

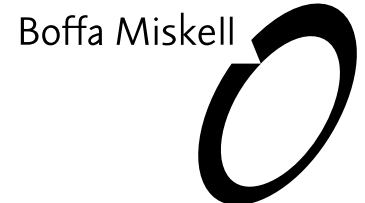
Appendix 5: Further Information received from the Applicant

- Information received by Council on 16 February 2024, titled MPDC – Te Whare Whakapakari – Resource Consent.
- Information received in email correspondence, subject Te Whare Whakapakari - Council Ref: 100.2023.12883, dated 23 May 2024.
- Information received in email correspondence, subject Te Whare Whakapakari - Draft Consent Conditions, dated 13 June 2024 and 21 June 2024.

16 February 2024

Kathryn Drew
BBO

Via email: kdrew@bbo.co.nz



Dear Kathryn

RE: MPDC – Te Whare Whakapakari – Resource Consent

We are in receipt of the further information request, which was received via email on 27 November 2023.

The further information request related to transportation issues. We held a conference call with you to discuss the further information request in early December 2023, the purpose of which was to clarify the further information issues raised and to discuss potential solutions for such.

Given the transportation focus of the further information request items, we instructed Bruce Harrison of Harrison Transportation to prepare a response, inclusive of a Travel Parking and Management Plan (TPMP).

The notion of a TPMP was discussed during the conference call in early December 2023 as an appropriate way in which to address some of the potential transportation effects that could result as a consequence of the proposed facility catering for larger events. As described in the resource consent application, large events are those sub-regional/regional events typically of no more than 400 people, of which there will be no more than six per annum. The TPMP has been prepared with this 'scale and frequency' of use criteria.

A copy of the response by Harrison Transportation, inclusive of the TPMP, is **attached**.

Given the recommendations specified in the TPMP, including measures to prevent non-residents from parking on the adjacent side streets, including on Kowhai Street, College Street and Hampton Terrace; the scope of potentially affected parties has been updated. A copy of the latest version of the map, which identifies potentially affected parties, is attached. In addition to the properties identified, we agree that the New Zealand Transport Agency Waka Kotahi should also be considered a potentially affected party; primarily due to the fact that the existing school bus bay is proposed to be used for pick up/drop off purposes during events to be held at the facility.

We trust that the provision of this further information and the updated map, which shows potentially affected parties, will enable you to progress with the Section 95 notification assessment and the subsequent notification of the resource consent application on a limited notification basis.

Please do not hesitate to contact the undersigned should you have any queries or wish to discuss.

Yours sincerely

BOFFA MISKELL LTD

A handwritten signature in black ink, appearing to read 'Matt Allott', with a large, sweeping flourish at the end.

Matt Allott

Planner / Senior Principal

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ddi: +64 7 571 5623

Attachments: Further information response document, prepared by Harrison Transportation
Travel parking and management plan, prepared by Harrison Transportation
Updated potentially affected parties map, prepared by Boffa Miskell

cc: Chris Lee, MPDC

Harrison Transportation

PO Box 11 557
Palm Beach
Papamoa 3151

Ref: 578

2 February 2024

Matt Allott
Boffa Miskell
35 Grey Street
Tauranga

Dear Matt

Matamata Indoor Sports Stadium – Transportation Assessment

Matamata Piako District Council propose to establish an indoor sports stadium at 121 Station Road, Matamata. A Transportation Assessment Report has previously been prepared, dated 30 October 2023. Council, in their email of 27 November 2023, has requested further information. This report provides the further information on transportation issues.

1. Width of Station Road

Council has requested confirmation that the width of Station Road is sufficient to allow parallel parking on both sides for overflow parking.

The transportation assessment report identified that, for indoor recreation buildings, the District Plan requires 93 on-site car parking spaces to be provided. The expected peak parking demand was assessed at 80 spaces. A total of 94 on-site car parking spaces are proposed, which exceeds both the District Plan parking requirement and the expected typical peak parking demand. It was therefore assessed that an appropriate level of parking is proposed to accommodate the expected typical use of the sports stadium, without an overflow of parking onto the adjacent roads. Larger events are however proposed to be held up to six times per year, which are expected to result in an overflow parking demand of up to approximately 88 spaces. This is proposed to be accommodated on Station Road.

The Matamata-Piako Development Manual specifies, for residential Collector Roads with an indicative ADT between 1,000 veh/day and 2,500 veh/day, a minimum carriageway width of 12.0 m. This consists of two, 3.5 m wide traffic lanes with 2.5 m wide parking on each side. The existing carriageway width of 10.5 m provides two, 3.25 m wide traffic lanes with 2.0 m wide parking on each side, which is less than the required minimum.

The Austroads *“Guide to Road Design Part 3: Geometric Design”* specifies, for urban arterial roads, a general traffic lane width of 3.3 m to 3.5 m, however for low speed roads with low truck volumes, then widths in the range of 3.0 m to 3.3 m are required. Given that Station Road is a Collector rather than an Arterial road, has a 50 km/h speed limit, and has an ADT of approximately 1,725 veh/day with 5% heavy vehicles, the existing traffic lane widths of 3.25 m are assessed as being within the recommended range.

AS 2890.5:1993 *“Parking facilities Part 5: On-street parking”* specifies a minimum width for parallel parking, in normal conditions, of 2.3 m. Where there is restricted roadway width,

parking of wide vehicles is unlikely, and where a continuously marked narrow parking lane will aid traffic flow, then a minimum width of 2.1 m is permitted. The existing width of 2.0 m is therefore less than the permitted minimum. It is assessed that the existing carriageway width is adequate for occasional on-street parking, where there are unlikely to be cars parked on both sides of the road. The width of the parking is however assessed as inadequate for continuous parking on both sides of the road on a regular basis.

As noted above, larger events held up to six times per year are expected to result in an overflow parking demand of up to approximately 88 spaces. Given that the existing carriageway width of Station Road does not provide compliant on-street parking, it is recommended that a travel and parking management plan (TPMP) be used to manage the parking associated with these events. Measures that may be considered to manage the parking include:

- A reduced speed limit to reflect the intrusion of the parking into the traffic lanes.
- The restriction of on-street parking in critical locations such as at intersections and adjacent to driveways.
- The restriction of on-street parking to one side of the road only.

Other measures may also be considered. A draft TPMP is attached to this report.

2. Kerbside Parking During Larger Events

Council has requested confirmation that 2.0 m wide kerbside parking is wide enough to cater for parking during larger events.

As noted above, the existing width of 2.0 m is less than the general minimum of 2.3 m and the minimum for restricted width roads of 2.1 m. While the parking could be remarked to a width of 2.1 m, this would reduce the traffic lane width from 3.25 m to 3.15 m. This is however considered marginal for a Collector road. Given that there are expected to be no more than six events per year, it is considered preferable that the on-street parking be managed with the use of a TPMP, as discussed above.

3. Cyclist and Pedestrian Safety

Council has requested further analysis and commentary in relation to cyclist and pedestrian safety on Station Road.

The existing carriageway does not provide dedicated cycle facilities, cycles presently travel in the parking lane and then move over into the traffic lane to pass parked cars. This is appropriate with the existing low level of on-street parking and, as the parking associated with the regular use of the stadium is expected to be fully contained within the site, this is expected to have no appreciable effect on cycle safety.

Larger events, proposed to be held up to six times per year, are however expected to result in an overflow on-street parking demand of up to approximately 88 spaces. This will increase the frequency at which cycles will need to move over into the traffic lane to pass a parked car. It is proposed that this be managed with the use of a TPMP, as discussed above, which may include a temporarily reduced speed limit that will allow cycles to safely use the traffic lanes with other vehicles.

There are presently no pedestrian crossing facilities on Station Road. Again, as the parking associated with the regular use of the stadium is expected to be fully contained within the site, any increase in demand for pedestrians to cross the road is expected to be minimal. Any

pedestrian safety effects of the regular use of the stadium are therefore expected to be negligible.

As noted above, larger events, proposed to be held up to six times per year, are however expected to result in an overflow on-street parking demand which will result in an increased demand for pedestrians to cross the road. Again, it is proposed that this be managed with the use of a TPMP, which may include the provision of temporary pedestrian crossing facilities such as identified crossing points, with restrictions on adjacent kerbside parking to ensure that appropriate pedestrian sight distances are provided.

4. Parking Occupancy along Station Road

Council has requested commentary in relation to the average parking occupancy on Station Road, and in particular, the number of the available 126 spaces that will be available during large events.

A parking survey was carried out on Tuesday 23 January 2024. The survey included Station Road between Firth Street and Smith Street, as well as Kowhai Street, College Street and Hampton Terrace north of Station Road. The recorded parking occupancy is shown on the following figure.

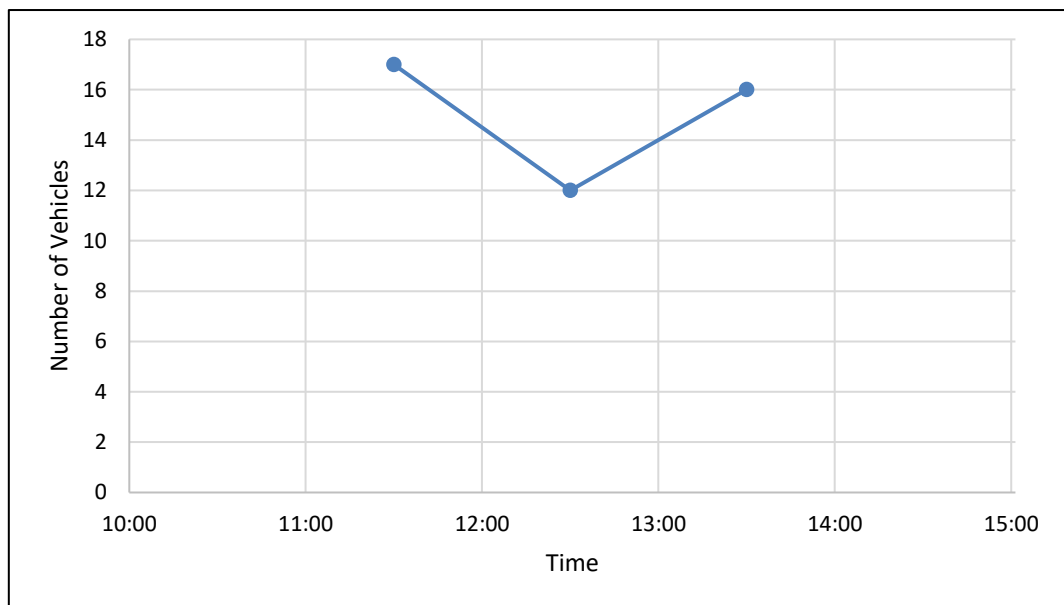


Figure 1: Recorded Parking Occupancy

Figure 1 shows a maximum parking occupancy of 17 vehicles at 11.30am, with all vehicles parked on Station Road. The majority were parked either at the eastern end near the neighbourhood shops, or at the western end immediately east of Smith Street. There were few vehicles parked adjacent to the site.

