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Planning. Traffic. Development.

Integrated Transport Assessment

prepared for

BEVERLEY LOADER

[redacted]

07 October 2024

Integrated Transport Assessment

prepared for:

BEVERLEY LOADER

[redacted]

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Introduction

1. Beverley Loader has commissioned Novo Group to prepare an Integrated Transport Assessment (ITA) to support a consent variation for Melody Hall at 240 Taramakau Highway (State Highway 6), Kumara Junction.

2. This report provides an assessment of the transport aspects of the proposed consent variation. It also describes the transport environment in the vicinity of the site, the transport related components of the proposal, and identifies compliance issues with the transport provisions in the District Plan. It has been prepared broadly in accordance with the Integrated Transportation Assessment Guidelines specified in New Zealand Transport Agency Research report 422, November 2010.

3. The original resource consent (RC220119) was granted for the construction of an oversized non-farming building (Melody Hall) and utilisation of a section of road reserve for parking within the *Rural Zone*. This consent has the following transport related conditions:

    - No more than 16 vehicles parked on the site at any one time.
    - Five community events per calendar year.
    - No commercial activity and no staff.
    - Events required to finish no later than 00:00 (midnight).

4. The Applicant wishes to vary these conditions as follows to provide more flexibility in use of the Hall (refer to **Appendix 1** for more detail):

    - Increase operation to four days a week and public holidays, where not restricted by alternative national requirements.
    - Increase operation time to 03:00 on Fridays and Saturdays.
    - Increase the number of parking spaces on-site to 38 (22 space increase).
    - Allow some commercial activities (e.g., weddings).

5. The site takes access from Greymouth Kumara Tramway, rather than Taramakau Highway. The parking demand is limited to 38 vehicles at any one time and no spillover parking is allowed.

6. The site location is illustrated in **Figure 1** and a copy of the proposed site layout is contained in **Appendix 1**.

Figure 1. Locality of the site (West Coast Maps).

Existing Transport Environment

Existing Road Network

Greymouth Kumara Tramway and Taramakau Highway

7. The key characteristics of Greymouth Kumara Tramway and Taramakau Highway (State Highway 6) are summarised in **Table 1**.

Table 1. Summary of Greymouth-Kumara Tramway and Taramakau Highway road characteristics.

Key Feature	Greymouth-Kumara Tramway	Taramakau Highway (State Highway 6)
Road Classification	Local Road	State Highway
Cross-Section Description	6.3m wide carriageway	6.8m wide carriageway and 0.5m wide sealed shoulders on both sides
Traffic Volumes (veh/d)	50 (Mobile Road, 2023)	4,232 (NZTA, 2022)
Speed (km/h)	100	100
Pedestrian and Cycling Infrastructure	None available	Shared-use path from Greymouth-Kumara Tramway north.
Public Transport	None available	None available

Greymouth Kumara Tramway/Taramakau Highway Intersection

8. The intersection of Greymouth Kumara Tramway and Taramakau Highway is a give-way controlled T-intersection, as shown in **Figure 2**. There has been localised shoulder widening on both sides of Taramakau Highway, to accommodate turning movements into Greymouth-Kumara Tramway.

Figure 2. Layout of the Greymouth Kumara Tramway/Taramakau Highway intersection (West Coast Maps).

Crash History

9. The New Zealand Transport Agency's *Crash Analysis System* (CAS) has been reviewed to identify crashes which have occurred at the Greymouth-Kumara Tramway/Taramakau Highway intersection, as shown in **Figure 3**. This review has been completed for the most recent five-year period (01/06/2019–01/06/2024).

Figure 3. CAS search area and location of crashes (CAS).

10. In total, two crashes have occurred within the search area. The crashes are summarised as:

    - A minor injury crash where a car on Taramakau Highway hit the rear of a car turning right. The following vehicle did not notice the vehicle turning right and the driver was suspected to be impaired by drugs.
    - A minor injury crash where a motorcycle overtaking on Taramakau Highway hit a vehicle turning right.

11. Overall, this crash data does not suggest any inherent safety issues at the Greymouth-Kumara Tramway/State Highway 6 intersection.

Consented Development

12. The original consent for Melody Hall (RC220119) included the following conditions which are relevant to transport:

    - The building shall not be utilised for Commercial Activity and no staff shall be employed to support any activities occurring at the premises for the duration of the activity.
    - The building may be utilised for a maximum of five community events per calendar year.
    - There shall be no more than 16 vehicles parked on the site at any one time.
    - All events shall be required to finish no later than 00:00 (midnight).

13. It is noted that there were no conditions relating to occupancy of Melody Hall; however, this is limited to 200 people by the Building Consent (BC230002).

14. The restriction placed on parking numbers suggest that traffic generation is limited to 32 vehicles movements per event; however, it is anticipated that there would be additional traffic movements associated with the set-up/pack-down of the community event. It is anticipated that this would result in no more than 20 additional vehicle trips; therefore, the consent is considered to have catered for approximately 52 vehicle movements per day.

Proposed Development

15. It is proposed to vary the consent conditions for Melody Hall as indicated in **Appendix 1**. The Hall will operate four days a week (Thursday-Sunday, and public holidays) and no off-site parking is proposed.

