

23 October 2025

Beverley Loader
c/- anna@scoped.nz

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Attention: Beverley Loader

By email: anna@scoped.nz

Dear Beverley,

1. This letter is a second addendum to the Integrated Transport Assessment (ITA) dated 7 October 2024, following the first addendum dated 18 July 2025, prepared for Beverley Loader in support of a consent variation for Melody Hall, located at 240 Taramakau Highway (State Highway 6), Kumara Junction. The original ITA primarily addressed transport-related effects on State Highway 6, while the first addendum focused on the local road network. This addendum addresses traffic generation and its potential effects on local pedestrian and cyclist facilities, as requested by the Westland District Council and the hearing commissioner in their correspondence dated 14 October 2025.

Annual Vehicle Movements

2. The consent conditions allow for a maximum of 30 events per year.
3. Based on available on-site parking (38 spaces), event generation is constrained by parking capacity rather than the absolute guest limit (194 guests, six staff (Building Code Maximum Occupancy)).
4. Assuming the following:
 - a. Average Car Occupancy: 3.0 guests per vehicle
 - b. Staff Vehicle Occupancy: 1.0 per vehicle
 - c. Worst-case event type: Wedding (including setup and pack-down)
 - d. Staff to Guest Ratio: 3.0% - 35 Guest Cars (105 guests), 3 Staff Cars (3 Staff)
 - e. Additional setup/pack down trips: 20 vehicle trips.

Event Type	Vehicle Movements per Event	Number of Events per Year	Annual Total Vehicle Movements
Wedding	96 (48 in + 48 out)	30	2,880 vehicle movements

5. Putting this into context, a standard home generates 3,640 vehicle movements per year (10vpd x 7 days a week x 52) and as such, the traffic generation effects for the site over an entire year is comparatively less than minor.



Trip Generation Basis

6. While the annual total event vehicle movements have been quantified, daily and peak-hour traffic volumes remain the most relevant indicators for assessing transport effects on the State Highway and local road network. This is because the site's use is intermittent rather than continuous, and traffic effects are primarily concentrated around event days.
7. During the largest events, peak-hour activity typically occurs during guest arrival or departure, generating between 20 and 55 vehicle movements per hour. The worst-case traffic generation scenario for a wedding is approximately 96 vehicle movements per day, while the theoretical maximum for community activities (three events in a single day at maximum capacity for each event) equates to up to 288 vehicle movements per day. Although this scenario has been considered in the assessment, it is regarded as highly unlikely, particularly given TRICS survey data indicating a typical maximum of around 85 vehicle movements per day.
8. The effects of traffic generation have been comprehensively assessed in the ITA. Importantly, most events occur outside of weekday commuter peaks which minimises overlap with regular traffic flows on SH6 and surrounding local roads.
9. Although the majority of vehicle movements occur around the start and finish of events, a portion of vehicles are associated with setup and pack-down activities. These vehicles arrive and depart outside of guest arrival and departure periods, spreading total vehicle activity across the day. Furthermore, guest arrivals and departures are typically staggered, influenced by factors such as group travel, accommodation arrangements, and post-event socialising.
10. Based on current operational data, community activities are not expected to regularly reach maximum capacity, and wedding events are relatively infrequent.

Effects on Pedestrian and Cycle Networks

11. Within the local environment, comprising Greymouth–Kumara Tramway and Kahikatea Place, there are no dedicated pedestrian or cycle facilities. These are low-volume local roads, carrying approximately 50 vehicles per day and 10 vehicles per day respectively, with a mean operating speed of 37 km/h (MegaMaps).
12. The West Coast Wilderness Trail runs along the eastern side of State Highway 6 (SH6) and connects onto the Greymouth–Kumara Tramway approximately 20m east of the intersection with SH6.
13. The proposed event activity will generate up to 96 vehicle movements per event, on a maximum of 30 days per year. This represents a minor and infrequent increase relative to existing highway traffic volumes of approximately 4,200 vehicles per day.
14. Sight distance has been assessed both at the site access on Greymouth–Kumara Tramway and at its intersection with SH6. At the site access, sight distances exceed both the Austroads Safe Intersection Sight Distance (SISD) and the Westland District Plan minimum of 150m. At the SH6 intersection, sight distance to the north meets the SISD requirement and the cycle path in this direction is physically separated from the carriageway. To the south, available sight distance is 142m, which falls below the 216m



requirement; however, there is no cycle path on this side of SH6, meaning no potential conflict exists with cyclists travelling along the West Coast Wilderness Trail.

15. The connection of the West Coast Wilderness Trail onto the Greymouth–Kumara Tramway occurs approximately 20 metres east of the SH6 intersection as seen in **Figure 1**. This physical separation ensures that cyclists are not affected by vehicles exiting onto SH6. Southbound vehicles turning into Greymouth–Kumara Tramway would be travelling at reduced speeds to negotiate the turn, and visibility toward the cycleway connection is clear of obstructions such as vegetation or structures.



Figure 1: Cycleway Connection (Source: Google Maps, May 2025)

16. Within the Greymouth–Kumara Tramway corridor, sight distances were confirmed in the Addendum, dated 18 July 2025 to be sufficient along the straight and flat road alignment. Lighting is also provided at the site access intersection.
17. Overall, the event activity will not result in adverse effects on the safety or efficiency of pedestrian or cyclist movements along SH6 or within the adjoining local road network. The low traffic frequency, low vehicle speeds, and existing physical separation of the cycleway collectively ensure that any risk of conflict is negligible.

Conclusion

18. This addendum clarifies the annual and peak-hour vehicle movements associated with Melody Hall, confirming a maximum of 2,880 annual trips constrained by on-site parking and consent conditions, with worst-case daily vehicle movements of 96 for a wedding and up to 288 for multiple community activities, which are unlikely. The site's intermittent use, staggered arrivals and departures, and events outside weekday commuter peaks minimise impacts on SH6 and the local road network. Assessment of pedestrian and cyclist safety, including the West Coast Wilderness Trail connection and sight distances at both the site access and SH6 intersection, indicates that low traffic volumes, low vehicle speeds, and physical separation of the cycleway ensure negligible risk of conflict.



19. Overall, the proposed activity is not expected to result in adverse effects on the safety, efficiency, or accessibility of the State Highway, local roads, or active transport users.
20. 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

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