At 11.30am, the time of maximum occupancy, there were no vehicles parked on Kowhai Street, College Street or Hampton Terrace. At 12.30pm and 1.30pm there was one vehicle parked on Hampton Terrace.

The number of parking spaces available along Station Road, together with the recorded peak occupancy and the resulting number of available spaces is given in the following table.

Road	Location	Total Spaces	Spaces Occupied	Spaces Available
Station Road, South Side	Firth St to Hampton Tce	9	1	8
	Hampton Tce to Kowhai St	15	0	15
	Kowhai St to Rimu St	18	0	18
	Rimu St to McKenzie Pl	8	0	8
	McKenzie Pl to Smith St	16	7	9
Station Road, North Side	Smith St to McKenzie Pl	11	3	8
	McKenzie Pl to Rimu St	9	0	9
	Rimu St to Kowhai St	26	1	25
	Kowhai St to Hampton Tce	9	2	7
	Hampton Tce to Firth St	5	3	2
Total		126	17	109

Table 1: Available On-Street Parking

As noted above, sufficient on-site parking is proposed to accommodate the expected typical use of the sports stadium, without an overflow of parking onto the adjacent roads. Larger events, proposed to be held up to six times per year, are expected to have an overflow parking demand of up to approximately 88 spaces.

Table 1 shows that, on the day of the survey, approximately 109 parking spaces were available along Station Road. It is therefore assessed that ample on-street parking is available on Station Road to accommodate the expected overflow parking demand, without the need to use the available parking on Kowhai Street, College Street, or Hampton Terrace.

5. Parking on Side Roads

Council has requested commentary in relation to expected transportation (parking) effect on side roads during large events, given that visitors to large events will prefer to park on side roads as opposed to Station Road. Council has also queried how many side roads are likely to be affected during large events.

For the overflow parking assessment, a walking distance of 400 m has been adopted as a typically acceptable walking distance. This extends along Station Road from Firth Street in the east to Smith Street in the west. As pedestrian connections are available from the site to both Kowhai Street (using the Kowhai Street Reserve) and College Street (using the Matamata College car park), it is expected that visitors to the large events may wish to park on Kowhai Street, College Street and Hampton Street.

It is however noted that Kowhai Street and College Road have a carriageway width of 8.0 m, which is sufficient for occasional on-street parking on one side, but is insufficient for continuous parking along one side of the road while still maintaining two-way traffic flow. Hampton Terrace has a carriageway width of 9.0 m, which is sufficient for parking on one side of the road, but not parking on both sides of the road.

Given the Local Road classification of these streets, the residential nature, and the available carriageway width, it is assessed that overflow parking onto these streets is not desirable. It is therefore proposed that the TPMP include measures to discourage parking on these side streets. This may include the placement of “no parking” traffic cones along these streets and/or the provision of thresholds that allow entry by residents but turn away visitors.

6. Smith Street – Station Road Intersection

Council has requested commentary in relation to the effect (if any) that on street parking associated with large events will have on the Smith Street – Station Road intersection and whether it will increase the risk of another fatality crash.

The crash history, as given in the transportation assessment report, identified one reported crash at the intersection of Smith Street and Station Road. This was a fatality that occurred on a Saturday at 4.40am and involved a southbound vehicle on Smith Street losing control and hitting a block wall. The traffic crash report identifies that the driver was heavily intoxicated with both drugs and alcohol, had an argument with an associate, and drove off. The vehicle drove straight through the intersection with Station Road, hitting a concrete block wall on the opposite side of the road. As well as being dark, the weather was wet with mist or fog, the car had no warrant of fitness, and the tyres were worn. The driver was not wearing a seat belt. The crash is unrelated to the proposed use of the site and the occasional overflow on-street parking demand. It is therefore assessed that the proposed occasional on-street parking will not increase the risk of another fatal crash.

7. Team Size

Council has requested commentary in relation to the justification for the average team size, and why 12 people per team rather than 13 or 14.

The transportation assessment report notes that the available traffic generation data for gymnasiums is not directly comparable to the proposed sports stadium. The expected traffic generation was therefore assessed using the expected typical maximum use of the facility. The proposed activities include badminton, volleyball, basketball and netball. The permitted number of players per team for each of these codes is given in the following table.

Sport	Players on Court per Team	Maximum Players per Team
Badminton	2	-
Volleyball	6	12
Basketball	5	12
Netball	7	12

Table 2: Players per Team

Table 2 shows that, while volleyball, basketball and netball allow between five and seven players per team on the court at any one time, allowing for rotation up to 12 players are permitted per team. Allowing that not all teams will have the maximum permitted number of players, as well as allowing for some additional officials, 12 players per team has been adopted as an expected maximum number of people per team.

8. Access Layout

Council has requested commentary on the proposed access layout and whether the proposed access/egress onto Station Road will adequately provide for the ADT on a day to day basis. Council has also requested whether any mitigating measures should be adopted for the access/egress point during large events.

The Development Manual requires two-way vehicle crossings for business activities to have a cut-down length of 6.0 m. The proposed vehicle crossing will be 6.0 m wide, which is in accordance with this requirement. The tracking path of light vehicles using the access is

shown on the attached Drawing 02. This shows that the vehicle crossing will accommodate the regular, day to day two-way movement of light vehicles.

Given the low volumes on Station Road and that the peak time of the stadium activity is expected to be outside of the peak hours of the road network, it is assessed that the provision of a right turn bay or other additional infrastructure is not warranted.

9. Increasing On-Site Parking

Council has suggested increasing the on-site parking to be provided, as shown of the figure below.

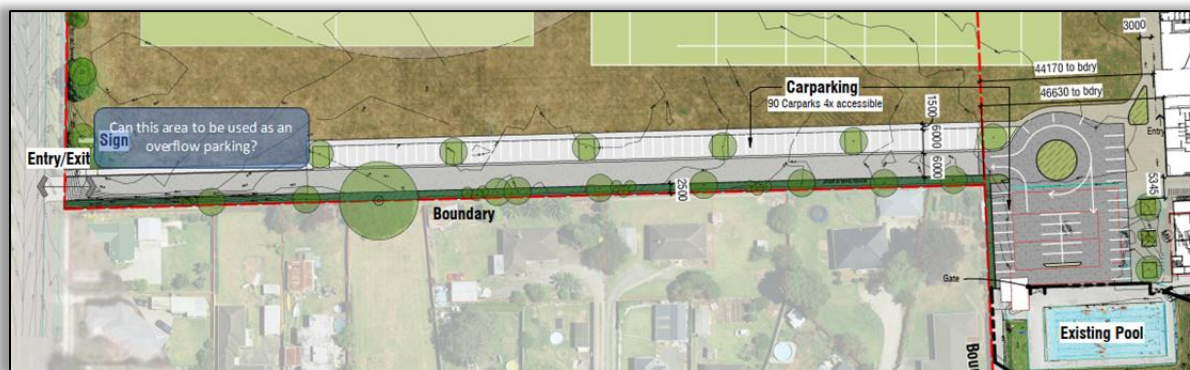


Figure 2: Potential Additional On-Site Parking

Section 1 of this report notes that, for indoor recreation buildings, the District Plan requires 93 on-site car parking spaces to be provided, while the expected peak parking demand was assessed at 80 spaces. A total of 94 on-site car parking spaces are proposed, which exceeds both the District Plan parking requirement and the expected typical peak parking demand. The transportation assessment report assessed that an appropriate level of parking is proposed to accommodate the expected typical day to day use of the stadium, without the need for overflow parking onto the adjacent roads. It is therefore assessed that any additional on-site parking provided within the area identified above will only be used for the larger events, of which, up to six are proposed each year.

It is expected that this area could provide up to approximately 20 spaces, which would reduce the expected overflow parking demand for the large events from 88 spaces to 68 spaces. It is therefore expected that there will still be overflow parking associated with these larger events and that a TPMP will still be required. Given that this area would be used up to six times per year, is insufficient to accommodate the full expected overflow parking demand, and that a travel management plan will still be required for the remaining overflow parking, it is assessed that there is little benefit in providing the additional parking. It is however noted that the TPMP may choose to use this area for additional parking if considered beneficial.

10. Vehicle Occupancy Rate

Council has requested commentary in relation to how a vehicle occupancy rate of 2.2 persons/vehicle is justified and whether there a risk that the maximum parking demand will be greater than 182 spaces.

Information on vehicle occupancies can be obtained from the Ministry of Transport “New Zealand Travel Household Travel Survey”. This survey provides travel information based on

region, trip purpose and mode of travel. Data for the Waikato region is provided in the following table.

Mode of Travel	All Trips	To and From Work
Driver	58%	84%
Passenger	26%	8%
Walk	13%	5%
Public Transport	1%	0%
Cycle	1%	3%
Other	1%	0%
Total	100%	100%
Vehicle Occupancy (persons/vehicle)	1.4	1.1

Table 3: Mode of Travel

Table 3 above gives a vehicle occupancy of 1.4 persons/vehicle for all trips and an occupancy of 1.1 persons/vehicle for the journey to and from work. It is noted that these occupancy rates are based on drivers and passengers only, and do not allow for people using other modes such as walking. The travel survey does not provide specific data for sport and exercise activities however, based on the data given above, this is expected to be in the range of 1.7 persons/vehicle to 2.0 persons/vehicle.

The above vehicle occupancy rates are similar to those given in NZTA Research Report 399 "*Kilometres Travelled and Vehicle Occupancy in Urban Areas*" (RR399), which identified an average vehicle occupancy of 1.54 persons/vehicle/kilometre driven for all trips and 1.93 persons/vehicle/kilometre driven for recreational trips.

The transportation assessment report used an expected vehicle occupancy rate of 1.2 persons/vehicle for the day to day use of the stadium, which is less than the "*all trips*" rate as given above and so provides a conservative assessment.

For the maximum use of the stadium, it is expected that there will be visiting teams from outside of Matamata, who will travel to and from the stadium using organised transport such as passenger vans and buses. It is expected that the use of these vehicles will significantly increase the average vehicle occupancy when compared to the occupancy of private cars.

At the time of writing, there was no information available on the number of people expected to travel using passenger vans and buses. The transportation assessment report therefore adopted a simplified assessment based on a higher vehicle occupancy rate of 2.2 persons/vehicle, which gave an expected peak parking demand of 182 spaces.

A sensitivity test has been carried out using the RR399 rate for recreational trips together with 300 people traveling by private car and 100 people travelling by bus. This gives an expected parking demand of 155 spaces, excluding buses which are proposed to use the bus stops on Firth Street. The expected parking demand of 155 spaces is less than the expected parking demand of 182 spaces as given in the transportation assessment report. It is therefore assessed that the expected parking demand as given in the transportation assessment report provides a suitably conservative assessment.

