

**BEFORE A COMMISSIONER APPOINTED BY THE CHRISTCHURCH
CITY COUNCIL**

IN THE MATTER OF

the Resource Management Act 1991

AND

IN THE MATTER OF

RMA/2022/517 – Proposed Digital
Screen Campus, 129 Waimairi Road,
Ilam

**STATEMENT OF EVIDENCE OF DEAN CHRYSTAL
(PLANNING)**

Dated: 8 August 2022

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1 INTRODUCTION

- 1.1 My name is Dean Chrystal. I am a director of Planz Consultants Limited, a planning consultancy based in Christchurch, Auckland, Dunedin and Queenstown. I have been employed in the practice of Planning and Resource Management for over 30 years, both in New Zealand and in the United Kingdom. I hold a Bachelor of Regional Planning degree and am a full member of the New Zealand Planning Institute and holder of their Distinguished Service Award. I am also an accredited Commissioner.
- 1.2 My experience includes involvement in a number of large-scale resource consent projects including the Darfield Milk Plant development, Pahiatua Dairy Plant expansion and the Studholme Dairy Plant expansion for Fonterra, and the development of Stage 2 of the Te Rere Hau windfarm. I have also been involved in District Plan processes throughout the country, including in recent years the Christchurch, Timaru, Selwyn, South Taranaki, Whangarei Queenstown Lakes and Dunedin District Plans. As a Commissioner, my experience includes hearing and deciding on numerous plan change proceedings and resource consent applications around the country.
- 1.3 I have been involved with the proposal to develop a Digital Screen Campus at the University of Canterbury since its early inception. I have visited the site on several occasions, and I was attended a recent meeting with submitters as described in the evidence of Caroline Hutchison, the Campus Development and Space Manager at the University. I have worked closely with Ms Hutchison and technical consultants over the past 6 months to refine the proposal.
- 1.4 In preparing my evidence, I have reviewed:
- (a) The AEE and all technical reports;
 - (b) The s92 request and the Applicant's response;
 - (c) The s42a report prepared by Mr Klomp for the City Council, as well as all supporting documents; and

(d) All of the evidence on behalf of the Applicant, including that of University staff (Ms Nuthall, Dr Phelps and Ms Hutchison).

1.5 I acknowledge that the proposal is a discretionary activity and I note Mr Klomp agrees with that assessment in his s42a report. My evidence focuses primarily on the key planning issues and effects associated with the proposal and a small number of minor issues between the Applicant and Council officers, which relate to policy and some of the recommended conditions. In that context I also address, where necessary, the s42a report and the officer's recommended conditions of consent.

1.6 Whilst this is a Council hearing, I acknowledge that I have read and agree to comply with the Environment Court's Code of Conduct for Expert Witnesses, contained in the Environment Court Practice Note 2014. My qualifications as an expert are set out above. Other than where I state that I am relying on the advice of another person, I confirm that the issues addressed in this statement of evidence are within my area of expertise. I have not omitted to consider material facts known to me that might alter or detract from the opinions that I express.

2 **SCOPE OF EVIDENCE**

2.1 My evidence:

- (a) Provides a background summary to my planning assessment;
- (b) Summarises the relevant Planning context;
- (c) Addresses the permitted baseline including in relation to site coverage;
- (d) Summarises the effects of the proposal;
- (e) Assesses the proposal against the relevant objectives and policies in the Christchurch District Plan;
- (f) Addresses submissions on the proposal relevant to planning matters;
- (g) Addresses the s42a report; and

- (h) Addresses proposed mitigation measures and consent conditions.

3 SUMMARY

History of Dovedale Campus

- 3.1 For the purpose of understanding the previous use of the site and specifically the historic built form associated with the Dovedale campus, I have reviewed historic photographs of the campus and relevant building consent documentation (including an application to deconstruct three, five and 6 storey buildings at the site post 2010 & 2011- Canterbury earthquakes).
- 3.2 Based on this, I understand the campus was originally established in 1978 as the new, purpose-built, Christchurch Teacher's College, replacing the original central city site (located on the corner of Montreal Street and Kilmore Street, and on Peterborough Street). The College consisted of several purpose-built teaching and support facilities and structures as well as onsite parking areas.
- 3.3 The largest facility was a tower complex (named Te Pourewa), comprising of three buildings of reinforced concrete frame of shear wall construction. The buildings varied between approximately 17m and 24m in height, with the building in the western part of the site consisting of three storeys, while the central larger building spanned over five storeys and the building to the east was a six-storey building. The buildings were all linked with shared stairwells and the complex provided approximately 3150m² of usable teaching space.
- 3.4 The College also provided a range of recreational facilities for training teachers, including several tennis courts and a sports field with a grassed running oval.
- 3.5 In January 2007, the College merged with the University of Canterbury (UC). Following the Canterbury earthquakes (September 2010 and February 2011), the Dovedale campus suffered damage which required students and staff to vacate some parts of the existing built environment for a period while repairs were undertaken. While most of the campus facilities were able to be repaired, the large teaching

block (the 'tower') referred to above was demolished in 2013 and replaced with pathways and landscaping.

- 3.6 During this time, temporary accommodation units ('Dovedale Village') were placed at the campus (on the Dovedale field) and used as classrooms and administrative offices. Temporary teaching buildings were also placed at the site's Parkstone Avenue frontage allowing for the establishment of Ao Tawhiti Unlimited Discovery School (Unlimited School). The temporary buildings have all since been removed and the College of Education itself also relocated to the University of Canterbury's main Ilam Campus. Unlimited School has permanently relocated to a purpose built campus in the central city.
- 3.7 Finally, in 2017 the tennis courts were replaced with purpose-built student accommodation known as the Hayashi block.

Existing environment

- 3.8 The Dovedale campus is located at 129 Waimairi Road and has a combined area of approximately 13.28ha. The site is bounded by Dovedale Avenue to the north, Solway Avenue to the west, Waimairi Road to the east and Parkstone Avenue to the south. In terms of existing built form, the main university facilities are located along the western side of the site, with three separate car parking areas adjoining the campus facilities (and directly accessed at either Solway Avenue or Dovedale Avenue).
- 3.9 Self-catered student accommodation buildings (for second year and beyond) as well as associated onsite parking areas are located at the site's south-east corner, while the adjoining Dovedale field (formerly Dovedale Village) is currently fenced off from the remainder of the campus.
- 3.10 The main campus access is centrally located at Dovedale Avenue and consists of a large driveway, providing for two-way traffic flow. This access also connects with several internal roads to link up to other parts of the campus, including the student accommodation buildings at the rear. Site access is also provided at Solway Avenue and Parkstone Drive and a separate shared cycle and pedestrian pathway off Dovedale Avenue links through to Parkstone Avenue. Ilam Stream

(which emerges from a long pipe) is located at the southern side of the Dovedale field (between the student accommodation buildings and the sectioned off south-east corner of the field).

- 3.11 The Dovedale campus forms part of UC's overall institution and is directly bordered by residential development on its eastern and southern sides. Residential development also occurs on the other sides of Dovedale Avenue, Solway and Parkstone Avenues. The Campus is separated from the main Ilam Campus by Ilam Fields and Waimairi and Ilam Roads.
- 3.12 The overall University Campus is set out across an expanse of 87ha, generally bordered by residential properties and includes the main Ilam Road site (east of Ilam Road) and the adjoining Ilam fields (to the west of Ilam Road), as well as the Dovedale Avenue site. All UC sites including the Dovedale campus are specifically zoned for tertiary education purposes. The surrounding residential environment is currently largely zoned Residential Suburban (RS) and is made up of low-density residential development, with the built form being either fully or semi-detached residential dwellings (occupied for residential purposes).
- 3.13 The Dovedale campus is currently about a quarter occupied, as described in the evidence of Ms Hutchison.

Summary of proposal

- 3.14 The University is proposing to redevelop the existing Dovedale campus into a Digital Screen Campus. The operating model proposed for the campus will see educational, research and commercial operations co-located together on the site. The rationale for this approach and its benefits are described primarily in the evidence of Dr Phelps (the program director for the new campus) and Felicity Letcher. The campus will offer new qualifications associated with film and media production, game design and development as well as experimental new media and cross reality technologies (i.e., augmented reality, virtual reality, and mixed reality). The facilities proposed will also be used for world leading research and development purposes, as described in the evidence of Dr Phelps.

- 3.15 The proposed development will take place over three key stages, with stage one being the refurbishment of existing buildings to support years one and two of a bachelor's degree, postgraduate incubator activity and game company co-location, with some additional investment in lower resolution pre- and post-production gear. The later stages involve the construction of new facilities on the former Dovedale field over an extended period, with a 10 year period sought to implement the consent (if granted). The purpose-built film production buildings and backlot area (impervious surface) will occupy approximately 19,558.9m² of the 13 hectare site and the main sound stage building will be 23.5m in height.
- 3.16 Whilst not specifically related to the proposal, the centrally located gymnasium building (some 2000m²) is to be demolished later this year.

Non-education activities

- 3.17 A key aspect of the proposal is the co-location of teaching, research, and commercial activities at the campus, with the University seeking to work alongside key film and production industry partners to provide a range of academic and work integrated learning as well as career opportunities for tertiary students. Sharing the redeveloped campus facilities and structures with digital screen industries is considered to be a commercial activity, and therefore is not permitted in the zone as it is not an education or research-based activity as defined in the District Plan.
- 3.18 The commercial activities proposed are however strongly interconnected and integrated with the education and research-based activities to be undertaken on the campus. Dr Phelps' evidence explains the importance of access to industry standard facilities to the academic program and developing work ready graduates, and that co-locating education and non-education-based activities allows for work-integrated-learning opportunities for students in the DSC academic programs, as well as related research and development opportunities. In essence, it allows the University to create a digital hub or ecosystem on the campus for the purpose of providing educational opportunities that would otherwise not occur if industry were not present on the site.

Using a digital hub approach, the University is able to educate a workforce in multiple media sectors, while using the productions and commercial activities undertaken on the campus as a platform for research, creative practice for UC faculty, students, and staff across numerous fields and multidisciplinary collaborations. As such, the success of the learning and research-based activities are dependent on the commercial component of the development. There is therefore in my view a high element of uniqueness about this proposal. This is confirmed in the evidence of Ms Letcher.

3.19 The commercial activity proposed has been limited to digital screen industries, including businesses and partners in those same industries. Digital screen industries are the combination of the inception, prototyping, production, distribution and exhibition of film, television, games, online and digital content, including interactive apps, digital-media (and potential physical hybrids), and ancillary activities that support these industries. Examples include, cinema, film production, streaming, broadcasting and media industries, virtual reality, video and gaming industry.

