

**Before the Hearing Commissioner
appointed by the Westland District
Council**

Under the Resource Management Act 1991

In the Matter of Resource Consent application by B M Loader

**Statement of Evidence of Anna Margaret
Johnson (Planning)**

Dated: 07 November 2025

1. QUALIFICATIONS AND EXPERIENCE

2. My full name is Anna Margaret Johnson. I hold a Bachelor of Environmental Planning specified programme in Environmental Planning specialisation in Society, Politics and the Environment from the University of Waikato. I currently hold an Intermediate membership with the New Zealand Planning Institute.
3. I have worked in the field of planning since 2014. During that period, I have held roles with private consultancies and the Westland District Council.

4. EXPERT WITNESS STATEMENT

5. This evidence has been prepared in accordance with the Environment Court's Code of Conduct for Expert Witnesses (2023). I confirm that I have read and agree to comply with that Code, and I have not omitted to consider material facts known to me that might alter or detract from the opinions expressed in this evidence.

6. SCOPE OF EVIDENCE

7. This evidence provides information and consideration on the following matters

- Background information
- Description of the proposal and site context
- Relevant statutory provisions and assessment
- Assessment of environmental effects
- Consideration of submissions
- Response to 42A Report
- Proposed conditions

8. BACKGROUND AND PROPOSAL

9. The proposed application is for a s 127 variation to resource consent 220119 (Appendix B) which provided for the construction of melody hall and associated car parking area. The original resource consent did not provide for commercial activity and placed strict restrictions on how often the hall can be utilised, being five times a year. The application was lodged during October of 2023 and aimed to increase the potential use of the hall and activity types which may be held.
10. As a result of further information requests, affected party submissions, Council consultation and the original 42A Report produced by the planning officer. The activity originally proposed has been considerably reduced, with the most recent amendment being submitted to Council on the 29th of July 2025 (Appendix C).
11. The current proposal includes the use of Melody Hall for the purpose of both community and commercial events to a maximum usage of 30 events per annum. This is an increase of 25 events per year as compared to that originally approved. It is noted that these events do not include

- the use of the hall for civil defence purposes which has been volunteered by the applicant in order to serve the Westland community. A maximum of 150 guests may be accommodated on site at any one time plus up to six staff members. The hall may only be utilised from Thursday through to Sunday and public holidays with restricted hours of operation as listed within the following draft conditions. No amplified musical instruments will be utilised at any time.
12. Affected party approvals for the original application lodged during October of 2023 were received from eight neighbouring occupants and Waka Kotahi. As the proposed changes resulted in a considerable reduction in potential effects, Council did not request updated approvals post application amendments.
 13. The proposed application does not involve any changes to built form, servicing infrastructure, lighting as approved within the original application. The primary physical changes have been completed including the construction of the additional car parking area and associated removal of vegetation as discussed above.
 14. The proposal will not result in a change in activity status of the original resource consent application, being discretionary.
 15. **SITE DESCRIPTION**
 16. At the time of the original application, the site was legally described as Lot 2 DP 577153, held within a single Record of Title 1064288. There were no relevant interests on the title which will affect the proposal. The right of way (ROW) easement is in favour of the site and is registered over adjoining Lot 1 DP 577153. Therefore, the easement itself is offsite. During March of 2024, the site was amalgamated with Lot 2 DP 599408 on the western side of Greymouth-Kumara Tramway, resulting in a new Record of Title, identifier being 1167372. Lot 2 DP 599408 is not affected by the application.
 17. The site is located within the Rural Zone of the Operative District Plan (ODP) and General Rural Zone of the Te Tai o Poutini Plan (PDP). The site, is located within Kumara Junction, situated adjacent to the rural residential settlement of Kahikatea Place. The property is 5.2116ha in area and contains the newly constructed and lawfully established community building, being Melody Hall shown as proposed hall in the following Appendix A. Building consent has been obtained and the works have been completed, receiving code of compliance certification. No physical changes are proposed to the structure. The application site also involves a car parking area which is located within the road reserve of Greymouth-Kumara Tramway. A licence to occupy is present for the use of this space. This will be amended where the amended parking plan is approved by Council.
 18. The West Coast Wilderness Trail traverses the road reserve in front of the proposed site.

19. The site is predominantly covered in indigenous vegetation, which will be retained in accordance with the original resource consent 220119, excluding that which has occurred to complete the proposed changes to the car parking area. Additional vegetation clearance required to accommodate to proposed variation will not exceed 500m² at a very conservative estimate. In reality, the vegetation clearance is likely to be no more than 250m². Approximately 1,000m² 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.
20. The immediate surroundings include rural and residential activity. The site is located directly adjacent to the large lot residential subdivision of Kahikatea Place; however, the structure is primarily screened from view of these properties by the existing vegetation coverage and built form within the residential subdivision itself.
21. The site is not serviced by any reticulated three waters infrastructure. Power and telecommunication connections will not change as compared to that originally proposed and approved via the Building Consent process. All servicing has been addressed and installed via Building Consent 230002 and 230002.A1, which involved an amendment to the plumbing layout internally.
22. The site is provided vehicle access from Greymouth Kumara Tramway. The vehicle accesses have been constructed within the road reserve to serve the approved car parking in accordance with RC220119, which has a licence to occupy granted via Destination Westland.
23. **STATUTORY AND PLANNING FRAMEWORK**
24. **Resource Management Act Section 104**
25. Section 104 of the Act requires that the relevant provisions of the relevant operative and/or proposed plan(s), or any other matter the consent authority considers relevant and reasonably necessary, to be considered when assessing an application. In this instance, in addition to the relevant planning documents that require consideration are:
 - The West Coast Regional Policy Statement
 - Operative Westland District Plan
 - Proposed Te Tai o Poutini Plan
26. **ASSESSMENT OF ENVIRONMENTAL EFFECTS**
27. **Permitted Baseline**
28. The permitted baseline for the proposal is associated with the existing environment approved via resource consent 220119 and the relevant provisions of the ODP and PDP.

29. The proposed activity does not involve a change to the bulk and location of buildings. No new failures to the standards of Table 5.7 of the ODP are proposed.
30. Resource consent 220119 provided for five non commercial events per year. This permitted baseline allows for events such as weddings, community events, funerals, etc. where no financial exchange is made and no staff are present. The original consent also allows for the use of the hall from Monday to Sunday with hours of operation not being limited in the mornings, and all events may occur until midnight any day of the week. The proposed amendments will increase the frequency of use of the hall by 25 events a year (7% of the calendar year increase), however hours and days of operation will be reduced.
31. Overall, the proposed development has been assessed as in accordance with the permitted baseline of the PDP. It is acknowledged that community facilities and community halls are permitted activities within the General Rural Zone where all standards are met. Where these are not met, the activities range from Controlled to Restricted Discretionary, which demonstrates the PDP recognises that these uses are appropriate, however some conditioning may need to be imposed. The activity is not only anticipated but explicitly provided for and encouraged by the Plan. The reduced controls demonstrate the intent of the Plan is stimulate growth in small townships, without imposing unreasonable restrictions or development requirements.
32. **Visual, Character and Amenity Effects**
33. As a result of the permitted baseline discussed above and the existing environment, adverse visual and character effects associated with the proposed variation and continued use of the hall premises are likely to be less than minor and in keeping with the intentions of the OPD and PDP in respect to character, bulk and build form. The formed parking area and retention of indigenous vegetation will retain the clear delineation between the public and private environment for patrons.
34. The additional activity is required in order to support the use of the hall as originally intended. The present restrictive conditions, which were originally volunteered, do not allow for the use of the site for the purpose of a function space. Overall, the character and intensity of the proposal has been assessed as appropriate and in keeping with the highly modified immediate surroundings.
35. Adverse effects upon amenity for surrounding occupants have been addressed through restriction of hours of operation, days of operation, limited annual events, noise conditioning and retention of vegetative screening. Overall, adverse effects have been assessed as less than minor as compared to that approved within the original application.

36. Noise

- 37.** It is intended that no changes will be made to the noise conditioning within the original resource consent. As a result, noise production will remain in accordance with the permitted activity standards of the ODP. This has been demonstrated as achievable via the Marshall Day Acoustics report supplied to Council on the 29th of July 2025 as a component of the amended application (Appendix C). The effects of noise upon rural residential character and amenity have been addressed through limited days and hours of operation and the number of events which may occur each year. The hall may only be operational for 8% of the calendar year. No events will occur past midnight, which is consistent with the original resource consent. Overall, adverse effects will be less than minor.

38. Lighting and Glare

- 39.** The proposed activity will take place within the existing building, which will not result in changes to the established lighting outputs. All lighting is installed in accordance with Building Code requirements and is not directed to the road or any neighbouring properties. Light spill will be contained within the site.

40. Traffic

- 41.** The application includes evidence produced by Novo Group transport engineers which has confirmed the activity will not adversely affect the transport network, including the State Highway and the Wilderness Trail where the proposed conditions are implemented.
- 42.** The proposed variation will not affect occupants of the car parking area and their ability to enter and exit onto the formed carriageway of Greymouth-Kumara Tramway in a forward motion in accordance with the original consent. Please see Appendix C for the amended car parking plan which includes both existing and proposed car parking spaces. Existing car parking spaces have been shaded in black. Overall, the effects associated with the additional car parking spaces are likely to be positive, as this will ensure there is no overflow of cars into the road formation where the facility is operating at capacity. This change is required for the functional need of the hall as public transport is not available to the site.
- 43.** Overall, adverse effects upon the transport network are anticipated as likely to be less than minor as the activity will serve existing users of the hall. The increase in the number of events which may be held each year will not result in a notable impact upon the transport network as the site will be utilised to serve the existing community as a function space, it will not be likely to be frequently utilised as a destination or attraction for tourism functions. The transport network has been designed to accommodate these forms of activities, including the traffic generation associated with them.

44. Natural Hazards

45. The proposed variation to the approved land use will not be likely to accelerate, worsen or result in material damage to the applicant's land or other surrounding land, or structure, by erosion, subsidence, slippage or inundation from any source as compared to that originally approved.

46. Cultural Values

47. The proposed development will occur within a modified commercial and residential environment and will not directly affect any area or feature of cultural significance. The activity will not result in notable impacts upon cultural values and Tikanga Māori practices as compared to that originally approved.

48. Natural Environment

49. The proposed activity will occur within a modified commercial and mixed use environment, and will therefore not unacceptably affect natural character, landscapes and ecosystems. Due to the minor nature of the proposed variation, water quality will not be notably affected. The amended car parking has been predominantly cleared of vegetation historically (including the area around the shed) and as a component of the approved resource consent 220119. Additional vegetation clearance required to accommodate the proposed variation will not exceed 500m² at a very conservative estimate. In reality, the vegetation clearance is likely to be no more than 250m². Approximately 1,000m² 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. This is permissible within the Rural Zone.

50. Positive Effects

51. The proposed activity will provide for a social and community hub within an area of Westland which is characterised by rural residential and residential activity, including Kumara Junction to the south of the site and Camerons to the north. By allowing for commercial use of the hall, the activity will encourage community centric events, including weddings, funerals, fundraisers, music events, etc. This will directly contribute to the vibrancy and social wellbeing of the local community.
52. The activity will also provide for the use of the site for the purpose of civil defence emergency management. The applicant has volunteered the hall for use of civil defence staff and volunteers for both emergency events and general procedures and training. Procedures and training events are proposed to be limited to one event a month, providing for the resilience of the Westland community.

53. Conclusion

- 54.** Based on the above assessment, any effects from the proposal are considered to be less than minor overall. The development will result in an optimum use of available land resource for the provision of social well-being and health and safety.

55. ASSESSMENT AGAINST STATUTORY PROVISIONS

56. Resource Management Act Part II

- 57.** The purpose of the Act, as set out under section 5(2) is to promote the sustainable management of natural and physical resources. The relevant matters in Sections 6, 7 and 8 of the RMA also require consideration.

- 58.** Section 5 provides the purpose of the Act, which is sustainable management of natural and physical resources. Sustainable management is then defined as the following:

- 59.** *“sustainable management means managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural well-being and for their health and safety while—*

- *sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and*
- *safeguarding the life-supporting capacity of air, water, soil, and ecosystems; and*
- *avoiding, remedying, or mitigating any adverse effects of activities on the environment.”*

- 60.** This application demonstrates, through the following assessment of environmental effects, that it is consistent with the purpose of the Act as outlined in Section 5 of this report. The activity will provide for social and economic well-being through supporting the established settlements of Hokitika, Kumara Junction and Greymouth through the provision of a new venue able to be utilised to support private and community functions. It is considered that the life supporting capacity of the surrounding environment will not be unacceptably affected by the proposal.

- 61.** Section 6 of the Act outlines matters of national importance that all persons shall recognise and provide for when exercising functions and powers under the Act in relation to managing the use, development and protection of natural and physical resources. No matters of national importance have been considered relevant to the proposal. Significant natural hazards will not affect the proposed site beyond that associated with the original resource consent 220119.

- 62.** Section 7 outlines other matters that all persons exercising powers and functions under the Act shall have particular regard to. The following matters have been identified as relevant to this application:

(b) The efficient use and development of natural and physical resources:

(c) The maintenance and enhancement of amenity values:

(f) Maintenance and enhancement of the quality of the environment:

63. The proposed activity will result in less than minor effects and will therefore not result in unacceptable adverse effects in relation to the matters outlined in section 7 of the Act. The proposal will maintain amenity values and the quality of the existing settlement environment due to the retention of the originally imposed noise restriction condition.
64. Section 8 outlines the requirements for the principles of the Treaty of Waitangi to be taken into account when exercising functions under the Act. Broadly the principles of the Treaty of Waitangi can be defined as:
- Partnership
 - Protection
 - Participation
65. The Principles of the Treaty of Waitangi have been taken into account as a part of this assessment. It is concluded that the proposal will not be contrary to the above relevant principles and consultation with local Tangata Whenua is not considered necessary.
66. In summary, this application demonstrates that Part 2 of the Act has been given effect to when considering the proposed activity. The proposal is therefore consistent with the purpose and principles of the Act and accords with the definition of sustainable management.
67. **West Coast Regional Policy Statement (RPS)**
68. The following provisions have been considered applicable to the proposed s 127 variation application due to the existing nature of the built environment and associated servicing.
- Section 4 Resilient and Sustainable Communities
 - Section 5 Use and Development of Resources.
69. These sections aim to enable sustainable and resilient communities and to ensure appropriate development is supported in order to enhance community social and economic wellbeing. The objectives and policies recognise the requirement for resource use and development for the successful function of the community. The application has been assessed as consistent with the relevant objectives and policies. The activity will provide for a valuable community and social hub within close proximity to Kumara Junction, which presently does not have a community facility within close proximity. The activity will provide for social and economic wellbeing of the

Westland community whilst maintaining amenity values through the proposed conditioning. Safety and resilience will be provided for through the use of the hall for the purpose of civil defence emergency management and procedures. Overall, the activity is consistent with the above sections of the RPS.

70. Operative Westland District Plan

71. Part 3 and 4

72. The following provisions have been considered applicable to the proposed s 127 variation application due to the existing nature of the built environment and associated servicing.

- Objective 3.1 – Sustainable Communities
- Objective 3.4 – Infrastructure and Servicing
- Objective 3.9 – The Built Resource
- Policy 4.4 – Amenity
- Policy 4.6 – Infrastructure and Servicing

73. The proposal will encourage social and economic wellbeing in a manner which will not unacceptably adversely affect the natural and physical resources of the Westland District. The activity is not contradictory to the principles of sustainable development. The location of the site with respect to the established Townships of Hokitika, Greymouth and Kumara is considered appropriate for low intensity commercial use in order to support both residents and visitors. The proposed changes will allow the hall to be utilised for the originally intended purpose.

74. The proposed activity will support the distinctive character of the settlement of Kumara and surrounds. The retention of vegetation will retain the natural character aesthetic associated with the area, whilst the built form of the development will remain predominantly screened. As discussed, the built form will not change and is lawfully established. The siting of the additional car parking has been assessed as appropriate and will result in positive effects. Environmental quality will be maintained in line with pre-development conditions. Residential amenities will not be notably compromised due to the nature of the car parking activity and established soft screening within neighbouring properties.

