Steve Bigwood

From: Ally van Kuijk <AvanKuijk@mpdc.govt.nz>
Sent: Tuesday, 6 September 2016 5:41 a.m.
To: Steve Bigwood
Cc: Marius Home; Susanne Kampshof; Mike Van Grootel; Mark Hamilton; Kelly Moulder
Subject: Hobbiton Meeting

Morning Steve,

Thank you for meeting with us on Thursday to discuss the proposed Hobbiton DCP in more detail. As agreed I have written a few notes of outcomes from the meeting. After saying that I had Cameron and Cameron's email addresses I have archived the original email and I can't get it back at home sorry so could you please forward it on to them.

MPDC actions:

- Mike and Suz to come back in regards to whether or not they are now comfortable with the 3,000 visitor numbers and 500 people by car or 1000 people by bus at events per day
- Mike and Suz to come back in regards to any comments on the proposed three vehicle entrances configuration i.e. location and exit or entry only
- Mike and Suz create a table with all the recommendations of the TIA and comment next to each recommendation whether they are happy with the recommendation. Hobbiton would like to move forward with the recommendations of the TIA now but don't want to proceed until they know Council is happy.
- Mike to advise of this years pavement rate.
- Ally/Marius – commence the peer review of the noise assessment

BBO actions:

- Come back with assumptions made around 600,000 vehicles per year
- Include only 1 night camping in camping ground
- Identify camping ground area on DCP
- Change workshop to be only permitted in Precinct 2
- Provide information in regards to existing contours and ridgelines and 3km radius as required by fireworks condition
- Look at the landscape mitigation rule in regards to making sure it is workable and including but not limited too:
 - Max height of 5m
 - Only relating to Precinct 1 only
- Look at blurb at the beginning
- Advise neighbours within 3km for 6 big events

MOU

The following things were discussed to be included in the MOU:

- Road markings
- Sign maintenance
- Vehicle Split
- Pavement contribution
- Visitor number – having to keep records and provide numbers to Council

I hope this contains the main outcomes from the meeting, if anyone thinks of further actions that aren't above please circulate to all ☺ I also can't remember how the MOU was going to be progressed as I am sure we would like this in place prior to lodging the consent?

Also to ensure that we have a smooth transition to incorporate the DCP into our system I have asked Mark to liaise with our team as know there were a few issues in regards to format of the Inghams document at the end of the process and I would like to avoid these as much as possible.

If you have any other concerns please don't hesitate to contact me.

Regards

Ally van Kuijk | District Planner

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RESPONSES TO MPDC COMMENTS (POST 1 SEPTEMBER 2016 MEETING)

Issue	Response
High Level General Comments	
<p>Concern that the DCP goes broader than the tourism activity – justification and effects</p> <ul style="list-style-type: none"> Anything that goes broader than the Tourism activity needs to be assessed against the Objectives, Policies and Rules. For example, the commercial kitchen part: how does it affect the ITA, noise assessment, operation of the site etc? 	<p>The woodwork, engineering and painting workshops exist, as do the kitchen / catering facilities. The definitions clearly say the use of these for works not related to Hobbiton are secondary.</p> <p>All trips to the site are included in the estimates for the ITA, so the workshops and kitchen have no impact on traffic effects.</p>
<p>We need to know how you have got on with the potential affected parties and any concerns that they have raised – i.e. how do the neighbours feel about the increase in noise, traffic etc – will depend on our/us seeking peer reviews. This also includes iwi, Waipa and NZTA etc.</p> <ul style="list-style-type: none"> We also note on pg 28 under consultation that you have consulted with Waikato-Tainui. In April we were both unsure of their mana whenua over this area, so we're checking that your research can confirm they are the appropriate iwi in this rohe? 	<ul style="list-style-type: none"> Neighbours have been provided with the consultation summary. No feedback from anyone to date. Russell has visited 6 neighbours (Hyde, Redshaw, Reithmuth, Brockelsby, Evans and Broomhall) who are the closest and/or who would potentially be a submitter. No issues identified apart from John Evans who advised he would submit as he feels that road should have an 80km speed limit. Waipa DC feedback received. Traffic considered ok. WDC have deferred to MPDC. Waikato-Tainui have confirmed site within Tainui rohe. Tainui have asked DCP to be considered under Tainui Environmental Plan. Tainui have asked that we consult with Ngati Haua. Ngati Haua has been consulted. No feedback to date. Waikato RC has been consulted. No feedback to date. NZTA has been consulted. NZTA issues are around sign strategy which is being worked through.
<p>While we understand it is a draft – there are some disparities between the DCP, expert reports and the section 32, these will need to be aligned.</p>	<p>Agreed. This will be done once feedback received and worked through.</p>