11. Travel and Parking Management Plan

It is proposed that a travel and parking management plan (TPMP) will be prepared and used for the larger events, which may occur up to six times per year. It is proposed that the TPMP will address the following:

- Mitigating measures to ensure an operating speed of 30 km/h on Station Road.
- Provision for the safe movement of pedestrians across Station Road.
- Measures to ensure that the on-street parking along Station Road and adjacent side roads is provided in an efficient, effective and safe manner.
- Measures to ensure safe, efficient and effective access and egress onto Station Road.
- The promotion of alternative modes of transport for teams travelling to larger events, including the use of passenger vans and buses, as well as the provision of appropriate drop off and pick up zones for these vehicles.

A draft TPMP is attached to this report. It is proposed that the TPMP will be developed as a “living document”; in short, a document that can be updated to reflect potential future changes to the surrounding transportation environment in years to come, such as any potential upgrade of the Station Road carriageway to provide wider parking lanes and the provision of cycle lanes. To this end, and assuming the grant of resource consent, a review condition will be likely be recommended and imposed pursuant to Section 128 of the RMA. This will require the TPMP to be reviewed by MPDC as the consent authority on a regular basis and updated (as required) to ensure there are no adverse effects on the safety or efficiency of the local transportation environment during large events, which may occur up to six times per year.

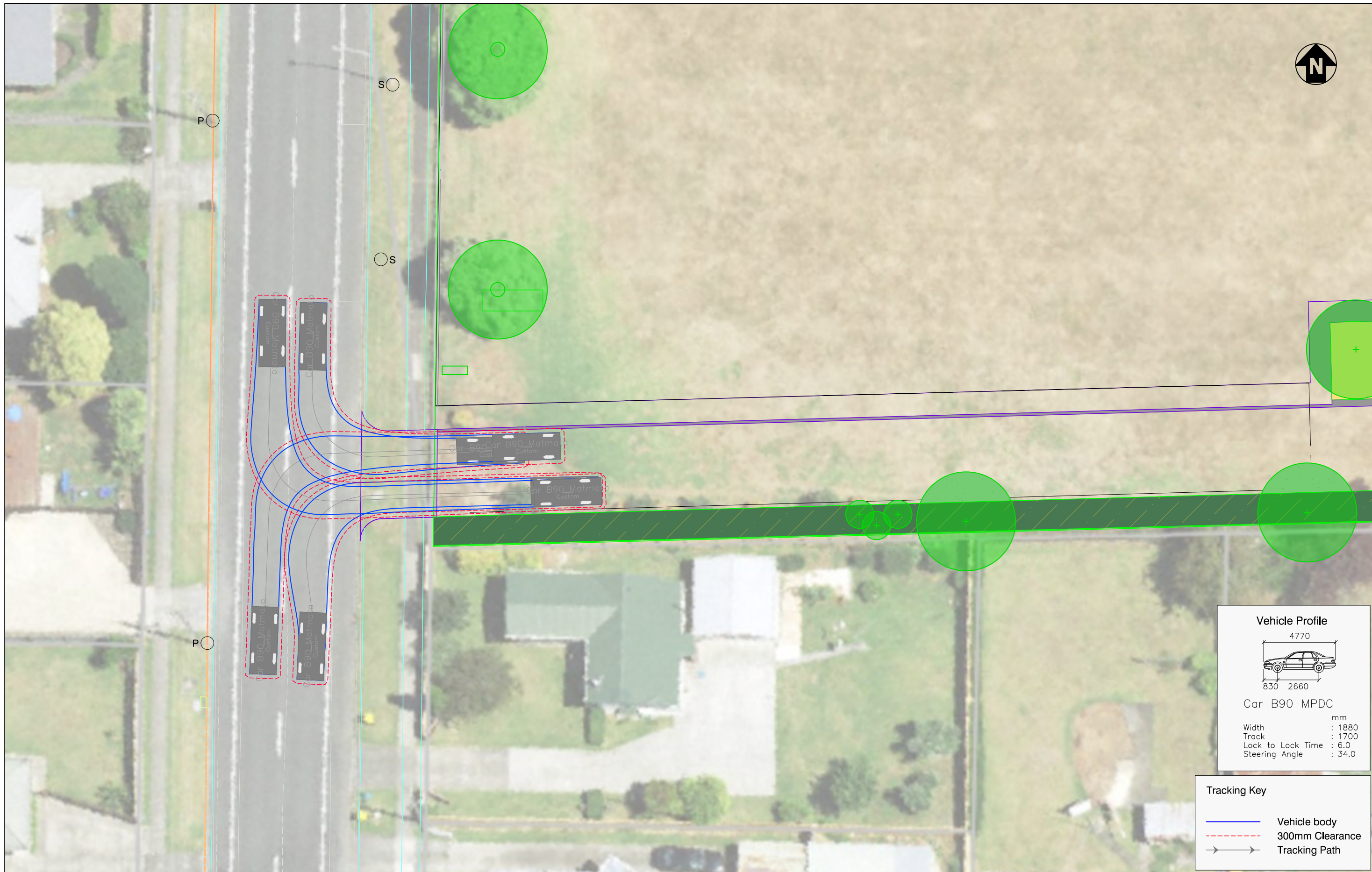
We trust that this additional transportation assessment provides sufficient information, however, if you have any queries or require any clarification, please do not hesitate to contact us.

Yours sincerely,



Bruce Harrison
Harrison Transportation

Phone: 07 576 6737
Mobile: 027 221 6926
Email: bruce@harrisontransportation.co.nz



Vehicle Profile	
	4770
	830 2660
Car B90 MPDC	
Width	: 1880 mm
Track	: 1700
Lock to Lock Time	: 6.0
Steering Angle	: 34.0

Tracking Key	
	Vehicle body
	300mm Clearance
	Tracking Path

PIAKO DISTRICT COUNCIL - INDOOR SPORTS STADIUM
 121 STATION ROAD MATAMATA
 VEHICLE TRACKING

Harrison Transportation
 PO Box 11557, Papamoa 3151
 Phone: 07 576 6737
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Date	29/01/24	Drawing No.	Rev.No.
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Matamata Indoor Sports Stadium

Station Road Matamata

Travel and Parking Management Plan

1. Introduction

1.1. Overview

A Travel and Parking Management Plan (TPMP) is a package of measures, initiatives and promotions aimed at developing and encouraging more efficient and sustainable travel choices. It is not a one-off event, but a continuous process of data collection, planning, implementation, and review that will enable better travel choices. Travel plans help organisations to run more efficiently by addressing transport related aspects, while also providing benefits to staff, the environment and the community.

1.2. Application

This TPMP has been prepared for the proposed Matamata Indoor Sports Stadium, located at 121 Station Road, Matamata. The stadium is expected to have a typical maximum occupancy of 96 people, with an expected peak parking demand of 80 spaces. A total of 94 on-site car parking spaces are proposed, which is expected to be sufficient to accommodate the parking associated with the typical maximum occupancy.

Larger events with up to 400 people are proposed to be held up to six times per year. The peak parking demand for these larger events is expected to be 182 spaces. With 94 on-site spaces available, this leaves a potential overflow parking demand of up to 88 spaces, to be accommodated on the adjacent streets. It is proposed that this be managed as follows:

- Travel management measures be implemented to minimise the parking demand.
- Parking management measures be implemented to manage the on-street parking.

It is proposed that the on-street parking be accommodated on Station Road between Firth Street (SH27) and Smith Street, with no parking (other than resident's parking) being permitted on the adjacent side streets.

The purpose of this TPMP is to outline the measures that will be undertaken to both minimise the expected parking demand and to manage the on-street parking on Station Road. The TPMP will be used only for the larger events held up to six times per year, it will not be used for the general day to day use of the stadium.

2. Travel and Parking Management Plan

2.1. Appointment of Travel Plan Coordinator

The manager of the Matamata Indoor Sports Stadium will appoint a Travel Plan Coordinator (TPC) who will be responsible for the management, operation and review of the TPMP. The stadium's TPC will liaise with the relevant travel plan coordinator at Matamata-Piako District Council.

2.2. Travel Management

The TPMP will seek to minimise the use of private vehicles for travel to and from the stadium during large events. This will involve both regular users of the facility and also non-regular users such as visiting sports teams.

It is understood that the participants of the larger events will include both people living in the local Matamata area, and participants from outside of the local area. Travel management information will be provided to all participants, which may include some or all of the following:

- Information about the required travel management measures will be provided to all participants, including individual participants, invited teams, and invited clubs or groups. This information will be provided on all relevant communications including:
 - On the relevant event website.
 - On information documentation provided to the participants.
 - On all entry forms.
- The information provided will:
 - Encourage participants who live within the local Matamata area to walk, bike, or ride share when travelling to and from the site.
 - Advise participants from outside of the local area that the invited clubs and groups will be required to provide shared transport, such as passenger vans and buses. Passenger vans will be provided with dedicated parking spaces within the site, while buses will be required to use the bus stops on Firth Street.

The same requirements as given above will apply to any private hire of the site for a large event.

2.3. Traffic and Parking Management

To ensure that the overflow on-street parking does not adversely affect road safety or the flow of traffic along Station Road, it is proposed that traffic management measures will be implemented along Station Road and the adjacent side streets. The design of the required traffic management, as well as the installation of the required traffic signs, road cones and pedestrian barriers, will be carried out by suitably qualified people for each event. The traffic management measures are expected to include:

- A temporary reduced speed limit, such as 30 km/h, along Station Road.
- The provision of temporary pedestrian crossing points to ensure the safe movement of pedestrians across Station Road.
- Measures to ensure that the on-street parking is provided in an efficient, effective and safe manner, such as the provision of temporary “no parking” road cones in critical locations near intersections and at high-use driveways.
- Measures to prevent non-residents from parking on the adjacent side streets, including on Kowhai Street, College Street and Hampton Terrace. This may include the placement of temporary “no parking” road cones along these streets and/or the provision of thresholds that allow entry by residents, but turn away visitors. If necessary, these thresholds will be supervised.
- Measures to ensure safe, efficient and effective access and egress to the site from Station Road. These may include:

- The placement of “*no parking*” road cones on each side of the access to ensure that the required sight lines are not restricted.
- The monitoring of the occupancy of the on-site parking, and the placement of barriers to prevent additional vehicles from entering the site when the car park is full.
- The supervision of the entry and exit movements by trained traffic controllers.

2.4. Monitoring of On-Street Parking

Monitoring of the on-street parking will be undertaken for every large event. This may be carried out by either a specialist traffic management firm or other persons appointed for the task. The area to be monitored will include Station Road between Firth Street and Smith Street, the adjacent side streets, and a minimum distance of 100 m beyond this area. The monitoring shall include counts of all vehicles parked within the area before the event, at regular intervals during the event, and after the event.

The above monitoring will be used to determine:

- Whether the travel management measures as given in Section 2.1 above are sufficient to reduce the on-street parking to manageable levels.
- Whether the area allocated for on-street parking is sufficient to accommodate the expected parking demand.
- Whether participants are attempting to park on the adjacent side streets.
- Whether participants are choosing to park outside of the allocated on-street parking area.

This information will be provided to the stadium’s TPC.