75. Policy 4.4 provides for a range of activities to occur within the Westland District where adverse effects upon neighbours are avoided or mitigated. As discussed in detail within Part 4 of this report, adverse effects upon neighbouring occupants will be less than minor as compared to that associated with the established commercial use on site. Adverse effects such as overshadowing and loss of privacy are not anticipated. Settlement character will be maintained.

76. The original application involves an ITA produced by Novo Group which has been assessed by Waka Kotahi. Affected party approval has been provided for the original application, which has since been reduced in scale and intensity. The information supplied with the application and associated addendum has demonstrated that, where the draft conditions are implemented, the proposed activity will not unacceptably compromise the State Highway network in respect to functionality and safety.
77. Overall, the proposed variation activity is consistent with the above objectives and policies.
78. **Part 5**
79. The proposed variation will not result in any new Table 5.7 rule failure as compared to that originally approved via resource consent 220119. No physical changes to the hall are proposed, noise standards will continue to be met, signage will remain as originally approved. It is noted that the Rural Zone Table 5.7 does not involve rules in respect to hours of operation.
80. **Part 8**
81. The proposal will fail to meet the standards of 8.10.1 which require all parking, loading and trade vehicle storage areas, except residential parking areas containing less than six spaces, to be designed to ensure that vehicles are not required to reverse either onto or off the site. This rule also requires all parking spaces shall be set back from the road at least 5m, measured either as a straight distance from the road boundary or curved.
82. This standard requires parking areas for commercial activities to be able to manoeuvre on site in order to enter and exit in a forward motion. This standard also requires a 5m setback from the front boundary for all car parking spaces as measured in the line the vehicle will take when entering the car parking space. Due to the nature of the site, with approved parking located within the road reserve, this standard cannot be achieved. Although the additional car parking proposed will involve car parks on site (which was not the case with respect to RC220119), these car parks will reverse directly onto the formal road reserve, being the approved car parking area. Due to the existing environment and the ample manoeuvring provided within the parking area, this failure will not adversely affect safety for occupants or road users. Occupants of the car parking area will be able to enter and exit onto the formed carriageway of Greymouth-Kumara Tramway in a forward motion in accordance with the original consent. Please see Appendix A for the amended car parking plan which includes both existing and proposed car parking spaces. Existing car parking spaces have been shaded in black. Overall, the effects associated with the additional car parking spaces are likely to be positive, as this will ensure there is no overflow of cars into the road formation where the facility is operating at capacity. This change is required for the functional need of the hall.

83. Proposed Te Tai o Poutini Plan

84. The following provisions have been considered applicable to the proposed s 127 variation application due to the existing nature of the built environment and associated servicing.

- Rural Zone - Ngā Whāinga me ngā Kaupapa Here – Objectives 1-4
- Rural Zone - Ngā Whāinga me ngā Kaupapa Here – Policies 1-2 – Rural Amenity and Character
- Rural Zone - Ngā Whāinga me ngā Kaupapa Here – Policy 8 – Non-Rural Activities
- Transport - Te Tūnuku – Objectives 1-3 and 5
- Transport - Te Tūnuku – Policies 1-2 and 8-11

85. The above Objectives encourage a range of activities within the Rural Zone where rural character and values will not be compromised and existing settlements will be supported. Rural character has been modified in this area. The proposal will achieve this and will support the viability of Hokitika, Kumara and Greymouth by offering the community more function space for gatherings and events of varying natures such as charities, weddings, club meets, etc. The land use will provide for the local community and rural services. The site is not known to be subject to significant natural hazards.

86. The proposed activity will improve the long-term viability of the settlements of Hokitika, Kumara and Greymouth by offering through the provision of additional community functional space. Presently, options for high quality, modern function spaces are limited. The structure is existing and will remain unchanged, which will ensure the character of the settlement will not be notably affected. The increased availability of use will not unacceptably compromise rural character of the already highly modified commercial and residential area. It is likely that the use of the hall will remain infrequent and will serve low impact functions, such as sport club meets more commonly than music events or party functions. The proposed activity does not involve a sensitive use; therefore, reverse sensitivity is not anticipated.

87. The proposal is low in intensity and will contribute to the effective function of various communities throughout the West Coast. The site is presently subject to commercial use through the original resource consent. Due to the nature of the proposal and the conditions imposed, residential amenity will be maintained.

88. The application includes an ITA, two transport assessment addendum and future correspondence relating to transport queries which demonstrate the activity may be undertaken in accordance with the transport objectives and policies where the volunteered conditions are imposed. The limited use of the activity and associated vehicle use generation will not unacceptably compromise the safety and functionality of the State Highway and local road network, as demonstrated within the evidence supplied.

89. The proposed increase in vehicle parking will ensure that the site is capable of accommodating the intended use without the requirement for off site car parking. Adequate manoeuvring has been provided for within both the site and the area of local road reserve subject to a licence to occupy.
90. Affected party approval has been provided by Waka Kotahi, which has included review conditions which will ensure the safety of the State Highway network is adequately monitored and addressed.
91. The transport report addendum supplied and associated correspondence demonstrates that the Wilderness Trail and associated cycle use will not be compromised by the activity.
92. Overall, the proposed variation activity is consistent with the above objectives and policies.
93. **CONSULTATION**
94. Consultation has been undertaken with surrounding neighbours by the applicant. This has resulted in eight written approvals submitted with the original application.
95. In addition to this, consultation was undertaken with the submitters during March of 2025 in order to hear the submitters concerns, discuss the application changes and to request any suggested changes the submitters may have wished to see as part of the application. No changes were requested, and the submitters remained opposed. No consultation has occurred post the application amendments provided to Council on the 29th of July 2025.
96. **RESPONSE TO SUBMISSIONS**
97. Two submissions have been received from the identified affected parties. These submissions cover a variety of matters, some of which are outside of the RMA process and the effects identified within the planning officers s 95 Limited Notification Report. The submissions received were also not based on the complete application, as the amended hours of operation (submitted to Council on the 20th of May 2024) were not circulated to the submitters as a component of the notification package. The submissions also dispute the use of amplified music, which was no longer proposed after the application amendment supplied to Council on the 13th of May 2024.
98. The submissions raise concerns with regards to transport effects, including the responsibility of any required upgrades to the State Highway network. This has been addressed through the review condition required by Waka Kotahi and proposed to obtain affected party approval. The response to the s 42A report also includes further evidence to confirm noise and safety effects associated with vehicle use will remain less than minor.
99. Through the proposed maximum number of events per year, operational and capacity restrictions, noise conditions and maintenance of vegetative screening, effects associated with

the loss of rural character and amenity have been addressed and are considered to be less than minor as compared to that originally approved. It is noted that the original resource consent 220119 allows for no restrictions to the days the hall may be utilised and allows for all events to end at midnight, each day of the week. The increase in number of events by 25 per year is considered to be reasonable and in accordance with the existing character of the area, which is highly modified.

100. RESPONSE TO SECTION 42A REPORT

- 101.** A response to the issues raised in the original s 42A report was supplied on the 29th of July and included amendments to the application and expert evidence in the form of an acoustic assessment produced by Marshall Day Acoustics and an additional transport report produced by Novo Group which are taken as read.
- 102.** The following Appendix C includes the acoustic assessment prepared by Marshall Day Acoustics, titled *'Greymouth Kumara Tramway Community Hall – Consent Revision Noise Assessment'*, dated 11th July 2025. This acoustic assessment considers noise effects associated with the use of the hall, including the car parking area, vehicle movements in the receiving environment and the occupancy of the hall for events as described within the original application. This report has determined the effects of noise upon the receiving environment, and in particular the two affected parties, will be less than minor. No new condition recommendations have been included in this report. It has been concluded that the existing noise condition will be achievable and sufficient to mitigate the noise effects of the activity. As a result, no additional conditions are proposed with respect to noise management. Please see Appendix C for conclusive detail. The following Appendix 2 includes an addendum to the original Integrated Transport Assessment dated
- 103.** 7 October 2024. This addendum dated 18 July 2025 includes a more in-depth assessment of the activity upon the local road network, including effects upon the affected parties' properties and the intersection with Kahikatea Place. This report has concluded that effects upon the local road network and the affected parties will be less than minor with respect to traffic. Overall, no adverse effects are anticipated with respect to safety, efficiency and accessibility within the local road network. No new transportation conditions have been recommended as a result of this addendum. Please see Appendix C for conclusive detail.
- 104.** The application amendments included a reduction of annual events from 50 to 30, a maximum number of occupants being 150 guests and six staff members per event, the exclusion of civil defence related events from the maximum number of annual events. Draft conditions were supplied in response to those contained within the 42A report and it is noted that vegetation conditions have been amended as those proposed within the draft conditions were not

achievable. Minor vegetation clearance (no more than 500m² - within permitted activity standards) has occurred within Lot 2 DP 577153 in order to accommodate the amended car parking (already constructed) as described within the original application.

105. As no assessment of the additional evidence and application amendments has been supplied prior to the hearing, no further response can be completed.

106. DRAFT CONDITIONS

General

1. The proposal is to proceed in general accordance with that described within the variation application received XXXX, further information received XXXX and as indicated on plans marked as attachment 'A', 'B', 'C' and 'D'.
2. The building may be used for community and private events, which may include the use of staff or contractors (up to six at any one time) to support the operation of those events. The site must not be used for ongoing retail activity or commercial operations not otherwise authorised by this consent.
3. A maximum of 150 guests and a maximum of six (6) staff may be accommodated on site at any one time.
4. The exterior of the building must be painted, clad or finished and thereafter maintained in muted, natural colours to the satisfaction of Council.
5. The building must be used for a maximum of 30 events per year, excluding civil defence related activities. A written record of each event, including the date, duration, and nature of the activity, shall be maintained by the consent holder and made available to Council upon request for monitoring purposes. The use of the building for civil defence purposes will not be included in the definition of an event for the purpose of this resource consent.

Advice Note: Where the building is utilised for civil defence purposes, including emergency responses, training and planning, this activity does not meet the definition of an event and will not be recorded as per the requirements of condition five (5).

6. The building must be used for no more than one (1) civil defence meeting per calendar month. All civil defence meetings must be undertaken in accordance with condition 21.

Advice Note: Civil defence meetings do not include emergency responses, which may take place on an as needed basis.

7. The building may be used for community events on no more than four (4) days per week, limited to Thursday, Friday, Saturday, Sunday, and public holidays. A written record of each event, including the date, duration, and nature of the activity, shall be maintained by the consent holder and made available to Council upon request for monitoring purposes.

Advice Note: Where the building is utilised for civil defence emergency responses, this activity does not meet the definition of an event and will not be restricted to the days of operation outlined within condition seven (7).

Vehicle Access and Parking

8. There must be no more than thirty-eight (38) vehicles parked on the site at any one time.
- 8.1 The consent holder must maintain detailed records of the Hall's operations for a period of 12 months, commencing [from the start date of the activity]. These records must include the timing and frequency of events, the number of visitors, and parking occupancy. The records must be made available to the New Zealand Transport Agency upon request. If the records indicate that events coincide with any known safety incidents, such as crashes or near misses, New Zealand Transport Agency may, at the consent holder's expense, request a road safety report or audit. This report will evaluate the SH6/ Greymouth Kumara Tramway intersection and provide recommendations to improve safety. These recommendations may include adjustments to the timing, duration, and frequency of future events, or other physical improvements to the road network. In further consultation with the New Zealand Transport Agency, the consent holder must take immediate and practical steps to implement the recommended safety improvements.
- 8.2 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: (Beverley Loader 240 Taramakau Highway, Kumara Junction novogroup. co.nz)
 - a. A requirement for minibuses to transport guests to and from the event (noting there is no space available on-site to accommodate coach parking).
 - b. Allocation of on- site parking spaces to minibus drop- off and pick-up.
 - c. Communication to guests advising them not to drive to the event, as minibus services will be provided.
 - d. 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.

Engineering

9. Stormwater must be managed onsite to ensure no direct discharge of stormwater is made to neighbouring properties unless provided for by way of an easement.
10. Sewerage effluent is to be disposed of in accordance with provisions of the relevant New Zealand Standard or in accordance with the requirements of the West Coast Regional Council.
11. All power and telecommunication services are to be underground unless inconsistent with supplier requirements.
12. Erosion and sediment controls must be implemented during earthworks and construction to the satisfaction of Council to ensure sediment or debris does not discharge offsite.
13. Indigenous vegetation clearance must be limited to that described within the application received 5th October 2022 and as depicted on the plans attached and marked as **A**.
14. All remaining indigenous vegetation must be retained for the duration of the activity to preserve the desired rural character.

Signage

15. The signs must be erected and thereafter maintained in a non- reflective material in general accordance with the attached plan marked as 'C'.
16. The southern entrance sign must not exceed 1047mm in height as measured from existing ground level and 2000mm in width.
17. The signs must be well maintained to the satisfaction of Council at all times. Any damage, vandalism or deterioration is to be remedied within 14 days of occurrence.

Lighting

18. All artificial lighting must be directed away from Greymouth-Kumara Tramway and neighbouring properties.

Noise

19. No amplified musical instruments shall be used at any time. Only acoustic musical instruments may be played, and all musical activity shall occur within the building.
20. The consent holder must 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 10

At 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

21. All events (excluding occupation for civil defence emergency responses) must be limited to the following hours of operation:

Thursday: 8:00am – 9:00pm

Friday and Saturday: 8:00am – 12:00am (midnight)

Sunday and Public Holidays: 8:00am – 7:00pm

All attendees must vacate the site and all event related activities, including pack- down, shall cease by the end of each respective time period.

Review

22. If considered necessary by the Westland District Council, the conditions of this consent may be reviewed at any time for the following purposes:

- a. To deal with any adverse effects on the environment which may arise from the exercise of this consent and which it is appropriate to deal with at a later stage.
- b. If the information available to the Consent Authority by the applicant contained inaccuracies which materially influenced the decision made on the application and the effects of the exercise of the consent are such that it is essential to apply more appropriate

Costs and Contributions

- 23.** The consent holder must meet all costs associated with monitoring procedures undertaken by the Westland District Council, or its agents, to establish compliance with conditions of this consent.

107. CONCLUSION

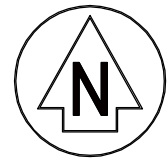
- 108.** In summary, the amendments to the application and additional evidence supplied demonstrate that the application is not inconsistent with the relevant statutory provisions. The proposed land use will have an overall positive effect for the social and economic wellbeing of the occupants of the Hokitika, Kumara and Greymouth Townships. As the majority of the site will remain unchanged, the activity will be in keeping with established character of the neighbourhood, without compromising visual amenity values for surrounding land uses. The increase in frequency of events by 25 per year has been assessed as appropriate and will ensure effects upon rural residential character and amenity will be less than minor as compared to that originally approved within resource consent 220119.
- 109.** We consider that, with the imposition of appropriate consent conditions, any effects of the proposed activity will be adequately mitigated such that they are less than minor in nature. Accordingly, consent is able to be granted for the proposal.