Consideration needs to be given to whether the level of control is appropriate given the type of activities allowed. For example, there are no restrictions on the built environment in precinct 1 in addition to no additional parking requirements.	<p>We consider the level of control is appropriate.</p> <p>Parking demand is linked to visitor numbers, which are limited to 3000 per day by the DCP and this number is already being reflected in existing peak days at the site.</p>
It was our understanding that you had done an assessment against the current conditions of the resource consent and we would like a copy of this to ensure that all the effects can continue to be mitigated on an on-going basis.	Assessment attached. Conditions requiring on-going compliance are proposed to be addressed through a memorandum of understanding between RST and MPDC.
A key aspect of the DCP is numbers of visitors and events. How do you propose that this be addressed so that Council can monitor compliance?	Hobbiton are required to demonstrate compliance with DCP visitor numbers and events standards to retain permitted activity status. Hobbiton keeps records of events and visitor numbers. MPDC can request at any time.
Camping grounds still need some work in regards to effects and controls as these are not really addressed other than the definition.	We understand your concern that the camping ground may become a full on holiday park where people stay for extended periods. However this is simply not what is intended as we have tried to address through the definition. We will however further amend definition so that visitors may only stay 1 night.
The definitions only relate to Hobbiton and therefore we feel that they should be included on the DCP rather than in section 15 of the DP.	Will be included in DCP.
Can we conclude from the section 32 that all visitors must go through the movie set tour, and only the people at the events don't have to?	People entering Precinct 2 must either be on a Movie Set Tour or be part of an event (which may or may not include a Tour). In both cases the visitors will be taken to the Precinct, they cannot individually travel or roam about.
Some of the provisions are not that clear and there needs to be a review to ensure that there are no unintended consequences. I.e. no provisions for events for 301-500 people at precinct 1. Please also see comments in regards to noise.	Rule 1.11 a) to be reworded to <i>"Events involving up to 500 patrons within Precincts 1 and 2. More than one event may be held at any one time provided that the total number of patrons for the events does not exceed 500."</i>
In regards to the contribution for the roading (\$84,000); when is this proposed to be paid and where is the trigger in the DCP?	<p>As previously discussed, Hobbiton wants to implement the recommendations of the ITA now. Thus by the time of the hearing Hobbiton want to say that the recommendations have been implemented. With all recommendations in place there will be no need to have DCP provisions.</p> <p>Hobbiton and MPDC could / should enter into a side agreement to cover off the matters,</p>

	including the payment or Council's agreement not to seek payment.
Specific DCP Comments	
DCP – P1: The pre-ambule was suggested by Ally to focus the DCP on Hobbiton / Tourism however, this has not been achieved through the pre-ambule or provisions	Pre-ambule re-worded to: <i>"Tourism activities at 'Hobbiton' are well established and are recognised as an important and significant contributor to economic growth and employment in the Matamata-Piako District. The purpose of this Development Concept Plan (DCP) is thus to provide for the ongoing management, operation and growth of tourism activities at 'Hobbiton' within an appropriate planning framework."</i>
DCP – P1: For the sake of clarity, I think we should refer to "DCP Rule 1.1", rather than "Rule 1.1" (which I at first assumed was District Plan Rule 1.1.).	Will be changed in DCP
DCP – P1: 4(g) – Why does the DCP provide for "one dwelling per precinct" as I now understand that they are all on separate titles and therefore this meets the general one dwelling per title rule.	Precincts 1 and 2 do not contain dwellings. A dwelling may be required at some point for a caretaker, security or other staff. One dwelling per title is a permitted activity in the Rural zone so we are simply ensuring this right to Precincts 1 and 2. Wording of rule amended for clarity from 'One dwelling per Precinct' to 'One dwelling per Certificate of Title'.
DCP – p4 1.1.1(a) how are we going to assess the one third aspect of this rule? Will this need a visual assessment every time? In saying this, we do like this rule but just need to work through the mechanics.	A building consent is required to construct a building. As part of any building consent the plans need to demonstrate compliance with the DP. In situations where it is not immediately obvious (e.g. single storey buildings), a simple cross section is all that is required not a visual assessment. After discussion it was agreed to simplify this rule by requiring buildings within Precinct 1 to have a maximum height of only 5m.
DCP – p4: 1.1.1(b), (c) and (d) – The landscape assessment does assess the 15m front yard, however, given that landscape assessments are subjective, we therefore need to see how the affected parties are going. This may entail a peer review.	We are confident the proposed yards are appropriately supported.
DCP –p4: 1.1.2(a) Building coverage – Precinct 1 = 10% = approx. 2,500m2 GFA which is quite a significant area when combined with permitted activities such as carparking – are the proposed controls robust enough to enable the effects to be mitigated? I also raised the issue with Steve	We are confident the proposed coverage criteria are appropriately supported.