Trip Generation

Traffic Generation & Parking

Activities

16. The varied conditions seek to establish Melody Hall's use for commercial activities (e.g., weddings). Therefore, the activities Melody Hall will service are community events, gatherings, and weddings.

17. It is noted that traffic generation associated with the proposed activities at Melody Hall is ultimately dependent on the number of guests driving to the site and is restricted by the 38 parking spaces proposed.

Weddings & Events

18. Novo Group is aware of survey data for the Lansdowne Function Centre in Tai Tapu (collected in relation to a proposal to establish a new function centre at 122 Old Tai Tapu Road in December 2007). This data indicated an average function size of 72 people and an average passenger per vehicle ratio of five people. This ratio is high due to the large number of guests arriving and departing using modes other than private vehicles (e.g., charted coaches, etc.), as the site has vehicle parking for larger vehicles.

19. In addition, Novo Group is aware of parking survey data from the Skydale Function Centre in Harewood, Christchurch. This was undertaken between December 2011 and January 2012 and included six weddings and one corporate function[1]. The data indicated:

- A range of 2.97 to 4.57 people per vehicle; and
- an average of 3.28 people per vehicle.

20. The higher end of the car occupancy data suggests that a coach or minibus would have been used for larger scale events, which is not unreasonable. This may have also accounted for taxi use, which is likely to be less prevalent at Melody Hall.

21. Given the above data is from an urban events centre and a rural events centre with coach parking, a lower car occupancy of approximately 3.0 people per car for guests and single occupant car travel for staff has been adopted for events at Melody Hall.

22. The site occupancy of Melody Hall is constrained by the number of parking spaces available at the facility, noting there is no overflow parking area, and no spillover parking is allowed on Greymouth Kumara Tramway. As such, three event size scenarios have been considered to determine the number of occupants the site can accommodate. These scenarios are as follows:

- Small scale: 10–50 guests
- Medium Scale: 51–100 guests
- Large scale: 101–150 guests

23. The Request for Information (RFI) response by Scoped Planning and Design (dated 13 May 2024) suggested that at the maximum occupancy of the building, based on the Building Code requirements, 194 guests and six staff members would be present. On this basis, a staff to guest ratio of 3.0% has been assumed for events. **Table 2** summarises the estimated traffic generation for the three event size scenarios.

[1]This data was presented in the Evidence of Mr Flewellen for an application by Skydale Winery Ltd. in 2012.

Table 2. Summary of traffic generation for various wedding event scenarios.

Occupancy	Peak Hour Traffic Generation (veh/h)	Daily Traffic Generation (veh/d)
10 to 50 guests and up to 2 Staff	5 to 19	10 to 38
51 to 100 guests and up to 3 Staff	20 to 36	40 to 72
101 to 150 guests and up to 5 Staff	39 to 55	78 to 110

24. Based on the above scenarios, the site could readily accommodate an event of up to 105 guests and three staff members[2]. It is noted that additional vehicle movements would occur outside of the main event for setting up and packing down of the venue; however, these are unlikely to add more than 20 additional vehicle trips. This results in an overall traffic generation of 96 vehicles.

25. To provide more flexibility for events over 105 guests, it is recommended that a condition be placed on the consent which requires:

> *For any event hosting more than 105 guests, the event organiser must agree to a Transport Management Plan (TMP) that must include, but is not limited to, the following elements:*
>
> *(1) A requirement for minibuses to transport guests to and from the event (noting there is no space available on-site to accommodate coach parking);*
>
> *(2) Allocation of on-site parking spaces to minibus drop-off and pick-up;*
>
> *(3) Communication to guests advising them not to drive to the event, as minibus services will be provided;*
>
> *(4) Communication to guests advising them of the minibus schedule, pick-up and drop-off points, and any other relevant details.*
>
> *Advice Note: The Council may seek confirmation that a Transport Management Plan is being implemented when required and monitoring of occupancy is being undertaken. Furthermore, Council may request evidence that the adjacent road network is not being used to accommodate parking associated with this activity and seek to vary the Conditions if issues are arising.*

Community Facility

26. Community events and gatherings do not require employed staff, as these events are put on by members of the community. Traffic generation rates vary considerably depending on the nature of the activity; however, a ratio of 2.5 people per vehicle is usually adopted in urban areas. On this basis, a

[2] 105 guests / 3 people per vehicle = 35 guest cars. These 35 guest cars plus 3 staff cars = 38 cars, which is the capacity of the proposed car park.

lower occupancy rate of 2.0 people per vehicle has been adopted, due to the rural location of Melody Hall, meaning fewer people are likely to walk or cycling compared to an urban area.

27. The maximum occupancy of the site for community events and gatherings will be 76 people. This equates to a peak hour generation of 38 vehicles per hour and a daily traffic generation of 76 vehicles per day. In addition to this, the set-up/pack-up of events will likely result in some additional vehicle movements from individuals already in attendance. Again, this is considered to add no more than 20 additional vehicle trips.

28. The TRICS database provides traffic generation data for comparable-sized community centre developments (refer to **Appendix 2** for the relevant dataset). The estimated daily trip rate is 12.081 trips per day per 100m^2. The area of the building is approximately 706m^2; therefore, the corresponding daily traffic volume is 85 vehicles per day. This suggests that the above assumptions are suitable.