Appendix A – Site Plan

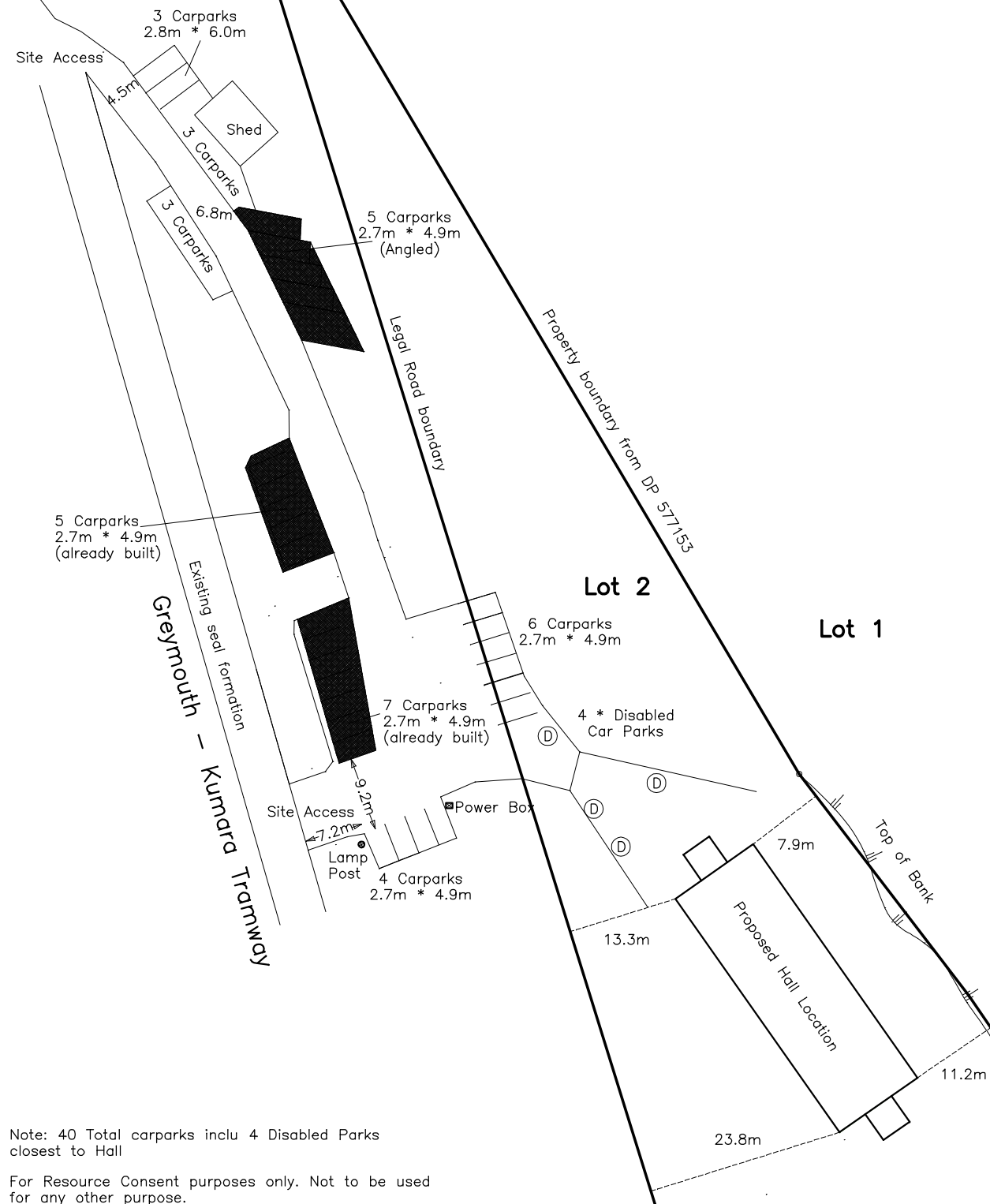
Appendix A – Site Plan

Appendix B – Resource Consent 220119

Appendix C – Application Amendments and Evidence



Note could push these
this way to get more
area for reversing



**Car Park Plan for Melody Hall
(Greyhound - Kumara Tramway,
Lot 2 DP 577153)**

Revision 3

THORN SURVEYORS

SCALE
1 : 500 @ A3

PROJECT NO.
Loader

DATE
Sep 23

Our Ref: 220119
Contact: Joubert Bekker



23 December 2022

B M Loader
C/- Kamahi Planning
76 Cement Lead Road
HOKITIKA 7882

fiona@kamahiplanning.co.nz

Dear Sir/Madam

RESOURCE CONSENT NUMBER 220119: NON-COMPLYING LAND USE: TO CONSTRUCT AN OVERSIZED NON-FARMING BUILDING AND UTILISE A SECTION OF ROAD RESERVE FOR PARKING WITHIN THE RURAL ZONE ON LAND LEGALLY DESCRIBED AS LOT 2 DP 577153 AND LOCATED AT TARAMAKAU HIGHWAY, KUMARA.

I advise that the following decision has been made under delegated authority in respect of the above application.

DECISION

Pursuant to Sections 104B and 104D of the Resource Management Act 1991 (“the Act”), the Westland District Council (“the Council”) hereby **GRANTS** resource consent to **Beverley May Loader** for the activity hereunder described:

To construct an oversized non-farming building and utilise a section of road reserve for parking within the Rural Zone on a land legally described as Lot 2 DP 577153 and located at Taramakau Highway, Kumara.

Pursuant to Section 108 of the Resource Management Act 1991, this consent is issued subject to the following conditions:

CONDITIONS

General

1. The proposal is to proceed in general accordance with that described within the application received 5th October 2022, further information received 1st, 5th and 9th December 2022 and as indicated on plans marked as attachment ‘A’, ‘B’, ‘C’ and ‘D’.

2. The building shall not be utilised for commercial activity and no staff shall be employed to support any activities occurring on the premises for the duration of the activity.
3. The exterior of the building shall be painted, clad or finished and thereafter maintained in muted, natural colours to the satisfaction of Council.
4. The building may be utilised for a maximum of five community events per calendar year. A record of those community events shall be held and available to Council on request for monitoring purposes.

Vehicle Access and Parking

5. There shall be no more than sixteen (16) vehicles parked on the site at any one time.

Engineering

6. Stormwater shall be managed onsite to ensure no direct discharge of stormwater is made to neighbouring properties unless provided for by way of an easement.
7. Sewerage effluent is to be disposed of in accordance with provisions of the relevant New Zealand Standard or in accordance with the requirements of the West Coast Regional Council.
8. All power and telecommunication services are to be underground unless inconsistent with supplier requirements.
9. Erosion and sediment controls shall be implemented during earthworks and construction to the satisfaction of Council to ensure sediment or debris does not discharge offsite.

Vegetation Clearance

10. Vegetation clearance shall be limited to the area indicated on the plan attached and marked 'A'.
11. All remaining indigenous vegetation shall be retained for the duration of the activity to preserve the desired rural character.

Signage

12. The signs shall be erected and thereafter maintained in a non-reflective material in general accordance with the attached plan marked as 'C'.
13. The southern entrance sign shall not exceed 1047mm in height as measured from existing ground level and 2000mm in width.
14. The signs shall be well maintained to the satisfaction of Council at all times. Any damage, vandalism or deterioration is to be remedied within 14 days of occurrence.

Lighting

15. All artificial lighting is to be directed away from Greymouth-Kumara Tramway and neighbouring properties.

Noise

16. No amplified musical instruments shall be used.
17. 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 10
 - At 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

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

Accidental Discovery

19. In the event of any disturbance of Koiwi Takata (human bones), taoka (artefact material) or pounamu, the consent holder shall:
 - Cease any further activity in the immediate vicinity for a period of at least 24 hours; and
 - Immediately advise the relevant Consent authority of the disturbance; and
 - Immediately advise the relevant Runanga or their authorised representatives of the disturbance.

Advice Note:

Work in the vicinity must remain on hold to allow a site inspection by the runanga and/or their advisors, who shall determine whether the discovery is likely to be extensive and whether a thorough site investigation is required. Until the inspection has been completed, no further work can be carried out in the immediate area, and therefore work may remain on hold for longer than a 24 hour period under some situations. Material discovered shall be handled and removed by

tribal elders responsible for the tikaka (custom) appropriate to their removal and preservation.

20. If the consent holder identifies any archaeological remains and/or potential areas of sites of historical value, the consent holder shall immediately notify the Consent Authority, the relevant Runanga and the Regional Archaeologist of the New Zealand Historic Places Trust.

Review

21. If considered necessary by the Westland District Council, the conditions of this consent may be reviewed at any time for the following purposes:

- (a) To deal with any adverse effects on the environment which may arise from the exercise of this consent and which it is appropriate to deal with at a later stage.
- (b) If the information available to the Consent Authority by the applicant contained inaccuracies which materially influenced the decision made on the application and the effects of the exercise of the consent are such that it is essential to apply more appropriate conditions.

Costs and contributions

22. The consent holder will meet all costs associated with monitoring procedures undertaken by the Westland District Council, or its agents, to establish compliance with conditions of this consent.

ADVICE NOTE(S)

- 1 That compliance in all other respects with Council Bylaws, all relevant Acts, Regulations, and rules of law be met.
- 2 This resource consent does not, in itself, provide for the erection or alternation of any buildings. All building work on the land to which this resource consent refers may be subject to an application for a building consent pursuant to the provisions of the Building Act 2004.
- 3 This resource consent does not consider West Coast Regional Council requirements. Resource Consent will be required for disposal of wastewater where the standards of the West Coast Regional Land and Water Plan are not met.
- 4 Please contact the Westland District Council District Assets Department for Road Works/Utilities Connection or Disconnection Consent.
- 5 A Corridor Access Request (CAR) must be approved by the Westland District Council District Assets Department prior to any works being undertaken within the legal road reserve.
- 6 If this property is on-sold to a new owner(s) please ensure a copy of this resource consent is forwarded to the new owner(s).

- 7 Charges for the monitoring of compliance with conditions of this consent will be set each year in the Annual Plan. Consent holders may submit information to Council to demonstrate compliance with conditions of consent which if accepted will reduce the need for Council to undertake monitoring and therefore reduce associated monitoring fees.
- 8 It is possible that archaeological sites may be affected by development within the District. Evidence of archaeological sites may include burnt and fire cracked stones, charcoal, rubbish heaps including shell, bone and/or glass and crockery, ditches, banks, pits, old building foundations, artefacts of Maori and European origin or human burials. The applicant is advised to contact the New Zealand Historic Places Trust if the presence of an archaeological site is suspected. Work affecting archaeological sites is subject to a consent process under the Historic Places Act 1993.

REASONS FOR THE DECISION

- 1 Subject to the above Conditions, the proposal is not contrary to the relevant Objectives and Policies of the Operative or Proposed District Plans.
- 2 Having regard to Section 104(1)(a) of the Act, the actual and potential adverse effects on the environment of granting consent are acceptable as the proposal is consistent with the relevant assessment criteria and promotes the sustainable management of natural and physical resources.
- 3 It has been assessed that the proposed development will not detract from the amenity of surrounding sites.
- 4 The proposed development is sustainable, and any adverse effects created from the application are acceptable. Overall, the proposal is consistent with the purpose and principles of the Resource Management Act 1991.

Right of Objection: Pursuant to section 357 of the Resource Management Act, if you disagree with this decision or any of the conditions of consent, you may lodge an objection in writing to the Planning Manager, Westland District Council. The objection must be received within 15 working days of the receipt of this written decision.

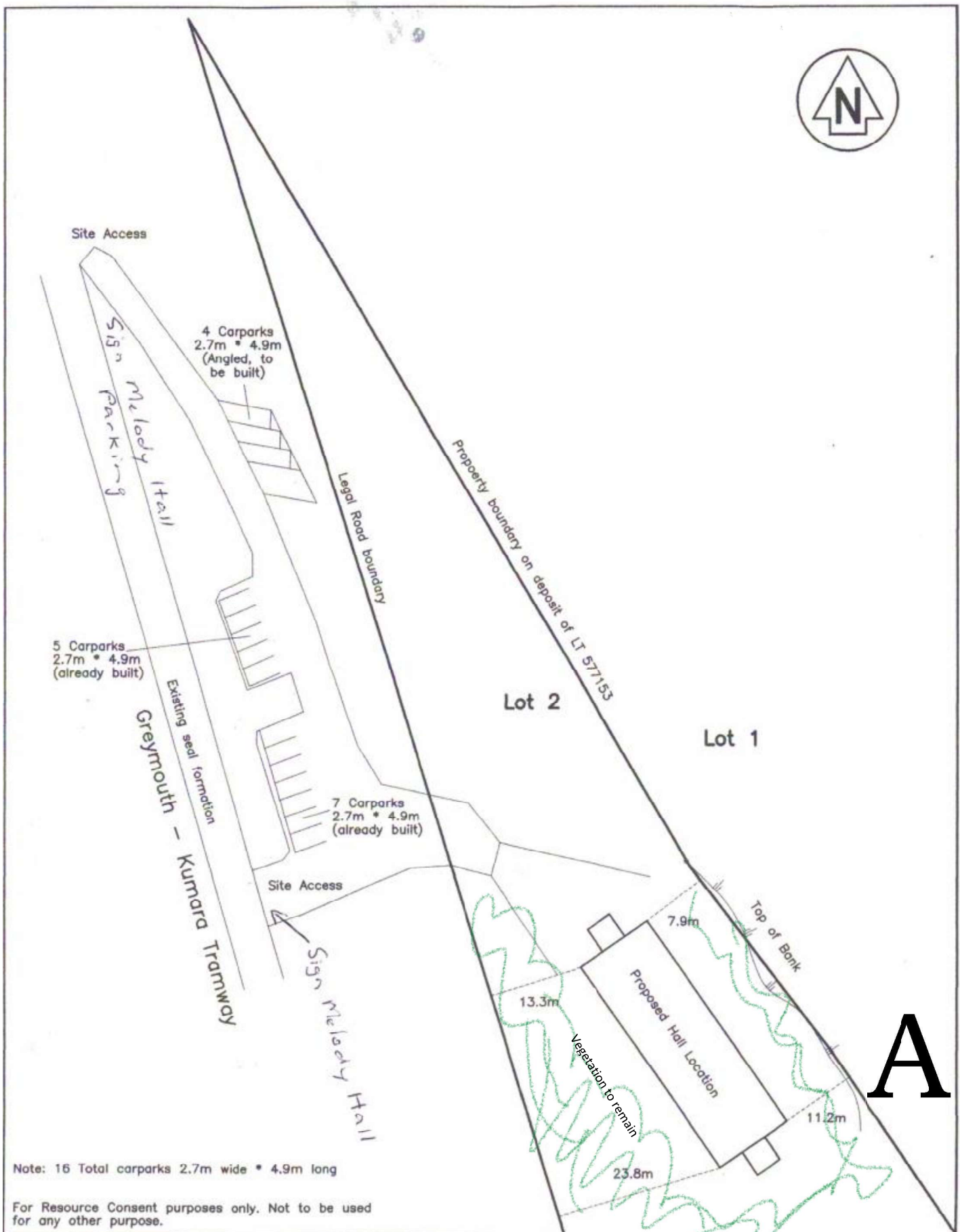
Lapsing of this Consent: Pursuant to Section 125 of the Resource Management Act 1991, this resource consent will lapse on **24th December 2027** if the consent is not exercised before the end of this period. However, this period can be extended under the Resource Management Act 1991 upon application to the Consent Authority.