that it would mean that for every extension etc that Russell wanted to do he would need to prove this and Steve was happy with that.	
DCP –p4: 1.1.2(b) Building coverage – Precinct 2 = “no maximum coverage”? This does not sound right to me? Does it mean there is no limit on GFA within Precinct 2? Should there not be a GFA or coverage consent trigger? This would be heavily weighted on affected parties’ approval, therefore please see comments above about landscape and peer review.	<p>Precinct 2 is the Hobbiton Movie Set. The reason people visit is for the openness of the setting. Hobbiton does not want to build anything that would affect this. Coverage is thus seen a non-issue.</p> <p>If we were to nominate a coverage figure, say 10% like Precinct 1, then a large 4.7ha of the site could be built on. If we nominate an arbitrary figure then there is the real possibility that if this figure is too small then resource consents would be triggered. Thus in our view the best solution is to have no coverage restriction.</p>
DCP – p4 1.1.3(a) Again we like this rule but we need to look at mechanics as this would require a view line diagram for every building. Does this include the roof? Also, does it have to be one of these colours or just that these colours meet the requirement and anything else will have to be justified. What about unpainted corrugated iron sheds: where do these fit?	<p>No view line diagram required; all MPDC has to determine is whether a painted building has a colour within the stated range.</p> <p>Yes, the roof is part of the building.</p> <p>Unpainted buildings have to be constructed of timber, bricks or stone. You cannot have unpainted corrugated iron (refer rule 1.1.3(b)).</p>
DCP –p4: 1.1.4(a) Three vehicle crossings for Precinct 1? I would have thought the existing 2 crossings would suffice? Also I think they are only one way i.e. either an in or an out – where is this controlled?	Precinct 1 has three vehicle crossings. The third vehicle crossing is for access to the staff car park (which will be metalled for overflow visitor parking) and is already in operation. We will submit a plan showing the entrances and overflow carpark within the ITA. Precinct 1 entrance locations will also be shown on the DCP.
DCP –p4: 1.1.4(d) Does the crossing to Precinct 2 comply with sight distance? If not this rule will imply that the crossing must be moved to comply.	This crossing does comply with sight distance as the 85 th percentile operating speed is between 50-60 km/h to the east of the site and 60-70 km/h to the west of the site from the tube count data. This gives a sight distance requirement of 115m to the east and 140m to the west. The 2014 TIA also assessed these accesses as complying with sight distance requirements.
DCP –p4: 1.1.4 Possible alternative wording for 1.1.4. “Access to Precinct 1 and 2 shall be via the existing vehicle entrances”. Would need to mark where these are on the plan.	We are satisfied with the proposed access standards and do not consider the new wording is warranted.

DCP –p4: 1.1.5 Parking and loading standards do not seem to relate well to future use/possible parking and loading demand. I think the issue is to avoid overspill onto Buckland Road. A possible alternative could be: “future buildings must demonstrate adequate provisions has been made for on-site parking and loading so as to avoid an overspill onto Buckland Road” but the mechanics of this may be hard in relation to permitted activities.	Parking demand is directly related to visitor numbers and this is controlled by the 3000 visitor per day cap. Any future buildings will not create increased peak parking demand as peak visitor numbers are already at 3000 per day.
DCP –p4: 1.1.7 should it not read “excluding visitors attending events which begin finish more than one hour before the first movie set tour commences or begin one hour after the final movie set tour has finished”?	Agreed. Wording on DCP will be amended.
DCP – p4 1.1.8(a) We need to check that the houses have been correctly identified.	Happy to include any we have missed.
DCP –p4: 1.1.8(b) Should the seasonal rural activities not just default to the standard DP provisions, given that the DCP is really concerned with tourist (as opposed to rural) activities? If we are going to override rural performance standards in the DCP, we will have to provide assessment for those changes and I do not recall seeing any assessment of seasonal rural activities in the noise report?	<p>Rural activities still take place within Precincts 1 and 2. We have simply taken the seasonal noise standard from the Rural zone and applied to the Precincts. No assessments are required as the precincts are subject to the standard now.</p> <p>The standard has also been added as the DCP is to be a one-stop-shop.</p>
DCP –p4: 1.1.8(c) Is there a typo in 1.1.8(a)? The 55dbLAeq is the same as the 10pm limit in 1.1.8(a)? Or is the point of (c) to merely enable 55 dBA limit to extend from 10pm to 11pm on 12 occasions per year? Should there be provision for all-hours contact details of the events organiser where noise complaints can be made/ requiring organiser to take noise measurements while events are in progress in order to confirm compliance/ take action if non-compliant noise is being generated. Also what are the neighbours saying about this have they given sign off? This may trigger a peer review.	<p>The point of (c) is to merely enable 55 dBA limit to extend from 10pm to 11pm on 12 occasions per year.</p> <p>We are confident the proposed increase in noise for 12 times a year is appropriately supported.</p> <p>Given that the increased noise level is supported, we disagree that there be provision for all-hours contact details of the events organiser where noise complaints can be made/ requiring organiser to take noise measurements while events are in progress in order to confirm compliance/ take action if non-compliant noise is being generated.</p> <p>This is not a resource consent thus neighbours do not provide written sign-off. We have consulted with neighbours and to date no noise concerns have been raised.</p>