3. Reporting and Review

The stadium’s appointed TPC will be responsible for monitoring the effectiveness of the TPMP. A monitoring report will be prepared at a minimum of every 12 months. The TPMP will then be reviewed to identify any changes that may be required.

Copies of the monitoring report and any proposed changes to the TPMP will be made available to Council upon completion of the review.

Prepared by:



Bruce Harrison
Harrison Transportation
 2 February 2024

Reference: 578 TMP v1



Harrison Transportation

PO Box 11 557
Palm Beach
Papamoa 3151

Ref: 578

2 February 2024

Matt Allott
Boffa Miskell
35 Grey Street
Tauranga

Dear Matt

Matamata Indoor Sports Stadium – Transportation Assessment

Matamata Piako District Council propose to establish an indoor sports stadium at 121 Station Road, Matamata. A Transportation Assessment Report has previously been prepared, dated 30 October 2023. Council, in their email of 27 November 2023, has requested further information. This report provides the further information on transportation issues.

1. Width of Station Road

Council has requested confirmation that the width of Station Road is sufficient to allow parallel parking on both sides for overflow parking.

The transportation assessment report identified that, for indoor recreation buildings, the District Plan requires 93 on-site car parking spaces to be provided. The expected peak parking demand was assessed at 80 spaces. A total of 94 on-site car parking spaces are proposed, which exceeds both the District Plan parking requirement and the expected typical peak parking demand. It was therefore assessed that an appropriate level of parking is proposed to accommodate the expected typical use of the sports stadium, without an overflow of parking onto the adjacent roads. Larger events are however proposed to be held up to six times per year, which are expected to result in an overflow parking demand of up to approximately 88 spaces. This is proposed to be accommodated on Station Road.

The Matamata-Piako Development Manual specifies, for residential Collector Roads with an indicative ADT between 1,000 veh/day and 2,500 veh/day, a minimum carriageway width of 12.0 m. This consists of two, 3.5 m wide traffic lanes with 2.5 m wide parking on each side. The existing carriageway width of 10.5 m provides two, 3.25 m wide traffic lanes with 2.0 m wide parking on each side, which is less than the required minimum.

The Austroads *“Guide to Road Design Part 3: Geometric Design”* specifies, for urban arterial roads, a general traffic lane width of 3.3 m to 3.5 m, however for low speed roads with low truck volumes, then widths in the range of 3.0 m to 3.3 m are required. Given that Station Road is a Collector rather than an Arterial road, has a 50 km/h speed limit, and has an ADT of approximately 1,725 veh/day with 5% heavy vehicles, the existing traffic lane widths of 3.25 m are assessed as being within the recommended range.

AS 2890.5:1993 *“Parking facilities Part 5: On-street parking”* specifies a minimum width for parallel parking, in normal conditions, of 2.3 m. Where there is restricted roadway width,

parking of wide vehicles is unlikely, and where a continuously marked narrow parking lane will aid traffic flow, then a minimum width of 2.1 m is permitted. The existing width of 2.0 m is therefore less than the permitted minimum. It is assessed that the existing carriageway width is adequate for occasional on-street parking, where there are unlikely to be cars parked on both sides of the road. The width of the parking is however assessed as inadequate for continuous parking on both sides of the road on a regular basis.

As noted above, larger events held up to six times per year are expected to result in an overflow parking demand of up to approximately 88 spaces. Given that the existing carriageway width of Station Road does not provide compliant on-street parking, it is recommended that a travel and parking management plan (TPMP) be used to manage the parking associated with these events. Measures that may be considered to manage the parking include:

- A reduced speed limit to reflect the intrusion of the parking into the traffic lanes.
- The restriction of on-street parking in critical locations such as at intersections and adjacent to driveways.
- The restriction of on-street parking to one side of the road only.

Other measures may also be considered. A draft TPMP is attached to this report.

2. Kerbside Parking During Larger Events

Council has requested confirmation that 2.0 m wide kerbside parking is wide enough to cater for parking during larger events.

As noted above, the existing width of 2.0 m is less than the general minimum of 2.3 m and the minimum for restricted width roads of 2.1 m. While the parking could be remarked to a width of 2.1 m, this would reduce the traffic lane width from 3.25 m to 3.15 m. This is however considered marginal for a Collector road. Given that there are expected to be no more than six events per year, it is considered preferable that the on-street parking be managed with the use of a TPMP, as discussed above.

3. Cyclist and Pedestrian Safety

Council has requested further analysis and commentary in relation to cyclist and pedestrian safety on Station Road.

The existing carriageway does not provide dedicated cycle facilities, cycles presently travel in the parking lane and then move over into the traffic lane to pass parked cars. This is appropriate with the existing low level of on-street parking and, as the parking associated with the regular use of the stadium is expected to be fully contained within the site, this is expected to have no appreciable effect on cycle safety.

Larger events, proposed to be held up to six times per year, are however expected to result in an overflow on-street parking demand of up to approximately 88 spaces. This will increase the frequency at which cycles will need to move over into the traffic lane to pass a parked car. It is proposed that this be managed with the use of a TPMP, as discussed above, which may include a temporarily reduced speed limit that will allow cycles to safely use the traffic lanes with other vehicles.

There are presently no pedestrian crossing facilities on Station Road. Again, as the parking associated with the regular use of the stadium is expected to be fully contained within the site, any increase in demand for pedestrians to cross the road is expected to be minimal. Any

pedestrian safety effects of the regular use of the stadium are therefore expected to be negligible.

As noted above, larger events, proposed to be held up to six times per year, are however expected to result in an overflow on-street parking demand which will result in an increased demand for pedestrians to cross the road. Again, it is proposed that this be managed with the use of a TPMP, which may include the provision of temporary pedestrian crossing facilities such as identified crossing points, with restrictions on adjacent kerbside parking to ensure that appropriate pedestrian sight distances are provided.

4. Parking Occupancy along Station Road

Council has requested commentary in relation to the average parking occupancy on Station Road, and in particular, the number of the available 126 spaces that will be available during large events.

A parking survey was carried out on Tuesday 23 January 2024. The survey included Station Road between Firth Street and Smith Street, as well as Kowhai Street, College Street and Hampton Terrace north of Station Road. The recorded parking occupancy is shown on the following figure.

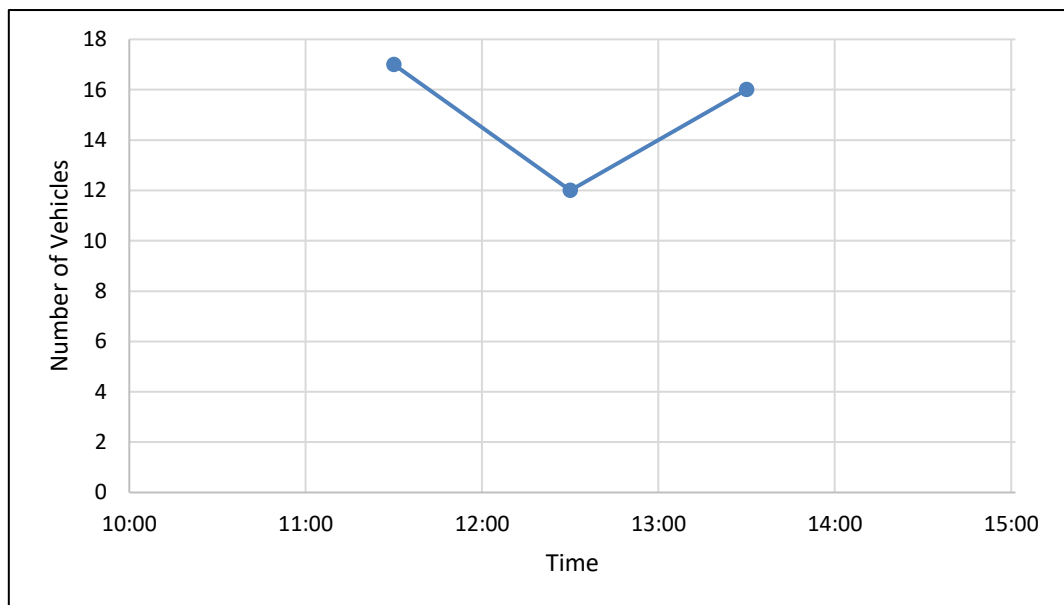


Figure 1: Recorded Parking Occupancy

Figure 1 shows a maximum parking occupancy of 17 vehicles at 11.30am, with all vehicles parked on Station Road. The majority were parked either at the eastern end near the neighbourhood shops, or at the western end immediately east of Smith Street. There were few vehicles parked adjacent to the site.

At 11.30am, the time of maximum occupancy, there were no vehicles parked on Kowhai Street, College Street or Hampton Terrace. At 12.30pm and 1.30pm there was one vehicle parked on Hampton Terrace.

The number of parking spaces available along Station Road, together with the recorded peak occupancy and the resulting number of available spaces is given in the following table.

Road	Location	Total Spaces	Spaces Occupied	Spaces Available
Station Road, South Side	Firth St to Hampton Tce	9	1	8
	Hampton Tce to Kowhai St	15	0	15
	Kowhai St to Rimu St	18	0	18
	Rimu St to McKenzie Pl	8	0	8
	McKenzie Pl to Smith St	16	7	9
Station Road, North Side	Smith St to McKenzie Pl	11	3	8
	McKenzie Pl to Rimu St	9	0	9
	Rimu St to Kowhai St	26	1	25
	Kowhai St to Hampton Tce	9	2	7
	Hampton Tce to Firth St	5	3	2
Total		126	17	109

Table 1: Available On-Street Parking

As noted above, sufficient on-site parking is proposed to accommodate the expected typical use of the sports stadium, without an overflow of parking onto the adjacent roads. Larger events, proposed to be held up to six times per year, are expected to have an overflow parking demand of up to approximately 88 spaces.

Table 1 shows that, on the day of the survey, approximately 109 parking spaces were available along Station Road. It is therefore assessed that ample on-street parking is available on Station Road to accommodate the expected overflow parking demand, without the need to use the available parking on Kowhai Street, College Street, or Hampton Terrace.

5. Parking on Side Roads

Council has requested commentary in relation to expected transportation (parking) effect on side roads during large events, given that visitors to large events will prefer to park on side roads as opposed to Station Road. Council has also queried how many side roads are likely to be affected during large events.

For the overflow parking assessment, a walking distance of 400 m has been adopted as a typically acceptable walking distance. This extends along Station Road from Firth Street in the east to Smith Street in the west. As pedestrian connections are available from the site to both Kowhai Street (using the Kowhai Street Reserve) and College Street (using the Matamata College car park), it is expected that visitors to the large events may wish to park on Kowhai Street, College Street and Hampton Street.

It is however noted that Kowhai Street and College Road have a carriageway width of 8.0 m, which is sufficient for occasional on-street parking on one side, but is insufficient for continuous parking along one side of the road while still maintaining two-way traffic flow. Hampton Terrace has a carriageway width of 9.0 m, which is sufficient for parking on one side of the road, but not parking on both sides of the road.