4 **PLANNING CONTEXT**

Replacement District Plan (RDP)- Specific Purpose (SP) Zone

4.1 As part of the District Plan review process, Christchurch City Council proposed changes to the Tertiary Education zone (in the then operative City Plan) to simplify (and include more specific) objectives and policies and to liberalize some of the rules.

4.2 At the Replacement District Plan (RDP) hearings for the SP Zone, the reporting officer outlined the following matters which I consider provides relevant background planning context for the application:

- UC and CPIT make very significant economic and social contributions to the City and region, and suffered extensive damage to their buildings in the earthquakes and are undertaking major rebuilding programmes. The District Plan needs to recognize the importance of these institutions, enabling them to make efficient use of their land and buildings, and to grow and

diversify, while giving due regard to the amenity and character of their surrounding environments.

- The single key driver of the changes in the RDP version of the Schools and Tertiary Education zones was the need for flexibility in the use of education land and buildings to facilitate recovery. At the same time, Council sought to continue to achieve an appropriate balance between the need of the schools and tertiary institutions to use land and buildings flexibly and efficiently and the need to preserve a good level of amenity at the interface between these sites and their neighbouring land uses which are predominantly residential.
- The Tertiary Zones are expected to be primarily used for tertiary education and research activity, albeit that the term is widely defined. The zone provisions are designed to be as flexible as possible to allow change in relation to the overall use of land and buildings. Other unrelated activities are discouraged from locating in this zone, as they could have significantly different effects e.g., in relation to traffic generation.
- The RDP made community activities using tertiary education buildings a permitted use in Tertiary Zones, but new buildings not related to education, training or research were subject to consents for example in regard to effects on adjoining residents and the wider community.
- UC and CPIT (as submitters) sought to reword Objective 21.7.1.2 (which addressed changing needs for educational land and buildings), to widen the application of the objective from those few situations where land is surplus to educational needs, to all uses of the site, including for educational purposes. The change was not considered necessary by the reporting officer as flexibility of educational use was covered in the updated Objective 21.7.1.1.
- Council's main interest in the scale of facilities was at the interface of the zone with adjoining zones and this was covered in Objective 21.7.1.1.

- The former City Plan site coverage standard for the Dovedale site was 40% which was increased to 45% in the Tertiary Zone because UC provided Council with site coverage calculations which showed the Dovedale site approaching 40% coverage. The site coverage definition for the tertiary education zones in the City Plan and Tertiary Zone includes both buildings and impervious surfaces used for vehicle parking and access, whereas in other zones only buildings are included. This approach was adopted because of the difficulty of measuring total building coverage when there are a large number of individual buildings on one overall site. The Dovedale site was noted as having extensive areas of impervious surfaces so nowhere near as covered in buildings as either a 40% or 45% figure might suggest.

Zoning

- 4.3 The application site is zoned Specific Purpose (Tertiary Education), which is defined in the District Plan as; *'Specific Purpose (Tertiary Education) Zone applies to the sites operated by the University of Canterbury and the Ara Institute of Canterbury. It seeks to enable the efficient use and growth/diversification of tertiary education and research activities and facilities, while having regard to the amenity values and character of the surrounding environment'*.
- 4.4 The alternative zone for the site is Residential Suburban and provides for any additional activities or facilities on the Tertiary Education site to be considered in accordance with the status in the alternative zone. Other notations include the Christchurch International Airport Protection Surfaces and the Riccarton Wastewater Interceptor Catchment Overlay. An environmental asset waterway also runs through the southern end of the site (Ilam Stream).
- 4.5 Small portions of the southern end of the site are located in the Flood Management Area (FMA) and a portion of the site is also identified as a Heritage Item and Heritage Setting (Former Fendalton Open Air School Classroom and Setting). The proposed development works are however located outside of the identified water body setback as well as the FMA Overlay and Heritage Item and Setting areas. The portion of Waimairi Road adjoining the application site is classified as a Minor

Arterial Road and Parkstone Avenue is a Collector Road. Solway Avenue and Dovedale Avenue are both classified as local roads.

Status of the Application

4.6 The proposal requires land use consent due to breaches of the following Christchurch District Plan rules:

- Additional activities or facilities (i.e., commercial film or video production) that would be discretionary activities in the Residential Suburban zone (the alternative zone in Appendix 13.7.6.1 for the Dovedale campus) - these are discretionary activities in the alternative zone pursuant to Rule 14.4.1.4 D1, and are therefore a Discretionary Activity under Rule 13.7.4.1.4 D2.
- Maximum building height exceedance (i.e., 23.5m maximum height proposed compared to 20m height permitted) - is a Discretionary Activity under Rule 13.7.4.1.4 D1.
- Maximum site coverage exceedance (i.e., 48% proposed compared to 45% permitted)- is a Restricted Discretionary Activity under Rule 13.7.4.1.3 RD1.¹
- Exceedance of the zone noise limits by 10 dB or less- is a Restricted Discretionary Activity under Rule 6.1.5.1.3 RD1.
- High trip generating activity (mixed use activities) with between 50 and 120 vehicle movements per hour- is a Restricted Discretionary Activity under Rule 7.4.2.3 RD1.

4.7 Overall, the proposal is considered to be a Discretionary Activity. Mr Klomp in his s42A Report has also assessed the application as a Discretionary Activity.

4.8 At this point it is worth touching on my view on how the plan works in relation to the site's alternative zoning situation. The commercial component of the proposal does not fall within the permitted,

¹ The demolition of the gymnasium (referred to above) in October will reduce site coverage to 46.1%.

controlled or restricted discretionary statuses for the alternative zone and therefore the next default position is discretionary.

- 4.9 The alternative zone situation comes into play under Rule 13.7.4.1.4 D2 for discretionary activities which directs that:

Any additional activities or facilities which would be discretionary activities in the alternative zone listed for that site in Appendix 13.7.6.1.

- 4.10 The alternative zone in Appendix 13.7.6.1 for the Dovedale campus site is Residential Suburban (RS). Under the RS zone, a commercial activity is a discretionary activity pursuant to Rule 14.4.1.4 D1 by virtue of not being listed as a permitted, controlled, restricted discretionary or non-complying activity. The rule states:

Any activity not provided for as a permitted, controlled, restricted discretionary, or non-complying activity

- 4.11 In my view therefore the reference to the alternative zone is to be used purely for the purpose of determine activity status and I note that similar provisions in Chapter 13 are provided in relation to permitted, controlled and restricted discretionary activities in terms of directing additional activities to the same status in the alternative zone. There is no requirement to meet the built form standards of the RS zone.

Impervious surfaces included with site coverage

- 4.12 The notified resource consent application assessed the proposed total future site coverage (including the proposed film studio facilities) as 58%. This calculation was based on the inclusion of **all** (emphasis added) impervious surfaces as well as built form on the Dovedale campus. However, the built form standard specifies that impervious surfaces included within the site coverage calculations are limited to those used for vehicle parking and access only. The District Plan's definition for 'access' is "*land over which vehicular or pedestrian access to a legal road is obtained*".

- 4.13 As such, the previously supplied calculation has been revised to exclude any impervious surfaces that are not used for either vehicle

parking or access (both pedestrian and vehicular) to a legal road. I note therefore that with the new buildings proposed, total site coverage has reduced significantly to 48% or 63,305m² of the 132,872m² site. The proposed future site coverage (buildings and impervious surfaces for car parking and access) is therefore only 3% more than the maximum permitted site coverage in the District Plan (45%), instead of the 13% site coverage exceedance calculated in the notified application. The demolition of the gymnasium in October, which is not being replaced, will reduce the percentage to 46.1% which is then just 1.1% above the permitted level.

- 4.14 A breakdown of future site coverage obtained from the University consists of 19,685m² of existing built form (including the gymnasium), 1671m² of existing site access, 22,390m² of existing UC roads and 19,558.9m² of future film and production facilities (includes the impervious backlot area and access). The existing site area covered by buildings and impervious surfaces used for car parking and access is 33% or 43,746m².

Vehicle crossings at Dovedale Avenue

- 4.15 The notified resource consent application identified a non-compliant number of vehicle crossings at the sites Dovedale Avenue frontage, as the Plan permits a maximum of 3 vehicle crossings for a local road frontage longer than 100m and the proposed vehicle crossing to the future film studio site at Dovedale Avenue would be the fourth.
- 4.16 However in response to matters raised in the Council's s92 request, and as discussed in the evidence of Ms Hutchison and Mr Metherell, the proposal is to now to close off two of the existing Dovedale Avenue vehicle crossings at the western end of the site. As well as reducing the number of crossings, this will enable the removal of on-street car parking at new entrances on Waimari Road and Dovedale Avenue to be offset, with the loss of 11 spaces now being replaced by 12 new spaces following the closure of these entrances. This also reduces the number of potential conflict points (between pedestrians/cycles and vehicles) associated with the cycleway along the Dovedale Avenue frontage. Overall, a compliant number of vehicle crossings is now proposed on Dovedale Avenue.

Removal of car parking minimums

4.17 Policy 11 of the National Policy Statement on Urban Development (NPS-UD) directs Councils to remove provisions in district plans (where the population is over 10,000) relating to minimum parking rates by 20 February 2022. As the resource consent application was lodged after this time (March 2022), there are now no minimum car parking rules in the district plan which apply. The change essentially permits development without car parks being provided and allows the University (as property owner) to determine how many car parks are needed for the activity. There is a significant amount of on-site parking already on the Dovedale campus site and the proposal does not seek to reduce these. Some new on-site spaces are proposed as part of the development, with a limited number of additional visitor parks provided for the film studio. The UC policy in relation to charging for onsite parking has been addressed by Ms Hutchison in her evidence and I have discussed this further below.

5 PERMITTED BASELINE

5.1 Section 104(2) of the RMA allows the Council, when forming an opinion in relation to any actual or potential effects of a proposal, to disregard an adverse effect of the activity on the environment if a national environmental standard or plan permits an activity with that effect - the 'permitted baseline'. In this case I consider the permitted baseline is of relevance to the consideration of this application, and I do not consider there are any resource management reasons not to apply it.

Site Coverage

5.2 The existing site coverage (including applicable impervious surfaces) has been calculated at 33% which means 12% or 15,944.6m² of the site remains available for future development as of right and on the basis that all other relevant built form standards can be met (i.e., relevant setback requirements in relation to building height). As such, I consider that a block of buildings varying between 3 storeys and 5 storeys (i.e., between 11m and 20m in vertical height) can be established on the Dovedale field site. The resultant building footprint would comfortably exceed 12,000m², with a total floor area (i.e. multi-storey) of more than 30,000m² across the permitted built form. In

comparison, the proposed film studio buildings will occupy a smaller footprint (approximately 10,000m²) and will be setback a minimum of 17m from internal boundaries (as opposed to the 6m required) and 15m from Dovedale Avenue, albeit with a 3.5m increased building height for the film studio building which is setback a minimum of 30m from the Dovedale Avenue boundary. The sealed backlot area, which is included within site coverage, is not as visually dominant as solid built form.