<p>DCP – p4 1.1.8 (c) and (d) – Consider the notification of events exceeding noise to neighbour? (similar to the fireworks) and also a schedule of these events that Council can access (similar to fireworks).</p>	<p>We are confident the proposed increase in noise for a limited number of times a year is appropriately supported.</p> <p>Given that the increased noise level is supported, we disagree that there be provision for notification be given for the movie screening events. Notification for the 6 amplified music events will however be included into rule 1.1.8(d).</p>
<p>DCP-p4: 1.1.9 There is no consideration for lighting and the effect on traffic.</p>	<p>The lighting and glare standard will be changed to include mitigation of glare on road users.</p>
<p>DCP–p5:1.1.10 It sounds like a lot of signage and we question whether the area of signage permitted is appropriate given the location in the rural area. Also precinct 2 doesn't have any frontage as only has a ROW over the balance farmland. Temporary signs – don't necessarily agree with this as what is a temporary sign? And could you have one every day? What is a safety sign? The speed limit is 100km so why has the other sign letter height requirement been included? I thought there was a signage strategy that needed to be complied with and that the signs had to be maintained by Hobbiton. Where does directional signage on the site fit as required by 5f?</p>	<p>The level of signage is appropriate for the site and activity and is supported by the visual assessment. It is however agreed that the actual m2 of signage can be reviewed once the site and directional signage is agreed as part of the ITA process.</p> <p>If signs cannot be seen from outside the site what does it matter if there is a lot of internal signage.</p> <p>Precinct 2 has approximately 20m frontage.</p> <p>The temporary signs standard has been removed.</p> <p>A safety sign is a sign required by other legislation (e.g. exit sign, hazard sign, etc). To clarify this further the signs will be termed 'Health and Safety Signs'.</p> <p>The lettering size standard will be simplified to one size.</p> <p>The sign strategy is being worked through with MPDC and NZTA. Once agreed rule 10(f) will enable the signs.</p> <p>Directional signage on the site comes under rules 10 (a) and (b).</p>
<p>DCP-p5: 1.1.11 There is no provision for events in Precinct 1 involving 301 – 500 persons?</p>	<p>Rule 1.11 a) to be reworded to <i>"Events involving up to 500 patrons within Precincts 1 and 2. More than one event may be held at any one time provided that the total number of patrons for the events does not exceed 500."</i></p>

DCP – p5 1.1.12 – It might be good to have a 3km radius on the map.	A 3km radius plan will be provided with the DCP application.
DCP –p5: 1.2.1(a) I suggest traffic safety and efficiency effects should be added as matters for discretion. I think the rule description can be improved by clearly stating the matters for discretion and the assessment criteria. What about effect on road pavement if there are heaps of events?	<p>The organisation required for events means that in reality events are likely to be infrequent. The requirement for a traffic management plan covers traffic safety and efficiency effects.</p> <p>Pavement costs as calculated in the ITA have been assessed based on 600,000 visitors per year which is unlikely to be exceeded even with regular events.</p> <p>Information about the 600,000 visitors figure is provided at the conclusion of this table in Note 1.</p>
DCP –p5: 1.2.1(b) Is it not easier just to default to the standard cleanfill consent trigger and standards in the District Plan? Otherwise we are going to have to assess the merits of overriding the standard provisions.	MPDC wants the DCP to be a one-stop shop. Why then are you suggesting cross referencing?
<p>I think we should take out 1(e) on page 1 DCP and have another category under 4 on page 1 DCP:</p> <p><i>Discretionary:</i> <i>Any activity that is not provided for in this DCP as a Permitted or Restricted-Discretionary Activity.</i></p>	A new Discretionary Activity category is included.
<i>Landscape and visual assessment</i>	
P4:by contract contrast , the rural properties.....	Will amend report.
P12. Proposed Waikato Regional Policy Statement (PWRPS) – now Operative	Will amend report.
<i>Noise assessment</i>	
P4: “One of the key purposes of the DCP is to minimise the resource consent requirements for future activities...” Suggest that this is probably not how you want to present the plan change?	Accepted. Will amend report.
<i>Traffic Impact Assessment</i>	
The four bullet pointed recommendations on Page 4 look good and the recommendations for reducing traffic on Buckland Rd West, intersection improvements and the Conclusion on Page 25.	

<p>The Recommendations on Page 30 look good but perhaps we need to think about the overall cap of 3000 visitors per day.</p>	<p>In our view the assessment demonstrates that there is no need for a vpd cap because the physical capacity of Hobbiton itself together with the pre-booking arrangements sufficiently restrict the upper limit on traffic. A daily cap results in the need for continual monitoring to show compliance.</p>
<p>I'm not sure we agree with the claim that the proposed camping ground within Precinct 1 is not expected to generate any material increase in visitor traffic volumes on Buckland Rd. I would have thought that some campers will stay longer than one night if the campground is nice and they may do other excursions around our district and possibly go back and forth to Matamata for groceries etc...thus increasing the traffic on Buckland Rd. But I suppose when it comes to traffic impact it will be included in the 3000 cap, however could create after hours increase. It relates back to the question around what is the intent, a public camping ground or is it something more specific linked to Hobbiton?</p>	<p>The purpose of the camping ground is to allow visitors to stay the night after touring Hobbiton, and the campsite would only be available to those who are Hobbiton visitors. It is not being proposed as a place for public camping and therefore we consider it very unlikely to generate noticeable additional traffic.</p>
<p>We disagree with the basecourse rate that you have used on Page 26. You have estimated the basecourse rate as \$80/cu.m. We reckon this rate is likely to be closer to \$110/cu.m this year as our contracts are indicating.</p>	<p>Noted, this rate can be amended.</p>
<p>The split of how many vehicles travel to the site independently and how many come via the bus at Matamata has a major impact on the traffic numbers on the road, as I understand the limit will be on visitors per day and not vehicles on the road. If there is no monitoring conditions, how can we be confident the traffic numbers won't vary from those assumptions.</p>	<p>The split between buses and independent travellers is well established through survey using tube counts. The only assumption is that the mode split will remain the same in the future. If anything, the percentage travelling by bus has increased as visitor numbers increased. This is due to significant improvements to managing visitor numbers through online booking. If the number of visitors arriving by car were to increase, then it is very likely that Hobbiton would not be able to cope with parking demand as parking demand is also linked to visitors and is close to capacity with 3000 visitors per day.</p> <p>If Council wanted to confirm the assumptions then all it requires is laying tube counters for one week in February on an annual basis. Then the traffic volumes and mode split between buses and cars can be calculated and compared with</p>