Sincerely,

pp



Joubert Bekker
Contract Planner



A

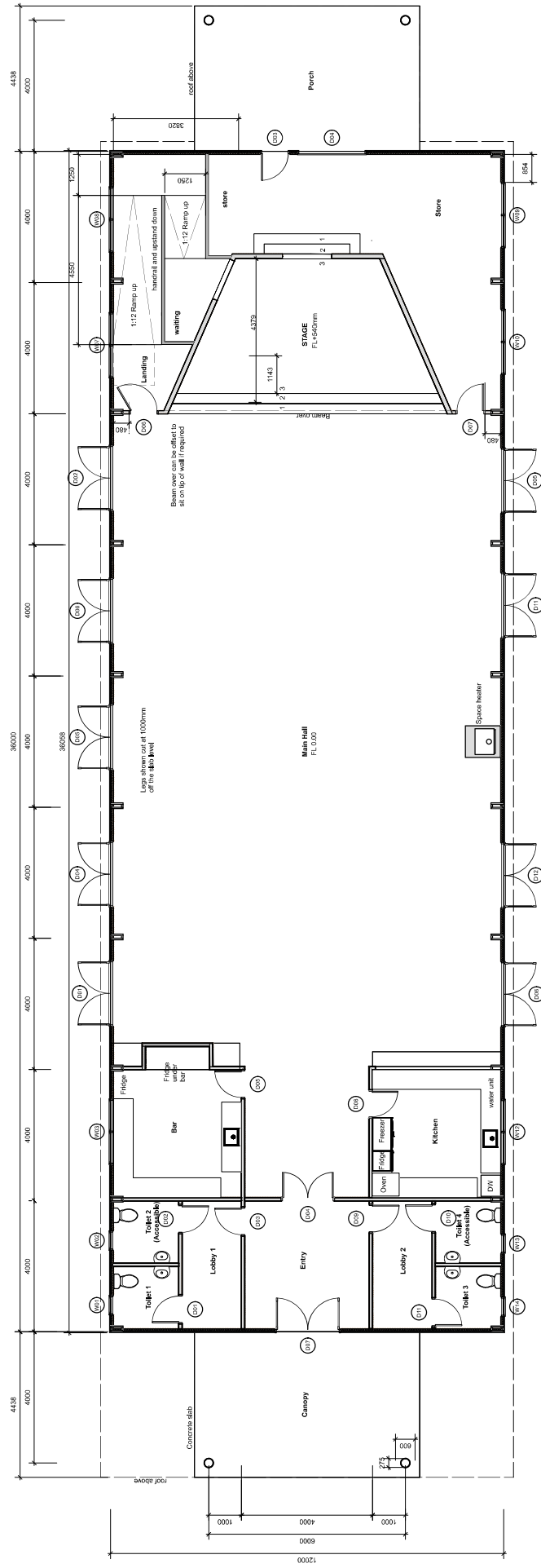
Car Park Plan and Porposed Hall
Location for Bev Loader
(Greyhound - Kumara Tramway,
Lot 2 LT 577153)

THORN SURVEYORS

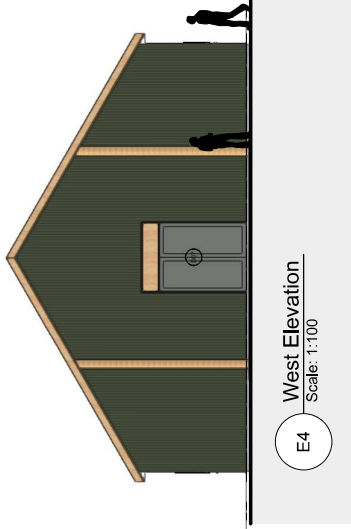
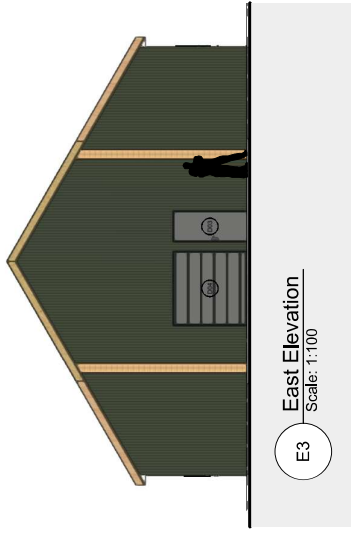
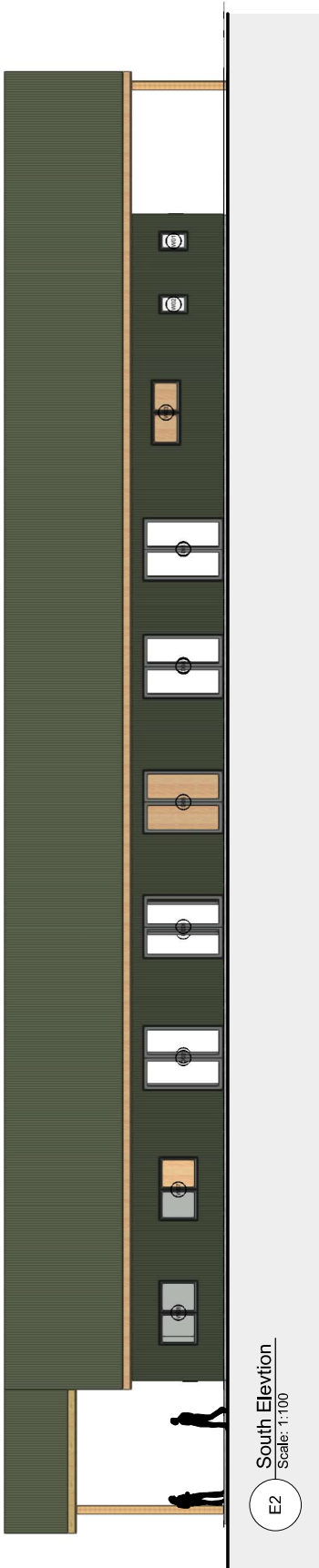
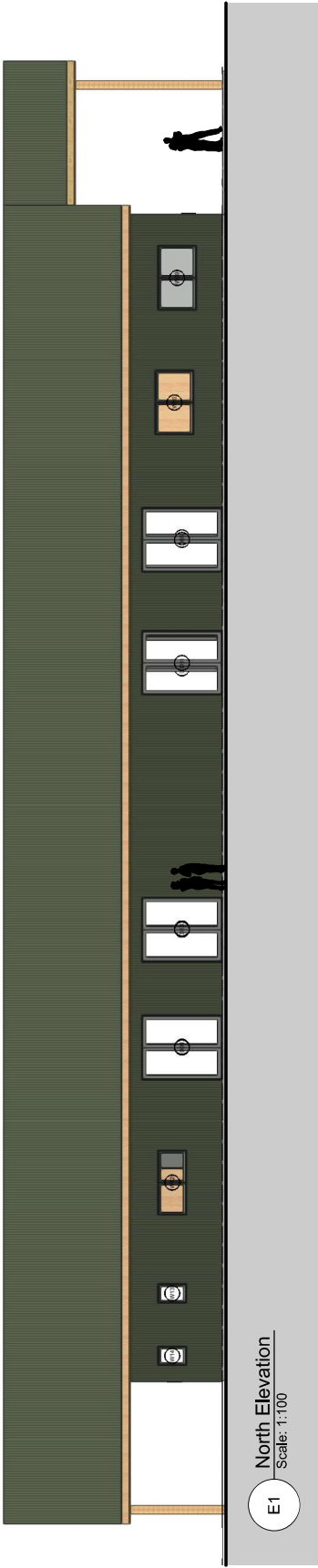
SCALE
1 : 500 @ A3

PROJECT NO.
Loader

DATE
Jun 22

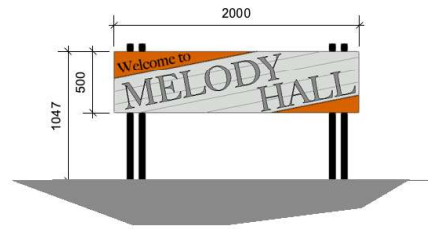


1
Floor Plan
Scale: 1:125



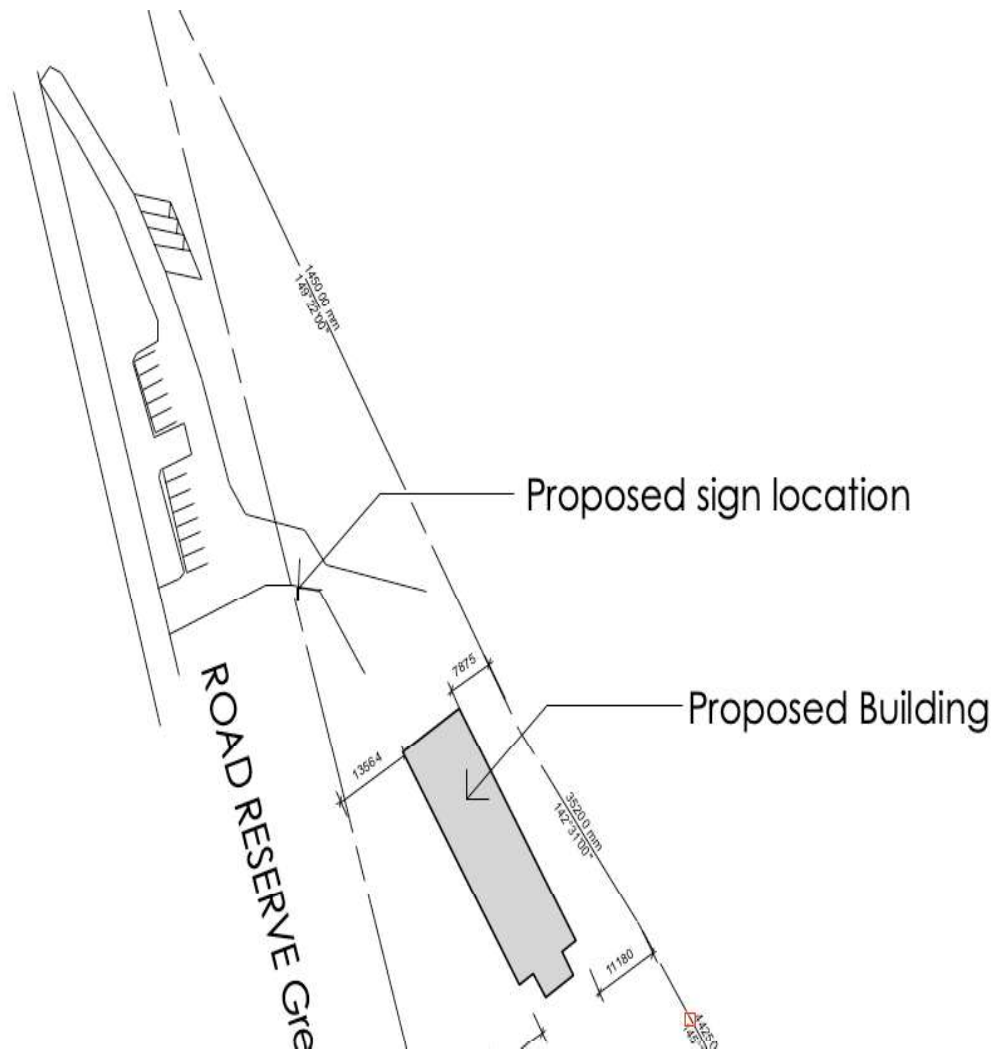


Sign A – Northern Entrance



3 Sign Elevation
Scale: 1:25

Sign B – Southern Entrance



29 July 2025



Westland District Council
39 Weld Street
Private Bag 704
Hokitika 7842

E: Anna@scoped.nz
T: 021 0869 1484

Joubert@bekker.co.nz

Dear Joubert,

RESOURCE CONSENT 230134: APPLICATION ADDENDUM: 240 TARAMAKAU HIGHWAY, KUMARA JUNCTION

The following information is provided to address the effects identified within the Section 42A Report prepared by Joubert Bekker on behalf of the Westland District Council, dated 30th May 2025.

Noise Effects:

The following Appendix 1 includes an acoustic assessment prepared by Marshall Day Acoustics, titled '*Greymouth Kumara Tramway Community Hall – Consent Revision Noise Assessment*', dated 11th July 2025. This acoustic assessment considers noise effects associated with the use of the hall, including the car parking area, vehicle movements in the receiving environment and the occupancy of the hall for events as described within the original application. This report has determined the effects of noise upon the receiving environment, and in particular the two affected parties, will be less than minor. No new condition recommendations have been included in this report. It has been concluded that the existing noise condition will be achievable and sufficient to mitigate the noise effects of the activity. As a result, no additional conditions are proposed with respect to noise management. Please see Appendix 1 for conclusive detail.

Transport Effects:

The following Appendix 2 includes an addendum to the original Integrated Transport Assessment dated 7 October 2024. This addendum dated 18 July 2025 includes a more in depth assessment of the activity upon the local road network, including effects upon the affected parties' properties and the intersection with Kahikatea Place. This report has concluded that effects upon the local road network and the affected parties will be less than minor with respect to traffic. Overall, no adverse effects are anticipated with respect to safety, efficiency and accessibility within the local road network. No new transportation conditions have been recommended as a result of this addendum. Please see Appendix 2 for conclusive detail.

Community Support:

The following Appendix 3 includes letters of support received by surrounding residents (including those who have provided affected party approval) and members of the wider community. It is acknowledged that these letters cannot weigh in on the decision and are not considered as expert evidence, however, the inclusion of the letters of support demonstrates the value of the proposal to the local community. The activity will contribute directly towards the social and cultural wellbeing of the residents of Westland and has been embraced positively by many locals.



Summary of Application Changes:

The primary changes introduced in this addendum to the application include a reduction in proposed annual events from 50 to 30.

The amendments also include a maximum number of users, being up to 150 guests and up to six (6) staff on site at any one time.

The local community has requested that the hall be available for use during civil defence emergencies as a meeting point and organisational hub. The civil defence volunteers will meet to train and plan a maximum of once a month in addition to emergency events which cannot be quantified. It is proposed that civil defence meetings and emergency response are not classed as events as defined in this application. All activities associated with civil defence will not contribute to the above maximum number of events per year (30). This is reflected in the following proposed conditions. All civil defence activities outside of emergency response will occur within the proposed hours of operation.

The following conditions proposed include those appended to the reporting officers 42A Report. Please note, the vegetation conditions have been amended as those proposed within the draft conditions were not achievable. Minor vegetation clearance (no more than 500m² - within permitted activity standards) has occurred within Lot 2 DP 577153 in order to accommodate the amended car parking (already constructed) as described within the original application.

Amended Conditions:

General

1. The proposal is to proceed in general accordance with that described within the variation application received XXXX, further information received XXXX and as indicated on plans marked as attachment 'A', 'B', 'C' and 'D'.
2. The building may be used for community and private events, which may include the use of staff or contractors (up to six at any one time) to support the operation of those events. The site must not be used for ongoing retail activity or commercial operations not otherwise authorised by this consent.
3. A maximum of 150 guests and a maximum of six (6) staff may be accommodated on site at any one time.
4. The exterior of the building must be painted, clad or finished and thereafter maintained in muted, natural colours to the satisfaction of Council.
5. The building must be used for a maximum of 30 events per year, excluding civil defence related activities. A written record of each event, including the date, duration, and nature of the activity, shall be maintained by the consent holder and made available to Council upon request for monitoring purposes. The use of the building for civil defence purposes will not be included in the definition of an event for the purpose of this resource consent.

Advice Note: Where the building is utilised for civil defence purposes, including emergency responses, training and planning, this activity does not meet the definition of an event and will not be recorded as per the requirements of condition five (5).

6. The building must be used for no more than one (1) civil defence meeting per calendar month. All civil defence meetings must be undertaken in accordance with condition 21.



Advice Note: Civil defence meetings do not include emergency responses, which may take place on an as needed basis.

7. The building may be used for community events on no more than four (4) days per week, limited to Thursday, Friday, Saturday, Sunday, and public holidays. A written record of each event, including the date, duration, and nature of the activity, shall be maintained by the consent holder and made available to Council upon request for monitoring purposes.

Advice Note: Where the building is utilised for civil defence emergency responses, this activity does not meet the definition of an event and will not be restricted to the days of operation outlined within condition seven (7).

Vehicle Access and Parking

8. There must be no more than thirty-eight (38) vehicles parked on the site at any one time.
 - 6.1 The consent holder must maintain detailed records of the Hall's operations for a period of 12 months, commencing [from the start date of the activity]. These records must include the timing and frequency of events, the number of visitors, and parking occupancy. The records must be made available to the New Zealand Transport Agency upon request. If the records indicate that events coincide with any known safety incidents, such as crashes or near misses, New Zealand Transport Agency may, at the consent holder's expense, request a road safety report or audit. This report will evaluate the SH6/ Greymouth Kumara Tramway intersection and provide recommendations to improve safety. These recommendations may include adjustments to the timing, duration, and frequency of future events, or other physical improvements to the road network. In further consultation with the New Zealand Transport Agency, the consent holder must take immediate and practical steps to implement the recommended safety improvements.
 - 8.2 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: (Beverly Loader 240 Taramakau Highway, Kumara Junction novogroup.co.nz)
 - a. A requirement for minibuses to transport guests to and from the event (noting there is no space available on-site to accommodate coach parking).
 - b. Allocation of on- site parking spaces to minibus drop- off and pick-up.
 - c. Communication to guests advising them not to drive to the event, as minibus services will be provided.
 - d. 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.

Engineering

9. Stormwater must be managed onsite to ensure no direct discharge of stormwater is made to neighbouring properties unless provided for by way of an easement.
10. Sewerage effluent is to be disposed of in accordance with provisions of the relevant New Zealand Standard or in accordance with the requirements of the West Coast Regional Council.



11. All power and telecommunication services are to be underground unless inconsistent with supplier requirements.
12. Erosion and sediment controls must be implemented during earthworks and construction to the satisfaction of Council to ensure sediment or debris does not discharge offsite.
13. Indigenous vegetation clearance must be limited to that described within the application received 5th October 2022 and as depicted on the plans attached and marked as **A**.
14. All remaining indigenous vegetation must be retained for the duration of the activity to preserve the desired rural character.