Overall Generation

29. Depending on the nature of the community use, it is possible that more than one activity could be held daily at Melody Hall. Considering the pack up and set-up time of each activity and assuming full occupancy of the activity, it is broadly considered that one activity could be held in the morning, one in the afternoon and one in the evening. Therefore, three activities could occur on any given day of operation. Based on the set-up and pack down required for weddings and events, and given there is only one building at Melody Hall, it is assumed that no other events would occur at the site when a wedding is held.

30. The worst-case traffic generation scenario for a wedding results in an overall traffic generation of 96 vehicles and the worst-case traffic generation scenario for community activities (three in one day) results in an overall traffic generation of 288 vehicle trips per day. Therefore, three community activities at maximum occupancy have been considered in this assessment, although this is an unlikely scenario particularly given the survey data suggests a typical maximum of 85 vehicles per day.

31. Melody Hall operates Thursday to Sunday, and on public holidays (where not restricted by alternative national requirements). The proposed operating hours on Thursday and Friday suggest that most events will occur outside of the traditional peak hours on the surrounding road network, as indicated by the closest telemetry site profile[3].

32. Whilst the peak hour traffic generation of events is generally centralised around the start and finish times, some vehicles on-site will have assisted in the set-up or pack down of the event, meaning their arrival will be prior to the majority of event attendees and their departure will be after the majority of event attendees. In addition to this, attendee arrival times are generally spread over a period prior to the start time and after the finish time, due to various factors when arriving and socialising following events (i.e., the 38 vehicles will not arrive/depart all at once).

33. Finally, based on current operational data, it is not anticipated that community activities would regularly achieve this maximum occupancy, and it is also noted that weddings will be infrequent events. Therefore, the sites operation for the majority of time will be lower.

[3] 2011-2020-national-telemetry-site-profiles.pdf (nzta.govt.nz)

Parking

34. A total of 38 parking spaces are proposed on-site and no spill-over parking is allowed (which the Applicant is required to manage). The proposed conditions are considered sufficient to ensure the activity will not lead to on-street car parking that could otherwise lead to adverse effects.

District Plan Compliance

35. It is understood that the activity was *Discretionary* in the original consent application. The site is located in the *Rural Zone* in the Westland District Plan.

Assessment of Transport Effects

State Highway Intersection

Sight Distance

36. The intersection of Greymouth-Kumara Tramway and Taramakau Highway is located on the outside of a slight bend in the State Highway. Austroads *Guide to Road Design Part 3* (AGRD03) provides a method for calculating speed on a horizontal curve. Based on an assumed superelevation of 3.0% and a 0.12 side friction factor (AGRD03 Table 7.5), the estimated operating speed around the bend is 103km/h.

37. The change in horizontal alignment of the State Highway and vegetation, both within and outside of the road reserve, impacts sight distance for vehicles on the State Highway and vehicles at the intersection. Austroads *Guide to Road Design Part 4a* (AGRD04a) provides a method for calculating safe intersection sight distance (SISD). Based on the above operating speed of the bend, a 2.5 second reaction time, and 0.29 for the coefficient of deceleration (for a heavy vehicle), the required SISD is 216m (the Westland District Plan requires 210m of sight distance for new vehicle crossings proposed on State Highways). As shown in **Appendix 3**, this sight distance is achieved for vehicles on the State Highway observing vehicles on the Greymouth-Kumara Tramway approach and for southbound vehicles on the State Highway observing a vehicle turning left into Greymouth-Kumara Tramway. Due to vegetation, approximately 142m of sight distance is achieved for northbound vehicles on the State Highway observing a vehicle turning right into Greymouth-Kumara Tramway. **Figure 4** and **Figure 5** show the southbound and northbound sight distance at the intersection, respectively, from the southbound State Highway lane.

Figure 4. Visibility to the south along State Highway 6 (Google Street View).

Figure 5. Visibility to the north along State Highway 6 (Google Street View).

38. The New Zealand Transport Agency's Mega Maps data shows the mean operating speed of this section of State Highway at 92km/h. Therefore, the above estimate of operating speed and calculated SISD is considered conservative.

39. There are advanced warning signs on approach to the intersection in both directions, warning State Highway vehicles of the curve and location of the side road on the outside of the bend. As such, drivers will be aware that they are approaching a side road.

40. There is approximately 6.0m between the centreline and the edge of seal of the northbound lane on the State Highway, which is sufficient for through vehicles to undertake a right-turning vehicle near the centre line. Even with reduced sight distance to right-turning vehicles for northbound drivers, there is still space for these vehicles to avoid the right-turning vehicle without having to come to a stop.

41. Furthermore, there are a number of residential properties and an industrial activity which access State Highway 6, via Greymouth-Kumara Tramway. Novo Group is not aware of any issues with these activities accessing Greymouth-Kumara Tramway from State Highway 6, and the crash history does not suggest any issues with vehicles turning right into Greymouth-Kumara Tramway, even with the limited sight distance for northbound drivers.

42. For these reasons, the effects associated with sight distance to right-turning vehicles on State Highway 6 is considered **acceptable** and **less than minor**.

Intersection Operation

43. The intersection of Greymouth-Kumara Tramway has widened shoulders on both sides of the road to accommodate vehicles turning into Greymouth-Kumara Tramway. These upgrades align with the requirements of Figure 8.1d in the Westland District Plan for High Traffic Generators (40 to 100 equivalent car movements per day).