	the results from the ITA data (the ITA counts were recorded in February 2016).
When we had the public meeting with the residents the issue around confusion at the entry and exit point at the shyre rest was identified. I think the thresholds are a good idea to slow down the traffic but I still think that you need to look at a way to stop the number of cars trying to enter the exit driveway. Even when the councillor bus come up, there were cars getting confused and trying to use that as an entry point.	There is an existing sign at the exit point that says exit only, but it could be improved as it is not very visible. A new and larger signs would help clarify the entry/exit locations to drivers.

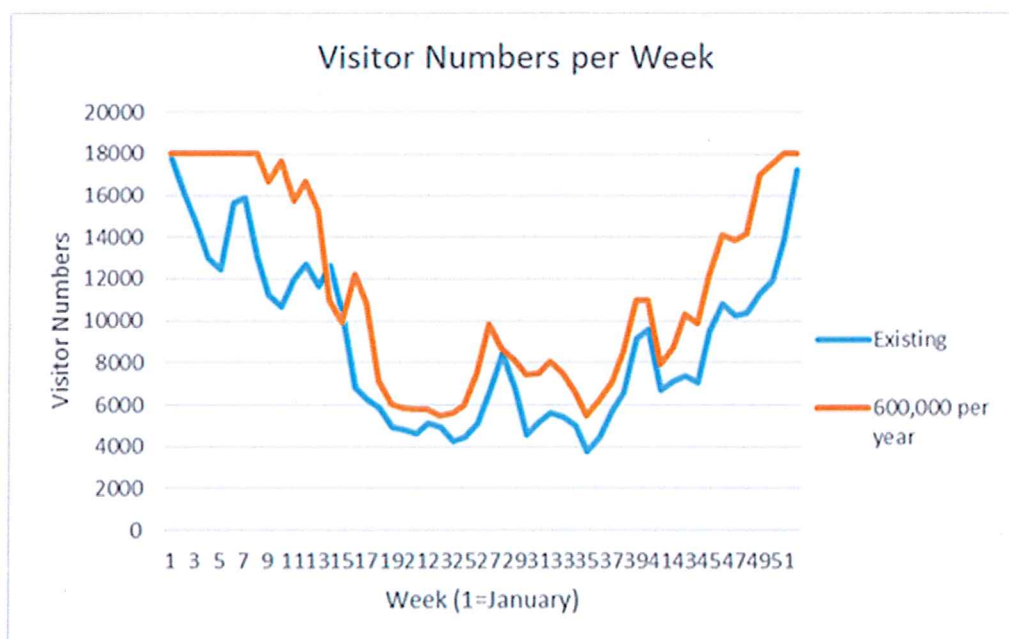
NOTE 1:

Information about the 600,000 visitors figure is as follows:

The calculation has been made using a peak week rather than peak days. While in theory a peak week could be up to 21,000 visitors plus events, the reality is that it is very unlikely that this will ever occur. Existing visitor numbers show a peak week of just under 18,000 visitors last year (first week of January) and this is despite some days having up to 3000 visitors per day. The weather, work days, public holidays etc. mean that sustaining 3000 visitors per day for a whole week is highly unlikely. Based on the peak weekly visitor numbers, the following has been used to calculate the predicted yearly maximum of 600,000 visitors.

- The number of peak weeks (17,000-18,000 visitors per week) extends from the existing 2-4 weeks over New Year to include all of summer (12 weeks from beginning of December to end of February). This results in 210,000 visitors over the peak 12 week period (17,500 per week on average).
- Other periods of the year grow by an average of 30% over existing visitor numbers. This results in approximately 380,000 visitors from the beginning of March through to the end of November. Visitor numbers decrease over winter following the existing trend, with visitor numbers at the beginning of March being close to the summer peak.
- Hobbiton holds on average 20 events of 500 people per year resulting in a total of approximately 10,000 visitors from events.

This is reflected in the graph which shows weekly visitor numbers across the year based off this prediction (this was included in the ITA).