- 5.3 Further to this, education and research-based facilities are not subject to any activity specific standards that could limit the scale of activities occurring on site, such as hours of operation (i.e., when the site is open to staff, visitors, and deliveries), the maximum number of persons that can be on site at any one time or any on site parking requirements.

Activity

- 5.4 Ms Hutchison has addressed the historic scale of activity and potential activity scenarios in her evidence. It is fair to say that determining what a baseline level of on-site activity might be is not straightforward because there are various potential scenarios including building scale and location, student numbers and staffing and the impact of on-line lectures for example. What is fact is that there were around 4,300 people on-site when the Teachers College was operating and as described above, there is residual capacity for further development. Ms Hutchison refers to a potential for 6,000 – 6,800 people on site given the potential for further development and I do not think that is unrealistic.
- 5.5 Therefore, overall, in my opinion permitted educational and research-based activities are capable of generating similar (and potentially greater) effects to those of the proposal, associated with people numbers greater than the proposed development. I also note that commercial research and laboratories are permitted under the current zone (they fall within the definition of Tertiary education and research activity), and as such an element of commercial use and co-location is anticipated under the existing zone. As detailed in the evidence of Ms Nuthall and Dr Phelps, UC already collaborates with industry,

undertakes commercial research and facilitates business incubators as part of core UC business on the Ilam Campus.

6 EFFECTS OF THE PROPOSAL (SECTION 104(1)(A) RMA)

6.1 In terms of s104(1)(a), the relevant effects on the environment to consider in relation to the proposal are those associated with traffic, noise, urban design/visual/landscape and positive effects. These have already been addressed by other witnesses and my intention therefore is to simply summarise their evidence and where necessary provide my own planning analysis.

Traffic and parking

6.2 The traffic to be generated by the proposal and the potential effects of this on the on-street car parking in the area has been raised by a majority of the submitters in opposition. An initial point to make is that there has been a reduced level of activity on the Dovedale campus site for some years now, which will have resulted in fewer traffic movements and reduced off-site parking levels.

6.3 Countering that, however, has been the significant loss of on-street parking in the wider area (and closer to the Ilam Campus), primarily as a result of cycleway construction. As detailed in Ms Hutchison's evidence 117 street parks close to the Ilam campus have already been lost, and by the finalisation of the next stage of the Nor'West Arc, an additional 96 will be lost to the cycleway development programme. There is little doubt that a reasonable level of the on-street parking occurring around the Dovedale campus at present is associated with activity on the main Ilam campus. My observation is that there is also a noticeable level of on-street parking on Dovedale Avenue occurring at night which is almost certainly related to residential activity.

6.4 Ms Hutchison has provided an explanation of the University's policy regarding provision of on-site parking and the fact that it is user pays. In terms of seeking to promote more sustainable modes of transport by charging for parking, I support that approach.

6.5 The University is a major education and research operation which employs significant numbers of people. There are hundreds of staff

and thousands of students associated with its campuses. Traffic generation and parking demand is inevitably going to be significant with that combination. However, making the UC's onsite parking free would be highly likely to result in increased traffic generation and congestion on local roads. In my view therefore such an approach would be very unlikely to change the on-street parking situation.

- 6.6 Notwithstanding the above, the University has the ability to manage vehicle generation and associated traffic parking demand generated by production activity through a Travel Management Plan as discussed in the transport evidence of Mr Metherell.
- 6.7 In addition to the above factors, and because the University is close by, there are significant levels of shared student flat accommodation in the area, with residents in those flats sometimes each owning a vehicle, resulting in multiple vehicles which are unable to be parked on site. They therefore end up being parked on-street along with any other residents cars.
- 6.8 Mr Metherell has assessed the proposal through an Integrated Transport Assessment and subsequently in evidence. He considers the proposal can be supported from a transportation perspective. He concludes that the DSC is well located within the transport network to enable a range of sustainable active and public transport mode options and that the proposal can be safely and efficiently integrated with the local transport network with negligible change in performance of intersections or the roads.
- 6.9 Mr Metherell has also considered the car parking demand generated by the proposal and in his view, it will be consistent with parking demand generated by historic usage of the site and that peak production parking can be accommodated with no more than minor changes to the level of on-street parking in the wider area through the implementation of a Travel Management Plan.
- 6.10 Finally, I note that there will be no decrease in on-street parking with the closure of two existing access points. This change has been made in response to a s92 request by Council and also addresses concerns expressed by submitters.

6.11 I consider overall that the traffic and parking impacts of the proposal are acceptable and are able to be catered for within the capacity of the surrounding road network. Changes to the traffic conditions recommended in the s42A are addressed later in my evidence.

Noise

6.12 Noise sources associated with the proposed activity are essentially those related to vehicle movements, backlot activities and set construction. In addition to this there will also be noise associated with the initial construction of the facilities.

6.13 Mr Farren's evidence is that the site can comply with the District Plan noise standards except for a technical non-compliance at the first floor of 131A Waimairi Road. He considers noise effects will be acceptable at all adjacent dwellings and that existing residential amenity in terms of noise will be maintained. He also notes that the sound stages themselves will not want any set construction noise to be audible inside which further endorses the practical requirement to contain noise within the Mill building.

6.14 Mr Farren has recommended that a Noise Management Plan be developed for the site and that construction phase noise emissions are conducted in accordance with the New Zealand construction noise standard, NZS 6803. Conditions around these were contained in the Application documentation.

6.15 On this basis I am satisfied that suitable mitigation is able to be achieved and that as a result any noise effects will be within acceptable limits.

6.16 Mr Klomp has recommended some changes to the conditions proposed in the application, and I address these in my section on conditions below.

Urban Design/Visual/Landscape Effects

6.17 I have bundled these effects together because of the linkages between them in this proposal.

Design and Appearance

- 6.18 Aside from the height of the film studio, as discussed in the evidence of the project architect Mr Herriot, the new buildings proposed have been designed to meet the District Plan bulk and location requirements and indeed in some areas go beyond what is required in terms of setbacks. This has been done to both ensure the amenity of neighbours is preserved and to ensure that as, much as possible, the existing mature trees along the Dovedale Avenue frontage and around the edges of building site are retained and create a sense of openness and spaciousness.
- 6.19 The hard surfaced transport and working area of the backlot has been concealed successfully from Dovedale Avenue and Waimairi Road by the Mill building, the Production Offices and the Sound Stages, while vegetation around the edges provides a reasonable degree of screening for residential properties on Waimairi Road.
- 6.20 Mr Lester (landscape), Mr Herriot (architect) and Mr Clease (urban design) have all addressed in their evidence relevant aspects of the building designs, their location, and their visual appearance in conjunction with the existing and proposed landscaping.
- 6.21 All three consider that the built form and visual impact of the proposal are acceptable. Mr Herriot considers the proposed building development successfully integrates, acknowledges, and references the scale of the existing campus and will create a cohesive collection of new production and post-production facilities linking back to the existing repurposed post production facilities.
- 6.22 Mr Herriot notes that the scale and form of the proposed buildings are directly related to their function and as such are consistent with the language of the existing buildings on the campus in terms of built form and scale. He considers the careful placement of the Production Offices building successfully screens and lowers the apparent scale of the larger Sound Stage building when viewed from Dovedale Avenue. He notes that the Visual Simulations generally show the buildings filtered behind the established trees along Dovedale Avenue regardless of the season and illustrate the mitigating effect they have with the larger scale form of the Sound Stages becoming recessive.

- 6.23 Mr Clease considers the proposal responds appropriately to its context given that the site has always been associated with large-scale non-residential activities. He notes that it continues the juxtaposition of large tertiary buildings set within a campus contrasting with surrounding residential suburbia, which has been managed through a careful design response to the transition between the buildings and the site edges. This has been achieved through the use of generous open landscaped setbacks, the retention of large mature trees, the retention of the edges as publicly accessible green space, and the minimisation of new vehicle entrances or visible parking areas. He considers that these, in combination, are an appropriate treatment of this interface with the adjoining residential zones.
- 6.24 Mr Clease considers that the potential massing effect of the proposed new buildings has been thoughtfully addressed by locating the largest buildings within the centre of the site and then sleeving these buildings with lower buildings that present an attractive, glazed façade to the road edge and enable passive surveillance and interaction between building occupiers and the streetscape. He notes that the buildings create a secure perimeter to the studio part of the site, whilst maintaining the publicly accessible and permeable character of the balance of the campus.
- 6.25 Mr Lester considers that without accounting for the permitted baseline, the visual amenity effects of the proposed development will be low-moderate or low, depending on the season. Accounting for the permitted baseline, he considers that those effects will be low. He also considers the effects of the proposal on landscape and landscape character are very low noting in particular that the Ilam Stream is unaffected.

Tree Height

- 6.26 I note, as Mr Lester has in his evidence, that the landscape plan which accompanied the RFI response has caused some confusion. This became apparent at the recent meeting I attended with some submitters. The heights on that plan were shown with an RL (Reduced Level) of 17m. This height is a vertical distance above the datum plane.

While the RL level is noted on the plan in the legend, it is easy to miss, as I did initially and Mr Klomp has also done.

- 6.27 Notwithstanding the above, as can be seen in the Visual Simulations and the cross sections attached to the evidence of Mr Herriot, the view from eye height from the opposite side of Dovedale Avenue still shows that the existing trees will largely filter and, at times when trees are in leaf, screen much of the proposed development.

Shadowing

- 6.28 The Application contained shadow diagrams which showed that at key times of the day there would be no shadowing of adjoining properties associated with the proposed buildings including from the increased height of the film studio. Indeed, care has been taken to ensure that building are positioned well clear of residential boundaries and on the northern part of the site to ensure such effects are minimal.

Conclusion

- 6.29 Overall, and based on the above assessments, I consider that any effects associated with the built form and visual impact of the proposal have been mitigated to an acceptable and less than minor level by the design of the buildings and their location on the site, the retention of the majority of existing mature trees and the associated open area this creates and the additional landscaping.

Positive effects

- 6.30 The proposed development will result in a wide range of positive effects including providing new education and research opportunities for students and academic staff, including for Māori, Pasifika, and other indigenous cultures; economic benefits to Christchurch and the wider Canterbury Region as well as broader benefits for the creative industry as described in the evidence of Ms Letcher; and the efficient use of the existing campus facilities and structures.

Education and research opportunities

- 6.31 Dr Phelps' evidence is that the proposal will provide the foundation for UC becoming New Zealand's pre-eminent digital screen school with

facilities which will afford students and academics the opportunity to create world class outputs and to experiment in industry standard facilities. He notes that a failure to invest at scale will result in an offering that is not globally competitive and will have difficulty attracting and retaining the staff needed to teach in this highly specialised discipline.