44. There is approximately 6.0m between the centreline and the edge of seal of the northbound lane on the State Highway, which is sufficient for through vehicles to undertake a right-turning vehicle near the centre line. Similarly, there is approximately 6.5m between the edge of seal and the centreline of the southbound lane on the State Highway, which is sufficient for through vehicles to overtake a vehicle turning left into Greymouth-Kumara Tramway.

45. In addition to this, the proposed operating hours and days suggest peak traffic movements for activities at Melody Hall will generally occur outside of the traditional peak hour of the surrounding road network (i.e., morning peak period of 07:00 to 09:00 and an evening peak period of 16:00 to 18:00). Therefore, it is assumed that vehicles turning right into Greymouth-Kumara Tramway will do so with minimal waiting time on the State Highway and there will be sufficient gaps in the State Highway traffic for vehicles to turn left and right out of Greymouth-Kumara Tramway.

46. The traffic volumes along this section of State Highway are also low, in comparison to other State Highways, and are generally commensurate with local authority collector roads.

47. It is also noted that not all functions will reach full occupancy, and multiple functions will not regularly occur on each day of operation; therefore, traffic generation will generally be lower than estimated. As there is no coach parking on-site, traffic associated with the site is restricted to light vehicles.

48. For these reasons, the effects of the proposed consent variations and associated traffic generation from the site are considered **acceptable**, with **less than minor** effects on the operation of State Highway 6.

Conclusion

49. Based on the above conclusions, upgrades to the State Highway 6/Greymouth-Kumara Tramway intersection are not considered necessary, particularly noting only light vehicles will service the site, traffic associated with the site is generally outside of traditional peak hours on the network, and sufficient seal widening has already been provided.

50. The following consent condition regarding a Transport Management Plan has been proposed to avoid overflow parking onto Greymouth-Kumara Tramway.

> *For any event hosting more than 105 guests, the event organiser must agree to a Transport Management Plan (TMP) that must include, but is not limited to, the following elements:*

(1) A requirement for minibuses to transport guests to and from the event (noting there is no space available on-site to accommodate coach parking);

(2) Allocation of on-site parking spaces to minibus drop-off and pick-up;

(3) Communication to guests advising them not to drive to the event, as minibus services will be provided;

(4) Communication to guests advising them of the minibus schedule, pick-up and drop-off points, and any other relevant details.

Advice Note: The Council may seek confirmation that a Transport Management Plan is being implemented when required and monitoring of occupancy is being undertaken. Furthermore, Council may request evidence that the adjacent road network is not being used to accommodate parking associated with this activity and seek to vary the Conditions if issues are arising.

Appendix 1. Proposed Consent Variation and Site Layout

13 May 2024

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Dear Joubert,

SUBDIVISION RESOURCE CONSENT 230134: SECTION 92 FURTHER INFORMATION REQUEST: 240 TARAMAKAU HIGHWAY, KUMARA JUNCTION

Thank you for your email. The following response is provided to satisfy the s 92 further information request items.

Amendments to the Proposal

As a result of the issues raised by Council within the above s 92 further information request, the applicant has opted to amend the application in order to address areas of concern.

As discussed, the application is for the variation to the existing resource consent 220119 which has allowed for a considerably restricted use of Melody Hall as a community facility. The variation has been proposed in order to allow for reasonable use of the hall, which is likely to be subject to infrequent occupation as compared to the operational hours proposed based on the nature of the facility and the intended occupants.

The following changes to the application are proposed in order for the activity to remain within the scope of resource consent 220119.

- The hall will be operational a maximum of four days a standard week and also public holidays where not restricted by alternative national requirements. The days of operation will include Thursday through to Sunday evening weekly, plus public holidays.

- The hours of operation have been amended as follows:
  - Friday and Saturday 8am to 3am
  - Thursday 8am to 9pm
  - Sunday and Public Holidays 8am to 7pm

- No amplified music will be played. Music will be restricted to acoustic only at all times. The only amplified system which will be in use at any time will be the use of a microphone for verbal communications only. However, amplified music will comfortably remain within District Plan permitted activity standards, as discussed below.

- In order to ensure complying dimensions are achieved for vehicle parking, the new parallel parking available within the entrance of the parking area will be reduced from three to two on

(including the area around the shed) and as a component of the approved resource consent 220119. Additional vegetation clearance required to accommodate to proposed variation will not exceed 500m^2 at a very conservative estimate. In reality, the vegetation clearance is likely to be no more than 250m^2. Approximately 1,000m^2 of vegetation clearance has already occurred on site as a component of the proposed activity. All remaining clearance occurred within the road reserve, outside of the Record of Title, as approved via resource consent 220119.

Reason: This change better reflects the occupancy potential of the hall and will allow for less hassle for attendees as public transport options are limited.

