

## Additional information to support RC application

Summary of submission:

The social, cultural and economic advantages to a community especially for the less advantages in providing a warm place to meet, study, and learn are outlined in the government paper on the role of the modern library. Providing a building that brings lots of light and air around it has shown to increase foot traffic into retail areas. The pure economic benefit to have a library in the town centre not only increases retail spending but it also stimulates private investment. Significant projects such as a library give the private sector confidence to invest. This resource consent will become a catalyst to the towns re-growth.

Response to your letter dated 9/04/2024 to complete application

Schedule 4 Clause 2(1)(g) – an assessment of the activity against any relevant provisions of a document referred to in section 104(1)(b). Assessment of the following is required:

### **a) Operative Grey District Plan (ODP)**

#### Chapter 20 – Commercial and Industrial Environmental Areas Rules

- (i) a national environmental standard: Our RC submission is an efficient use of the commercial zone it is located in. It maintains a standard of amenity appropriate to the area.
- (ii) other regulations: Rules under Chapter 20 that relate to our RC
  - Permitted Activities – Our proposal complies with the commercial zone.
  - Set Backs - Our proposal complies with the commercial zone.
  - Height of buildings and structures – within height complies as shown on plans and recession plans are non-applicable as we do not adjoin a residential area.
  - Light Spill and Glare – exterior lighting will be provided for safety and direction. Light is inside of the site
  - Outdoor storage and Landscaping – we show an outdoor mechanical/utilities area on the south west end of the building, this is to be screened using a cultural pattern as approved by the local Iwi. This will comply.
  - Landscaping does not comply with the current planning rules. We are showing planter boxes in lieu of the 2m set back for Landscaping along the Richmond Quay side. This is to be off set with a large landscaping area to the north east corner of the site at 109sqm. This landscaped area will incorporate a cultural garden and artwork as approved by the local Iwi. As this building has 3 road frontages it would be expected to have 328sqm of landscaping, however one of these road frontages is Ashton Lane which is considered a service lane through to Johnston St. This then reduces the road frontage area to 214sqm and avoids planting obscuring the trafficable area notated in our site plan, this will enable pedestrians and motorist greater visibility in this transiting area.

At 214sqm with our planter boxes, cultural garden and parking landscape we collectively provide this area of landscaping. However we are unable to provide this in a continuous 2m wide strip without a significant reduction to the building and the services it will provide to the community where it currently sits in the commercial zone. To move this facility would disadvantage the community in being able to easily access community services. We ask the reduction of the landscaping to be considered as a whole and not as a set back strip. The advantages of this community facility is that it also sits opposite to a green belt next to the Grey River, this area is a protected green space.

The effect on adjoining properties in terms of sunlight, outlook and privacy is negligible for landscape given the cultural art work that will adorn this building, being visible on all 4 sides together with the planting we can provide and additional consideration has been given to the south side of the building to avoid “back of building” look buy the addition of the culturally approved screening to exterior stair and plant room.

The effects on any reduced landscaping will not have an effect due to the above reasoning and given the site sits in the commercial zone and will be an improvement on what is currently provided in that area.

Signs – This RC is not including signage so therefore is not to be considered. Signage RC will be applied for separately once an understanding of what is required is reached.

Noise – will be within permitted activity

This RC application complies will all other activities as shown on the attached plans as per the Grey District Planning document for Commercial Zone so there for not noted above.

(iii) a national policy statement:

Our RC application is in line all the Part 2 Objectives. It is a joint venture with Grey District Council and Development West Coast to provide a community Library facility and incorporate additional community support services. In line with the objectives all aspects have been considered.

This building with be a dominate feature of the central commercial area, it sits just outside the commercial core so it can provide the necessary services for its community but within reach to all amenities.

Community, Culture, Accessibility have at the heart of this design. It will also generate new employment opportunities through its tenancy on the ground floor. Future climate effects on climate change have been considered in the design stage. As this building is in the commercial zone and does not border residential this application has no effect on any residential policies or objectives.

As this building is a joint venture with DWC and GDC all planning and development is overseen by the local Iwi representative on the council, with full consideration given to the principles of the Treaty of Waitangi. The local Iwi involvement will also continue throughout all stages of this building to completion.

Policy 11 in relation to car parking is being directly considered with council to provide an acceptable solution to the current shortfall to the GDC plan.