Signage

15. The signs must be erected and thereafter maintained in a non- reflective material in general accordance with the attached plan marked as 'C'.
16. The southern entrance sign must not exceed 1047mm in height as measured from existing ground level and 2000mm in width.
17. The signs must be well maintained to the satisfaction of Council at all times. Any damage, vandalism or deterioration is to be remedied within 14 days of occurrence.

Lighting

18. All artificial lighting must be directed away from Greymouth-Kumara Tramway and neighbouring properties.

Noise

19. No amplified musical instruments shall be used at any time. Only acoustic musical instruments may be played, and all musical activity shall occur within the building.
20. The consent holder must 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 10
At 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

21. All events (excluding occupation for civil defence emergency responses) must be limited to the following hours of operation:

Thursday: 8:00am – 9:00pm



Friday and Saturday: 8:00am – 12:00am (midnight)
Sunday and Public Holidays: 8:00am – 7:00pm

All attendees must vacate the site and all event related activities, including pack- down, shall cease by the end of each respective time period.

Review

22. If considered necessary by the Westland District Council, the conditions of this consent may be reviewed at any time for the following purposes:
- a. To deal with any adverse effects on the environment which may arise from the exercise of this consent and which it is appropriate to deal with at a later stage.
 - b. If the information available to the Consent Authority by the applicant contained inaccuracies which materially influenced the decision made on the application and the effects of the exercise of the consent are such that it is essential to apply more appropriate

Costs and Contributions

23. The consent holder must meet all costs associated with monitoring procedures undertaken by the Westland District Council, or its agents, to establish compliance with conditions of this consent.

I hope this information has been helpful. If you have any questions or concerns, please feel free to contact me.

Yours faithfully,
Scoped Planning and Design Limited

Anna Johnson
Principal Planner
BEP, M. NZPI

Attachments:	Appendix 1	Acoustic Assessment
	Appendix 2	Integrated Transport Assessment Addendum – Local Road Network
	Appendix 3	Letters of Support from Local Community

11 July 2025

Bev Loader
C/- Scoped Planning
65 Jollie Street
Hokitika 7810

Attention: Anna Johnson

GREYMOUTH KUMARA TRAMWAY COMMUNITY HALL – CONSENT REVISION NOISE ASSESSMENT

Dear Anna

You have engaged Marshall Day Acoustics to provide a noise assessment to accompany a resource consent variation application for Melody Hall, Greymouth-Kumara Tramway. Our assessment focusses on noise emissions from proposed events as received by those residential dwellings on the opposite side of Greymouth Kumara Tramway where written approval has not been provided.

We understand the proposed variations to the existing consent (ref 220199) include:

- Increase from 16 to 38 carparks
- Increase from 5 community events per year to 30 commercial and community events per year
- Maximum of 150 guest and 6 staff on site during events
- A change to operational hours as summarised in Table 1

Importantly, with respect to noise emissions, the application seeks to retain Condition 16 which excludes the use of amplified music.

Table 1: Melody Hall proposed event times

Day	Event times
Thursday	0800 – 2100 hrs
Friday and Saturday	0800 – 0000 hrs
Sunday and Public Holidays	0800 – 1900 hrs

NOISE STANDARDS

Existing Consent

The consent conditions for the existing activity include noise limits that mirror the Westland District Plan permitted activity standards (discussed below), and a requirement that no amplified musical instruments are to be used. These conditions are included for reference in Appendix A.

Operative District Plan Noise Standards

The hall and surrounding houses are in the Rural Zone of the Operative Westland District Plan (WDP) and the noise rules outlined in Table 2 apply. The rules apply at any point within the notional boundary¹ of residential activity. We note the permitted activity noise limits do not apply to traffic movements on public roads.

Table 2: Westland District Plan noise limits

Zone	Times (hrs)	Days	Noise limit (dBA L ₁₀)
Rural	0700 – 2100	Monday – Friday	55
	0700 – 1800	Saturday	
	2100 – 0700	Monday – Friday	45
	1800 – 0700	Saturday	
	0700 – 0700	Sunday and public holidays	

Te Tai o Poutini Plan

Te Tai o Poutini Plan (TTPP) is proposed to replace the Buller, Grey and Westland District Plans. This plan has been notified and indicates the anticipated noise environment for the area, however provisions relating to noise do not yet have legal weight in terms of our assessment.

Under TTPP the hall is zoned General Rural and the dwellings opposite are Settlement Zone within the Rural Residential Precinct.

The proposed plan states that “Noise generated by any activity shall not exceed the following noise limits at any point within the notional boundary of any sensitive activity within any site receiving noise” and provide the noise limits in Table 3.

Table 3: Te Tai O Poutini District Plan noise limits

Zone	Times (hrs)	Days	dB LAeq (15 min)	dB LAfmax
General Rural Zone	0700 – 2200	Mon – Fri	55	-
	0800 – 2000	Weekends and public holidays		
	2200 – 0700	Mon – Fri	45	75
	2000 – 0800	Weekends and public holidays		
Settlement Zone	0700 – 1900	Mon – Fri	55	-
	0800 – 1700	Weekends and public holidays		
	19200 – 0700	Mon – Fri	45	70
	1700 – 0800	Weekends and public holidays		

¹ Notional boundary A line 20 meters from any side of a dwelling, or the legal boundary where this is closer to the dwelling.

The TTPP noise limits are broadly consistent with the WDP's limits for the rural areas, although the hours of application and noise metrics differ. The proposed noise limits are common in rural areas and represent a slightly modernised version of the existing rules.

We also note that any future plan will have to give effect to the National Planning Standards, which require noise to be assessed in line with current best practice and, in particular, New Zealand Standard NZS 6802:2008 "Acoustics - Environmental Noise". (The WDP refers to the 1991 version of this Standard.) This will necessitate adoption of the L_{Aeq} assessment parameter, rather than the L_{A10} limit currently used in the WDP.

The TTPP noise limits do not apply to vehicle movements on public roads.

Discussion

The existing consented noise limits represent the residential noise amenity that can be anticipated in the area. The consent limits mirror the WDP permitted activity standards and are similar to the proposed TTPP noise limits. On this basis, we consider that compliance with the consented/WDP noise limits will result in noise effects appropriate for the area.

EXISTING NOISE ENVIRONMENT

We conducted an ambient noise survey over 1 to 2 July 2025. Attended and unattended measurements were undertaken at position MP1 as shown in Figure 1.

Figure 1: Aerial plan of Melody Hall, neighbouring dwellings and noise measurement location

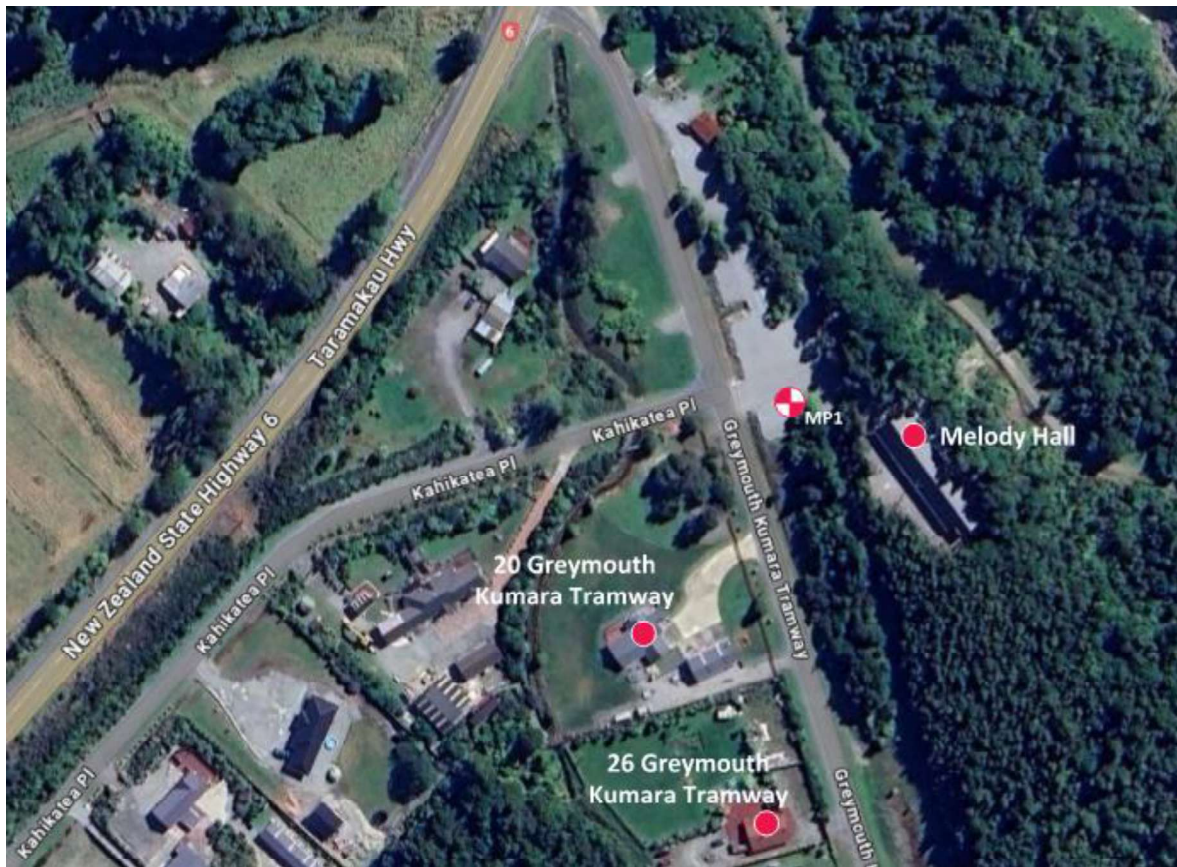


Table 4 summarises the measured noise levels and the key details of our survey is provided in Appendix B. The measurement position is described as follows:

MP1 Set back approximately 130 metres from Taramakau Highway (SH6) and 16 metres from Greymouth Kumara Tramway and is broadly representative of the existing traffic noise environment at the notional boundary of the dwellings closest to the hall.

Table 4: Noise survey results

Position	Start time	End time	Measured noise levels	
	hrs	hrs	dB LAeq (15min)	dB LAfmax
MP1	1600	1616	51	66
	1617	1633	51	60
Unattended Noise Logger	2100	0100	45	64

At the time of the noise survey, the ambient noise environment was influenced by traffic on SH6 and Greymouth Kumara Tramway, both of which have speed limits of 100 km/hr. Other contributions noted during the attended measurements include a regularly crowing rooster and bird song.

To understand the existing ambient noise levels through the evening and night-time, when events are proposed to occur, Figure 2 and Figure 3 present the existing “average” (L_{Aeq}) and “maximum” (L_{Amax}) noise levels respectively.

Figure 2 shows the gradual reduction in average ambient noise level over the evening period into night-time. A similar gradual reduction in maximum noise levels is observed in Figure 3, with peaks being observed as a result in vehicles driving past on Greymouth-Kumara Tramway.

Figure 2: Measured 15-minute average ambient noise levels

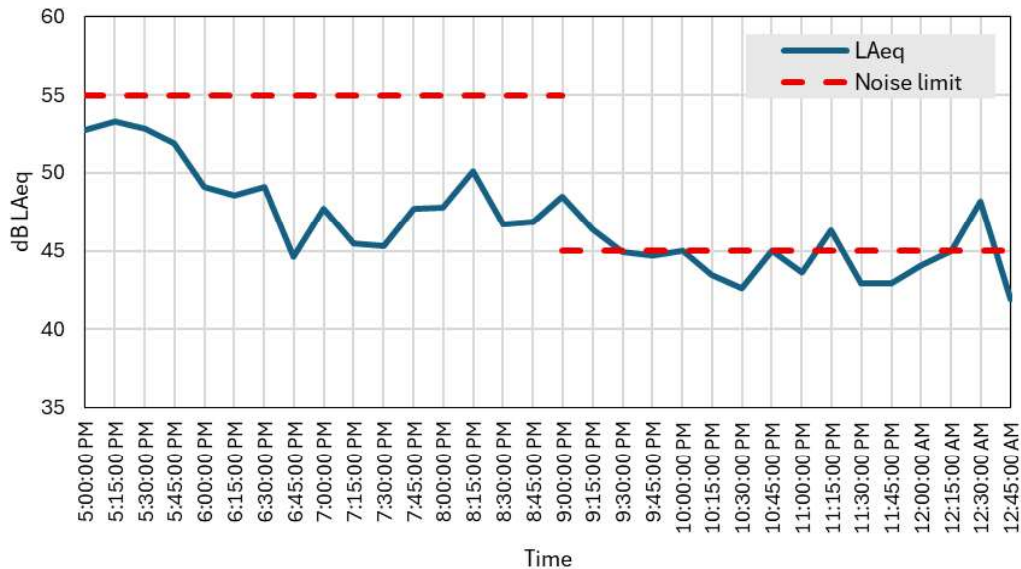
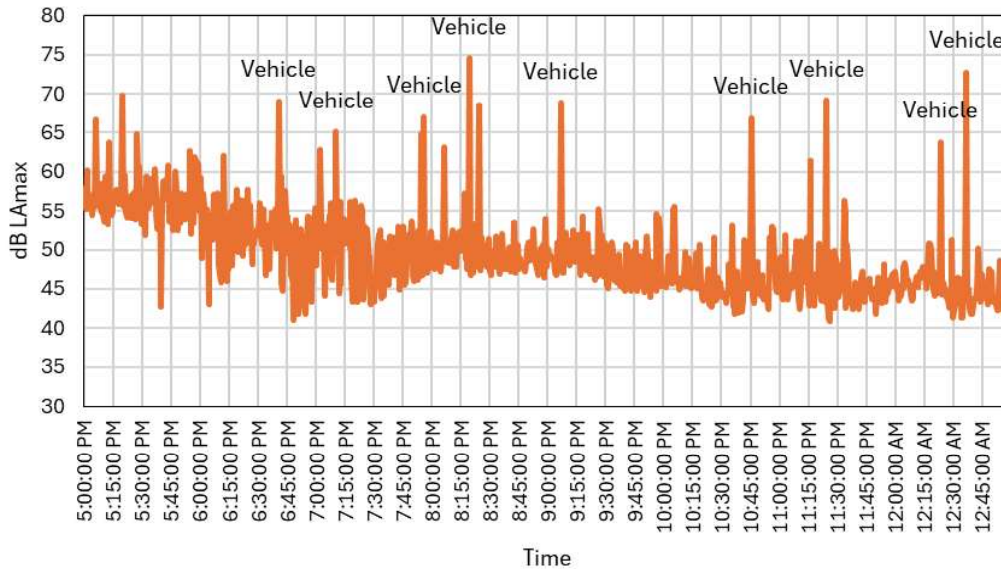


Figure 3: Measured event L_{Amax} levels



EVENT NOISE LEVELS

We understand that proposed events in the hall include weddings, community music events and funerals. As amplified music is not proposed, any music will be generated with acoustic instruments which we anticipate may include guitars, ukuleles, violins etc. We have assumed that acoustic instruments will not include drums.

To encompass this range of activity we have modelled a social event with two main noise generating activities - noise breakout from the hall and car movements in the carpark as follows:

- A reverberant sound level inside the hall of 92 dB L_{A10} .
(Based on our review of the hall's architectural drawings, we expect the building envelope will provide a minimum sound transmission loss of approximately 30 dB R_w)
- Car movements of 70 dB L_{AE} at 3m (L_{A10} basis)
Assuming all 38 cars leave from the southern exit opposite Kahikatea Place in a 15-minute period

Table 5 summarises the predicted noise levels at the nearest dwellings, compared to the most stringent noise limit of 45 dB L_{A10} .

Table 5: Calculated noise levels from hall and car parking activity

Notional boundary receiver location	Event within the hall dB L_{A10}	Event and Cars exiting from southern driveway dB L_{A10}	Compliance	Noise limit dB L_{A10}
20 Greymouth-Kumara Tramway	42	43	✓	45
26 Greymouth-Kumara Tramway	40	41	✓	45

The predicted levels indicate that the proposed activities will comply with the most stringent consented noise limit of 45 dB L_{A10} .