- 6.32 Dr Phelps' view is that the proposal will provide a catalyst for further research and development opportunities in the sector and create a strategic advantage in applying for additional funding and support for such. He also notes that the opportunity to co-locate with the university, influence the talent development pipeline and have easy access to research and development are significant attractors which will differentiate the proposed DSC facilities from other facilities which may be developed.
- 6.33 Dr Phelps' concludes by stating that the proposal represents an incredible opportunity for the University, the Christchurch region, and the digital screen industry in New Zealand generally and has the potential to position Christchurch as a premiere destination for education in this sector world-wide.
- 6.34 Ms Nuthall's evidence is that the proposal charts a new direction for the University in the area of modern converged digital screen production and that the growth in this industry provides significant opportunities for the University to respond to the increasing demand for graduates, for research and development, and to gain a stronger international reputation in these fields.
- 6.35 Ms Nuthall specifically notes that the University's proposed development will provide a significant springboard to support Māori and Pacific (indigenous) creative industries in Waitaha Canterbury and the country as a whole with the new Certificate in Indigenous Narrative which is designed to support the existing industry as well as new and emerging companies.
- 6.36 Mr Brady considers that the growth of the screen industry in Canterbury is limited by the fact that there are no suitable facilities for use by commercial productions and, as described by Ms Letcher, the industry is also limited nationally and internationally by a lack of the

tertiary educated graduates required for all phases of the production manufacturing cycle. A major benefit of the proposal therefore is the fact that students at the DSC will use industry standard facilities thus providing them with the technical skills, experience and knowledge needed to be job ready.

Economic benefits

6.37 The economics of the proposal are addressed in the evidence of Ms Nuthall and Ms Letcher.

6.38 Ms Nuthall's evidence provides some background to the broader spending and economic benefits of Universities in New Zealand (NZ). In brief, NZ Universities turn over around \$4.15 billion per annum and spend \$1.17 billion on research. She also notes that over the past two decades, Universities have increased their focus on innovation and generate \$600m-700m each year through the commercialisation of university research.

6.1 Ms Letcher refers in her evidence to an economic impact report commissioned by ChristchurchNZ which found that by increasing the attractiveness of Canterbury as a location for the screen industry and thereby increasing the percentage of screen investment brought to the region, this could lead to new employment totalling 703 and \$78 million for screen and gaming of additional Gross Value Added. She also refers to a report undertaken by Olsberg SPI which found that the direct impact of every NZ\$1 invested by the government through the Screen Production Grant results in a total of \$6.15 return on investment. This includes NZ\$1.92 Direct Impact, NZ\$3.36 Indirect Impact and NZ\$.88 Induced Impact.

6.2 She notes costs to a production are on average \$2,500 per person per week to be on location including accommodation, per diems and car rental in addition to weekly wages. She states that this money is all spent in the region of a 6 week to 24 month period depending on the size of the production. This makes incoming crew more valuable than incoming international tourists.

6.3 Ms Letcher considers that the impact of the proposal on regional economic development will be significant, increasing opportunities to

grow screen and gaming production, and enabling productions (both domestic and international) to be based in Christchurch. She considers that the flow on effect from this injection of activity will ripple through directly related industries in the economy and to other related industries including tourism and international education and that at a local level, the benefits will be spread across a wide range of the services and suppliers needed by production companies.

Efficient use of the existing campus

- 6.4 The existing campus is at present underutilised. Only approximately a quarter of the available building space is currently occupied and only 33% of the 45% site coverage is utilised.
- 6.5 The refurbishment and reutilisation of existing buildings is an efficient use of an existing physical resource which as described in Ms Nuthall's evidence will add to the vibrancy of the campus once occupied.

Overall Conclusion - Effects

- 6.6 In my opinion the adverse effects of the proposal are overall less than minor, and I note Mr Klomp has reached a similar conclusion.
- 6.7 I consider the positive effects of the proposal will be significant and should not be underestimated, in particular in terms of employment, increased students numbers, opportunities associated with the film industry and the various off-site economic impacts that ensue from such activity.
- 6.8 In addition to this, the refurbishment and reuse of a number of existing and currently vacant buildings on the site is a more efficient use of this physical resource. This will also contribute positively to the University as a whole through enabling the reactivation of the campus and enable the University to respond and adapt to emerging technologies and career options as part of a modern tertiary research institution.

7 OBJECTIVES AND POLICIES (SECTION 104(1)(B) RMA)

- 7.1 The relevant Objectives and Policies are contained in Chapter 13.7 (Specific Purpose Tertiary Education Zone) as well as those in Chapter 6.1 (Noise) and Chapter 7 (Transport). I have also considered specific

provisions in Chapter 14 (Residential Zone) as the alternative zone for the site is Residential Suburban and reached a conclusion around these.

- 7.2 In terms of the objectives and policies in the Noise and Transport chapters, Mr Klomp and I are in agreement that those provisions identified in the Application are met by the proposal and therefore I do not comment on those provisions further.
- 7.3 In terms of the Specific Purpose Tertiary Education Zone provisions, I have provided a commentary of these for context even though there is a high level of agreement between myself and Mr Klomp.
- 7.4 Objective 13.7.2.1 and accompanying Policy 13.7.2.1.1 seeks to ensure that tertiary education and research activities are able to efficiently use such facilities and are able to grow and diversify while having regard to the amenity values and character of the surrounding environment including having regard to the benefits of open space, landscaping and mature trees on the streetscape, and effects on the character and visual amenity of the campus and the surrounding area.
- 7.5 These provisions clearly anticipate a changing and evolving physical environment and I consider the proposal clearly promotes both growth and diversification of tertiary education and research opportunities, with the creation of the new screen and digital arts school providing new learning opportunities in response to the rapidly growing film, media production and gaming industries. This specifically includes providing new degrees, new areas of research and new industry collaborations in these evolving areas.
- 7.6 Importantly in my view, the proposed education and research opportunities will engage with business and industry and in turn provide students with a range of skills, experience, and experiential learning which otherwise would not be offered. According to the evidence of Ms Nuthall and Dr Phelps, there are currently :
 - (a) no educational offerings that combine both narrative and film and gaming technology into an academic programme on a university site; and

(b) no universities in New Zealand with end to end facilities for student and academic use.

- 7.7 Mr Brady's evidence describes that the need for skills in the digital aspects of screen production is growing quickly and states that in his opinion there is an immediate need for the development of the academic and physical elements of the proposed DSC. He specifically notes in his evidence that crew numbers need to grow alongside the development of new facilities in order for the industry to flourish.
- 7.8 In my opinion the proposal clearly provides the growth and diversification promoted by the objective as well as enabling the efficient use of existing underutilised campus facilities, which includes refurbishment of existing teaching and research facilities (to provide fit-for-purpose spaces).
- 7.9 Importantly the proposal will maintain areas of open space and well-established tree plantings along the site's Dovedale Avenue frontage. The new buildings have been orientated to carry on the existing campus buildings orthogonal pattern (north-south and east-west), with the larger buildings pulled back from the required setbacks and maintaining a park like edge at the boundary of the campus
- 7.10 The surrounding area's amenity values and character has been carefully considered in the development of the proposed landscape plan, with the design taking a lead from, and providing an extension to, the existing Dovedale campus landscape treatment as well as largely retaining the mature specimen trees between residences and the campus.
- 7.11 In my opinion the proposal meets the intent of these provisions.
- 7.12 Objective 13.7.2.2 promotes the positive social and economic contributions to Christchurch that tertiary education and research institutions can make.
- 7.13 The proposal will undoubtedly provide significant economic and social outcomes. It addresses two key barriers that are currently preventing productions from coming to Canterbury, being a lack of infrastructure (i.e., purpose-built studios) and appropriate workforce capacity. The

social and economic benefits of enabling production activities include new employment and education opportunities and wider economic benefits in terms of multiplier effects, as discussed in the evidence of Dr Phelps and Ms Letcher.

- 7.14 In my view the proposal accords with the intent of this objective.
- 7.15 In terms of Objective 13.7.2.3 and accompanying Policy 13.7.2.3.1, Mr Klomp took a different view on these provisions to the assessment of those provisions in the Application. The objective seeks to enable tertiary education and research providers some flexibility, and the community some certainty, as to the future use of the site if land or buildings become surplus, while the policy enables land or buildings no longer required for tertiary education and research activity to be developed for other uses where those uses are consistent with the provisions applicable in the surrounding environment.
- 7.16 As I understand Mr Klomp's position, he has assumed the land is surplus and therefore the commercial component of the proposal needs to be consistent with the provisions applicable in the surrounding environment.
- 7.17 Firstly, I do not accept that the land or buildings involved in the proposal are 'surplus' as the objective intends. The University certainly does not consider the land to be surplus. Neither land nor buildings are proposed to be sold to a third party by the University as part of the proposal.
- 7.18 Secondly, while the 'commercial' component is not a core university function, it does form a key part of the proposal (and in fact, is part of University activities, as described in the evidence of Ms Nuthall). Without it, it is unlikely the proposal would have evolved. This is confirmed in the evidence of Dr Phelps. The education and research components of the proposal are core university functions and without those, UC would not be seeking to develop a film studio complex. In other words, there is an inherent link between the two, including the education and research components, and these cannot be separated. In my view the previous provisions of the District Plan I have referred to (Objective 13.7.2.1 and Policy 13.7.2.1.1) have been designed to enable this type of growth and diversity to occur provided the effects

on the amenity values and character of the surrounding environment are minimised.

- 7.19 In my opinion therefore, which I note differs slightly from the assessment in the AEE, the relevance of Objective 13.7.2.3 and Policy 13.7.2.3.1 to this proposal is limited and should not be considered to apply.
- 7.20 I have also given consideration to the residential objectives and policies, as has Mr Klomp, due to the way Rule 13.7.4.1.4 is structured in directing consideration to Rule 14.4.1.4.D1.
- 7.21 The potentially relevant provisions are those associated with non-residential activities. I note that Mr Klomp has addressed other provisions in the Residential Chapter, however that appears to stem from his conclusions on Objective 13.7.2.3 and Policy 13.7.2.3.1.
- 7.22 Looking first at Objective 14.2.6, this refers to residential activities remaining the dominant activity in residential zones (emphasis added). As the proposal site is not a residential zone and is not proposed to be rezoned, I do not consider that this provision is applicable.
- 7.23 Policy 14.2.6.1 relating to residential coherence, character and amenity could be seen as having relevance. In my view there is no change to residential coherence and the character and amenity of the area has been shown to not be overly impacted by the proposal.
- 7.24 The only other policy that could be of relevance is 14.2.6.4 relating to other non-residential activities. However, that policy relates to activities having a strategic or operational need to locate within a residential zone. As with the above objective the proposal site is not a residential zone and therefore, I do not consider the strategic or operational need test is relevant.
- 7.25 I have reached a conclusion that the residential objectives and policies are of limited (if any) relevance to this proposal and as referred to earlier in my evidence, the relevance of Rule 13.7.4.1.4 D2 is merely to establish the status of the activity.

