

12 June 2019

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Please refer to J B Forret

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Dear Kelly

Rings Scenic Tours: Post-hearing documentation

1. In respect of the Plan Change Request by Rings Scenic Tours Limited and the directions issued by the Hearings Panel on 30 May 2019, please find attached the following information:

As part of concluding its Right-of Reply, that the applicant provides an updated revision of the suggested amendments to the above DCP provisions in response to the questions from the Panel, and to provide this track changed copy to the Hearing Administrator by Wednesday 12 June 2019.

2. An amended copy of the DCP provisions, inclusive of the amendments to Part A (Introduction – Issues, Objectives, Policies), Part B (General Provisions – Rules), Part C (Maps and Plans) and the Hobbiton Movie Set DCP (inclusive of Activity Schedule, Performance Standards, Matters of Discretion and Definitions) is attached with changes tracked, as **Annexure 1**. The clauses in black are agreed by both parties. The clauses underlined in **red** are proposed by RST and not agreed by MPDC. The clauses in **red** and **strike-out** are proposed by MPDC and not agreed by RST.
3. Through questioning the Commissioners requested that consideration be given to a new or revised performance standard that would enable the consenting authority to not only ensure compliance with the maximum visitor numbers but also validate traffic numbers from the booking system information. To this end we have reviewed the booking system and consider that the following four data sets are considered to provide the best proxy of daily trip generation from Hobbiton's daily operation records at hand, and are offered up to be provided under a revised performance standard 1.1.8 b):
 - Daily visitor numbers (Movie Set Tour tickets sold)
 - Daily number of bookings
 - Daily number of visitors booked in groups of 8 or more [*i.e. Likely to be tour groups in mini buses and larger buses*]
 - Daily number of Staff
4. Through this information the approximate daily trip generation of Hobbiton can be calculated assuming that each booking generates one vehicle, whether it be a family car of 4 people or a camper van with 2 people or a tour bus with 40 people on it. Hobbiton's experience is that this is a reasonable assumption. Similarly, the assumption would be that each staff member brings a car, although Hobbiton management advise that this is very conservative given quite a few staff flat together and carpool to work each day.

5. The Table below illustrates the above data from a two-week period in January 2019 (being a representative busy period) and for a two-week period in April and May 2019 (being a representative shoulder/quieter period), together with the calculation of estimated daily trip generation. This demonstrates that the daily trips in busy periods are typically around the 2100 vehicles per day (vpd) mark or less. During the sample periods, the data shows that there was one day in the 28 day sample that generated an estimated 2454vpd, which is still less than the 2500vpd maximum deemed acceptable in Mr Black's expert evidence for MPDC. On this basis we consider that the data will provide MPDC and the community with confidence that the traffic generation is consistent with the ITA and Mr Inder's expert traffic evidence.

6. The inclusion of the information referencing the number of movie set tour visitors in bookings of 8 people or more can be used to calculate the percentage of people that travelled by high occupancy vehicles (i.e. mini bus or bus) to the site. This is achieved by dividing the number booked in groups of 8 or more by the total daily number of visitors (PAX). For example, on 7/01/19, 914 people were booked in groups of 8 or more, representing 29% of the total 3103 movie set tour visitors for that day.

DATE	PAX	BOOKINGS	TOTAL PAX IN GROUPS OF 8 OR MORE	STAFF NO.s	Approx. Trips / Day
7/01/2019	3103	879	914	175	2108
8/01/2019	3096	1052	427	175	2454
9/01/2019	2794	776	938	175	1902
10/01/2019	2734	802	645	175	1954
11/01/2019	2703	833	720	175	2016
12/01/2019	2720	916	502	146	2124
13/01/2019	2496	745	592	146	1782
14/01/2019	2350	687	752	175	1724
15/01/2019	2062	667	447	175	1684
16/01/2019	2497	679	835	175	1708
17/01/2019	2783	696	1060	175	1742
18/01/2019	2660	749	789	175	1848
19/01/2019	2542	638	961	146	1568
20/01/2019	2346	740	508	146	1772
22/04/2019	2135	637	591	140	1554
23/04/2019	2185	599	680	140	1478
24/04/2019	2167	647	553	140	1574
25/04/2019	2472	657	727	140	1594
26/04/2019	1998	564	689	140	1408
27/04/2019	1919	552	555	116	1336
28/04/2019	1707	472	535	116	1176
29/04/2019	1100	316	367	140	912
30/04/2019	1329	428	402	140	1136
1/05/2019	1130	371	251	140	1022
2/05/2019	1374	344	549	140	968
3/05/2019	1594	384	742	140	1048
4/05/2019	1690	439	630	116	1110
5/05/2019	1635	440	639	116	1112



As part of concluding its Right-of-Reply, that the applicant provides an updated and track changed version of the Memorandum of Understanding (MOU) based on the previously agreed and signed version of the MOU, and where appropriate, note where there is understood to be a disagreement on matters with the Matamata-Piako District Council. This documentation also is to be provided to the Hearing Administrator by Wednesday 12 June 2019.

7. A tracked changed copy of the MOU, complete with revised drawings, is attached as **Annexure 2**. This document was drafted by MPDC prior to the hearing and is not the version signed by the parties. Thus it was not the version responded to by RST in evidence or submissions to the hearing.
8. RST accepts that there are some amendments in the new MOU that are reasonable and has therefore adopted the MPDC version and included further mitigation that was proposed through the Plan Change process.
9. As above, the clauses in black are agreed by both parties. The clauses underlined in red are proposed by RST and not agreed by MPDC. The clauses in ~~red~~ and ~~strike out~~ are proposed by MPDC and not agreed by RST.
10. MPDC has proposed new clauses since the hearing as part of the MOU review process between the 2 parties. Those new clauses are not included where they are not agreed by RST and largely relate to works on Buckland Road. RST remains adamant that any lowering of Buckland Road is the responsibility of MPDC. Having said that, RST is willing to participate in further discussions with MPDC and the landowners at 385 and 399 Buckland Road with a view to agreeing further mitigation to improve the safety at those entrances and appropriate cost contributions.
11. We request that you provide the Commissioners with the information set out above and attached in response to the further directions. Please do not hesitate to contact us if you or the Commissioners need any further information or clarification regarding any of the documents attached or explanation above.

Yours sincerely



Joan Forret
Partner

This letter is sent by email only. Please retain a copy for your records.