Noise

Condition 16: *No Amplified musical instruments shall be used.*

As a result of the proposed amendments, this condition will not change. Although this is the case, amplified music will comply with permitted activity standards of the Operative District Plan, as discussed further within item 9 of the following further information submission. In light of this, where considered appropriate by the processing planner, it is proposed that this condition is amended to the following as this is in accordance with the permitted baseline of the Operative District Plan. It is considered unreasonable to restrict an activity in excess of that permitted by the Plan:

The consent holder shall ensure that all activities on the site are measured in accordance with the provisions of NZS 6801: 2008 Acoustics Measurement of environmental sound and assessed in accordance with the provisions of NZS6802:2008 Acoustics - Environmental. Noise shall not exceed the following noise limits at any point within the notional boundary of a residential activity, other than a dwelling on the site to which this consent applies, during the following time frames:

Monday to Friday 0700-2100hrs 55dBA L 10

Saturday 0700-1800hrs 55dBA L 10At all other times, including public holidays 45dBA L 10

These noise limits shall not apply to construction noise which shall be assessed in accordance with NZS 6803:1999 Acoustics - Construction noise.

Hours of Operation

Condition 18: *All events shall be required to finish no later than 12:00am (midnight).*

Proposed Change: This condition will be updated to contain the following hours of operation.

All events shall be required to finish no later than the following times:

Friday and Saturday 8am to 3am

Thursday 8am to 9pm

Sunday and Public Holidays 8am to 7pm

Reason: This will ensure mid-week functions finish at a reasonable time. Later hours during Friday and Saturday will ensure any users can pack up and clean after events on the day as opposed to being penalised by Council for extended hours.

Affected Party Approvals

As the proposed amendments to the variation application will result in a reduction in effects due to reduced hours of operation, no amplified instruments and reduced days of use, it has been considered that the affected party approvals originally provided will remain applicable to the amended proposal. These approvals include the following:

- [redacted]

Further Information Request

The following information is provided in order to address items 1 to 10 of the original further information request; however, it is noted that the scale of the application has been reduced, which is reflected in the following submission.

Access, Parling and Vehicle Movements

1. *Please provide further clarification regarding the number of vehicle movements that will occur as a result of the proposed activity.*

It is intended that a maximum of 38 car parks will be available on site for users of the hall. This is an increase of 22 as compared to that originally approved. The Melody Hall building consent 230002 allows for a maximum of 200 occupants pursuant to the Building Code as a design occupant load, however it is unlikely that this level of occupancy will occur. It is intended that events to be hosted at the hall will include small community events, weddings, and gatherings. Based on the above, it is anticipated that a maximum of 90 vehicle movements per day will occur per large event, with a standard event expectation of 10 to 40 vehicle movements.

It has been assessed that the majority of the events held within the hall will produce low generation vehicle movements in accordance with Table 8.9.2 of the Operative District Plan. However, this table is not relevant to the application as the site access is via a local road.

2. *The updated parking plan provided as part of the application and dated September 2023 indicates two areas in the north-western corner of the application site that appear to be identified as parallel parking spaces for a total of six vehicles (three on each side of the accessway). Please provide dimensions for these parking spaces.*

The Operative Westland District Plan requires a parallel parking width of a minimum of 2.5m with a total depth of 6.1m. In order to achieve compliance with the depth requirements, the parallel parking areas have been reduced to two parks per area on either side of the vehicle access way. The parking plan has been updated and is attached.

3. *Council's Transportation Manager has advised that the parking and manoeuvring areas will need to be chip sealed in order to accommodate the additional vehicle movements. Please provide further details as to whether the applicant is proposing to upgrade these areas as part of the proposal.*

The parking areas have been completed in chip seal. Please see the following Figures 1 to 4 for confirmation of the works which have been completed.

Figure 1: Melody Hall car parking, inclusive of accessible parking installed pursuant to Building Code standard.

Figure 2: Melody Hall car parking and access.

Figure 3: Melody Hall car parking and access.

Figure 4: Melody Hall car parking and access.

4. *It is noted that the application is proposing to employ staff at the venue. Please provide further clarification as to how the parking spaces will be identified and allocated for both visitors and staff.*

Staff parking will be accommodated as a component of the 38 vehicle parks available within the application site. As the requirement for staff parking will vary (generally no staff will be required as events will be run by community members), permanent delineation will not be provided on site. It is proposed that a condition of the variation consent could be included if appropriate, which requires all staff car parking to be undertaken within the allocated car parking areas available as indicated within the attached car parking plan.

5. *Please provide further detail as to how parking will be controlled during events to ensure that no unauthorised parking occurs.*

It is proposed that an additional condition of consent is included which states that no car parking can be undertaken outside of the venue parking area as indicated within the attached car parking plan. This will be required to be managed by the consent holder through s 9 of the Act.

6. *Council's Transport Manager has advised that the additional carparking and increased size of events held at this location will likely result in a significant increase in the volume of traffic. To provide a better understanding of the potential impact the proposal may have on the nearby roading network, including the Greymouth-Kumara Tramway and State Highway 6 intersection, please provide a traffic impact assessment prepared by a suitably qualified person.*

Due to the considerable reduction in the proposal as discussed above, it is considered that the impacts upon the transport network will also be reduced as compared to the original variation application. Where Waka Kotahi approval is granted, it has been assessed that the application will not require a Traffic Impact Assessment. The local network and State Highway have been designed to accommodate road users. No access is proposed directly to the State Highway network. It is noted that the intersection now has clear visibility due to vegetation clearance. The western site of State Highway 6 includes ample area to pull over should this be necessary. For individuals heading south via State Highway 6, the intersection includes a shoulder for turning.