7.26 Overall, I consider the proposal is entirely consistent with the relevant objectives and policy identified above in Chapter 13.

8 **SUBMISSIONS**

8.1 I consider that the matters raised by submitters have either been addressed above or in the evidence of other witnesses on behalf of the University. I do however consider it appropriate to make a more general comment.

8.2 Whilst I accept that residents are naturally concerned about elements of the proposal and the changes to the environment that will occur, I note that the environment in question is not a purely residential one and that UC continues to evolve as its needs and those of its students change. This is anticipated by the District Plan. Further, the now established residential component of this environment has grown with the university/campus, not prior to it. In other words, the University is long established and in the specific context of Dovedale campus, its levels of activity on the site has ebbed and flowed.

8.3 I also note that almost half of the submissions made support the proposal and note the benefits that it will bring.

9 **SECTION 42A REPORT**

9.1 I have already addressed most of the relevant issues raised in the s42A report in the above discussion. There are however some further matters raised by Mr Klomp on which I comment below.

9.2 In paragraphs 12-13, Mr Klomp refers to the provision made in the District Plan for commercial film or video production facilities under the Greater Christchurch Regeneration Act. That provision was made in October 2020, on the basis of the benefits of such facilities for the region and the barrier that a lack of such facilities creates for growth. I understand that the development of the new discipline of Digital Screen Production at the University and the associated development of screen facilities on the Dovedale campus was not identified at the time that the changes to the District Plan under the Regeneration Act were made. However the fact that provision has been made for such facilities confirms the need for (and benefits of) such facilities. Further,

I note that Ms Letcher's evidence is that no other facilities have as yet developed in the South Island, including those enabled in Templeton and Wanaka and that she sees the Digital Screen Campus proposal as not in competition with those proposals.

- 9.3 In paragraph 37, Mr Klomp references off site road works sitting outside the scope of the Application. I agree and note that the Applicant has no ability to offer a condition in relation to such works given it has no rights in respect of the roading corridor.

10 PROPOSED MITIGATION AND CONDITIONS

- 10.1 A number of proposed mitigation measures and conditions were proposed as part of the Application. Mr Klomp has provided a suite of conditions as part of his s42A report which adopts and adds to those. I generally support the conditions and therefore my intention is to only comment of those where I consider refinement is necessary, or where I do not agree.

Traffic Conditions

- 10.2 Both Mr Metherell and I have reviewed the traffic related conditions proposed by Mr Klomp and consider there are some amendments necessary.
- 10.3 Mr Metherell considers condition 6 requires amendment to focus on the quantity of heavy vehicle movements, provide the certainty required and fulfil the purpose of the condition which in this case is to limit the volume of heavy vehicles using the Waimairi Road access.
- 10.4 The amendment which I suggest is as follows:

Heavy vehicle usage of the Waimairi Road access shall be limited to 10 ~~heavy vehicle~~ movements per day and ~~occasional light vehicle movements~~ during production activities.

- 10.5 Condition 27 sets out the proposed content for a (post-construction) Travel Management Plan (TMP). Mr Metherell has noted that the condition includes access requirements that have been duplicated from Conditions 3 and 4. He considers that residual design aspects relating to cycle parking, and design of the Dovedale and Waimairi

Road accesses should be included in separate conditions under the "Traffic" header rather than in the TMP. He also considers that some reference to peak production parking management would be appropriate within the TMP to assist with effective management of the on-site parking resource.

10.6 The revised condition 27 is as follows:

.....

- A) Travel demand management planning and actions to:
- ~~• Encourage staggered arrival times during productions~~
 - Encourage ride sharing to minimise the use of single occupant vehicles parking on or near the site.
 - Encourage use of active and public passenger transport modes during production times.
- B) Parking management plan to identify any parking on-site to be allocated for production users to manage peak production parking demand. The plan shall:
- balance the additional demand for on-site parking with existing use of the parking resource in accordance with the University Parking Plan,
 - seek to minimise peak production impacts on on-street parking where possible, including through flexible use of on-site parking during peak production, and
 - aim to manage supply of on-site parking allocation for peak production so that it does not diminish the opportunities for achieving the low assessed car driver mode share.
- C) Transport routing planning and actions to provide a safe and efficient heavy vehicle access management strategy that responds to the type of vehicle accessing the site, expected timing of movements and transport network conditions, as generally described in the AEE and supporting documents, including
- All heavy vehicles (long truck and trailer heavy vehicles) shall access the site via the Waimairi Road access, for both entry and exit.

- *No left turns from long truck and trailer heavy vehicles exiting the Waimairi Road access shall occur. Signage shall be installed at the Waimairi entrance reminding drivers of this requirement.*
- *~~All heavy vehicles (long truck and trailer heavy vehicles) shall approach the Waimairi Road access from the southbound lane on Waimairi Road using a right hand turn to enter the site.~~*
- *An access strategy during large scale production activity (productions with greater than 150 people planned in the film studio) that recognises the limits in heavy vehicle traffic movements set by Condition 6 and provides for most other external vehicle movements to and from the backlot to be via the Dovedale Avenue access, unless required for secure management of the back lot or use of visitor parking.*
- *~~All other vehicles accessing the site during large scale production activity are to enter the site via the Waimairi Road access.~~*
- *~~All small and light vehicles, including rigid trucks, exit the site during large scale production activity to be via the Dovedale access only~~*
- *An access strategy oOutside of large-scale production, in which the Waimairi Road access is managed so it only accommodates long truck and trailer heavy vehicles, and occasional use by other users. all small and light vehicles shall use the Dovedale access for entry and exit.*

D) Travel management plan monitoring and feedback provisions to enable refinements for future productions on-site.

~~For the proposed new Dovedale access:~~

- ~~The access shall be designed to Council standards. The final design shall be approved by the Council at the building consent stage.~~
- ~~The access design shall incorporate a visually continuous and step free surface so as to provide priority to non vehicle modes, and calm/show vehicles using the access.~~
- ~~The consent holder shall be responsible for providing adequate visibility sightlines at the access, including regular pruning of~~

~~trees; and get Council approval, through the appropriate Council process, to remove carparks to put in place non-parking lines to either side of the access.~~

~~For the proposed new Waimairi access:~~

- ~~• The detailed design of the access shall be submitted to Council at the building consent stage for approval.~~
- ~~• The consent holder shall be responsible for providing adequate visibility sightlines at the access.~~

~~For both accesses:~~

- ~~• Council approval is to be obtained prior to the removal of any kerbside car parks.~~

10.7 Mr Metherell considers the ninth bullet point in condition 27 should be a standalone condition under the Traffic heading being:

20 additional cycling parks shall be provided on the site prior to operation of the Film and Studio facilities.

10.8 In my opinion these changes improve and clarify the conditions around traffic and the TMP.

Landscaping Conditions

10.9 Condition 9 proposes that the existing trees be maintained in perpetuity, however in my view this is unnecessary as condition 11 already achieves the same purpose. For clarity and perhaps to clarify the purpose of the condition, I suggest that condition 9 be deleted and that condition 11 be amended as follows:

All landscaping shown on the Campus Landscape Plan required for this consent shall be maintained. Any dead, diseased, or damaged landscaping shall be replaced by the consent holder within the following planting season (extending from 1 April to 30 September) with trees of similar species to the existing landscaping and capable of achieving a similar height.

Noise Conditions

- 10.10 Both Mr Farren and I have reviewed the noise related conditions proposed by Mr Klomp and recommend that they are amended.
- 10.11 In addition to condition 32, Mr Klomp has recommended a further condition associated with NZS 6803 (condition 33) curtailing all construction work on-site to daytime only including reducing the hours of construction by requiring a later start time of 7.30am.
- 10.12 Mr Farren does not consider it appropriate or necessary to protect residential amenity at night as NZS 6803 inherently ensures construction noise effects are controlled at night by applying stringent noise limits that are in keeping with World Health Organisation noise limits for the protection of sleep, thereby ensuring residential noise amenity is protected. He goes onto provide practical examples of the impact of this proposed condition.
- 10.13 Mr Klomp and Ms van der Erf's reports do not address the reasons for their suggested limits on the hours of construction activities. In my view the surrounding residential area has no special characteristics which might distinguish it from other residential areas that might warrant this restriction. In terms of the proposed 7.30am start time in my experience, having recently had a major construction activity (demolition and then construction of 31 social housing units) constructed in close proximity to my residence (approx. 60m away) under NZS 6803, I did not find a 7am start to be noisy and this included on-street parking by construction staff (which is not proposed at the Digital Screen Campus).
- 10.14 In my opinion proposed condition 33 is unnecessary and should be deleted.
- 10.15 Condition 34 requires all external mechanical plant and equipment to be designed, installed and operated to ensure a noise level of no more than 40 dB L_{Aeq} is received at the boundary. The intent of the condition is to ensure that mechanical plant such as air conditioning, compressors and the like, can operate without exceeding the night-time permitted activity standard.

- 10.16 Mr Farren considers it to be unnecessarily restrictive to apply this condition during the day when the District Plan permitted noise limit is 10 dB higher at 50 dB L_{Aeq} and he notes that his monitoring shows that the ambient noise levels in the area are already above 50 dB L_{Aeq} . He also notes that the District Plan permitted activity daytime and night-time noise limits of 50 and 40 dB L_{Aeq} will apply to “mechanical plant and equipment” operating on site and these are appropriate for the protection of residential amenity.
- 10.17 I agree with Mr Farren that it would be unnecessarily restrictive to apply this condition during the day (requiring all mechanical plant and equipment to not exceed 40 dB L_{Aeq}), when the District Plans permitted noise limit for the activity is 10 dB higher. In my view this condition should also be deleted. If the Commissioner was looking for a belts and braces approach, then the District Plan standards could be included as a condition.
- 10.18 In Appendix 1 to my evidence, I have provided a tracked change set of the proposed conditions based on those of Mr Klomp. A clean set with revised numbering is provided in Appendix 2.

11 CONCLUSION

- 11.1 The University is proposing to redevelop the existing Dovedale campus into a Digital Screen Campus. It will offer new learning opportunities associated with film and media production, game design and development as well as experimental new media and cross reality technologies.
- 11.2 A key aspect of the proposal is the co-location of teaching, research, and commercial activities at the campus, with the University seeking to work alongside key film and production industry partners to provide a range of academic learning and career opportunities for tertiary students. As such, the success of the learning and research-based activities are dependent on the commercial component of the development. There is therefore in my view a high element of uniqueness about this proposal.
- 11.3 In my view the alternative zone provision is purely for the purposes of determining activity status and there is no requirement to meet the

built form standards of the RS zone or to consider the associated objectives and policies.