We have not applied any duration or Special Audible Characteristic corrections that would be permitted for daytime events under Section 6.3 and 6.4 of New Zealand Standard NZS 6802:2008 *Acoustics - Environmental Noise*.

ASSESSMENT OF EFFECTS AND RECOMMENDATIONS

Based on our assessment, noise emissions are anticipated to comply with the most stringent noise limit of 45 dB L_{A10} and will be consistent with the residential noise amenity anticipated by the WDP permitted activity noise limits.

Furthermore, our noise measurements indicate a relatively elevated ambient noise environment up until 1am of 42 to 49 dB L_{Aeq} from traffic noise on both SH6 and Greymouth Kumara Tramway.

On this basis, we consider that the proposed variation to activities will result in a less than minor change in noise effect, compared to the consented noise limits.

Should consent be granted, we recommend that existing noise related consent conditions are retained (refer Conditions 16 and 17 in Appendix A)

Please contact us if you have any queries.

Yours faithfully

MARSHALL DAY ACOUSTICS LIMITED



Elena Salmond
Acoustic Consultant

APPENDIX A EXISTING CONSENT NOISE SPECIFICATIONS

Noise

16. No amplified musical instruments shall be used.

17. 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 10
- At 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.

APPENDIX B NOISE SURVEY DETAILS

The key details of the noise survey are as follows:

Date:	1/07/2025 – 2/07/2025, 1600 -1000 hrs
Personnel:	Elena Salmond, Marshall Day Acoustics
Weather:	Average temperature 8°C, 0% cloud coverage, calm wind
Instrumentation:	Sound Level Meter: NTI XL2, SN A2A-2046-E0, calibration due 04/04/2026 01dB CUBE Noise Monitoring Terminal, serial 11191, calibration due 19/06/2027 Calibrator: Brüel & Kjær Type 4231, SN 1882775, calibration due 22/02/2025
Calibration:	Field calibration of the equipment was carried out before measurements, and the calibration checked after measurements. Observed change less than 0.1 dB.

18 July 2025

Beverley Loader
c/- anna@scoped.nz

Novo Group Limited
Level 1, 279 Montreal Street
PO Box 365, Christchurch 8140
0 - 03 365 5570
info@novogroup.co.nz

Attention: Beverley Loader

By email: anna@scoped.nz

Dear Beverley,

1. This letter is an addendum to the Integrated Transport Assessment (ITA) dated 7 October 2024, prepared for Beverley Loader in support of a consent variation for Melody Hall, located at 240 Taramakau Highway (State Highway 6), Kumara Junction. While the original ITA primarily addressed transport-related effects on State Highway 6, this addendum focuses on the local road network — specifically, the function of Kahikatea Place (including its intersection with Greymouth-Kumara Tramway and nearby vehicle crossings) — and assesses potential transport-related effects on neighbouring properties at 20 and 26 Greymouth-Kumara Tramway.

Existing Local Road Network

2. The key characteristics of Kahikatea Place and Greymouth-Kumara Tramway are summarised in **Table 1**.
3. Within the vicinity of the site, there are four properties along Greymouth-Kumara Tramway and seven properties on Kahikatea Place.

Table 1: Carriageway characteristics

Key Feature	Greymouth-Kumara Tramway	Kahikatea Place
Road Classification	Local Road	Local Road
Cross-Section Description	6.3m wide carriageway	5.0m wide carriageway
Gradient	Flat	Flat
Alignment	Straight	Straight
Traffic Volumes (veh/d)	50 (Mobile Road, 2023)	10 (Mobile Road, 2023)
Speed (km/h)	100	100
Mean Operating Speed (km/h)	37 (MegaMaps)	25 (MegaMaps)
Pedestrian and Cycling Infrastructure	None available	None available
Public Transport	None available	None available

Greymouth-Kumara Tramway / Kahikatea Place / Site Access Intersection

4. The southern site access and Kahikatea Place form a 90-degree four-way priority-controlled intersection, as shown in **Figure 1**. There are no road markings on either legs of the intersection and each leg of the intersection is straight and relatively flat. There is a light pole installed in front of the site which illuminates the access and intersection during hours of darkness.
5. The majority of exiting vehicles will be heading northbound towards SH6, where priority of traffic will favour left turning traffic from Kahikatea Place and through traffic south of the intersection.
6. A queueing space of 7.2m is provided on the site at the southern site access.

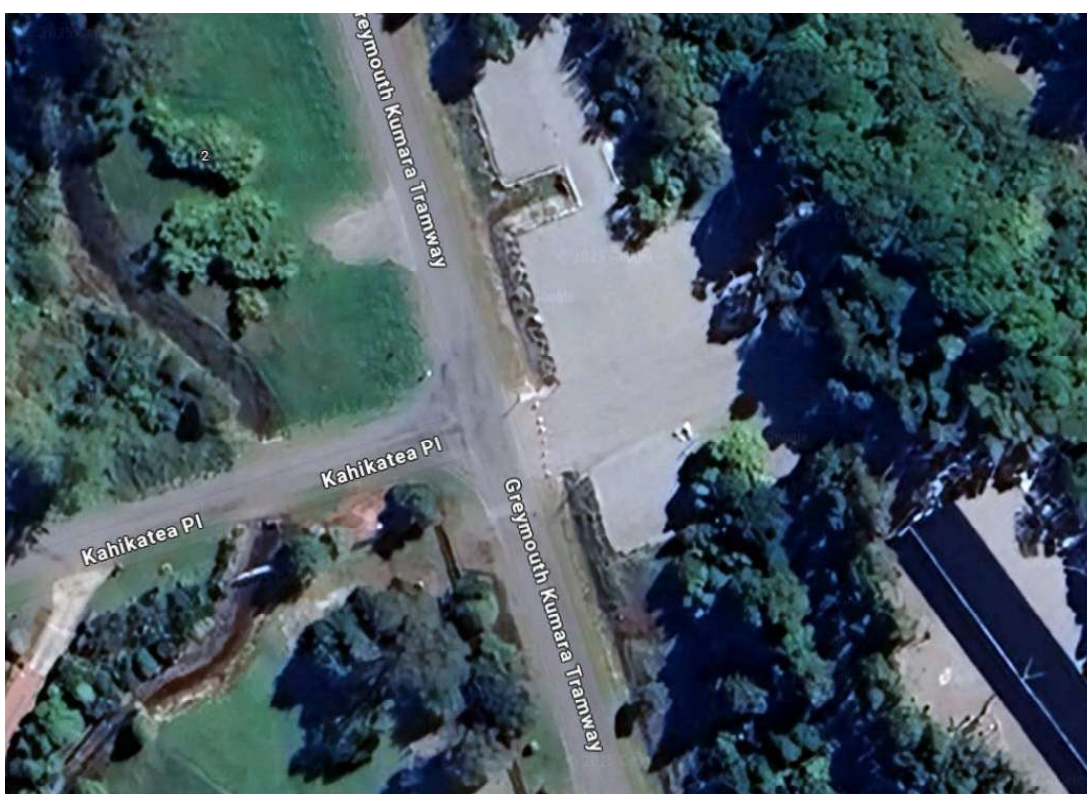


Figure 1: Kahikatea Place / Greymouth-Kumara Tramway / Site Access Intersection

Crash History

7. A search of the NZTA Crash Analysis System (CAS) database has been carried out for Kahikatea Place, its intersection with the site, and Greymouth-Kumara Tramway until 360m south of its intersection with SH6 for the period of 2020 to 2024, plus the records available for 2025. The search area is illustrated in **Figure 2**.

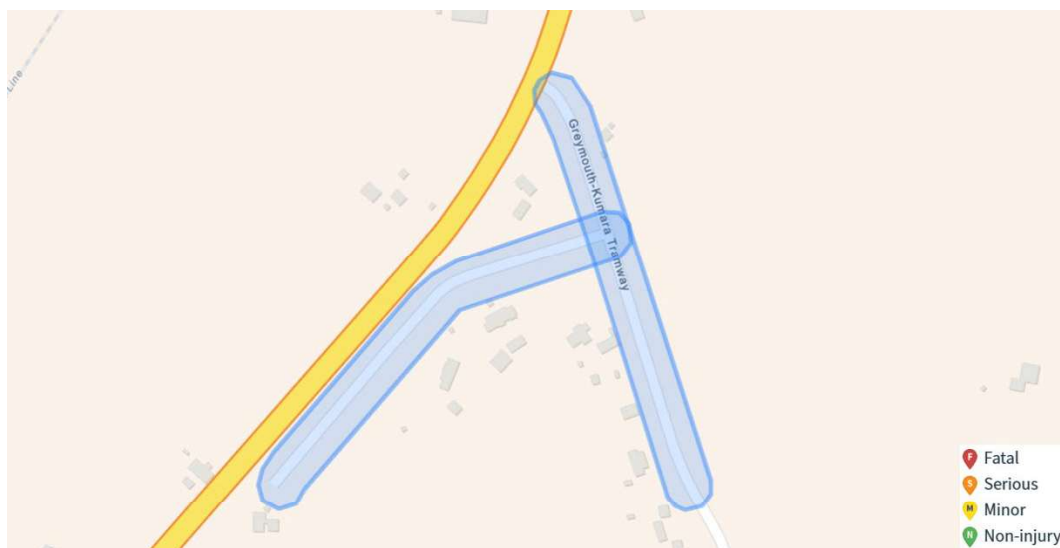


Figure 2: CAS Search Area

8. No crashes were reported within the search parameters which indicates that there are no underlying road safety deficiencies in the vicinity of the site, including any issues relating to vehicle accesses, and the intersection of Kahikatea Place and Greymouth-Kumara Tramway.

Assessment of Transport Effects

Traffic Generation

9. As outlined in the ITA, trip generation for events at Melody Hall is primarily influenced by guest numbers, the event type, and the availability of on-site parking, which is limited to 38 spaces. Based on data from comparable urban and rural event centres, an average car occupancy of approximately 3.0 guests per vehicle has been adopted, along with single-occupant travel for staff. This is specific to the wedding and events scenario, which was considered to be the worst-case scenario in terms of traffic generation.
10. Using these assumptions, estimated peak hour traffic generation ranges from 5 to 55 vehicle movements per hour, with daily traffic volumes reaching up to 110 vehicles per day depending on the event size. The worst-case scenario (as a wedding including setup and pack-down) is expected to generate approximately 96 vehicle movements. While it is theoretically possible for up to three community events to occur in a single day, generating a combined total of up to 288 vehicle movements, such occurrences are expected to be rare given the proposed annual cap of 30 events, as listed in the consent conditions, and the low likelihood of full occupancy.
11. Most events are anticipated to take place outside of traditional commuter peak periods, further minimising potential disruption to the surrounding network. It is also relevant to note that existing traffic volumes on the surrounding local roads is low, with Kahikatea Place and Greymouth-Kumara Tramway carrying approximately 10 and 50 vehicles per day, respectively.



12. Given both vehicle accesses to Melody Hall are located at or north of the Kahikatea Place and Greymouth-Kumara Tramway intersection, event-related traffic is not expected to travel past this point. The closest residential vehicle crossing is approximately 40 metres south of the southern access, at 20 Greymouth-Kumara Tramway. To ensure that event traffic does not interfere with nearby properties, on-street parking spillover is prohibited. For events exceeding 105 guests, a Transport Management Plan (TMP) will be required under the consent conditions to manage access, parking, and guest transport logistics. This has been agreed to by the New Zealand Transport Agency.
13. Residents of Kahikatea Place and properties further south on Greymouth-Kumara Tramway, such as 20 and 26, are not expected to experience delays or disruption from the activity. Vehicles exiting Kahikatea Place will generally be turning left toward State Highway 6 and will retain priority over vehicles exiting Melody Hall. Likewise, vehicles leaving the venue must give way to through traffic, ensuring unobstructed access for neighbouring residents which are located south of the accesses to Melody Hall.
14. Furthermore, it is anticipated that any guests/event organisers associated with the four residential properties to the south of the access on Greymouth Kumara Tramway would walk to the site; therefore, right turn movements into the site are highly unlikely. In this respect, no conflicting right-turn movements between the sight access and Kahikatea Place are anticipated.
15. Overall, considering the limited frequency of events, low surrounding traffic volumes, and site-specific access controls, the proposed activity is not expected to adversely affect the efficiency, or convenience of the local road network or nearby residential properties.

Safety

16. A review of crash data for the local road network did not identify any reported incidents that would indicate existing safety concerns, including those related to poor visibility for vehicles entering or exiting private accesses or at the Kahikatea Place / Greymouth-Kumara Tramway intersection.
17. Although the posted speed limit on Greymouth-Kumara Tramway is 100 km/h, data from MegaMaps indicates a significantly lower mean operating speed of 37 km/h reflecting a slow-speed rural environment. This low-speed environment further supports safe access and manoeuvring for both existing residents and vehicles associated with Melody Hall.
18. Using this operating speed, the Austroads Guide to Road Design Part 4a (AGRD04a) recommends a Safe Intersection Sight Distance (SISD) of 66 metres, based on a 2.5-second driver reaction time and a deceleration coefficient of 0.36. The Westland District Plan (WDP), by comparison, requires a more conservative sight distance of 150 metres for accesses onto roads with a 100 km/h speed limit. The required sight distances are shown relative to the Kahikatea Place / Greymouth-Kumara Tramway intersection in **Figure 3**.

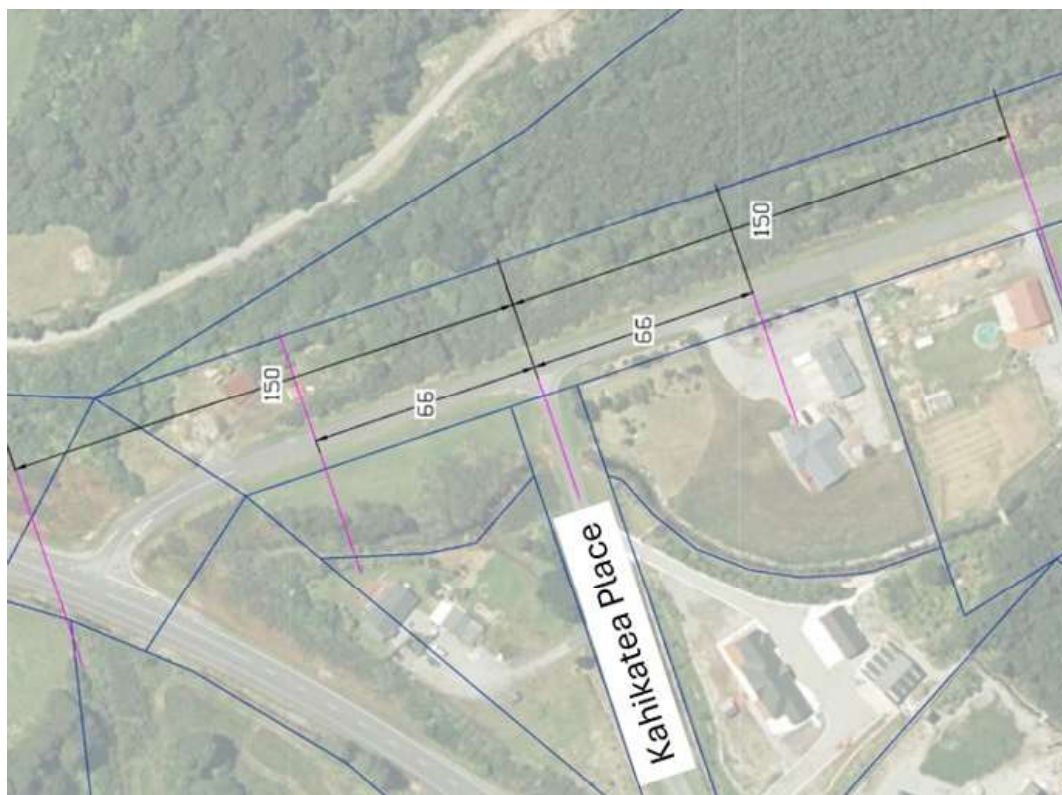


Figure 3: Site Distances

19. As shown in **Figure 4** and **Figure 5**, the intersection with SH6 is visible from the site access looking north, and the full extent of Greymouth-Kumara Tramway is visible to the south. These views satisfy both the Austroads SISD and the WDP requirements. **Figure 6** also shows that approximately 130 metres of Kahikatea Place is visible from the site access. Additionally, lighting has been installed at the site access to enhance visibility during hours of darkness, further improving safety conditions.