Given the Local Road classification of these streets, the residential nature, and the available carriageway width, it is assessed that overflow parking onto these streets is not desirable. It is therefore proposed that the TPMP include measures to discourage parking on these side streets. This may include the placement of “no parking” traffic cones along these streets and/or the provision of thresholds that allow entry by residents but turn away visitors.

6. Smith Street – Station Road Intersection

Council has requested commentary in relation to the effect (if any) that on street parking associated with large events will have on the Smith Street – Station Road intersection and whether it will increase the risk of another fatality crash.

The crash history, as given in the transportation assessment report, identified one reported crash at the intersection of Smith Street and Station Road. This was a fatality that occurred on a Saturday at 4.40am and involved a southbound vehicle on Smith Street losing control and hitting a block wall. The traffic crash report identifies that the driver was heavily intoxicated with both drugs and alcohol, had an argument with an associate, and drove off. The vehicle drove straight through the intersection with Station Road, hitting a concrete block wall on the opposite side of the road. As well as being dark, the weather was wet with mist or fog, the car had no warrant of fitness, and the tyres were worn. The driver was not wearing a seat belt. The crash is unrelated to the proposed use of the site and the occasional overflow on-street parking demand. It is therefore assessed that the proposed occasional on-street parking will not increase the risk of another fatal crash.

7. Team Size

Council has requested commentary in relation to the justification for the average team size, and why 12 people per team rather than 13 or 14.

The transportation assessment report notes that the available traffic generation data for gymnasiums is not directly comparable to the proposed sports stadium. The expected traffic generation was therefore assessed using the expected typical maximum use of the facility. The proposed activities include badminton, volleyball, basketball and netball. The permitted number of players per team for each of these codes is given in the following table.

Sport	Players on Court per Team	Maximum Players per Team
Badminton	2	-
Volleyball	6	12
Basketball	5	12
Netball	7	12

Table 2: Players per Team

Table 2 shows that, while volleyball, basketball and netball allow between five and seven players per team on the court at any one time, allowing for rotation up to 12 players are permitted per team. Allowing that not all teams will have the maximum permitted number of players, as well as allowing for some additional officials, 12 players per team has been adopted as an expected maximum number of people per team.

8. Access Layout

Council has requested commentary on the proposed access layout and whether the proposed access/egress onto Station Road will adequately provide for the ADT on a day to day basis. Council has also requested whether any mitigating measures should be adopted for the access/egress point during large events.

The Development Manual requires two-way vehicle crossings for business activities to have a cut-down length of 6.0 m. The proposed vehicle crossing will be 6.0 m wide, which is in accordance with this requirement. The tracking path of light vehicles using the access is

shown on the attached Drawing 02. This shows that the vehicle crossing will accommodate the regular, day to day two-way movement of light vehicles.

Given the low volumes on Station Road and that the peak time of the stadium activity is expected to be outside of the peak hours of the road network, it is assessed that the provision of a right turn bay or other additional infrastructure is not warranted.

9. Increasing On-Site Parking

Council has suggested increasing the on-site parking to be provided, as shown of the figure below.

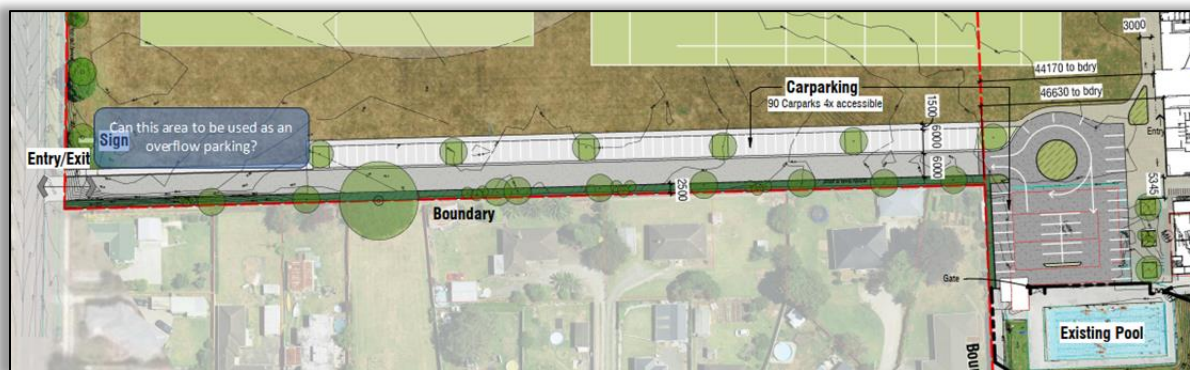


Figure 2: Potential Additional On-Site Parking

Section 1 of this report notes that, for indoor recreation buildings, the District Plan requires 93 on-site car parking spaces to be provided, while the expected peak parking demand was assessed at 80 spaces. A total of 94 on-site car parking spaces are proposed, which exceeds both the District Plan parking requirement and the expected typical peak parking demand. The transportation assessment report assessed that an appropriate level of parking is proposed to accommodate the expected typical day to day use of the stadium, without the need for overflow parking onto the adjacent roads. It is therefore assessed that any additional on-site parking provided within the area identified above will only be used for the larger events, of which, up to six are proposed each year.

It is expected that this area could provide up to approximately 20 spaces, which would reduce the expected overflow parking demand for the large events from 88 spaces to 68 spaces. It is therefore expected that there will still be overflow parking associated with these larger events and that a TPMP will still be required. Given that this area would be used up to six times per year, is insufficient to accommodate the full expected overflow parking demand, and that a travel management plan will still be required for the remaining overflow parking, it is assessed that there is little benefit in providing the additional parking. It is however noted that the TPMP may choose to use this area for additional parking if considered beneficial.

10. Vehicle Occupancy Rate

Council has requested commentary in relation to how a vehicle occupancy rate of 2.2 persons/vehicle is justified and whether there a risk that the maximum parking demand will be greater than 182 spaces.

Information on vehicle occupancies can be obtained from the Ministry of Transport “New Zealand Travel Household Travel Survey”. This survey provides travel information based on

region, trip purpose and mode of travel. Data for the Waikato region is provided in the following table.

Mode of Travel	All Trips	To and From Work
Driver	58%	84%
Passenger	26%	8%
Walk	13%	5%
Public Transport	1%	0%
Cycle	1%	3%
Other	1%	0%
Total	100%	100%
Vehicle Occupancy (persons/vehicle)	1.4	1.1

Table 3: Mode of Travel

Table 3 above gives a vehicle occupancy of 1.4 persons/vehicle for all trips and an occupancy of 1.1 persons/vehicle for the journey to and from work. It is noted that these occupancy rates are based on drivers and passengers only, and do not allow for people using other modes such as walking. The travel survey does not provide specific data for sport and exercise activities however, based on the data given above, this is expected to be in the range of 1.7 persons/vehicle to 2.0 persons/vehicle.

The above vehicle occupancy rates are similar to those given in NZTA Research Report 399 “*Kilometres Travelled and Vehicle Occupancy in Urban Areas*” (RR399), which identified an average vehicle occupancy of 1.54 persons/vehicle/kilometre driven for all trips and 1.93 persons/vehicle/kilometre driven for recreational trips.

The transportation assessment report used an expected vehicle occupancy rate of 1.2 persons/vehicle for the day to day use of the stadium, which is less than the “*all trips*” rate as given above and so provides a conservative assessment.

For the maximum use of the stadium, it is expected that there will be visiting teams from outside of Matamata, who will travel to and from the stadium using organised transport such as passenger vans and buses. It is expected that the use of these vehicles will significantly increase the average vehicle occupancy when compared to the occupancy of private cars.

At the time of writing, there was no information available on the number of people expected to travel using passenger vans and buses. The transportation assessment report therefore adopted a simplified assessment based on a higher vehicle occupancy rate of 2.2 persons/vehicle, which gave an expected peak parking demand of 182 spaces.

A sensitivity test has been carried out using the RR399 rate for recreational trips together with 300 people traveling by private car and 100 people travelling by bus. This gives an expected parking demand of 155 spaces, excluding buses which are proposed to use the bus stops on Firth Street. The expected parking demand of 155 spaces is less than the expected parking demand of 182 spaces as given in the transportation assessment report. It is therefore assessed that the expected parking demand as given in the transportation assessment report provides a suitably conservative assessment.

11. Travel and Parking Management Plan

It is proposed that a travel and parking management plan (TPMP) will be prepared and used for the larger events, which may occur up to six times per year. It is proposed that the TPMP will address the following:

- Mitigating measures to ensure an operating speed of 30 km/h on Station Road.
- Provision for the safe movement of pedestrians across Station Road.
- Measures to ensure that the on-street parking along Station Road and adjacent side roads is provided in an efficient, effective and safe manner.
- Measures to ensure safe, efficient and effective access and egress onto Station Road.
- The promotion of alternative modes of transport for teams travelling to larger events, including the use of passenger vans and buses, as well as the provision of appropriate drop off and pick up zones for these vehicles.

A draft TPMP is attached to this report. It is proposed that the TPMP will be developed as a “living document”; in short, a document that can be updated to reflect potential future changes to the surrounding transportation environment in years to come, such as any potential upgrade of the Station Road carriageway to provide wider parking lanes and the provision of cycle lanes. To this end, and assuming the grant of resource consent, a review condition will be likely be recommended and imposed pursuant to Section 128 of the RMA. This will require the TPMP to be reviewed by MPDC as the consent authority on a regular basis and updated (as required) to ensure there are no adverse effects on the safety or efficiency of the local transportation environment during large events, which may occur up to six times per year.

We trust that this additional transportation assessment provides sufficient information, however, if you have any queries or require any clarification, please do not hesitate to contact us.

Yours sincerely,



Bruce Harrison
Harrison Transportation

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Matamata Indoor Sports Stadium

Station Road Matamata

Travel and Parking Management Plan

1. Introduction

1.1. Overview

A Travel and Parking Management Plan (TPMP) is a package of measures, initiatives and promotions aimed at developing and encouraging more efficient and sustainable travel choices. It is not a one-off event, but a continuous process of data collection, planning, implementation, and review that will enable better travel choices. Travel plans help organisations to run more efficiently by addressing transport related aspects, while also providing benefits to staff, the environment and the community.

1.2. Application

This TPMP has been prepared for the proposed Matamata Indoor Sports Stadium, located at 121 Station Road, Matamata. The stadium is expected to have a typical maximum occupancy of 96 people, with an expected peak parking demand of 80 spaces. A total of 94 on-site car parking spaces are proposed, which is expected to be sufficient to accommodate the parking associated with the typical maximum occupancy.

Larger events with up to 400 people are proposed to be held up to six times per year. The peak parking demand for these larger events is expected to be 182 spaces. With 94 on-site spaces available, this leaves a potential overflow parking demand of up to 88 spaces, to be accommodated on the adjacent streets. It is proposed that this be managed as follows:

- Travel management measures be implemented to minimise the parking demand.
- Parking management measures be implemented to manage the on-street parking.