11.4 I consider the permitted baseline is of relevance to the consideration of this application, and I do not consider there is any persuasive resource management reasons not to apply that baseline. In my opinion, permitted educational and research-based activities are capable of generating similar (and potentially greater) effects associated with people numbers than the proposed development.

11.5 In my opinion the adverse effects of the proposal, including traffic and parking, noise and urban design/visual/landscape effects are within acceptable levels or are able to be mitigated and are overall less than minor.

11.6 I consider the positive effects of the proposal will be significant, in particular in terms of education, research and development, employment, increased students numbers, development of work ready crew for the film industry and the various off-site economic impacts that ensue from such activity. Further, the refurbishment and reuse of a number of existing and currently vacant buildings on the site is a more efficient use of this physical resource and will create vibrancy on the campus.

11.7 I consider the proposal is entirely consistent with the relevant objectives and policy, in particular those in Chapter 13.

11.8 In conclusion while I acknowledge that the built form change and increased activity will be discernible, I do not consider it will adversely affect the surrounding environment. In my view the proposal is able to meet the sustainable management purpose of the RMA.



Dean Chrystal

August 2022

Appendix 1

Tracked Changed Set of Conditions Proposed in S42A Officers Report

1. The development shall proceed in accordance with the information and plans submitted with the application, including the further information/amended plans submitted on 27 April 2022 (ITA addendum and parking assessment) and 8 July 2022 (s92 request for further information response). The Approved Consent Document has been entered into Council records as RMA/2022/517 (385 pages).

Commercial use activity

2. Onsite commercial activity will be limited to Digital Screen Industries, as well as the incubation and acceleration of businesses and partners in those same industries. Digital screen industries are the combination of the inception, prototyping, production, distribution and exhibition of film, television, games, online and digital content, including interactive apps, digital media (and potential physical hybrids), and ancillary activities that support these industries.

Examples include:

- Cinema, film production, streaming, broadcasting and media industries, virtual reality, video and gaming industry.

Traffic

3. Access Closures on Dovedale Avenue and Street Parking:
 - a. That the vehicle access entrances identified in drawing number 310204072-01-001-C600- FIG 4, as appended in the 220707 RRI Transport Response, and detailed as Western Crossing 3 & 4 in Figure 3 of that document, are permanently closed; and
 - b. That Western Crossing 3 reinstates continuous cycleway, full kerb, and that, subject to Christchurch City Council processes and approvals, mark eight on-street angle parking spaces each at approximately 2.9m widths; and
 - c. That Western Crossing 4 is reinstated with full kerb and that, subject to Christchurch City Council processes and approvals, mark four on-street angle parking spaces each at approximately 3.0m widths.
4. Access Design - Pedestrian and Cycle Safety:
 - a. That the new vehicle entrance way, shown in Figure 3 in the 220707 RFI Transport Response as access 2, is constructed in accordance with Design Plan 310204072-01-001-C600-FIG 1; and
 - b. That the existing vehicle entrance way, shown in Figure 3 in the 220707 RFI Transport Response as access 1, is re-designed in accordance with Design Plan 310204072-01-001- C600-FIG 2.

[New condition]:

20 additional cycling parks shall be provided on the site prior to operation of the Film and Studio facilities.

5. The detailed design of the proposed Waimairi Road and Dovedale Avenue accesses/vehicle crossings shall be sent to Council (via email to rcmon@ccc.govt.nz, attention: Manager Resource Consents) for acceptance. They shall be designed to maintain pedestrian priority over the access (ie. take the form of pedestrian crossover).

Note: These may also require separate Council approval.

6. Heavy vehicle usage of the Waimairi Road access shall be limited to 10 heavy vehicle movements per day and occasional light vehicle movements during production activities.
7. During production activities the Travel Management Plan (TrvMP) referred to in Condition 27 below shall be implemented. This shall manage vehicle routing and timing of arrivals and departures of heavy vehicles.

Landscaping

8. The proposed landscaping shall be established in accordance with the Campus Landscape Plan (prepared by Rough Milne and Mitchell Landscape Architects, Drawing No. 1.0, Revision B, dated 25 March 2022) labelled RMA/2022/517 Page 385 of the Approved Consent Document.
- ~~9. The existing trees (to be retained) shown on the Campus Landscape Plan referred to in Condition 8 above shall be maintained in perpetuity.~~
10. The proposed landscaping shall be established on site within the first planting season (extending from 1 April to 30 September) following the final, passed building inspection.
11. All landscaping shown on the Campus Landscape Plan required for this consent shall be maintained. Any dead, diseased, or damaged landscaping shall be replaced by the consent holder within the following planting season (extending from 1 April to 30 September) with trees of similar species to the existing landscaping and capable of achieving a similar height.

Trees

12. All works shall be undertaken in accordance with the recommendations in the arboricultural report submitted with the application (prepared by Ruben Hull from The Tree People - Four Seasons Tree Care, dated January 2021).

Earthworks and construction activity

13. All earthworks shall be carried out in accordance with a site specific Erosion and Sediment Control Plan (ESCP), prepared by a suitably qualified and experienced professional, which follows the best practice principles, techniques, inspections and monitoring for erosion and sediment control contained in Environment Canterbury's Erosion and Sediment Control Toolbox for Canterbury <http://esccanterbury.co.nz/>. The ESCP must be held on site at all times and made available to the Council on request.

14. The consent holder must notify Christchurch City Council no less than three working days prior to works commencing, (via email to rcmon@ccc.govt.nz) of the earthworks start date and the name and contact details of the site supervisor. The consent holder shall at this time also provide confirmation of the installation of ESCP measures as per the plan referred to in Condition 13 above.
15. Run-off must be controlled to prevent muddy water flowing, or earth slipping, onto neighbouring properties, legal road (including kerb and channel), or into a river, stream, drain or wetland. Sediment, earth or debris must not fall or collect on land beyond the site or enter Council's Stormwater system. All muddy water must be treated, using at a minimum the erosion and sediment control measures detailed in the site specific ESCP, prior to discharge to the Council's stormwater system.

Note: for the purpose of this condition muddy water is defined as water with a total suspended solid (TSS) content greater than 50mg/L.

16. No earthworks shall commence until the ESCP has been implemented on site. The ESCP measures shall be maintained over the period of the construction phase, until the site is stabilised (i.e., no longer producing dust or water-borne sediment). The ESCP shall be improved if initial and/or standard measures are found to be inadequate. All disturbed surfaces shall be adequately topsoiled **and** vegetated or otherwise stabilised as soon as possible to limit sediment mobilisation.
17. Dust emissions shall be appropriately managed within the boundary of the property in compliance with the *Regional Air Plan*. Dust mitigation measures such as water carts, sprinklers or polymers shall be used on any exposed areas. The roads to and from the site, and the site entrance and exit, must remain tidy and free of dust and dirt at all times.
18. All loading and unloading of trucks with excavation or fill material is to be carried out within the application site. Any stockpiles shall be placed as far as practicable from internal boundaries adjoining residential properties.
19. Any surplus or unsuitable material from the project works shall be removed from site and disposed at a facility authorised to receive such material.
20. Any public road, shared access, footpath, landscaped area or service structure that has been damaged, by the persons involved with the development or vehicles and machinery used in relation to the works under this consent, shall be reinstated as specified in the [Construction Standard Specifications](#) (CSS) at the expense of the consent holder and to the satisfaction of the Council.
21. All bared surfaces shall be adequately top-soiled and stabilised as soon as possible to limit sediment mobilisation. Stabilisation shall be undertaken by providing adequate measures (vegetative and/or structural and which may include tillage, hydro-seeding, re-vegetating and mulching or other appropriate method).

22. Should the consent holder cease, abandon work on site, stop the works for a period longer than 14 consecutive days, or be required to allow time gaps in accordance with the proposed timeline, it shall first take adequate preventive and remedial measures to control sediment discharge, and shall ensure that any commenced earthworks are finished in respect to what has commenced for a specific localised area. These measures shall be maintained thereafter until the completion of the works, and site soils being reinstated to an erosion-free state.
23. If temporary stockpiling of fill on the site is required then adequate (specific) dust control measures must be in place at all times so as to minimise the nuisance to neighbouring properties to avoid the dispersion of dust. The proposed stockpiles must be kept moist at all times during excavation.
24. Excavation and filling shall not affect the stability of the ground or fences of neighbouring properties.
25. The footpaths and roads to and from the site are to remain clean of debris and tracked material at all times. Footpaths and roads shall be regularly checked and swept as necessary.

Management plans

26. (Temporary) Traffic Management Plan

All works on site shall be subject to a Traffic Management Plan (TMP) which must be prepared by a suitably qualified person and submitted for acceptance prior to the commencement of earthworks. No works are to commence until the TMP has been accepted and installed.

The TMP shall identify the nature and extent of temporary traffic management and how all road users will be managed by the use of temporary traffic management measures. It shall also identify the provision of on-site parking for construction staff. Activities on any public road should be planned so as to cause as little disruption, peak traffic safety delay or inconvenience to road users as possible without compromising safety. The TMP must comply with the Waka Kotahi NZTA Code of Practice for Temporary Traffic Management (CoPTTM) and the relevant Road Controlling Authority's Local Operating Procedures.

The TMP shall be submitted to the relevant Road Controlling Authority through the web portal www.myworksites.co.nz). To submit a TMP a Corridor Access Request (CAR) must also be submitted. A copy of the accepted TMP and CAR shall be supplied to the Council's resource consent monitoring team (via email to rcmon@ccc.govt.nz) at least 3 working days prior to the commencement of works under this consent.

Note: Please refer to <https://ccc.govt.nz/transport/legal-road/traffic-management-news-and-information> for more information.

27. (Post-construction) Travel Management Plan:

A Travel Management Plan (TrvMP) prepared by a suitably qualified and experienced traffic expert shall be submitted to the Council (via email to rcmon@ccc.govt.nz, attention: Manager Resource Consents) for acceptance. This shall be made available to all users of the new Film and Studio Facilities (those that are located on the Dovedale Field site). The TrvMP shall cover, but not be limited to, the following:

- A) Travel demand management planning and actions to:
- ~~a.—Encourage staggered arrival times during productions.~~
 - Encourage ride sharing to minimise the use of single occupant vehicles parking on or near the site.
 - Encourage use of active and public transport passenger transport during production times.
- B) Parking management plan to identify any parking on-site to be allocated for production users to manage peak production parking demand. The plan shall:
- Balance the additional demand for on-site parking with existing use of the parking resource in accordance with the University Parking Plan,
 - Seek to minimise peak production impacts on on-street parking where possible, including through flexible use of on-site parking during peak production, and
 - Aim to manage supply of on-site parking allocation for peak production so that it does not diminish the opportunities for achieving the low assessed car driver mode share.
- C) Transport routing planning and actions to provide a safe and efficient heavy vehicle access management strategy that responds to the type of vehicle accessing the site, expected timing of movements and transport network conditions, as generally described in the AEE and supporting documents, including:
- All heavy vehicles (long truck and trailer heavy vehicles) shall access the site via the Waimairi Road access, for both entry and exit.
 - No left turns from long truck and trailer heavy vehicles exiting the Waimairi Road access shall occur. Signage shall be installed at the Waimairi entrance reminding drivers of this requirement.
 - ~~• All heavy vehicles (long truck and trailer heavy vehicles) shall approach the Waimairi Road access from the southbound lane on Waimairi Road using a right hand turn to enter the site.~~
 - An access strategy during large scale production activity (productions with greater than 150 people planned in the film studio) that recognises the limits in heavy vehicle traffic movements set by Condition 6 and provides for most other external vehicle movements to and from the backlot to be via the Dovedale Avenue access, unless required for secure management of the back lot or use of visitor parking.