Figure 4: Northern visibility from site access

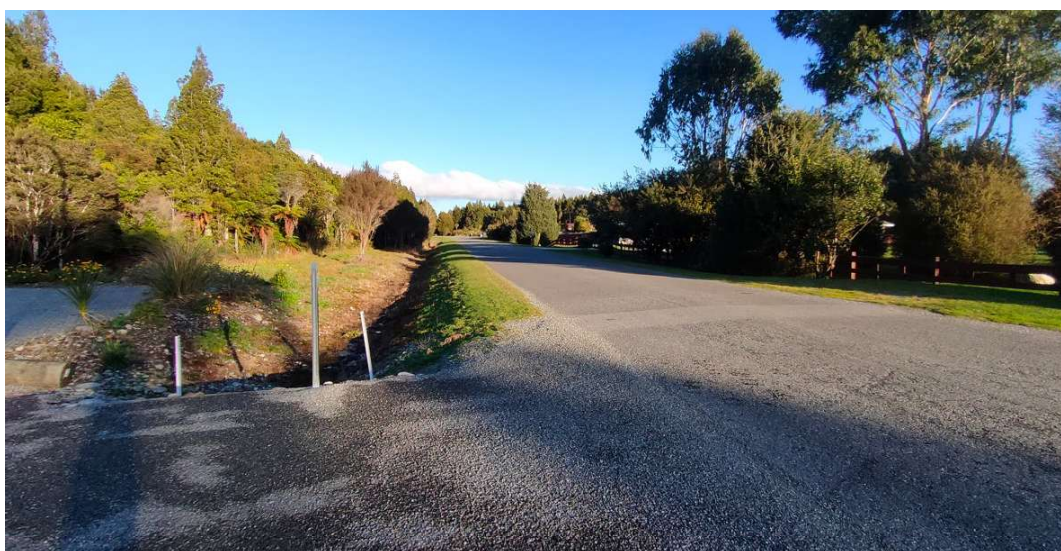


Figure 5: Southern visibility from site access



Figure 6: Visibility of Kahikatea Place from site access

20. The closest neighbouring property, 20 Greymouth-Kumara Tramway, is located approximately 40 metres south of the site's southern access. As shown in **Figure 7**, this access also benefits from excellent visibility to the north, ensuring safe movement from the property.



Figure 7: Northern visibility from No. 20 Greymouth-Kumara Tramway access

21. Overall, the available sight distances at all relevant access points exceed the required standards, and no historic crashes suggest any pre-existing safety concerns. The anticipated increase in vehicle movements associated with events is therefore not expected to compromise road safety. In addition, the internal parking area has been designed with sufficient dimensions and manoeuvring space to ensure vehicles can enter and exit the site in a forward direction, minimising conflict with through traffic and reducing the risk of reversing-related incidents. Moreover, it is expected that up to 26 of the 38 on-site parking spaces will be accessed via the southern vehicle crossing, with the remainder likely to use the northern access. This distribution helps to reduce the number



of vehicle movements through the Kahikatea Place / Greymouth-Kumara Tramway intersection, further minimising potential traffic effects at this location.

Conclusions

22. This addendum to the ITA dated 7 October 2024 addresses Council's request to assess local transport effects arising from the proposed consent variation for Melody Hall at 240 Taramakau Highway, with a particular focus on Kahikatea Place and the neighbouring properties at 20 and 26 Greymouth-Kumara Tramway.
23. Transport-related effects have been comprehensively assessed in the original ITA, including trip generation, parking provision, and impacts on the wider road network, particularly State Highway 6. This addendum supplements that assessment by considering localised effects within the immediate road environment.
24. Traffic associated with the activity is infrequent (up to 30 events per year), constrained by 38 on-site parking spaces, and is expected to occur outside of typical commuter peak periods. Vehicle movements are unlikely to extend beyond the site's two accesses or result in spillover parking.
25. Nearby properties on Kahikatea Place and Greymouth-Kumara Tramway, including 20 and 26 Greymouth-Kumara Tramway, will retain priority over vehicles exiting the site. In addition, no interference with existing access or neighbouring vehicle movements is anticipated. The on-site parking area has been designed with adequate manoeuvring space to allow all vehicles to enter and exit in a forward direction, removing the need to reverse onto the road and maintaining safe and efficient access. Sight distances at all accesses meet or exceed relevant standards, and crash data confirms there are no existing safety concerns. To ensure larger events are appropriately managed, a Transport Management Plan (TMP) will be required for any event hosting more than 105 guests.
26. Overall, the proposal is not expected to result in adverse effects on the safety, efficiency, or accessibility of the local road network.
27. We trust this addendum satisfactorily addresses the transport-related matters raised by Council. Please do not hesitate to contact the undersigned if any further clarification is required.

Yours sincerely,

Novo Group Limited

Jonas Yang

Transport Engineer

M: 021 826 087 | O: 03 365 5570

E: jonas@novogroup.co.nz | W: www.novogroup.co.nz



1433001

21/07/25

Planning Manager
Westland District Council
Hokitika

Dear Olivia

I am writing in relation to Melody Hall and the amended resource consent application currently under consideration.

We understand that the decision as to who were deemed to be 'interested parties' was decided at Council level, and maybe from within your office. We believe that as the community association representing the KJ community we should have been identified as an interested party to the application process from the outset. We were not and only recently became aware the process was already advanced.

The Westland District Council has previously identified our Society over a number of interactions (allocation of funds, walking track development, community development discussions) at least by implication that we represent the local community.

We are an incorporated society, hold general meetings to which the community is invited, run a closed social media group with over 250 members and through a range of activities and projects aim to support local community development and the development of community amenities. The community boundaries include the Melody Hall and immediate neighbours and stretches south to Acre Creek and about half way up the Kumara straight on SH73 to the east.

We wish to draw the Commissioner's attention to some matters which do not appear to been so far addressed in submissions and which highlight the importance of the community hall to the Kumara Junction community.

We would bring to the table an historical context attesting to the growth and development of the KJ community over the past 25 years as new sections have been developed and families have moved into the area and the significant loss of amenities experienced over that time (closure of the primary school, community hall, local pub, possible closure of the Honey café).

We argue that the beautiful hall generously built by Bev Loader, for the use of the whole community, is essential to providing a centre for community activities and so supporting the sense of community in this now growing and important community of ours.

We note that community centres are generally accepted as having a vital role including such functions as providing social interaction and community building, health and well being opportunities, emergency response centres serving as shelters, distribution

points and locations for emergency equipment; altogether providing a vital hub for social interaction, resource provision and overall community development contributing to a stronger, healthier and more vibrant neighbourhood

We understand the concerns of the 2 immediate households who have submitted on the possible scale of activities and the subsequent impact on their quiet enjoyment of their lives. The practical reality is the level of activity indicated in the request for amendment of the resource consent would never occur. This is a rural setting on the West Coast which would never see anything close to 200 events per year. It should be compared to the Kumara Hall, the Camerons Hall or even the Barrytown Hall which would be lucky to see 10 evening functions involving 100 people over a year and be over and closed by midnight with no adverse effects on those living close by.

We also submit that we don't believe normal community activities should be restricted. Community groups should be able to hold meetings or markets or get together... as required/wanted. There is very adequate gated parking and cars leaving would not pose any further irritation to residents than cars driving up and down the Greymouth Kumara Tram or the heavy vehicles using the state highway.

Defining the 'events' approved and restricted to 5 or 6 per year in the original application would go some way to remedying this unfortunate situation...is an event any use of the hall eg an afternoon meeting of the Civil Defence committee or is it an evening social event with music, dancing and a door cover charge, or a wedding function, finished at 11pm and cleared by 12MN. Logic and good sense would say it is the latter, but it is the former that had been enforced.

The availability and ongoing use of Melody Hall will do a lot to connect new residents to the community and aid the ongoing building of a sense of community, an important part of our organisation's objectives.

In discussions with Bev we understand she has undertaken a number of remedial actions to satisfy concerns of neighbours with regards to potentially disruptive noise and parking issues. Our view is that if those concerns are alleviated then the community should be able to have much wider access to this very desirable amenity than is currently possible.

To highlight the untenable nature of the current restrictions; our committee is effectively barred from using the hall. We meet once a month on a Thursday evening from 7.00 p.m. until as late as 9.30 p.m. If we were to hold our meetings at the Melody Hall, not only would we exceed the current allowance of activities, others would also be prevented from using the facility.

We understand we could write a letter making and expanding on the points above but advice received by us is that it would carry no weight and may not even be considered by the Commissioner in reaching her decision. Elevating our status to 'interested party' will allow us to present to the Commissioner and explain why we believe the soul of this

community will be greatly enhanced by allowing this hall to function as the community hub we are sadly lacking.

Yours faithfully





To whom it may concern,

I am writing to you as a local resident of Kumara Junction who is strongly in support of Melody Hall at 240 Taramakau Highway as a community venue.

I understand that currently there is a total limit of 5 events permitted per year, which seems extremely and unnecessarily restrictive. This equates to less than 1 event every 2 months, which could be something as simple as a lunchtime committee meeting for a community group.

We currently have no local venue for community events which could range from committee meetings, club meetings, speakers, entertainers, small private functions such as workplace events and a venue to be a base for a local Civil Defence Group. I believe that communities that offer these things are stronger, more connected and have lower crime rates. Neighbours get to know and support each other and there are better coordinated responses to any issues the community may face, such as natural disasters. This is very important to consider with the high risk of the alpine fault rupturing in the next 50 years.

I have read the submission to  from some local residents who are strongly opposed to any amendment to the resource consent in full. This document is freely available online with the help of a Google search.

I do empathise with some of their concerns over the possibility of weekend events continuing until 3am, with amplified music and I would agree that some limitation of these kind of events is not unreasonable. I do not believe it is the intention of Beverley Loader to focus on these kind of events and surely some kind of compromise can be made here.

Other parts of this submission read to me as being based in emotion and not fact. For example the concern about detriment to local wildlife. I have cycled and jogged down this stretch of road a number of times and I would suggest that companion animals, such as the cats that I have seen outside, would have a far greater detrimental impact to the native wildlife that a group of humans occupied indoors. As a cyclist I have felt perfectly safe on this stretch of road which is wide with good visibility. The venue in question is immediately next to the junction with the main highway. Vehicles have to slow before turning onto this road and as they are immediately at the venue are unlikely to accelerate to any great speed. Claims that users of the venue could drive at 100km and pose a risk to cyclists are very greatly exaggerated.

I would urge the council to take a pragmatic approach when considering the amendment to the resource consent as I believe there is surely a common sense middle ground to be found here that would enable the community to access and enjoy this beautiful facility so kindly developed by Beverly Loader whilst also limiting the more extreme forms of disruption to the immediate neighbours of this venue.



[REDACTED]

To whom it may concern

July 25 2025

I am writing in support of the Melody Hall resource consent amendment application. As a resident of Kumara Junction for the last 19 years and a regular cyclist on the Wilderness track which passes the Hall on Tramway Road, I think that the provision of Melody Hall by Bev Loader is a wonderful gift to the community. I have seen how much energy she has put into this project and what a great end result she has accomplished; all to be thwarted by one or two individuals.

The local area has a growing population with planned housing developments supporting a population of over 300 residents. A community hall that can be used for a variety of purposes is just what this area needs. If there was to be a centre for the community in the event of a disaster, this hall would be the ideal place.

Bev should be lauded for her foresight in building this facility, not put down as someone out to make money as has been reported in the local papers.

I strongly urge the Council to accept the amendments and allow this hall to be used as it was intended as a community gathering place.

[REDACTED]

24 July 2025

[REDACTED] and we reside within the Kumara Junction community.

We are writing this letter in strong support of the amended resource consent application for Melody Hall.

As a local resident, we have witnessed first-hand the changes our growing community has undergone in recent years. Once a quiet area with just a couple dozen homes, Kumara Junction is now expanding rapidly, with 124 homes and more subdivisions already planned. With this growth comes the urgent need for community infrastructure that fosters connection, identity, and belonging.

Over the years, we've lost our local school, our hall, and our pub—each a vital social hub that once brought people together. Their absence has been deeply felt within our community.

And then along came Bev Loader.

Bev has given us more than a building, she's given us hope. Melody Hall is a remarkable gift of generosity, vision, and sheer hard work. From the ground up, it has been created not for profit, but for people, for us, the community. It is a beautiful, welcoming space that has the potential to become the beating heart of Kumara Junction, offering a venue for everything from yoga and fitness classes to birthday parties, to weddings. The possibilities are endless, limited only by the current restrictive consent, which allows only five events per year—a frequency so low it renders the facility nearly unusable for any meaningful community benefit.

With the number of homes and residents growing, the need for a functioning, accessible community space is not just desirable, it's essential. Community-led projects, such as the planned lagoon trail and the refurbished Gentle Annie track, as well as various small local initiatives like the picnic tables at Serpentine Beach, demonstrate that this is a place of passionate and proactive people. But we cannot do it all ourselves, and we certainly couldn't have created something of the scale or beauty of Melody Hall on our own.

That's why Bev's gift is so extraordinary. She has invested time, money, sweat and soul into something for all of us—without asking for anything in return. It would be a travesty to let restrictive bureaucracy limit this generous gesture.

Other halls in our region—Kumara, Camerons, Barrytown and beyond—operate regularly and successfully, hosting a wide variety of benign and culturally valuable events. Surely, Kumara Junction deserves the same. Restricting Melody Hall to five events a year not only undermines its purpose, but also denies our growing population the social infrastructure it desperately needs.

We respectfully ask that the Council approve the amended consent and allow Melody Hall to operate in a way that supports the evolving needs of our vibrant community. Let's not stifle a rare act of modern-day philanthropy. Let's embrace it.

[REDACTED]

[REDACTED]

From:

Sent:

[REDACTED]
Sunday, 27 July 2025 8:44 p.m.

To:

Subject:

[REDACTED]
Melody Hall

To whom it may concern,

RE - Melody Hall

I love the supportive feeling of this community, with the immediate neighbourhood, and the wider surrounding Kumara Junction area. We have lived in many places over the years due to work commitments, and I do feel like we have finally found home in this area. I know that I can text/call my closest neighbours if need be and they will help at a drop of a hat, and I hope they know this is reciprocated right back. A community supporting each other!

I'm all about bring communities/families together, socialising in person, and getting to knowing our neighbours which is so important. Living here for just over 2 years, I know I have yet to still meet a few other neighbours, but if we had Melody Hall to connect for the occasional catch up, I probably would know more neighbours by now.

If there was ever a disaster over this way, like the CHCH earthquakes – that event showed how neighbours are important and about having a safe meeting place.

I am raising the next generation (two girls ages 8 and 6), who love to socialise/dance. This is a great positive structure for our community which I feel is currently lacking with met up places. That's why I was quite surprised that there were so many issues with Melody Hall and the access to this facility for the community.

Although I have only meet Bev a couple of times, I do see all the hours of work that she puts into Melody Hall, when I drive passed or I'm at the bus stop waiting for my girls to depart/arrive from school. Bev really cares about this Hall, and it shows, she isn't out to take advantage of making a profit or out saucing this property 200+ times a year.

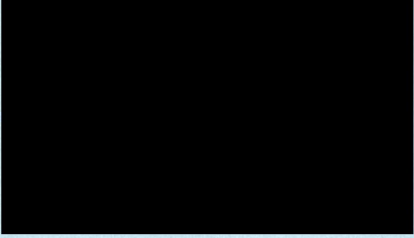
I've had the pleasure of attending a couple of weddings at "The Ark House" in Christchurch which Bev owns, back in 2006 and 2009, once as a bridesmaid. Bev was respectful to the close neighbours of that facility, and the venue closed at a respectable time. Bev is a wonderful caring person, and I see that with only meeting her a few times, so I really struggle to see why there has been so much one sided/negativity reported about this beautiful Hall when it's all about connecting a growing community and yet most of the community has not had a voice regarding this matter.

Society is changing very quickly, but we need to keep it real but knowing our neighbours/community and utilising this beautiful Hall, everyday I drive passed and it breaks my heart that it's just sitting there doing nothing.