It is proposed that the on-street parking be accommodated on Station Road between Firth Street (SH27) and Smith Street, with no parking (other than resident's parking) being permitted on the adjacent side streets.

The purpose of this TPMP is to outline the measures that will be undertaken to both minimise the expected parking demand and to manage the on-street parking on Station Road. The TPMP will be used only for the larger events held up to six times per year, it will not be used for the general day to day use of the stadium.

2. Travel and Parking Management Plan

2.1. Appointment of Travel Plan Coordinator

The manager of the Matamata Indoor Sports Stadium will appoint a Travel Plan Coordinator (TPC) who will be responsible for the management, operation and review of the TPMP. The stadium's TPC will liaise with the relevant travel plan coordinator at Matamata-Piako District Council.

2.2. Travel Management

The TPMP will seek to minimise the use of private vehicles for travel to and from the stadium during large events. This will involve both regular users of the facility and also non-regular users such as visiting sports teams.

It is understood that the participants of the larger events will include both people living in the local Matamata area, and participants from outside of the local area. Travel management information will be provided to all participants, which may include some or all of the following:

- Information about the required travel management measures will be provided to all participants, including individual participants, invited teams, and invited clubs or groups. This information will be provided on all relevant communications including:
 - On the relevant event website.
 - On information documentation provided to the participants.
 - On all entry forms.
- The information provided will:
 - Encourage participants who live within the local Matamata area to walk, bike, or ride share when travelling to and from the site.
 - Advise participants from outside of the local area that the invited clubs and groups will be required to provide shared transport, such as passenger vans and buses. Passenger vans will be provided with dedicated parking spaces within the site, while buses will be required to use the bus stops on Firth Street.

The same requirements as given above will apply to any private hire of the site for a large event.

2.3. Traffic and Parking Management

To ensure that the overflow on-street parking does not adversely affect road safety or the flow of traffic along Station Road, it is proposed that traffic management measures will be implemented along Station Road and the adjacent side streets. The design of the required traffic management, as well as the installation of the required traffic signs, road cones and pedestrian barriers, will be carried out by suitably qualified people for each event. The traffic management measures are expected to include:

- A temporary reduced speed limit, such as 30 km/h, along Station Road.
- The provision of temporary pedestrian crossing points to ensure the safe movement of pedestrians across Station Road.
- Measures to ensure that the on-street parking is provided in an efficient, effective and safe manner, such as the provision of temporary “no parking” road cones in critical locations near intersections and at high-use driveways.
- Measures to prevent non-residents from parking on the adjacent side streets, including on Kowhai Street, College Street and Hampton Terrace. This may include the placement of temporary “no parking” road cones along these streets and/or the provision of thresholds that allow entry by residents, but turn away visitors. If necessary, these thresholds will be supervised.
- Measures to ensure safe, efficient and effective access and egress to the site from Station Road. These may include:

- The placement of “*no parking*” road cones on each side of the access to ensure that the required sight lines are not restricted.
- The monitoring of the occupancy of the on-site parking, and the placement of barriers to prevent additional vehicles from entering the site when the car park is full.
- The supervision of the entry and exit movements by trained traffic controllers.

2.4. Monitoring of On-Street Parking

Monitoring of the on-street parking will be undertaken for every large event. This may be carried out by either a specialist traffic management firm or other persons appointed for the task. The area to be monitored will include Station Road between Firth Street and Smith Street, the adjacent side streets, and a minimum distance of 100 m beyond this area. The monitoring shall include counts of all vehicles parked within the area before the event, at regular intervals during the event, and after the event.

The above monitoring will be used to determine:

- Whether the travel management measures as given in Section 2.1 above are sufficient to reduce the on-street parking to manageable levels.
- Whether the area allocated for on-street parking is sufficient to accommodate the expected parking demand.
- Whether participants are attempting to park on the adjacent side streets.
- Whether participants are choosing to park outside of the allocated on-street parking area.

This information will be provided to the stadium’s TPC.

3. Reporting and Review

The stadium’s appointed TPC will be responsible for monitoring the effectiveness of the TPMP. A monitoring report will be prepared at a minimum of every 12 months. The TPMP will then be reviewed to identify any changes that may be required.

Copies of the monitoring report and any proposed changes to the TPMP will be made available to Council upon completion of the review.

Prepared by:



Bruce Harrison
Harrison Transportation
 2 February 2024

Reference: 578 TMP v1

Emily Patterson

From: Matt Allott <Matt.Allott@boffamiskell.co.nz>
Sent: Thursday, 23 May 2024 10:08 am
To: Emily Patterson
Cc: Chris Lee; Manaia Te Wiata; Richard Ismay; Frank Healey
Subject: FW: Te Whare Whakapakari - Council Ref: 100.2023.12883
Attachments: s92 Request - 100.2023.12883 - Matamata Stadium.pdf; Matamata Sports and Rec Centre - Innerscape letter re external lighting.pdf

Kia ora Emily,

Further to the email trace **below**; and for the purpose of clarity and completeness; please find **attached** a letter from Richard Ismay of Innerscape, which addresses the outdoor lighting item.

As a departure from the email correspondence below; you will note that the Innerscape letter makes no mention of "PR3 – Driveway"; this is due to the fact that there are no 4.5m poles proposed along the driveway – only as shown on the proposed site plan prepared by Boon Architecture, which comprises 4 x 4.5m light poles at various locations around the proposed car park, loading/unloading, entrance area – refer **yellow highlights** below.

The same conclusion is reached; that being compliance with District Plan performance standards in relation to artificial light spill and glare.



Matt Allott | Planner | Senior Principal

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From: Matt Allott <Matt.Allott@boffamiskell.co.nz>

Sent: Tuesday, May 21, 2024 11:13 AM

To: Emily Patterson <epatterson@bbo.co.nz>

Cc: Samantha Vautier <svautier@mpdc.govt.nz>; Manaia Te Wiata <MTeWiata@mpdc.govt.nz>; Chris Lee <clee@mpdc.govt.nz>; Frank Healey <fj.healey@xtra.co.nz>; Richard Ismay <Richard@innerscape.co.nz>; Dylan Workman <DylanW@frequency.nz>

Subject: RE: Te Whare Whakapakari - Council Ref: 100.2023.12883

Kia ora Emily,

We are in receipt of your further information requested (copy **attached**), which was received via email dated 14 May 2024.

In relation to item 1 (Outdoor Lighting) we provide the following response, which has been provided by Richard Ismay of Innerscape (copied in).

The external lighting is intended to comply with AS/NZ1158 3.1 Lighting for roads and public spaces, category PR3 (driveway) and PC3 (car park) :

PR3 – Drive way

4.5m pole top fitting with ~2m outreach arm, flat projection plane and back light shield.

- Average horizontal illuminance 1.75 lux
- Minimum point horizontal illuminance 0.3lux
- Horizontal uniformity 8 (Max lux / Ave lux)

PC3 – Carpark

4.5m pole top fitting with ~2m outreach arm, flat projection plane and back light shield.

- Average horizontal illuminance 3.5 lux/ <14lux for accessible car spaces & <average horizontal illuminance
- Minimum point horizontal illuminance 0.7lux
- Horizontal uniformity 8 (Max lux / Ave lux)

In response to this point:

The further information required is detailed below. This information will help us better understand your proposed activity, its effect on the environment, and the ways any adverse effects on the environment might be mitigated.

1. There is limited information relating to outdoor lighting proposed on the site. It is understood that lighting will be designed to comply with the requirements of Rule 5.4 of the District Plan. However it is also stated that "artificial lighting be tied to the hours of operation". On evenings of large events (i.e. 5 times per year) this means artificial lighting will be utilised beyond 10pm and has potential to result in illuminance in excess of 10 lux, as controlled by Rule 5.4.

Please provide clarification on proposed outdoor lighting and its use. Particularly use of outdoor lighting and associated lux levels emitted during the period between 10.00pm to 7.00am.

On the odd occasion that the proposed facility will be used beyond the 10pm curfew. The lighting will remain on, at the lighting levels noted above until the event finishes. Typically the lighting will be turned off at 10pm and only building security lighting will remain on during the night.

With respect to the District Plan section 5.4, we note the following:

- At no time will the exterior lighting be in excess of 125lx on the boundary (horizontally or vertically)
- Typically the carpark will be lit to below 10lux; however to be compliant, accessible car spaces require greater illuminance than the 10 lux noted (see **above**). However, this level of light will be on the ground within and around the accessible car space and not at any adjacent window or boundary.
- The lighting will be directed away from residential boundaries to minimise any potential glare.

5.4 Lighting and glare

- (i) At no time between 7.00am and 10.00pm shall any outdoor lighting be used in a manner that causes an added illuminance in excess of 125 lux, measured horizontally or vertically at the boundary of any non-Industrial zoned or non-Industrial precinct site adjoining.
- (ii) At no time between the hours of 10.00pm and 7.00am shall any outdoor lighting be used in a manner that causes:
 - (a) An added illuminance in excess of 10 lux measured horizontally or vertically at any window of an adjoining building within a non-Industrial zone or non-Industrial precinct;
 - (b) An added illuminance in excess of 20 lux measured horizontally or vertically at any point along any non-Industrial zone boundary or non-Industrial precinct.
- (iii) Where measurement of any added illuminance cannot be made because any person refuses to turn off outdoor lighting, measurements may be made in locations of a similar nature which are not affected by such outdoor lighting.
- (iv) The outdoor lighting on any site adjoining any non-Industrial zoned or non-Industrial precinct site shall be so selected, located, aimed, adjusted and screened as to

ensure that glare resulting from the lighting does not cause a significant level of discomfort to any occupants of the non-industrial site.

Objectives/Policies		
3.5.2.3	O1, O2, O3, O4	P1, P2, P3, P4

Explanation

This control is an interim control until a national standard for the environmental effects of outdoor lighting is adopted. It is based on past practice and assessment techniques previously accepted by Planning Tribunals. The control takes the time of day into account so that activities extending their operating hours do not detrimentally affect adjoining non-industrial activities.

As assessed, outdoor lighting associated with the proposal will comply with the District Plan performance standards with no adverse effects on residential properties located adjacent to the subject site.

We trust this provides you with the clarification required. Please don't hesitate to contact me directly if you have any further queries in relation to this matter.

Nga mihi,
Matt

Matt Allott | Planner | Senior Principal

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From: Emily Patterson <epatterson@bbo.co.nz>
Sent: Tuesday, May 14, 2024 3:41 PM
To: Matt Allott <Matt.Allott@boffamiskell.co.nz>
Cc: Samantha Vautier <svautier@mpdc.govt.nz>
Subject: RE: Te Whare Whakapakari - Council Ref: 100.2023.12883

Hi Matt,

Please see attached a s92(1) & s92(2) request, as discussed.

Apologies with the delay providing this, while we arranged peer review matters.

Any questions, let me know.