Steve Bigwood

From: Steve Bigwood
Sent: Monday, 15 January 2018 1:54 p.m.
To: Steve Bigwood
Subject: FW: Hobbiton Peer Review catch up

From: Alastair Black [mailto:Alastair.Black@graymatter.co.nz]
Sent: Monday, 15 January 2018 10:06 a.m.
To: Steve Bigwood <sbigwood@bbo.co.nz>; Cameron Inder <cinder@bbo.co.nz>
Cc: Marius Rademeyer (roadhouse@outlook.co.nz) <roadhouse@outlook.co.nz>
Subject: RE: Hobbiton Peer Review catch up

Hi Steve

This revised explanation is fine. I wonder if it would be possible to include an advice note that details the calculation? Something similar to this:

Advice Note: If 125 private vehicles are attending an event during normal movie set tour operating hours, 75 fewer tour bookings are permitted for each hour of the event (i.e. $125 - 100 = 25$; $25 \times 3 = 75$).

Standard 6a allows three vehicle crossings for Precinct 1, but there are only two – refer ITA Section 4.1.

Also the beginning of Standard 4a on landscaping looks incomplete

Cheers
Alastair

From: Steve Bigwood [mailto:sbigwood@bbo.co.nz]
Sent: Friday, 12 January 2018 2:15 p.m.
To: Alastair Black; Cameron Inder
Cc: Marius Rademeyer (roadhouse@outlook.co.nz)
Subject: RE: Hobbiton Peer Review catch up
Importance: High

Hi Alastair,

In regard to the concurrent events and movie tours, the ITA has been amended with the following explanation paragraphs and recommendation:

Paragraphs:

For cases where an event is held during the normal operating hours of the Movie Set Tours, event visitors should be included as part of the total 3,500 visitors per day cap (i.e. visitors from events during normal operating hours + Movie Set tour visitors < 3,500 per day). As 3,500 is the maximum capacity of the site, events during normal operating hours will require a corresponding drop in tour numbers so as to not present an issue for parking or access as traffic volumes remain unchanged.

The assessed peak parking occupancy for movie set tours is 343 vehicles per hour. Precinct 1 has provision for 450 vehicles in the summer. Precinct 1 therefore has approximately 107 additional parking spaces to accommodate an event held during normal movie set tour operating hours. Provided that the number of private cars that require parking for an event is less than 107, Precinct 1 is expected to have sufficient supply of parking for the event and the movie set tour visitors. Where the number of private cars that require parking for the event exceed 107, vacant parking spaces need to be made available. The best way to achieve this is to limit the number of visitors that can attend movie set tours by reducing the bookings taken.

Independent travellers to Hobbiton have been assessed as occupying on average 2 to 3 people per vehicle. On this basis, for every additional parking space over 100 required by an event, it is recommended that 3 fewer movie set tour bookings be permitted. For example, if 125 private vehicles are attending an event during normal movie set tour operating hours, 75 fewer tour bookings are permitted for each hour of the event (i.e. $125 - 100 = 25$; $25 \times 3 = 75$).

Recommendation:

- *For all events held during the normal operating hours of the Movie Set Tours, event visitors should be included as part of the total 3,500 visitors per day cap (i.e. visitors from events during normal operating hours + Movie Set tour visitors < 3,500 per day). As 3,500 is the maximum capacity of the site, events during normal operating hours will require a corresponding drop in tour visitor numbers and so they do not present an issue for parking or access as effective traffic volumes remain unchanged. To ensure this, every car park over 100 (being the additional existing parking at the site over the assessed peak hourly occupancy for movie set tours (of 343)) required for an event by private vehicle during normal movie tour hours requires an equivalent of 3 fewer movie tour bookings for each hour of the event. This should be incorporated into the plan change rules.*

These have been translated into performance standard 12(c) – refer attached.

Other amended rules as a result are the increased number of parks required (now 379) and the requirement to ensure an overflow parking area up to 450 (refer rules 7 a) and b)). Rule 7g) amended to be consistent with rule 5. Street lighting rule 11 now included as highlighted in your earlier email.

Can you please review and confirm acceptance asap.

Cameron is available to discuss if something is unclear.

Thanks and regards,

Steve Bigwood Planning Manager
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From: Alastair Black [<mailto:Alastair.Black@graymatter.co.nz>]
Sent: Thursday, 11 January 2018 8:45 a.m.
To: Steve Bigwood <sbigwood@bbo.co.nz>; Cameron Inder <cinder@bbo.co.nz>
Subject: RE: Hobbiton Peer Review catch up

Sounds like a good plan

I did notice that there was one last reference to camping in para 3 of the Exec summary, which probably should be park-over

Cheers
Alastair

From: Steve Bigwood [<mailto:sbigwood@bbo.co.nz>]
Sent: Wednesday, 10 January 2018 2:19 p.m.
To: Alastair Black; Cameron Inder
Subject: RE: Hobbiton Peer Review catch up

HNY and thanks Alastair.

Cameron and I are working on the wording for a new performance standard for events run at the same time as tours – we will send through to you for comment when complete. Russell is happy with a new rule.