- ~~All vehicles accessing the site during large scale production activity are to enter the site via the Waimairi Road access.~~
- ~~All small and light vehicles, including rigid trucks, exit the site during large scale production activity via the Dovedale access only.~~
- An access strategy outside ~~Outside~~ of large-scale production, in which the Waimairi Road access is managed so it only accommodates long truck and trailer heavy vehicles, and occasional use by other users. ~~shall use the Dovedale access for entry and exit.~~
- ~~20 additional cycling parks shall be provided on the site prior to operation of the Film and Studio facilities.~~

D) Travel management plan monitoring and feedback provisions to enable refinements for future productions on-site.

~~For the proposed new Dovedale access:~~

- ~~The access shall be designed to Council standards. The final design shall be approved by the Council at the building consent stage.~~
- ~~The access design shall incorporate a visually continuous and step-free surface so as to provide priority to non-vehicle modes, and calm/show vehicles using the access.~~
- ~~The consent holder shall be responsible for providing adequate visibility sightlines at the access, including regular pruning of trees; and get Council approval, through the appropriate Council process, to remove carparks to put in place non-parking lines to either side of the access.~~

~~For the proposed new Waimairi access:~~

- ~~The detailed design of the access shall be submitted to Council at the building consent stage for approval.~~
- ~~The consent holder shall be responsible for providing adequate visibility sightlines at the access.~~

~~For both accesses:~~

- ~~Council approval is to be obtained prior to the removal of any kerbside car parks.~~

28. All proposed works shall be carried out in accordance with an approved Construction Management Plan (CMP). The purpose of the CMP is to ensure that any potential effects arising from construction activities on the site are effectively managed. The CMP shall be prepared by a suitably qualified and experienced practitioner.

The CMP shall include, but not be limited to, the following:

- a. Site description, topography, vegetation, soils and other reference information;
- b. Details of proposed works;
- c. Roles and responsibilities, including contact details for the site manager appointed by the Consent Holder;
- d. Site establishment;
- e. Timing of works (including any staging required);
- f. An Erosion and Sediment Control Plan (ESCP), including drawings, specifications and locations of mitigation measures as necessary;
- g. Construction noise management measures;

- h. Site access and traffic management measures;
- i. Storage of fuel and/or lubricants and any handling procedures;
- j. Contingency plans (including use of spill kits);
- k. Protocols for the discovery of archaeological material;
- l. Construction traffic management measures, including measures to be adopted in accordance with the NZTA Code of Practice for Temporary Traffic Management;
- m. On-site parking areas for construction staff;
- n. Measures for identification and remediation of contaminated soil; and
- o. Environmental compliance monitoring and reporting.

The consent holder shall submit this CMP to Council (via email to rcmon@ccc.govt.nz, attention: Manager Resource Consents) for certification at least 10 working days prior to commencement of construction work associated with this consent. Once certified, the CMP will thereafter form part of the Approved Consent Document referred to in Condition 1 above.

- 29. The CMP may be amended at any time by the Consent Holder. Any amendments to the CMP shall be submitted by the Consent Holder to the Council (via email to rcmon@ccc.govt.nz, attention: Manager Resource Consents) for certification. Any amendments to the CMP shall be:
 - a. For the purposes of improving the measures outlined in the CMP (see Condition 28 above); and
 - b. Consistent with the conditions of this resource consent.

Water supply for fire fighting

- 30. Before a building consent is issued Council's Water Services Team must be satisfied that provision for sufficient water supply and access to water supplies for firefighting will be made available to all buildings via Council's urban reticulated system in accordance with the New Zealand Fire Service Firefighting Water Supplies Code of Practice (SNZ PAS: 4509:2008), as required by Rule 13.7.4.2.8 (Water supply for fire fighting) as it is written at the time a decision is made on this application.

Note: Any related queries should be directed to Will Rowson, Team Leader Water Services at Council, in the first instance (Will.Rowson@ccc.govt.nz).

Stormwater

- 31. Before a building consent is issued authorisation from Council's Three Waters and Waste Unit must be sought to:
 - a. Discharge stormwater from the site into and/or connect to the Council's stormwater network. In order to obtain approval, the consent holder must submit detailed design solutions for stormwater management at the site (storage and treatment); and
 - b. Undertake any realignment work to the Council's stormwater pipeline (1350mm diameter main) which intersects the site.

Noise

32. All construction work (including any demolition and/or site preparation works) shall be designed, managed and conducted to ensure that construction noise complies with the requirements of NZS 6803:1999 Acoustics - Construction Noise for residential (see applicable Table on Page 11 of this standard).
- ~~33. No earthwork activity or construction work, other than maintenance of dust and erosion and sediment control measures, shall be undertaken on Sundays, Public Holidays or outside the hours of 7.30am to 6.00pm Monday to Saturday, without the Council's prior consent.~~
- ~~34. All external mechanical plant and equipment shall be designed, installed and operated in order to ensure that the noise levels received at the boundary of any adjacent property do not exceed 40 dB LAeq.~~
35. A Noise Management Plan (NMP) shall be developed for the site that considers day-to-day operational noise emissions to the residential site boundary. As a minimum, the NMP shall describe:
- a. The types of activities (as broad categories) that may occur on site, including:
 - i. Vehicle traffic
 - ii. Design of mechanical plant such as HVAC systems
 - iii. Design of noise sensitive or noise producing buildings
 - iv. Backlot activities, including the positioning of auxiliary power units and other mechanical equipment
 - v. Construction noise from within the Mill Building
 - vi. Collection of waste and recycling
 - vii. Night-time operations
 - viii. Responsible persons and their contact details
 - ix. Performance standards to be achieved
 - x. Mitigation & management measures appropriate to each category of activity above
 - xi. Communication and consultation with affected neighbours
 - xii. Complaints response procedure

Outdoor lighting

36. A detailed lighting strategy prepared by a qualified lighting designer shall be submitted to the Council (via email to rcmon@ccc.govt.nz, attention: Manager Resource Consents) for acceptance prior to construction commencing onsite. This shall demonstrate compliance with Rules 6.3.4.1 P1 (Control of glare) and 6.3.5.1 P1 (Control of light spill) in the Christchurch District Plan as they are written at the time a decision is made on this application.

Appendix 2
Clean Set of Conditions

1. The development shall proceed in accordance with the information and plans submitted with the application, including the further information/amended plans submitted on 27 April 2022 (ITA addendum and parking assessment) and 8 July 2022 (s92 request for further information response). The Approved Consent Document has been entered into Council records as RMA/2022/517 (385 pages).

Commercial use activity

2. Onsite commercial activity will be limited to Digital Screen Industries, as well as the incubation and acceleration of businesses and partners in those same industries. Digital screen industries are the combination of the inception, prototyping, production, distribution and exhibition of film, television, games, online and digital content, including interactive apps, digital media (and potential physical hybrids), and ancillary activities that support these industries.

Examples include:

- Cinema, film production, streaming, broadcasting and media industries, virtual reality, video and gaming industry.

Traffic

3. Access Closures on Dovedale Avenue and Street Parking:
 - a. That the vehicle access entrances identified in drawing number 310204072-01-001-C600- FIG 4, as appended in the 220707 RRI Transport Response, and detailed as Western Crossing 3 & 4 in Figure 3 of that document, are permanently closed; and
 - b. That Western Crossing 3 reinstates continuous cycleway, full kerb, and that, subject to Christchurch City Council processes and approvals, mark eight on-street angle parking spaces each at approximately 2.9m widths; and
 - c. That Western Crossing 4 is reinstated with full kerb and that, subject to Christchurch City Council processes and approvals, mark four on-street angle parking spaces each at approximately 3.0m widths.
4. Access Design - Pedestrian and Cycle Safety:
 - a. That the new vehicle entrance way, shown in Figure 3 in the 220707 RFI Transport Response as access 2, is constructed in accordance with Design Plan 310204072-01-001-C600-FIG 1; and
 - b. That the existing vehicle entrance way, shown in Figure 3 in the 220707 RFI Transport Response as access 1, is re-designed in accordance with Design Plan 310204072-01-001- C600-FIG 2.

5. 20 additional cycling parks shall be provided on the site prior to operation of the Film and Studio facilities.
6. The detailed design of the proposed Waimairi Road and Dovedale Avenue accesses/vehicle crossings shall be sent to Council (via email to rcmon@ccc.govt.nz, attention: Manager Resource Consents) for acceptance. They shall be designed to maintain pedestrian priority over the access (ie. take the form of pedestrian crossover).

Note: These may also require separate Council approval.

7. Heavy vehicle usage of the Waimairi Road access shall be limited to 10 heavy vehicle movements per day and occasional light vehicle movements during production activities.
8. During production activities the Travel Management Plan (TrvMP) referred to in Condition 27 below shall be implemented. This shall manage vehicle routing and timing of arrivals and departures of heavy vehicles.

Landscaping

9. The proposed landscaping shall be established in accordance with the Campus Landscape Plan (prepared by Rough Milne and Mitchell Landscape Architects, Drawing No. 1.0, Revision B, dated 25 March 2022) labelled RMA/2022/517 Page 385 of the Approved Consent Document.
10. The proposed landscaping shall be established on site within the first planting season (extending from 1 April to 30 September) following the final, passed building inspection.
11. All landscaping shown on the Campus Landscape Plan required for this consent shall be maintained. Any dead, diseased, or damaged landscaping shall be replaced by the consent holder within the following planting season (extending from 1 April to 30 September) with trees of similar species to the existing landscaping and capable of achieving a similar height.

Trees

12. All works shall be undertaken in accordance with the recommendations in the arboricultural report submitted with the application (prepared by Ruben Hull from The Tree People - Four Seasons Tree Care, dated January 2021).