I'm voicing that I do hope that Bev gains the ability to use Melody Hall more than the current events per year.....so that we can all enjoy Melody Hall.

Kind regards,

[REDACTED]



To Whom It May Concern,

I am writing this letter in support of B Loader and Melody Hall which is just at the end of our street, in fact I walk past it every day with my dogs. It is a wonderful asset to have in our area and I would like to see it used more. At the moment it's just sitting there in amongst the bushes not being used. It's sad to see the owner going down there weeding the gardens and spraying the weeds and keeping it looking amazing but for what! For it to sit there unused day after day, month after month when the community could bring it to life is such a shame. Although we have only lived in the area of the hall for the past two years, we have enjoyed the times when the hall has been opened. It is a wonderful asset to have so handy where you can stroll down and enjoy the area with the surrounding bush and gardens. It looks welcoming in its private setting.

We don't know how long the local café will be there as that is where some of the community meet on a local basis. I don't see how a dozen or so committee members holding a meeting in the hall is classed as an event. No noise would come from that unless it's a car door shutting and a few voices as people were walking into the hall. It could be used in so many ways with line dancing or exercise groups meeting or craft groups with the older talented people teaching younger ones to knit and sew. Activities for the local children in the school holidays could be held there but at the moment there's nothing happening at all, going against the idea that B Loader had envisioned when she built the hall.

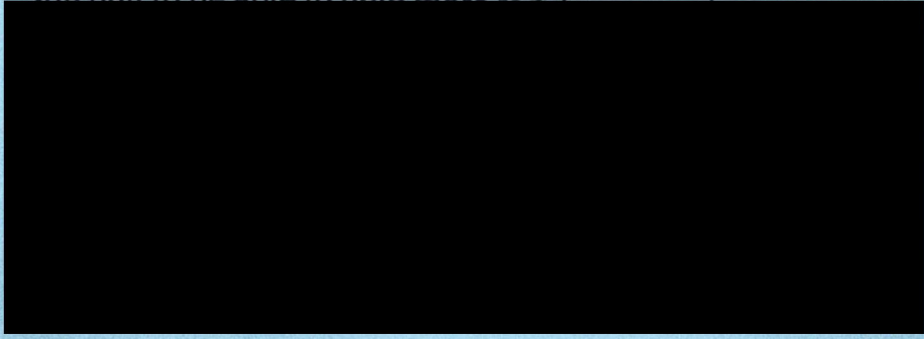
My understanding is she built it as a community hall for all to enjoy with some people may wanting to hold a wedding or 21st there or even a fundraising event there NOT a bar or tavern as has been suggested by unsupportive neighbouring houses. She has already said the hours of closure for such an event would be music stops at 11.00pm and all gone off the premises by midnight which is normal times for a similar hall in most neighbourhoods.

Hopefully the hall becomes available for all to enjoy without unreasonable restrictions when we need to use it no matter what the event is for as long as it is open within the allocated reasonable times.

I was appalled to read the one-sided articles in both the Grey Star and Guardian newspapers obviously written by the reporter who has read the over exaggerated submissions by these two neighbours on line at the West Coast District Council. Both of the two objectors in their submissions have made it sound like it's all the neighbouring properties who are against the hall being used where as it is only them two. It's just a shame that the public and the Kumara Community members couldn't put submissions in as well as the negative ones which were submitted. Why didn't the reporter come and

ask the local neighbours in the area what they thought instead of going by the opinions of two households and reporting conflict which wasn't even obvious until now.

As an active community member, I would like to put my full support behind B Loader and the hall to be able to hold more events. It's there for us all to enjoy.



Melody Hall Resource Consent
To whom it may Concern

We have been residents at Kumara Junction for 54 years and wish to support Bev Loader in her application for changes to her resource consent for her hall.

When we moved here there was approx 230 dwellings in the area and we had a school and a Community Hall. Now these are gone and even the Cafe is on a month to month lease.

There is development in the pipeline that should see our present population increase from the present 250 to approx 400 in the next 10 years.

There is a need urgently for a Community Centre.

Because of ridiculous restriction to her Hall of 5 events per year we on the Kumara June Community Committee have to have our meetings at residents houses each month. How ridiculous is this when she has offered us her Hall.

She has also generously offer the building for Civil Defence and is willing to have a Civil Defence emergency box stored on her property.

I hope these points are taken into consideration when considering her amended resource consent



Melody Hall
To whom it may concern - ^{Westland} District Council
We wish to give our support for
Bev loaders application for amend-
ments to her application to her
resource consent for increase
days for hall use.

at present this is restricted to only
5 events a year.

She generously has put on music
events for the whole community
which has been enjoyed by young
and old.

We also understand she has offered
the building for Civil defence emergency.

She is a very generous person

in our opinion

There is no other community buildings
in our area.

We have been residents here for
over 20yrs.

How can only 2-3 people stop
this building being used when
there is approx 250 people in our
community who are in support
of this generous lady.

25 July 2025



To Whom It May Concern,

I write this letter in support to an amendment to the existing resource consent of Melody Hall and in support of Ms Beverley Loader.

My family and I (husband and 4 children) have been residents in the Kumara Junction area for 5 years now and enjoy the rural setting and the sense of community that still exists in rural New Zealand.

Over the last few years, the children and I have been privileged to get to know Ms Loader as we watched her hall and surrounding section evolve from what was nothing more than worthless roadside scrub into an eye pleasing development, encompassing gardens, native bush, mown roadsides, parking areas and a beautiful purpose built hall in amongst a stand of native trees. For a person of her vintage, her development, foresight, project management and sheer hard work and determination is nothing short of awe inspiring.

In a time where local and central government budgets and funding are ever shrinking, particularly in the art and cultural space, for a small regional like the West Coast, it is almost unimaginable to have someone with a philanthropist approach with a vision and the capital to make a project like this happen.

A community hall in a bygone era, was a hub for those in the district, to share good times, to comfort each other in bad times. A place to share, food, music, laughter and tears. In a world where our social interactions have moved online, residential areas are rapidly growing we run the risk of losing places such as community halls as a common place to bring people together. Ms Loader's vision was simple, yet powerful, to foster connection, conversation, music and laughter.

There is an increasing population at Kumara Junction, with 2 more planned subdivisions in the planning stage. Over the years there has been a loss of amenities such as the school and pub closing, and the Scout Den behind locked gates. There is uncertainty over the future of the Café now the land and buildings are under new ownership. There is an active community group

working hard on the beautification and connectedness for the area, such as upgrading existing walking tracks, as well as constructing new ones, to picnic areas and general care and concern around trying to keep the area tidy and appealing working with both WDC and KiwiRail. The construction of Melody Hall, if it can be used by the community will return an amenity to this area. The next closest Hall being the Kumara Memorial Hall which at its ages need funding for repairs and maintenance and upgrades. To the North there is the Camerons Hall which sits in the Grey District and is enjoyed by the Camerons/Gladstone residents for the weekend markets in warmer weather and from observations the odd children birthday party and evening function. It looks like a source of pride for the local residents with its neat upkeep and tidy surrounds.

The current resource consent restrictions of 5 events per year are too constraining. Imagine having a facility worth (I would imagine) in excess of \$2,000,000 only being able to be used 5 times. Imagine the calendar of bookings, a knitting group for an hour one morning over morning tea, a Sunday afternoon line dance group for a couple of hours, an evening committee meeting for an hour and half, a sports race along the Wilderness Trail asking to have the hall open as an aid station and for use of the bathroom facilities, then all of a sudden there is only 1 booking slot still available for the remainder of the year – this makes no sense.

I understand the closest neighbours feel “the most affected” but I do think common sense needs to prevail and the resource consent needs to be viewed through the lens of a “usual community hall” and the likely use uptake. 2-3 objectors are very firmly a minority. You only had to be at the soft opening to see the immense support and pride from the community near and far as well as the gratitude for the goodness that still exists in human nature, where someone could be so selfless. In Ms Loader’s own words, “this is for the children”. I wouldn’t liken Ms Loader to a property mogul, or a night club proprietor, nor do I think she is a mastermind investor trying to turn Melody Hall into a “cash positive asset”. There must be a way forward in which the wider community can be able to access and utilise this wonderful new facility on reasonable terms. (As an aside - I do not think there would be any commercial venue anywhere on the West Coast that manages to book 208 functions in any calendar year).

I implore, the Westland District Council, Her Worship the Mayor Helen Lash, The Councillors, The Planning Department and Commissioner Bretherton, to carefully consider the way forward.

Respectfully,



TO WHOM IT MAY CONCERN

From the time I met her on my land in 2020 I became familiar with what her purposes were in building a hall on what was originally part of her parents (The Ackers) family farm. She told me that her intention was to build a hall for old-time music to be played in memory of her family who were well known musicians (the Acker Family Band).

Her intention has never changed to my knowledge since then.

Over time Bev has committed to clearing and landscaping the road reserve she has a licence to occupy as well as maintaining the land adjacent to her land (including land on the other side of the Tramway Road which she recently brought and the land between my property and SH6). This has been done to a high standard at her own expense using her own efforts and employing contractors. There has been no cost to WDC for any of this maintenance.

The Hall has been used for a limited number of neighbourhood events which proved popular with most locals. It has also been used within the scope of her existing consent for Civil Defence meetings, church events and other social functions. Although sound travels easily along the ridge to my house, I have never noticed noise apart from when the Hall was being built.

I am aware that there is now a healthy demand for residential sections in the Kumara Junction area and that there is no venue for community functions locally. In my view Melody Hall is a facility that is welcome in our area and one which will prove a focal point for community activities and enhance the appeal to residents considering building in the area.

Given that local councils like WDC are cash strapped because of the growing demands on them, development like these should be encouraged as providing a welcome addition to the rating pool.

The revised resource consent of Bev Loader should be granted as submitted

[REDACTED]

From: [REDACTED]

Sent: Saturday, 26 July 2025 11:38 a.m.

To: [REDACTED]

Subject: Letter in support Melody Hall

To whom it may concern.

[REDACTED]

My wife and I have seen enormous changes here in these 70 plus years.

Firstly there was a very small population with the school continually struggling to meet the minimum numbers of students to remain open and it did eventually close in the early 90's. It was a significant focal point for the community while it was open.

We also had a well used hall just north of the cafe at the Junction that was another focal point. Dances, sports, band practice, a variety of functions and community meetings were held there. The school used it for end of year concerts.

That fell into disrepair and closed in the 1980s and has been since demolished.

The Taramakau Hotel, later Tavern, also a local meeting place, closed in the early 2000's.

That was really the time when the least people lived here at the Junction but it has done nothing but increase since.

We now have an increasing population already many times greater than the earlier years.

What this community has lacked as it has grown is a venue for the wide variety of activities that allows those within a community to easily engage in and build long term relationships.

I know others have had plenty to say about the generosity of Bev Loader in building the Melody Hall and I endorse all that has been said.

I fully support the Hall being permitted to operate as required when non intrusive activities are taking place but noise limitation and limited closing time when more boisterous activities are taking place.

Respectfully

[REDACTED]

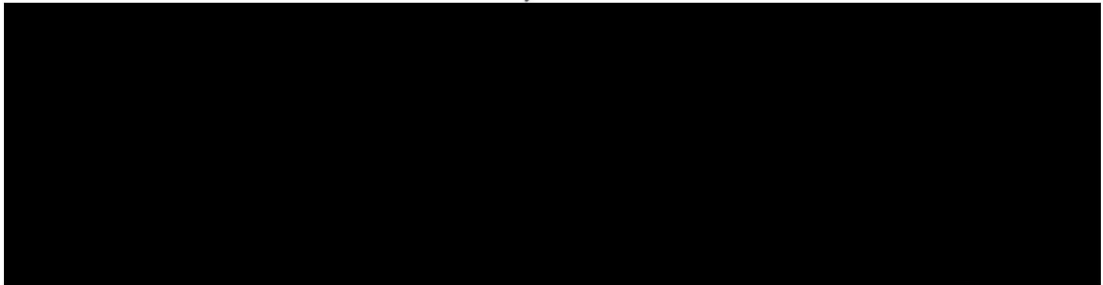
Melody Hall Consent
To whom it may concern W.D. Council

Please note we are in support
of Bev leaders Melody Hall consent
that was declined recently

She has very generously built this
beautiful building and invited all
the residents numerous times to
an afternoon ~~and~~ of dancing and music.
and enjoyed by young and old.

We hope you are aware in any
decisions that there is no other
community buildings in our area.
The building has been offered for
Civil defence emergency and
we understand is willing to have
a Civil emergency box on on
her property.

We think it is ridiculous this lovely
building is restricted to 5 events a year
what she has achieved has added
value to everyones property
in our community.



To Whom it May Concern

I want to write in support of retaining Melody Hall and having sensible operating hours.

I lived in this community when I was young and have recently returned with my family to settle down and build a house here.

I think it would be great if there was a hall here that we could use for lots of family and friends activities. I think it is great of Bev Loader to build this hall for the community and I would like to see it used as much as possible.



To Whom it may concern

I am
and

I read about Melody Hall in the paper and made some enquiries, also went to look at it. The gates were unfortunately locked but from what I saw of it from the road it looks like a lovely building tucked away in a beautiful setting among native trees.

I think this is an amazing community asset and can't get over the fact that Bev Loader has built it and wants the community to use it. How generous is that.

It would be a great asset for the community and I can imagine all sorts of community activities happening and look forward to joining in with them. I don't know if it is correct but I have heard that there is currently a restriction on the hall of 5 events a year. Why on earth would that be?

I support Melody Hall being able to open as often as it wants, with the usual reasonable restrictions on closing times and numbers.

[REDACTED]

27th July 2025

I've been in the Melody Hall once and was very impressed in its style + setting. Its built to be used for weddings + more + believe it is a great asset for the local and the wider community. I would love to see the concert go through as soon as ~~so~~ it can be used more than 5 times a year. Bev leader has put her heart + soul into this creation + would love to see it being used.

Regards
[REDACTED]

Melody Hall

I am writing in support of the integration of the community hall , known as ‘ Melody Hall ‘ at Kumara Junction.

There has been traditionally a hall which did serve the community in past years, however there has not been one for some years. I see this as an opportunity to create a community link , one which is worthy of pursuing as a community asset for all at Kumara Junction and beyond our borders.

Research shows that the community activities and establishing links within a community can dispel crime in an area , and give those people who are lonely or are needing community support a place where they can establish social links.

I would sincerely hope that these comments are taken into consideration as to your decision for the future of the hall.

Yours , Sincerely ,

A solid black rectangular box used to redact the signature of the sender.



Share to Teams

Zoom

**FW: Melody Hall**

Subject: Melody Hall

To Whom It May Concern

My name is [REDACTED]

I am writing in favour of increasing the usage hours and days for Melody Hall. The present restrictions need reviewing to make this a great community asset suitable for a community to utilise.

As with most halls available for use here on the Coast, they generally have unrestricted daytime and early evening access, and late night for weekend functions. With adding to these a weekend noise restriction and a 10 - 11 p.m. finish, all cleared and out by midnight on a weekend, could be a great solution for all concerned.

I am sure with measures in place this I feel could be used by many different organisations and groups to utilize, such as learning events, family gatherings for many different reasons, community events, children's events, the list is endless.

The Honey Bee Cafe at Kumara Junction is often utilized for various events and gatherings and as the land has been purchased by Electronet, there is a real possibility for its closure in the future. Therefore, having a renew calendar of days/times available for events etc at Melody Hall, this could fill this gap should the Cafe be closed.

The Kumara Junction community has risen in numbers in recent years through several subdivisions with more on the go. We have over the years lost our School, our Hall, and a real possibility of losing our local Cafe as well.

Melody Hall could be the starting point of many local activities and gatherings that make a small community come together for old and young alike.

The present allowance of five events a year cannot possibly allow this community and this asset to flourish and become a community hub for endless possibilities.

I just want to give credit where credit is due. Thank you, Bev, for all the hard work you have put into Melody Hall and your ongoing upkeep of the entrance to Greymouth Kumara Tramway. This area and where Melody Hall stands has never looked this neat and tidy until your vision of Melody Hall. May she be allowed to grow.

Thank you

[REDACTED]

Get [Outlook for Android](#)



Reply



Forward