Thanks
Emily



Emily Patterson PLANNER

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If you wish to send us a large file, please click the following link: <https://www.sendthisfile.com>

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From: Matt Allott <Matt.Allott@boffamiskell.co.nz>
Sent: Wednesday, May 8, 2024 2:05 PM
To: Emily Patterson <epatterson@bbo.co.nz>
Cc: Chris Lee <clee@mpdc.govt.nz>; Manaia Te Wiata <MTeWiata@mpdc.govt.nz>; Frank Healey <fj.healey@xtra.co.nz>; Niamh Priest <niamh.priest@boffamiskell.co.nz>
Subject: RE: Te Whare Whakapakari - Council Ref: 100.2023.12883

All noted, thanks Emily. We will revise the email correspondence to submitters accordingly and get that out today. Will keep you informed as to attendees, meeting outcomes etc ...

Matt Allott | Planner | Senior Principal

E: matt.allott@boffamiskell.co.nz | D: +64 7 571 5623 | M: +64 27 423 3604 | LEVEL 5 | 35 GREY STREET | TAURANGA 3110 | NEW ZEALAND

From: Emily Patterson <epatterson@bbo.co.nz>

Sent: Wednesday, May 8, 2024 1:56 PM

To: Matt Allott <Matt.Allott@boffamiskell.co.nz>

Cc: Chris Lee <clee@mpdc.govt.nz>; Manaia Te Wiata <MTeWiata@mpdc.govt.nz>; Frank Healey <fj.healey@xtra.co.nz>; Niamh Priest <niamh.priest@boffamiskell.co.nz>

Subject: RE: Te Whare Whakapakari - Council Ref: 100.2023.12883

Hi Matt,

Thanks for your patience, have now managed to catch up with Ally/Sarah.

Happy for you to undertake a pre-hearing meeting with the submitters. As discussed however, the format of the meeting proposed would not be in accordance with s99 of the RMA (i.e. consent authority has not requested it, no chairperson proposed etc) so if you could remove all reference to s99 RMA in your draft email wording that would be great. Keep us in the loop with timing and attendees of the meeting, however as discussed I will not attend.

A few things on timeframes:

- Section 103A RMA directs that the hearing for a limited notified consent must be completed no later than 45 working days after the close of submission period. Submissions closed on 11 April 2024 therefore the hearing would be required to be completed by 17 June 2024 (incl. 2 public holiday days in that period). At this stage, based on discussions with you and Ally and availability of commissioners, it is likely that the hearing will be early August sometime, therefore I will look to extend timeframes under s37 in due course.
- Council would expect the timeframes to go on hold for the period that the pre-hearing meeting is underway. As discussed, we will likely be extending timeframes under s37 anyway, therefore this should tidy up the pre-hearing meeting hold. However will confirm with Ally that this is suitable.

Lastly, as discussed, I will be issuing a s92 (likely tomorrow) relating to commissioning a peer review of the acoustic assessment.

Any questions, give me a call at anytime.

Cheers

Emily



Emily Patterson PLANNER

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From: Matt Allott <Matt.Allott@boffamiskell.co.nz>

Sent: Tuesday, May 7, 2024 2:59 PM

To: Emily Patterson <epatterson@bbo.co.nz>

Cc: Chris Lee <clee@mpdc.govt.nz>; Manaia Te Wiata <MTeWiata@mpdc.govt.nz>; Frank Healey <fj.healey@xtra.co.nz>; Niamh Priest <niamh.priest@boffamiskell.co.nz>

Subject: Te Whare Whakapakari - Council Ref: 100.2023.12883

Emily,

Further to discussion this yesterday in relation to the resource consent application by Matamata-Piako District Council (MPDC) to establish and operate a proposed indoor sport and recreation facility (Te Whare Whakapakari) at Matamata College; please be advised that MPDC – as applicant – would like to schedule a pre-hearing meeting with the following opposing and/or conditionally supporting submitters ..

- Edward & Kerry Dean, 6 Station Road, Matamata (E: eddie.kerry@hotmail.com; M: 07 888 8316)
- Linda Morris, 48 Station Road, Matamata (E: linmorris@outlook.co.nz; M: 027 278 4421)
- Jacinda Green & Benji Oleson, 16 Kowhai Street, Matamata (E: spiritofthenile@hotmail.com; M: 021 316 606)
- Iona Norris, 16A Kowhai Street, Matamata (E: iona-norris@hotmail.com; M: 027 666 6539)
- Hayden Aiken, 16A Kowhai Street, Matamata (E: haydenaiken@gmail.com; M: 022 657 3294)
- Heather McIntosh, 4A Sylvan Place, Matamata (E: bhmcintosh1@gmail.com; M: 027 529 2839)
- Lesley Johnston, 22 Sylvan Place, Matamata (E: LesleyJ@xtra.co.nz; M: 027 488 8668)

We would like to schedule the pre-hearing meeting for Wednesday 15 May, 5.30pm – 7.00pm; the venue being the Tainui Room at the Matamata Civic Centre (which has been booked). We are also proposing to offer an alternative pre-hearing meeting date/time to ensure we provide the above-mentioned parties with as much opportunity as possible to make it along; the alternative being Thursday 16 May – same time, same location.

As discussed with you via phone, the purpose of the pre-hearing meeting will be for MPDC (as applicant) and representation from the Matamata Futures Trust (Frank Healy) to discuss the various submission points made by the submitters; with a view to resolving some issues

We propose to send an email to the above-mentioned parties tomorrow (Wednesday 8 May), stating the following:

Dear xx

Thank you for your submission in relation to the resource consent application (Council Reference: 100.2023.12883), which relates to a proposal by Matamata-Piako District Council (MPDC) to establish and operate an indoor sports and recreation facility (Te Whare Whakapakari) at Matamata College with associated vehicle access to Station Road and on-site parking.

Pursuant to Section 99 of the Resource Management Act 1991 (RMA), we would like to invite you to a pre-hearing meeting. The purpose of the pre-hearing meeting will be to provide an opportunity to discuss the issues raised in your submission and to provide an opportunity for the applicant to elaborate and/or clarify various components of the proposal.

**Date: Wednesday 15 May
Time: 5.30pm – 7.00pm
Venue: Tainui Room, Matamata Civic Centre**

If unable to attend on Wednesday 15 May then we are available to meet with you on Thursday 16 Ma; same time, same location.

If you could please RSVP by way of reply email by 5pm Friday 10 May, confirming either Wednesday (preference) or Thursday (alternative) that would be appreciated.

Yours sincerely ...

If you could please run this past Ally van Kuijk at MPDC to confirm that she's ok with this approach in this case, that would be appreciated.

Matt Allott | Planner | Senior Principal

E: matt.allott@boffamiskell.co.nz | D: +64 7 571 5623 | M: +64 27 423 3604 | LEVEL 5 | 35 GREY STREET | TAURANGA 3110 | NEW ZEALAND

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21 May 2024

To: Matamata Piako District Council

Attention: Chris Less

Matamata Sports and Recreation Centre

Hi Chris,

With regard to the external lighting proposed for the new sports and recreation center we note the following:

- The external lighting is required to comply with AS/NZ1158 3.1 Lighting for roads and public spaces, category PC3 (car park)

PC3 - Carpark

4.5m pole top fitting with ~2m outreach arm, flat projection plane and back light shield.

- Average horizontal illuminance 3.5 lux/ <14lux for accessible car spaces & <average horizontal illuminance
- Minimum point horizontal illuminance 0.7lux
- Horizontal uniformity 8 (Max lux / Ave lux)

External Lighting Control

Typically, external lighting will be automatically switched as follows:

- Carpark lighting: On at dusk, off at 10pm or earlier following opening hours
- On building security lighting: On at dusk, off at dawn
- Driveway entry and building signage: On at dusk, off at 10pm or earlier following opening hours

On the odd occasion that the gym is used beyond the 10pm curfew. The lighting will remain on, at the lighting levels noted above until the event finishes.

District Plan section 5.4

With respect to District Plan section 5.4, we note the following:

- At no time will the exterior lighting be in excess of 125lx on the boundary (horizontally or vertically)
- Typically, the carpark will be lit to below 10lux the however to be compliant, accessible car spaces require greater illuminance than the 10lx noted (see above). However, this level of light will be on the ground within and around the accessible car space and not at any adjacent window or boundary.
- The lighting will be directed away from residential boundaries to minimise any potential glare.

Kind Regards,

A handwritten signature in blue ink that reads 'Richard Ismay'.

Richard Ismay

Director / Electrical Engineer



Emily Patterson

From: Niamh Priest <niamh.priest@boffamiskell.co.nz>
Sent: Friday, 21 June 2024 3:12 pm
To: Emily Patterson
Subject: RE: Te Whare Whakapakari - Draft Consent Conditions
Attachments: 2176106 Fencing options along Reserve boundaries - Guide for Developers PDF.pdf

Hi Emily,

The fencing along the Kowhai Street boundary is proposed to be 1.8 metres high solid fence as recommended by Marshall Day acoustics, aside from the portion of fence along the Kowhai Street Reserve boundary. It is proposed to erect a post-and-rail style fence in line with the recommended design provided in the Reserves Design Guide (**attached – Ref 01**), this has been discussed with Mark Naude. Other than what is proposed along the Kowhai Street boundaries, there are no changes proposed to the fencing along any of the other property boundaries of Matamata College.

In regard to your further query sent on Monday, Marshall Day have provided the logger data for Sunday morning:

<i>dB Laeq(1hr)</i>					<i>dB Laeq for the period</i>
<i>5am-6am</i>	<i>6am-7am</i>	<i>7am-8am</i>	<i>8am-9am</i>	<i>9am-10am</i>	<i>5am-10am</i>
36	46	45	45	44	44

Note these are L_{Aeq} values, which is what our recommended limits use. The current District Plan uses the L10 metric – this is a little more time-consuming to obtain since it requires some statistical analysis, but I can provide those too if needed.

And again apologies that we have not responded to questions 1 -3, a gap in our information has been identified and requires further assessment to be undertaken. I am meeting with Chiaki and Bruce on Monday to hopefully try and have a response to you by Monday/Tuesday.

Appreciate the timeframe constraint and am trying to resolve this as quick as possible, while providing you with a robust answer.

Thanks for your patience here.

Kind regards,
Niamh

Niamh Priest | Planner

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From: Emily Patterson <epatterson@bbo.co.nz>

Sent: Friday, June 21, 2024 11:57 AM

To: Niamh Priest <niamh.priest@boffamiskell.co.nz>
Subject: RE: Te Whare Whakapakari - Draft Consent Conditions

Hi Niamh,

Thank you for this.

Also noting the following in the below email from me on 13 June:

“Could you please confirm the fencing proposed to be erected? Perhaps a quick mark up of a site plan would be helpful (including heights of fences in different locations)?”

Note that my s42A report is due to be published on 5 July. Be great to have a response today if possible.

Thanks
Emily



Emily Patterson **PLANNER**
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From: Niamh Priest <niamh.priest@boffamiskell.co.nz>
Sent: Thursday, June 20, 2024 2:48 PM
To: Emily Patterson <epatterson@bbo.co.nz>
Subject: RE: Te Whare Whakapakari - Draft Consent Conditions

Hi Emily,

Just emailing to advise you that we are still in the process of responding to your questions below regarding traffic/noise assessment, aware that we are still yet to provide a response.