(iv) a New Zealand coastal policy statement:

Our RC application is in line with all objectives of the coastal policy statement. We have designed a building that will look out into the coastal environment and champion its place in this central location rather than the old layout which turned its back on this natural beauty. The building will engage the community with the Grey river and out into the ocean beyond. This building will have no adverse effects on the coastal environment, to the contrary it will promote and support its natural landscape with a large viewing space for which freely all of the community can enjoy, no matter the weather.

As stated above all Treaty of Waitangi principles are acknowledged and full Iwi consultation is a part of every stage of this design and build process.

As this building will provide a public space on the first floor it will be offering recreation opportunities for the coastal environment through its educational sources and teachings.

Climate change has been considered in the building design through daylight harvesting and energy efficient LED lighting. There will be use of cradle to cradle products where appropriate and available to help reduce waste in the environment. The building's main focus is the Library which dominates, through its resources it provides teaching and learning for Object 6 & 7 in this policy for the betterment of the community as a whole.

(v) a regional policy statement or proposed regional policy statement:

West Coast Regional Policy Statement for environment has been considered and this RC application is in line with the policies outlined in 10.1. As the site is currently a bare gravel area we will be enhancing its natural features and landscapes, all planting will be sympathetic to its location and speak to its coastal and indigenous environment. The public are the main users of this building so access to them has been given priority. The site location has no effect on the port and has the full support of the local government Iwi representative.

#### Chapter 22 – Appendix 2 Signage Rules

This RC is not including signage so therefore is not to be considered. Signage RC will be applied for separately once an understanding of what is required is reached.

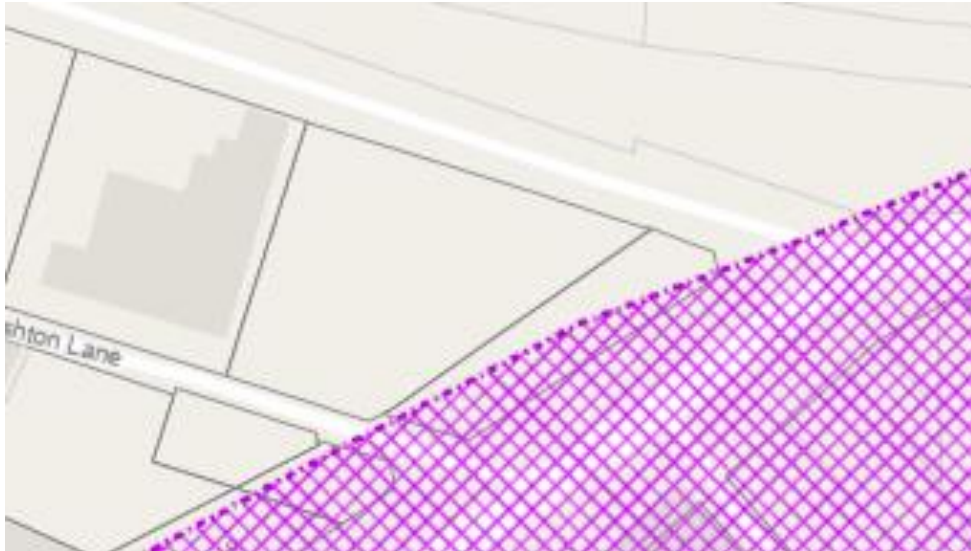
## Chapter 24 – Appendix 4 Transportation Rules

- (i) a national environmental standard: No national environmental standards apply for the transportation rules
- (ii) other regulations: Rules under Chapter 24 that relate to our RC  
Our submitted site plan showing the transportation requirements needs to also be read in conjunction with the supporting council documents.  
We have a short fall in parking if the calculation is based on “commercial” only. As this building is mixed use the rule dictates you are to use the higher rate. The first floor is dedicated to the Library and community use, the ground floor will be retail.  
We wish to mitigate the short fall by proposing the use of additional readily available parking in the area and the agreement to use this space.  
We would like you to consider the proximity to the commercial core area and its location to pedestrians access from this core rather than car movements. The council has stated in their vision that a sensible and considered approach to the issue of climate change and its effects.
- (iii) a national policy statement: the National policy statement does not directly cover transportation so is not applicable for the application
- (iv) a New Zealand coastal policy statement: Policy statement 20 covers vehicle access. Our RC application is not applicable to the coastal policy statement. Assessment is not required against this policy.
- (v) a regional policy statement or proposed regional policy statement: West Coast Regional Policy Statement, Chapter 15 has been considered in this RC application. Our RC application is not applicable to the regional policy statement. Assessment is not required against this policy.