Operational Matters

7. *Please confirm the maximum number of people (including staff) that will be onsite during an event.*

As noted above, the maximum occupancy potential as a result of the Building Code requirements is 200. This is inclusive of all individuals, both staff and guests. As a result, the maximum occupancy potential possible, where six staff are present, is 194 occupants. Although this is the technical maximum, the likely number of occupants will vary significantly dependant upon event. It is likely that a larger event will involve a maximum of 100-150 occupants.

8. *The application for a variation proposes to utilise the facility up to seven days per week or 365 days per year. This is considered to be out-of-scope of the original application and may require a new resource consent rather than a variation to consider the potential effects. Please confirm whether you wish to proceed with this application, or alternatively, whether a new consent will be sought. Where the intention is not to open each day of the week (as the application states) please provide a maximum number of days per year that the facility will be open so as to allow for an assessment of effects.*

The changes to the application have been made to address the issue of scope. It has been assessed that the application will remain a variation and can be processed pursuant to s 127 of the Act.

Noise

9. *The proposal includes the use of amplified musical instruments during events. It is unclear from the application whether the proposal will comply with the relevant noise standards set out within Table 5.7 of the Operative Westland District Plan.*

The application no longer includes the use of amplified instruments. Instruments will be acoustic only. No music will be played at any time where this is not acoustic, however as noted above, it is unreasonable to enforce a condition that restricts an activity more so than the permitted standards of the Operative District Plan.

The use of a microphone to support events will not exceed noise standards. A standard microphone has an equivalent noise level of 10 to 22 dBA. This will be reduced as experienced from outside of the hall. The standards for the Rural Zone of the Operative Westland District Plan allow for 55dBA L_{10} during daytime hours and 45dBA L_{10} during all other times and public holidays. As a result, the noise produced by the microphone will be well below the maximum standards. Due to the L_{10} associated with the above volumes, the maximum volumes can be exceeded for up to 10% of the allotted time periods. As there is no dBA L_{eq} maximum associated with the standards of Table 5.7, the 10% exceedance can be any volume above 55dBA or 45dBA.

From 7am to 9pm Monday to Friday, Table 5.7(d) permits a breach of 55dBA at any volume for a total of 10% of 14 hours, being a breach of 1 hour and 24 minutes.

From 7am to 6pm Sunday, Table 5.7(d) permits a breach of 55dBA at any volume for a total of 10% of 11 hours, being a breach of 1 hour and 6 minutes.

At all other times, including public holidays, Table 5.7(d) permits a breach of 45dBA at any volume for 10% of 24 hours, being 2 hours and 24 minutes.

These rules are quite permissive, particularly when it is factored in that the measurements are to be taken at the notional boundary of a residential dwelling as opposed to the site boundary.

All music and microphone use will be conducted fully within Melody Hall. Based on the inverse square law, which is used globally for measuring reduction of noise by distance, decibels drop by approximately 6dB (decibels) every time the distance away is doubled. This is the standard increment of measurement. For example, the rate of reduction, normally known as attenuation, for a noise with an output of 100dB at 1m, the audible level will be 94dB at 2m, 88dB at 4m, and 82dB at 8m. Please note, this formular applies to unimpeded noise, that is not affected by vegetation, walls, fences, topography etc.

In this instance, the nearest dwelling is approximately 94m from the hall, which results in a notional boundary of approximately 74m from the hall (20m from the dwelling). Based on the above formular, the uninhibited noise will need to be slightly over 97dB constantly to breach the 55dBA standard (not factoring in the allowance for a breach of any volume for 10% of the time period). Noise in excess of 97 decibels would need to be undertaken outside of the hall (not factoring in the existing vegetation buffer) in order to breach the above standard of Table 5.7. It is also acknowledged that a standard insulated stud wall (which is the construction type of the hall) reduces noise by approximately 30dB. Based on this information, the noise source within the hall will need to be approximately 127dB at a constant volume, excluding the spikes allowed by the L_{10} standard, in order to breach the 55dBA maximum as measured from the nearest dwelling.

Although dBA also relates to frequency of noise in addition to decibel volumes, based on the sensitivity of a human ear, it is typical for a rock concert to produce noise levels of between 120-140 decibels at the source of the noise.

Based on the above, it is reasonable to assume that acoustic music, ambient noise of people and the use of microphones with an equivalent noise level of 10dBA to 22dBA, will not breach standards. Particularly considering there is no L_{eq} maximum, allowing for any high volume for 10% of the allotted period as discussed above.

Noise standards will be complied with in respect to all existing residential dwellings.