Agreed regarding the flag light. We will add commentary to ITA and recommendation. We will also add a new performance standard that requires light to be installed at entrance prior to occupancy of accommodation units.

FYI I have completed a final review of the ITA and picked up a couple of the inconsistencies in parking numbers, traffic numbers etc. We have amended these. They don't change the findings of the report but thought it best to let you know these minor amendments.

Regards,

Steve Bigwood Planning Manager
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From: Alastair Black [<mailto:Alastair.Black@graymatter.co.nz>]

Sent: Wednesday, 10 January 2018 1:27 p.m.

To: Cameron Inder <cinder@bbo.co.nz>

Cc: Steve Bigwood <sbigwood@bbo.co.nz>

Subject: RE: Hobbiton Peer Review catch up

Hi Cameron

I have been looking through this today and my remaining concern is detail/wording around how the visitor numbers will be reduced when events are held during normal operating hours. Do you guys have a set of draft conditions in mind?

I thought we discussed flag light at site access and agreed that this should be implemented when the accommodation activity is established, your thoughts?

Apart from that it looks ok to me, I will let MPDC know

Cheers

Alastair

From: Cameron Inder [<mailto:cinder@bbo.co.nz>]

Sent: Friday, 22 December 2017 9:48 a.m.

To: Alastair Black

Cc: Steve Bigwood

Subject: RE: Hobbiton Peer Review catch up

Good morning Alastair, just looking for an update of your review. Are you generally all ok with the ITA now.

Cameron Inder Transportation Engineer



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From: Alastair Black [<mailto:Alastair.Black@graymatter.co.nz>]
Sent: Tuesday, 19 December 2017 4:15 p.m.
To: Cameron Inder <cinder@bbo.co.nz>
Cc: Susanne Kampshof <skampshof@mpdc.govt.nz>; Steve Bigwood <sbigwood@bbo.co.nz>
Subject: RE: Hobbiton Peer Review catch up

Hi
I will try and have a look through this before the end of the week

Cheers
Alastair

From: Cameron Inder [<mailto:cinder@bbo.co.nz>]
Sent: Monday, 18 December 2017 10:08 a.m.
To: Alastair Black
Cc: Susanne Kampshof; Steve Bigwood
Subject: RE: Hobbiton Peer Review catch up

Hi Alastair
Updates now done on the ITA (attached), addressing your queries raised below. My comments below in blue to your items raised and pointer to where the updates are included in the ITA.

Would appreciate you confirming to MPDC that your items raised have been satisfactorily addressed in this update.

Thanks very much,

Cameron Inder Transportation Engineer



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From: Alastair Black [<mailto:Alastair.Black@graymatter.co.nz>]
Sent: Friday, 27 October 2017 5:20 p.m.
To: Cameron Inder <cinder@bbo.co.nz>
Subject: RE: Hobbiton Peer Review catch up

Not a problem, these were my bullet points around further info (but Susanne mentioned that you were no longer proposing ATP?)

- = Review the crash data to ensure that it is consistent throughout the ITA.

Done. See Sections 3.6 and 7.1

- = Provide the crash data for Buckland Road for 2005-2016.

I understood from our meeting you meant 2007-2016 (ie 10 years). This has been updated in Section 3.6 and Appendix A.

- = Confirmation of the location, size and scale of the proposed camping ground activity.

Refer section 6.3. Steve and I felt the term "camp-ground" is misleading. The intent is a 'Park-Over' area similar to others on private property in NZ. The NZMCA website discusses these. <https://www.nzmca.org.nz/park-over-property-scheme/>

- = It would be helpful if further information was provided to identify the risk and effects of potential parking shortfall for events held during normal operating hours. For example, if a 500 guest event was held during normal working hours it would use 250 parking spaces (assuming two passengers/vehicles). 2,500 movie set visitors could arrive during the day with only 109 parking spaces available. Peak parking demand is 245 spaces (2,500visitors/day x 9.8%) indicating that there would be a significant parking shortfall.

On site parking supply is increasing further in 2018 with the addition of 84 spaces adjacent to the new offices building at the rear of the existing car park. This takes the overall summer parking total to 444 spaces. The strategy for managing parking for a 500 person event during normal movie set tour hours has been expanded in section 6.4.

- = Evidence of consultation with NZ Transport Agency and Waipa DC;

Refer to Appendix E

- = Directional signage:

- o Signs 10 and 11 appear to be incorrect (e.g. sign 10 for northbound traffic indicates they should turn left towards Lake Karapiro instead of right into SH29);

Thanks, amended now

- o No signs are proposed in advance of or at the Firth St/ SH27 intersection (e.g. near Beatty Road) which may result in some visitors missing this turn. An additional sign may be required; and

It was originally proposed, but the NZTA was opposed to it due to sign clutter, although MPDC believes there is benefit in including it. We will continue to discuss it with NZTA

- o Evidence of NZ Transport Agency support for the proposed signage strategy.

Remains a work in progress.

- = Complete evaluation of likely noise impacts on neighbouring residents from installation of an ATP centreline on Buckland Road.