### **b) Proposed Te Tai o Poutini Plan (PDP)**

#### SASM – Sites and Areas of Significance to Māori Rules - Ngā Wāhi Tāpua ki te Māori

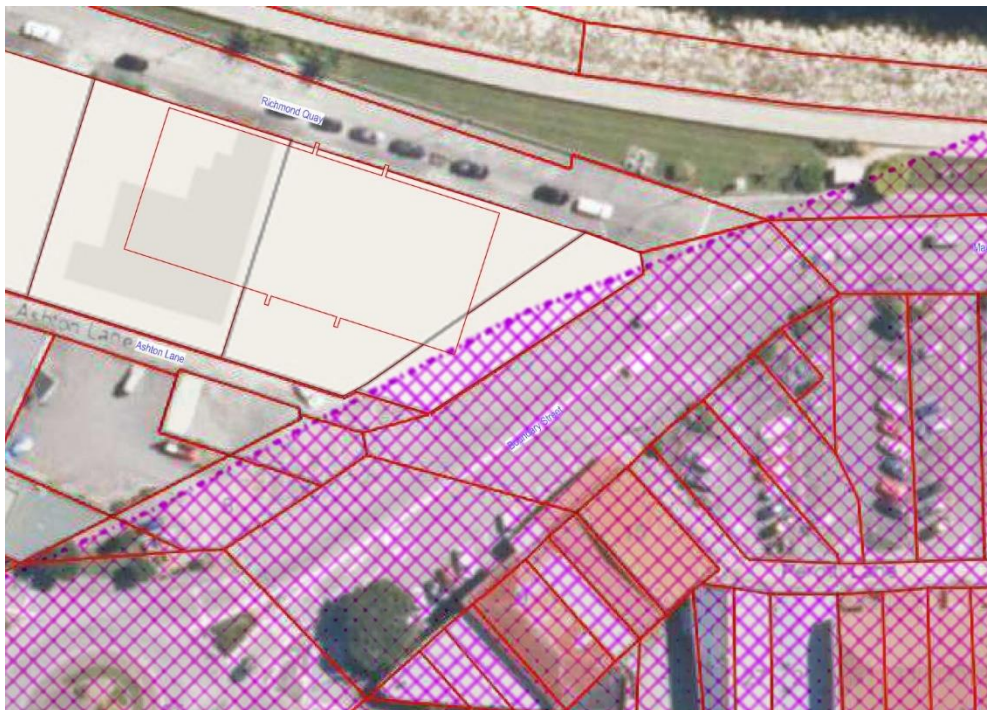
SASM 62 crosses the eastern side of the site corner, as shown below



SASM62 as been assessed with the following:

SASM01 – We recognise this building site to be within SASM62

SASM02-03 – The building has a minor coverage on the SASM62 site as shown below:



Full access to the remainder of the SASM effected site will remain for Poutini Ngai Tahu.

Strategic Objectives and Policies:

SASM-p1 – New Building replaces old building on the same site, no adverse effects beyond this

SASM-P2- We recognise this site is within SASM62. As this building is in conjunction with the GDC they are represented by local Iwi on all decisions for this RC.

SASM-P3 – Accidental Discovery Protocol as laid out in Appendix Four will be adhered to by the site contractor.

SASM-P4 – This building will house the local community Library, this library will contain historical information for the area that are significant to Poutini Ngai Tahu. As this building is in conjunction with the GDC they are represented by local Iwi on all decisions for this RC

SASM-P5 – As this building is in conjunction with the GDC they are represented by local Iwi on all decisions for this RC

SASM-P6 – Any Pounamu found on site during construction will be handed over to the local Iwi.

SASM-P7 – Activities on this site remain the same. Commercial zone use.

SASM-P8 - As this building is in conjunction with the GDC they are represented by local Iwi on all decisions for this RC

SASM-P9 – SASM62 species and kai resources are non existent due to this site already sited within the commercial zone and currently not used for such purposes.

SASM-p10-p12 – no relevant to this site

SASM-P13 – A new commercial two story building. Upgrades to infrastructure required by council for building consent will be undertaken. Items c-g are all not applicable to this site

SASM-P14 – No subdivision is taking place

SASM-P15 – no change of use

All other rules relevant to SASM62 are not relevant to this application.