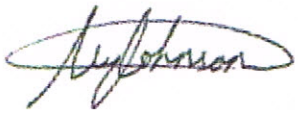
Affected Party Approval

10. *The proposal will result in an increase of traffic which is likely to have an effect on the State Highway 6 and Greymouth-Kumara Tramway intersection. Please advise if the applicant intends to consult with Waka Kotahi New Zealand Transport Agency as part of the proposal.*

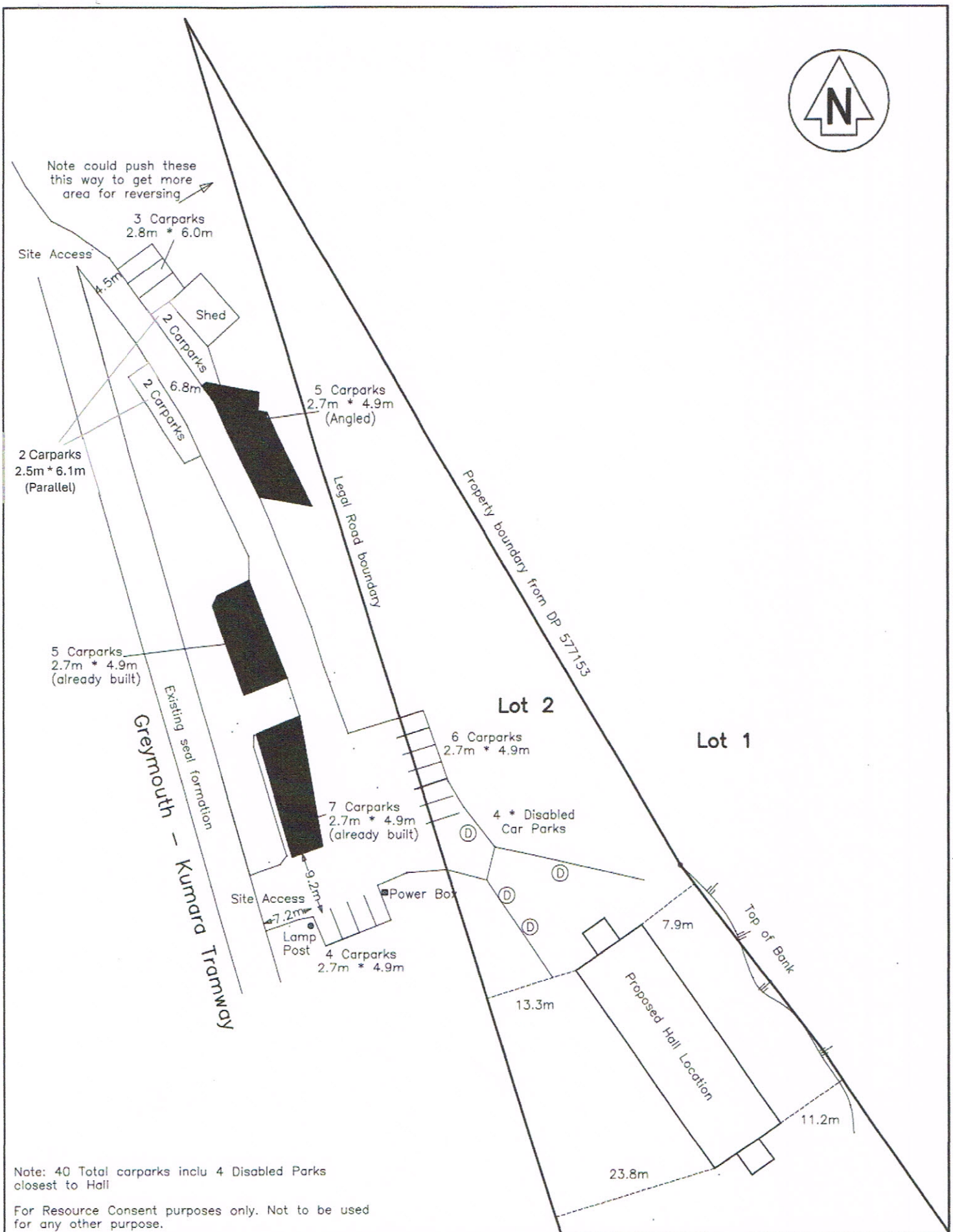
Affected party approval has been requested. This will be forwarded to Council once received, however it is requested that the processing planner continue processing the application and the affected parties can be confirmed post the s 95 assessment.

If you have any questions, please feel free to contact me.

Yours faithfully,
Scoped Planning and Design Limited



Anna Johnson
Principal Planner
BEP, M. NZPI



Note: 40 Total carparks inclu 4 Disabled Parks closest to Hall

For Resource Consent purposes only. Not to be used for any other purpose.

Car Park Plan for Melody Hall (Greymouth – Kumara Tramway, Lot 2 DP 577153)

Revision 3

THORN SURVEYORS

SCALE	PROJECT NO.	DATE
1 : 500 @ A3	Loader	Sep 23

FILE REF: RC230134

WESTLAND
District Council | Te Kahui o Poutini

23rd May 2024

Westland District Council
36 Weld Street
Private Bag 704
Hokitika 7842

Phone 03 756 9010
Fax 03 756 9045
Email council@westlanddc.govt.nz

B M Loader
C/- Scoped Planning & Design
165 Jolie Street
Hokitika 7810

Email: anna@scoped.nz

Dear Anna,

RE: RESOURCE CONSENT 230134 – REQUEST FOR AFFECTED PARTY APPROVAL

Further to your application: Section 127 variation to amend conditions 1, 2, 4, 5, 16 and 18 of RC220119 on land legally described as Lot 2 DP 577153 to allow for the commercial use of a building within the Rural Zone (ODP) and General Rural Zone (PDP), located at 240 Taramakau Highway, Kumara Junction, under Section 95 of the Resource Management Act 1991, the Westland District Council has identified the following parties affected by your application:

1. [redacted]
2.
3.

