

NZ Transport Agency Waka Kotahi Reference: Application-2024-0606

29 January 2025

Beverly Loader
C/- Allie Mace-Cochrane
Novo Group Ltd
PO Box 365, Christchurch 8140

Sent via Email: anna@scoped.nz

Dear Allie,

Affected Party Approval Request – 240 Taramakau Highway, Kumara Junction, Greymouth, West Coast – Beverly Loader

Thank you for your request for written approval from NZ Transport Agency Waka Kotahi (NZTA) under section 95E of the Resource Management Act 1991. Your proposal has been considered as follows:

Proposal

Resource consent is sought to vary the consent conditions of existing resource consent application RC220119. The original resource consent was granted for the construction of an oversized nonfarming building (Melody Hall) and utilisation of a section of road reserve for parking within the Rural Zone. This consent has the following transport related conditions:

- No more than 16 vehicles parked on the site at any one time.
 - Five community events per calendar year.
 - No commercial activity and no staff.
 - Events required to finish no later than 00:00 (midnight),
- The Applicant has requested to vary the above conditions as follows to provide more flexibility in use of the Hall:
 - Increase operation to four days a week and public holidays, where not restricted by alternative national requirements.
 - Increase operation time to 03:00 on Fridays and Saturdays.
 - Increase the number of parking spaces on-site to 38 (22 space increase).
 - Allow some commercial activities (e.g., weddings).
- Vehicular access to the hall will continue to be via Greymouth-Kumara Tramway.

Assessment

In assessing the proposed activity, NZTA notes the following:

- Direct access to Melody Hall is via Greymouth-Kumara Tramway (local road).
- Greymouth-Kumara Tramway interacts with State Highway 6 (SH6) via an existing intersection. This intersection does not meet the sightline distance requirement of 282m as recommended within the NZTA Planning Policy Manual for a 100km/hr speed environment.
- A total of 38 parking spaces are proposed on-site and no spill-over parking is allowed. A condition of consent has been proposed by the applicant to ensure the activity will not lead to on-street parking that could otherwise lead to adverse effects (see Condition 2 for more information).
- An Integrated Traffic Assessment (ITA) that was prepared by Novo Group notes that the maximum occupancy of the site for community events and gatherings is likely to be 76 people per day with a peak hour generation of 38 vehicles per hour and a daily traffic generation of 76 vehicles per day. However, depending on the nature of the

community use, it is possible that more than one activity could be held daily at Melody Hall. Assuming full occupancy of the activity, the ITA considers one activity could be held in the morning, one in the afternoon and one in the evening. Therefore, three activities could occur on any given day of operation. It was therefore concluded that the worst-case traffic generation scenario for community activities (three in one day) results in an overall traffic generation of 288 vehicle trips per day.

- Based on the set-up and pack down required for weddings and events, and given there is only one building at Melody Hall, it is assumed that no other events would occur at the site when a wedding is held. It was therefore, determined that the worst-case traffic generation scenario for a wedding would result in an overall traffic generation of 96 vehicles per day.
- Given the reduced sightlines at the Greymouth-Kumara Tramway intersection with SH6 and the significant vehicle movements that could theoretically be possible as a result of this proposal it was considered that the intersection with SH6 would need to be upgraded to mitigate any adverse effect on the state highway network. However, NZTA understands that although these movements are possible, they are a worst-case scenario and unlikely to be reflective of the true use of the hall. A review condition has been promoted by the applicant to monitor whether there are likely to be any adverse traffic safety effects on the state highway network over a set period of 12 months and if any mitigation would then be required before continuation of the activity. The review condition will be used to understand how the hall operates, including how often events occur and associated vehicle movements from SH6 (see Condition 1 for more information).

Conditions

In discussion with NZTA your client has agreed to include the following conditions as part of your client's resource consent application. The legal name of NZTA is the **New Zealand Transport Agency**; therefore, our full legal name is referred to in the conditions and approval.

1. The consent holder shall maintain detailed records of the Hall's operations for a period of 12 months, commencing [from the start date of the activity]. These records shall include the timing and frequency of events, the number of visitors, and parking occupancy. The records shall 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 shall take immediate and practical steps to implement the recommended safety improvements.
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

Determination

On the basis of the above assessment of the proposed activity, and the conditions volunteered by the applicant, the New Zealand Transport Agency provides written approval under section 95E of the Resource Management Act 1991.

Expiry of this approval

Unless resource consent has been obtained this approval will expire two years from the date of this approval letter. This approval will lapse at that date unless prior agreement has been obtained from the New Zealand Transport Agency.

If you have any queries regarding the above or wish to discuss matters further, please feel free to contact the Environmental Planning team at environmentalplanning@nzta.govt.nz.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Jack McCulloch', is positioned above the printed name.

Jack McCulloch

Planner

Poutiaki Taiao / Environmental Planning, System Design, on behalf of NZ Transport Agency Waka Kotahi.

Enclosed:

- Attachment 1: Proposed Site Plan

Attachment 1: Proposed Site Plan (original)