Thanks,
Niamh

Niamh Priest | Planner

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From: Emily Patterson <epatterson@bbo.co.nz>
Sent: Monday, June 17, 2024 4:48 PM
To: Niamh Priest <niamh.priest@boffamiskell.co.nz>
Subject: RE: Te Whare Whakapakari - Draft Consent Conditions

Afternoon Niamh,

One last matter which has come up. Extracted as follows. Are we able to get more information from MDA about the noise logging data for Sunday mornings?

- The applicant's proposed noise rules remove the lower daytime limit on Sundays (and public holidays) and it introduces an evening period of 7 hours. This change is expected to be minor given the measured ambient levels. However, Sunday mornings may be a period when ambient levels are lower than other days of the week and a later transition time may be more suitable. Noise data can be made available for Sunday mornings, then the suitability of

As always, call if needed, to discuss.

Cheers
Emily



Emily Patterson PLANNER

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From: Niamh Priest <niamh.priest@boffamiskell.co.nz>
Sent: Friday, June 14, 2024 1:45 PM
To: Emily Patterson <epatterson@bbo.co.nz>
Subject: RE: Te Whare Whakapakari - Draft Consent Conditions

Hi Emily,

Will pass on these queries to the team and endeavour to get a response to you as soon as possible.

Thanks,
Niamh

Niamh Priest | Planner

E: niamh.priest@boffamiskell.co.nz | D: +64 7 926 4039 | LEVEL 5 | 35 GREY STREET | TAURANGA 3110 | NEW ZEALAND

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From: Emily Patterson <epatterson@bbo.co.nz>
Sent: Thursday, June 13, 2024 2:53 PM
To: Niamh Priest <niamh.priest@boffamiskell.co.nz>
Subject: FW: Te Whare Whakapakari - Draft Consent Conditions

Hi Niamh,

Thank you for this information. I will pass onto Council's reserve team and also send to the noise peer reviewer to consider and cover off.

Could you please confirm the fencing proposed to be erected? Perhaps a quick mark up of a site plan would be helpful (including heights of fences in different locations)? Noting that we could condition the design of the reserve fencing (i.e. to be approved by Council's reserve team). This would likely include requirement of an acoustic certificate to confirm noise measured at the neighbouring properties comply with the noise standards. This will help us accurately complete our assessment, and to draft conditions accordingly.

One other matter which has come back in the noise peer review, that I wanted to discuss with you was traffic movements in the night time period (i.e. 10pm to 7am).

Section 7.0 of Marshall Day's noise report sets out that a maximum of 12 vehicle movements per hour in the night time period will comply with the noise limits, if a noise barrier is in place. Regular use of the facility during the night time period when there are more than 12 vehicle movements occur per hour (i.e. large events, morning trainings etc) therefore has potential to result in additional noise effects that have not been assessed.

I am struggling to assess this effect without knowing what the actual noise generation is or what the actual traffic expectations are in the night time period are. Could you please address the following questions to assist me with my assessment:

1. Could you please confirm how many traffic movements per hour is expected between the hours of 10pm and 7am. Including during large events that run past 10pm (which could happen up to 5 times per year) or any other potential use of the facility in those hours, including morning trainings.
2. There are no noise measurements provided for vehicle movements in the night time period. Where there will be more than 12 movements, as determined within question 1, could you please provide a prediction of actual noise generated. We can then begin to understand what effect this may have on the neighbours.
3. At this stage I would be looking at imposing a condition on the consent limiting night time vehicle movements to a maximum of 12 per hour, however this is currently conflicting with the activity parameters that are proposed, so is not practical. Just trying to grapple with how to manage this potential effect. Perhaps between yourself, Marshall Day and Harrison's transport you could provide some commentary around this.

I wanted to get this all in writing so you have something to respond to, however please give me a call if you would like to discuss this further or need clarification.

Kind regards
Emily



Emily Patterson PLANNER

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From: Niamh Priest <niamh.priest@boffamiskell.co.nz>

Sent: Thursday, June 13, 2024 1:43 PM

To: Emily Patterson <epatterson@bbo.co.nz>

Subject: RE: Te Whare Whakapakari - Draft Consent Conditions

Hi Emily,

Thanks for your patience while we addressed your query, please see below a response regarding the fence along the Kowhai Street reserve boundary:

Through pre-hearing engagement, it was discussed whether the fence could be lowered along the entire boundary from 2 metres to 1.8 metres. This has been discussed with Marshall Day who have advised via email that a 1.8 metre fence along the along the driveway will be sufficient for traffic noise to comply at peak times.

In relation to the Kowhai Street reserve section of the fence, we asked Marshall Day to provide comment on noise effects if this section of the fence were to be impermeable rather than solid. Marshall Day have confirmed that *“removing the section of fence along the reserve boundary will be acceptable with a return fence to screen the adjacent properties (#6 and #14) from the driveway. I’ve done some quick calculations and it looks like a 5m return on each side will be enough to comply with the noise limits.”*

In considering this, the fence along the reserve boundary can be designed as per the recommended fencing in the design guide and noise effects on adjacent properties can be appropriately managed.

Please let me know if you require further information beyond this.

Kind regards,
Niamh

Niamh Priest | Planner

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From: Emily Patterson <epatterson@bbo.co.nz>

Sent: Tuesday, June 11, 2024 4:04 PM

To: Niamh Priest <niamh.priest@boffamiskell.co.nz>

Subject: RE: Te Whare Whakapakari - Draft Consent Conditions

Thanks Niamh, sounds good.

Cheers
Emily



Emily Patterson PLANNER

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From: Niamh Priest <niamh.priest@boffamiskell.co.nz>

Sent: Tuesday, June 11, 2024 11:18 AM

To: Emily Patterson <epatterson@bbo.co.nz>
Subject: RE: Te Whare Whakapakari - Draft Consent Conditions

Hi Emily,

To keep you in the loop, this is currently being addressed by the applicant so I should hopefully have a response to you within the next couple of days to close out the fencing matter.

Kind regards,
Niamh

Niamh Priest | Planner

E: niamh.priest@boffamiskell.co.nz | D: +64 7 926 4039 | LEVEL 5 | 35 GREY STREET | TAURANGA 3110 | NEW ZEALAND

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From: Emily Patterson <epatterson@bbo.co.nz>
Sent: Thursday, June 6, 2024 7:44 AM
To: Niamh Priest <niamh.priest@boffamiskell.co.nz>
Subject: RE: Te Whare Whakapakari - Draft Consent Conditions

You don't often get email from epatterson@bbo.co.nz. [Learn why this is important](#)

Thanks Niamh.

I checked in with the Parks and Facilities team leader (Mark Naudè) proactively. He advised the following FYI:

"We would rather not have a solid fence along the boundary with the reserve as it reduces passive surveillance of the park and solid fences tend to become a magnet for graffiti. Our preferred boundary fence styles are outlined in the attached document.

It would also be a pity I think to lose the pedestrian link between the park and the school grounds."

Could you please address this and let me know where you land? Noting that a break in the noise fence may require potential noise effects on directly adjoining properties to be addressed.

Mark's email address is:
mnaude@mpdc.govt.nz

Thanks
Emily



Emily Patterson PLANNER

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From: Niamh Priest <niamh.priest@boffamiskell.co.nz>
Sent: Wednesday, June 5, 2024 8:16 PM
To: Emily Patterson <epatterson@bbo.co.nz>
Subject: RE: Te Whare Whakapakari - Draft Consent Conditions

Hi Emily,

Apologies I haven't responded to your query yet, I will double check this tomorrow and get back to you.

Thanks,
Niamh

Niamh Priest | Planner

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From: Emily Patterson <epatterson@bbo.co.nz>
Sent: Wednesday, June 5, 2024 8:04 AM
To: Niamh Priest <niamh.priest@boffamiskell.co.nz>
Cc: Matt Allott <Matt.Allott@boffamiskell.co.nz>
Subject: RE: Te Whare Whakapakari - Draft Consent Conditions

Thanks Matt for the below conditions. I should be able to share a set of draft conditions over the next two weeks.

Hi Niamh,

Just wanted to confirm that the 2m noise fence will be erected along the Kowhai St Council reserve as well (at 8 Kowhai Street)? I may just need to touch base with Council's reserve team regarding this.

Thanks
Emily



Emily Patterson PLANNER

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From: Matt Allott <Matt.Allott@boffamiskell.co.nz>
Sent: Friday, May 31, 2024 5:44 PM
To: Emily Patterson <epatterson@bbo.co.nz>
Cc: Niamh Priest <niamh.priest@boffamiskell.co.nz>; Manaia Te Wiata <MTeWiata@mpdc.govt.nz>; Chris Lee <clee@mpdc.govt.nz>; Dylan Workman <DylanW@frequency.nz>; Frank Healey <fj.healey@xtra.co.nz>
Subject: Te Whare Whakapakari - Draft Consent Conditions

Kia ora Emily,

Following the pre-hearing discussion with submitters; we advise that the applicant would welcome draft proposed consent conditions that seek to address the following issues:

Detailed Landscape Plan

That a detailed landscape plan shall be prepared by a suitably qualified and experienced landscape architect and shall be submitted to Council for approval prior to building consent. The detailed landscape plan shall address the following:

- *Height of boundary fencing*
- *The type of mature tree species to be planted and the location of such within the landscape buffer area*

In preparing the detailed landscape plan consultation shall be undertaken with adjoining property owners and occupiers to the south east of the south east of the school.

Outdoor Lighting

That prior to the issue of a building consent for Te Whare Whakapakari – Matamata Indoor Sport and Recreation Facility, the consent holder shall submit a lighting plan to Matamata-Piako District Council for approval. The lighting plan will clearly demonstrate compliance with the lighting and glare performance standards in the District Plan (Rule 5.4)”.

Operational Management Plan

That the consent holder shall prepare an operational management plan (OMP) for the approval of Council. No events shall occur until the OMP has been approved. The OMP shall outline methods to be used to ensure the conditions of this consent are complied with and shall include, but necessarily be limited to the following content:

- *Ways in which the maximum number of people able to be accommodated at any one time as specified in this consent will be managed*
- *Ways in which traffic safety and parking management will be managed during large scale events*
- *Ways in which noise generated within the facility will be managed to reduce the potential for adverse noise related effects on the surrounding residential environment*

The above-mentioned wording is ‘conceptual only’ and obviously subject to review/amendment. Consideration will also need to be given to monitoring and/or review conditions (s128, RMA) to ensure there’s an appropriate “safety net” in relation to the management of amenity related effects.

As advised, I’m away on annual leave for the month of June. Niamh Priest in our office is available to assist with anything (as required); however, I understand you are now in a position to prepare your Section 42A Report, which I note is due in early July. I return to work on 1 July so will endeavour to catch up with you then.

Nga mihi,
Matt

Matt Allott | Planner | Senior Principal

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