In accordance with Section 88B of the Resource Management Act 1991 we will postpone processing your application any further until we receive this approval. You may also wish to opt to proceed directly to limited notification. In this process, notice of the application is served directly on the affected parties who then have 20 working days to make a submission. Following this if any party wishes to have a hearing, the date for this will be set within 25 working days of the submission closing date. A commissioner will then make a decision on the application. Please note that utilising limited notification will incur additional costs. If you wish to proceed to limited notification, please inform us as soon as possible.

If you have any questions or concerns regarding the above request or the further processing of the application, please do not hesitate to contact me at the Planning Department, Westland District Council.

Regards,

Joubert Bekker
Consultant Planner

Appendix 2. TRICS Traffic Generation Data

NOVO GROUP MONTRÉAL STREET CHRISTCHURCH Licence No: 191301

Calculation Reference: AUDIT-191301-240925-0905

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : Q - COMMUNITY CENTRE
TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
08	NORTH WEST		
	GM	GREATER MANCHESTER	1 days
09	NORTH		
	TW	TYNE & WEAR	1 days
15	GREATER DUBLIN		
	DL	DUBLIN	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	Gross floor area
Actual Range:	270 to 1800 (units: sqm)
Range Selected by User:	200 to 2329 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 18/10/22

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	1 days
Wednesday	2 days
Thursday	2 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	2
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	4
High Street	1
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	6 days - Selected

Secondary Filtering selection:

Use Class:

F2(b)	6 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	2 days
25,001 to 50,000	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	2 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days
500,001 or More	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	6 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	6 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 CA-07-Q-02 COMMUNITY CENTRE CAMBRIDGESHIRE
HIGH STREET
CAMBOURNE

Edge of Town Centre
High Street
Total Gross floor area: 629 sqm
Survey date: THURSDAY *07/06/18* *Survey Type: MANUAL*

2 DL-07-Q-01 COMMUNITY CENTRE DUBLIN
BALLYBOUGH ROAD
DUBLIN
BALLYBOUGH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 1800 sqm
Survey date: WEDNESDAY *23/11/16* *Survey Type: MANUAL*

3 GM-07-Q-01 COMMUNITY CENTRE GREATER MANCHESTER
MOODY STREET
STANDISH

Edge of Town
Residential Zone
Total Gross floor area: 270 sqm
Survey date: THURSDAY *28/04/22* *Survey Type: MANUAL*

4 NY-07-Q-01 COMMUNITY CENTRE NORTH YORKSHIRE
SHUTE ROAD
CATTERRICK GARRISON

Neighbourhood Centre (PPS6 Local Centre)
No Sub Category
Total Gross floor area: 316 sqm
Survey date: WEDNESDAY *10/05/17* *Survey Type: MANUAL*

5 TW-07-Q-03 COMMUNITY CENTRE TYNE & WEAR
ASKEW ROAD W
GATESHEAD
TEAMS
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 750 sqm
Survey date: FRIDAY *24/05/19* *Survey Type: MANUAL*

6 WM-07-Q-01 COMMUNITY CENTRE WEST MIDLANDS
PRIOR DERAM WALK
COVENTRY
CANLEY
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 560 sqm
Survey date: TUESDAY *18/10/22* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	270	0.000	1	270	0.000	1	270	0.000
07:00 - 08:00	4	444	0.451	4	444	0.000	4	444	0.451
08:00 - 09:00	6	721	0.624	6	721	0.231	6	721	0.855
09:00 - 10:00	6	721	0.763	6	721	0.462	6	721	1.225
10:00 - 11:00	6	721	0.486	6	721	0.462	6	721	0.948
11:00 - 12:00	6	721	0.347	6	721	0.601	6	721	0.948
12:00 - 13:00	6	721	0.277	6	721	0.231	6	721	0.508
13:00 - 14:00	6	721	0.347	6	721	0.277	6	721	0.624
14:00 - 15:00	6	721	0.301	6	721	0.301	6	721	0.602
15:00 - 16:00	6	721	0.301	6	721	0.393	6	721	0.694
16:00 - 17:00	5	802	0.274	5	802	0.399	5	802	0.673
17:00 - 18:00	5	802	0.723	5	802	0.324	5	802	1.047
18:00 - 19:00	4	815	0.644	4	815	0.522	4	815	1.166
19:00 - 20:00	4	815	0.460	4	815	1.289	4	815	1.749
20:00 - 21:00	3	996	0.033	3	996	0.502	3	996	0.535
21:00 - 22:00	1	1800	0.000	1	1800	0.056	1	1800	0.056
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			6.031			6.050			12.081

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	270 - 1800 (units: sqm)
Survey date date range:	01/01/16 - 18/10/22
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix 3. Sight Distance

novo group
Planning. Traffic. Development.

Novo Group Limited
PO Box 365
Christchurch 8014

NovoGroup.co.nz

MELODY HALL, 240 TARAMAKAU HIGHWAY BEVERLEY LOADER

STATE HIGHWAY 6 SAFE INTERSECTION SIGHT DISTANCE

FOR INFORMATION

Drawing: **1433001_MELODY HALL_T_D_DWD100X**

Sheet
1433-001 DWD1001-A

Scale @A3
Date 04/10/2024
By A MACE-COCHRANE
Project #1433001