Earthworks and construction activity

13. All earthworks shall be carried out in accordance with a site specific Erosion and Sediment Control Plan (ESCP), prepared by a suitably qualified and experienced professional, which follows the best practice principles, techniques, inspections and monitoring for erosion and sediment control contained in Environment Canterbury's Erosion and Sediment Control Toolbox for Canterbury <http://escscanterbury.co.nz/>. The ESCP must be held on site at all times and made available to the Council on request.

14. The consent holder must notify Christchurch City Council no less than three working days prior to works commencing, (via email to rcmon@ccc.govt.nz) of the earthworks start date and the name and contact details of the site supervisor. The consent holder shall at this time also provide confirmation of the installation of ESCP measures as per the plan referred to in Condition 13 above.
15. Run-off must be controlled to prevent muddy water flowing, or earth slipping, onto neighbouring properties, legal road (including kerb and channel), or into a river, stream, drain or wetland. Sediment, earth or debris must not fall or collect on land beyond the site or enter Council's Stormwater system. All muddy water must be treated, using at a minimum the erosion and sediment control measures detailed in the site specific ESCP, prior to discharge to the Council's stormwater system.

Note: for the purpose of this condition muddy water is defined as water with a total suspended solid (TSS) content greater than 50mg/L.

16. No earthworks shall commence until the ESCP has been implemented on site. The ESCP measures shall be maintained over the period of the construction phase, until the site is stabilised (i.e., no longer producing dust or water-borne sediment). The ESCP shall be improved if initial and/or standard measures are found to be inadequate. All disturbed surfaces shall be adequately topsoiled **and** vegetated or otherwise stabilised as soon as possible to limit sediment mobilisation.
17. Dust emissions shall be appropriately managed within the boundary of the property in compliance with the *Regional Air Plan*. Dust mitigation measures such as water carts, sprinklers or polymers shall be used on any exposed areas. The roads to and from the site, and the site entrance and exit, must remain tidy and free of dust and dirt at all times.
18. All loading and unloading of trucks with excavation or fill material is to be carried out within the application site. Any stockpiles shall be placed as far as practicable from internal boundaries adjoining residential properties.
19. Any surplus or unsuitable material from the project works shall be removed from site and disposed at a facility authorised to receive such material.
20. Any public road, shared access, footpath, landscaped area or service structure that has been damaged, by the persons involved with the development or vehicles and machinery used in relation to the works under this consent, shall be reinstated as specified in the [Construction Standard Specifications](#) (CSS) at the expense of the consent holder and to the satisfaction of the Council.
21. All bared surfaces shall be adequately top-soiled and stabilised as soon as possible to limit sediment mobilisation. Stabilisation shall be undertaken by providing adequate measures (vegetative and/or structural and which may include tillage, hydro-seeding, re-vegetating and mulching or other appropriate method).

22. Should the consent holder cease, abandon work on site, stop the works for a period longer than 14 consecutive days, or be required to allow time gaps in accordance with the proposed timeline, it shall first take adequate preventive and remedial measures to control sediment discharge, and shall ensure that any commenced earthworks are finished in respect to what has commenced for a specific localised area. These measures shall be maintained thereafter until the completion of the works, and site soils being reinstated to an erosion- free state.
23. If temporary stockpiling of fill on the site is required then adequate (specific) dust control measures must be in place at all times so as to minimise the nuisance to neighbouring properties to avoid the dispersion of dust. The proposed stockpiles must be kept moist at all times during excavation.
24. Excavation and filling shall not affect the stability of the ground or fences of neighbouring properties.
25. The footpaths and roads to and from the site are to remain clean of debris and tracked material at all times. Footpaths and roads shall be regularly checked and swept as necessary.

Management plans

26. (Temporary) Traffic Management Plan

All works on site shall be subject to a Traffic Management Plan (TMP) which must be prepared by a suitably qualified person and submitted for acceptance prior to the commencement of earthworks. No works are to commence until the TMP has been accepted and installed.

The TMP shall identify the nature and extent of temporary traffic management and how all road users will be managed by the use of temporary traffic management measures. It shall also identify the provision of on-site parking for construction staff. Activities on any public road should be planned so as to cause as little disruption, peak traffic safety delay or inconvenience to road users as possible without compromising safety. The TMP must comply with the Waka Kotahi NZTA Code of Practice for Temporary Traffic Management (CoPTTM) and the relevant Road Controlling Authority's Local Operating Procedures.

The TMP shall be submitted to the relevant Road Controlling Authority through the web portal www.myworksites.co.nz. To submit a TMP a Corridor Access Request (CAR) must also be submitted. A copy of the accepted TMP and CAR shall be supplied to the Council's resource consent monitoring team (via email to rcmon@ccc.govt.nz) at least 3 working days prior to the commencement of works under this consent.

Note: Please refer to <https://ccc.govt.nz/transport/legal-road/traffic-management-news-and-information> for more information.

27. (Post-construction) Travel Management Plan:

A Travel Management Plan (TrvMP) prepared by a suitably qualified and experienced traffic expert shall be submitted to the Council (via email to rcmon@ccc.govt.nz, attention: Manager Resource Consents) for acceptance. This shall be made available to all users of the new Film and Studio Facilities (those that are located on the Dovedale Field site). The TrvMP shall cover, but not be limited to, the following:

- A) Travel demand management planning and actions to:
- Encourage ride sharing to minimise the use of single occupant vehicles parking on or near the site.
 - Encourage use of active and public transport ~~passenger~~ transport during production times.
- B) Parking management plan to identify any parking on-site to be allocated for production users to manage peak production parking demand. The plan shall:
- balance the additional demand for on-site parking with existing use of the parking resource in accordance with the University Parking Plan,
 - seek to minimise peak production impacts on on-street parking where possible, including through flexible use of on-site parking during peak production, and
 - aim to manage supply of on-site parking allocation for peak production so that it does not diminish the opportunities for achieving the low assessed car driver mode share.
- C) Transport routing planning and actions to provide a safe and efficient heavy vehicle access management strategy that responds to the type of vehicle accessing the site, expected timing of movements and transport network conditions, as generally described in the AEE and supporting documents, including:
- All long truck and trailer heavy vehicle shall access the site via the Waimairi Road access, for both entry and exit.
 - No left turns from long truck and trailer heavy vehicles exiting the Waimairi Road access shall occur. Signage shall be installed at the Waimairi entrance reminding drivers of this requirement.
 - An access strategy during large scale production activity (productions with greater than 150 people planned in the film studio) that recognises the limits in heavy vehicle traffic movements set by Condition 6 and provides for most other external vehicle movements to and from the backlot to be via the Dovedale Avenue access, unless required for secure management of the back lot or use of visitor parking.
- D) Travel management plan monitoring and feedback provisions to enable refinements for future productions on-site.

28. All proposed works shall be carried out in accordance with an approved Construction Management Plan (CMP). The purpose of the CMP is to ensure that

any potential effects arising from construction activities on the site are effectively managed. The CMP shall be prepared by a suitably qualified and experienced practitioner.

The CMP shall include, but not be limited to, the following:

- a. Site description, topography, vegetation, soils and other reference information;
- b. Details of proposed works;
- c. Roles and responsibilities, including contact details for the site manager appointed by the Consent Holder;
- d. Site establishment;
- e. Timing of works (including any staging required);
- f. An Erosion and Sediment Control Plan (ESCP), including drawings, specifications and locations of mitigation measures as necessary;
- g. Construction noise management measures;
- h. Site access and traffic management measures;
- i. Storage of fuel and/or lubricants and any handling procedures;
- j. Contingency plans (including use of spill kits);
- k. Protocols for the discovery of archaeological material;
- l. Construction traffic management measures, including measures to be adopted in accordance with the NZTA Code of Practice for Temporary Traffic Management;
- m. On-site parking areas for construction staff;
- n. Measures for identification and remediation of contaminated soil; and
- o. Environmental compliance monitoring and reporting.

The consent holder shall submit this CMP to Council (via email to rcmon@ccc.govt.nz, attention: Manager Resource Consents) for certification at least 10 working days prior to commencement of construction work associated with this consent. Once certified, the CMP will thereafter form part of the Approved Consent Document referred to in Condition 1 above.

29. The CMP may be amended at any time by the Consent Holder. Any amendments to the CMP shall be submitted by the Consent Holder to the Council (via email to rcmon@ccc.govt.nz, attention: Manager Resource Consents) for certification. Any amendments to the CMP shall be:
 - a. For the purposes of improving the measures outlined in the CMP (see Condition 28 above); and
 - b. Consistent with the conditions of this resource consent.

Water supply for fire fighting

30. Before a building consent is issued Council's Water Services Team must be satisfied that provision for sufficient water supply and access to water supplies for firefighting will be made available to all buildings via Council's urban reticulated system in accordance with the New Zealand Fire Service Firefighting Water Supplies Code of Practice (SNZ PAS: 4509:2008), as required by Rule 13.7.4.2.8 (Water supply for fire fighting) as it is written at the time a decision is made on this application.

Note: Any related queries should be directed to Will Rowson, Team Leader Water Services at Council, in the first instance (Will.Rowson@ccc.govt.nz).

Stormwater

31. Before a building consent is issued authorisation from Council's Three Waters and Waste Unit must be sought to:
 - a. Discharge stormwater from the site into and/or connect to the Council's stormwater network. In order to obtain approval, the consent holder must submit detailed design solutions for stormwater management at the site (storage and treatment); and
 - b. Undertake any realignment work to the Council's stormwater pipeline (1350mm diameter main) which intersects the site.

Noise

32. All construction work (including any demolition and/or site preparation works) shall be designed, managed and conducted to ensure that construction noise complies with the requirements of NZS 6803:1999 Acoustics - Construction Noise for residential (see applicable Table on Page 11 of this standard).
33. A Noise Management Plan (NMP) shall be developed for the site that considers day-to-day operational noise emissions to the residential site boundary. As a minimum, the NMP shall describe:
 - a. The types of activities (as broad categories) that may occur on site, including:
 - i. Vehicle traffic
 - ii. Design of mechanical plant such as HVAC systems
 - iii. Design of noise sensitive or noise producing buildings
 - iv. Backlot activities, including the positioning of auxiliary power units and other mechanical equipment
 - v. Construction noise from within the Mill Building
 - vi. Collection of waste and recycling
 - vii. Night-time operations
 - viii. Responsible persons and their contact details
 - ix. Performance standards to be achieved

- x. Mitigation & management measures appropriate to each category of activity above
- xi. Communication and consultation with affected neighbours
- xii. Complaints response procedure

Outdoor lighting

34. A detailed lighting strategy prepared by a qualified lighting designer shall be submitted to the Council (via email to rcmon@ccc.govt.nz, attention: Manager Resource Consents) for acceptance prior to construction commencing onsite. This shall demonstrate compliance with Rules 6.3.4.1 P1 (Control of glare) and 6.3.5.1 P1 (Control of light spill) in the Christchurch District Plan as they are written at the time a decision is made on this application.