ATPs no longer proposed.

- = Confirm likely on-going maintenance and renewal costs for the proposed ATP markings;

ATPs no longer proposed.

- = Provide NZ Transport Agency National Office approval for installation of ATP centreline on Buckland Road.

ATPs no longer proposed.

- = Identify proposed locations for no-stopping signs and marking and confirm available lane widths following installation of ATP.

Refer to plans in Appendix D showing the proposed line marking types, locations and lane widths as determined with MPDC. ATPs no longer proposed.

Steve Bigwood

From: Murray James <Murray.James@waipadc.govt.nz>
Sent: Wednesday, 27 July 2016 8:42 a.m.
To: Steve Bigwood
Subject: RE: Hobbiton Proposed Plan Change

Steve, Thanks for response. I have forwarded your response to our Road Corridor Team. They have responded that they are happy to wait for a peer review or safety audit in conjunction with Matamata DC.

Thanks Murray.

Murray James Development Engineering Team Leader **WAIPA DISTRICT COUNCIL**
murray.james@waipadc.govt.nz | www.waipadc.govt.nz
Ph. 07 823 3800 Extn 6541 | FAX: 07 872 0033

From: Steve Bigwood [mailto:sbigwood@bbo.co.nz]
Sent: Tuesday, 26 July 2016 2:54 p.m.
To: Murray James
Subject: RE: Hobbiton Proposed Plan Change

Hi Murray,

Thank you for your feedback on the Hobbiton ITA. A couple of responses to your points below.

Contacting GPS companies is not the only mitigation proposed to help reduce traffic volumes on Buckland Road west. We are also proposing a comprehensive sign strategy that will direct people to approach the site from SH27/29, as well as more prominent signage at Hobbiton itself telling people to use the eastern side of Buckland Road when leaving the site. In our opinion these are the two most important methods of mitigation for the west side of Buckland Road.

Predicted traffic volumes on Buckland Road west are only 375 per day during the Hobbiton summer peak, of which only approximately 120 per day are trips generated by Hobbiton (the rest are through or local trips). Outside of the summer peak, predicted Hobbiton traffic on Buckland Road west is significantly less: during the middle of winter approximately 300 vehicles per day are predicted on Buckland Road west, of which only 36 are trips generated by Hobbiton.

According to RTS 5 a sealed road with traffic volumes between 250-499 vehicles per day with a pavement width of less than 5.5m only requires isolated sections of edge marker posts. Buckland Road west is thus compliant with this standard.

No safety audit has been commissioned, and in our view one is not warranted from the Hobbiton development. Hobbiton traffic makes up a low percentage of total traffic volumes on Buckland Road West and therefore a safety audit isn't required (and that with the mitigation proposed, the amount of Hobbiton traffic using Buckland Road west will be further reduced). Across the year, Hobbiton traffic makes up approximately 20% of traffic on Buckland Road west and this should reduce further once the proposed mitigation is implemented.

Please let me know if you would like any further information or have any other questions.

Many thanks,

Steve Bigwood Planning Manager



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From: Murray James [<mailto:Murray.James@waipadc.govt.nz>]

Sent: Friday, 22 July 2016 4:13 p.m.

To: Steve Bigwood <sbigwood@bbo.co.nz>

Subject: RE: Hobbiton Proposed Plan Change

Steve, Initial response comes from Development Engineering , and we will report back to Roding as necessary. So this sits in my corner . Kathryn was right ☺

The mitigation for reducing traffic volumes might be hindered if GPS system operators are not co operative as most tourists may use this as their only method for travel directions.

Has a Safety Audit being completed on Buckland Road West ?

We should highlight potential areas of risk on Buckland Road West and remedy appropriately. Also for consistency of road markings we should be using RTS 5 "Guidelines for Rural road Markings and delineation –NZTA" to ensure this road is marked to standard.

As the predicted daily traffic volumes are at 375 and this is predominantly a tourist route , we need to ensure the mitigation is robust.

Thanks Murray.

Murray James Development Engineering Team Leader WAIPA DISTRICT COUNCIL
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Ph. 07 823 3800 Extn 6541 | FAX: 07 872 0033

From: Steve Bigwood [<mailto:sbigwood@bbo.co.nz>]

Sent: Wednesday, 20 July 2016 3:43 p.m.

To: Murray James

Subject: FW: Hobbiton Proposed Plan Change

Hi Murray

Further to our discussions, please find attached a draft of the traffic report to support the plan change for a development concept plan for Hobbiton. We would be grateful if you could pass on to the appropriate person for review and provide feedback to us. We are happy to meet with you and go through your comments once you have completed your review.

We are aiming to have the consultation completed by 29 July 2016.

The Hobbiton plan change has yet to be lodged. The purpose of the engagement is to get feedback from Council so that we can, if possible, resolve any issues now rather than receive submissions from WDC when the plan change is notified.

Thanks and regards,

Steve Bigwood Planning Manager



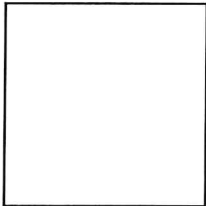
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