### **CMUZ – Commercial and Mixed Use Zones Rules - Ngā Takiwā Pakihi me ngā Takiwā Hanumi**

Objective: To maintain and enhance the character and amenity values of commercial

areas and town centres in a way that enables commercial and other

activities to support the local community and visitors, while minimising

adverse effects on amenity within and adjoining the commercial areas. This building sits within the commercial zone, the sit is currently vacant and overlooks the flood wall. This building will add tremendous value to the visual impact of the area. Beautification to the area is an important factor in the design of the building and acknowledges the local Iwi where it sits in the landscape. It will welcome visitor's both locally and internationally. The

Library which will dominate the building space will encourage further education into the local community and natural environment incorporating the indigenous culture and history into its learning areas.

The new tenancy on the ground floor will encourage new employment into the commercial zone. All activities that are undertaken in this building are permitted activities for this zone. The public will be encouraged to this building with its welcoming design, which will incorporate a culturally approved design to its exterior, giving it a visual interest and connection to the street from all sides.

The new transport plan we have proposed with the support of council for this RC will improve pedestrian and vehicle safety for this area. A low speed zone around the parking area is noted.

**Schedule 4 Clause 2(2)(a) – (c). Assessment of the following is required:**

**Objectives and Policies under the Operative Grey District Plan**

Chapter 10 – Tangata Whenua

This site is marginally covered by SASM62, we acknowledge this and have covered our intentions in this RC under the TTPP information provided above. We have an ongoing and active relationship between Tangata Whenua and Council as these groups are the client for this RC.

Chapter 12 – Transport

Any relevant objectives, policies, or rules in a document; and any relevant requirements, conditions, or permissions in any rules in a document we have stated below;

1. The operation of transport infrastructure in a manner that avoids, remedies or mitigates adverse effects. Please refer to attached council approved plans.
2. The safe and efficient use of the District's transport infrastructure. Please refer to attached council approved plans.
3. Access, off-street parking and loading, see attached plan, access to each of these requirements are meet.
4. To implement a hierarchy of roads in the District with associated design and access standards based on intended function, and to use this as a framework to enhance transport efficiency and the amenity of sensitive areas. A redesign of the roading for this area has been considered by council and approved in its intent to improve the traffic flow and pedestrian access to this area.
5. Transport infrastructure should be located and designed in a manner that avoids, remedies or mitigates adverse effects on neighbouring activities as far as practically

possible having regard to the sensitivity of those activities. Answered in #4

6. To consider the development of alternative port facilities if constraints on the existing Greymouth port cannot be overcome. Not applicable

7. Development in the vicinity of the Greymouth aerodrome should not compromise flight paths and take steps to mitigate the adverse effects of aircraft noise. Not applicable

### **Objectives and Policies under the Te Tai o Poutini Plan (PDP)**

#### **SASM – Sites and Areas of Significance to Māori - Ngā Wāhi Tāpua ki te Māori**

This has been answered earlier in this document. Please refer to the SASM62 report above.

#### **Transport - Te Tūnuku**

The transport around this site has been a considerable consideration in order to improve the outcomes for both pedestrians and motorists. The new proposed layout will be Safe, efficient and accessible with minimal adverse effects on the environment as this area is already a clear site or current transport zone. We have had approval from the council transport authority, please see attached.

Safe paths for pedestrians are shown on the attached plans. This new proposed plan allows a pedestrian passage from the commercial core through to the commercial zone.

The adjustment to the transport around this site will reduce speed and provide more safety to motorists with a proposed one way access to the Ashton Lane (service lane).

We have managed the number, location and type of parking and loading spaces to support the safe, efficient and effective operation of the transport network. The new transport proposal will be more functional and provide better operational requirements for activities in this area. Sustainable transport has been provided with Bike stands allocated to the south west side of the building. Flexible approaches to parking have been provided with long stay and short stay parking, with drop off areas also.

Reversing out of the angle parking has been assessed and to reduce motorist harm Ashton Lane will be reduced in speed and one way only. This is part of the council approved proposal plan.

All parking accessways, vehicle crossings, parking spaces, loading spaces, queuing and standing spaces have been approved by the council transport authority for this proposal.

#### **Signs - Ngā Tohu**

This RC is not including signage so therefore is not to be considered. Signage RC will be applied for separately once an understanding of what is required is reached.



Commercial and Mixed Use Zones - Ngā Takiwā Pakihi me ngā Takiwā Hanumi - Ngā Whāinga me ngā Kaupapa Here

This site sits within the commercial zone for Grey District. This building is a permitted community facility. The building height is within the permitted allowance.

Landscaping as noted above in this document has been requested to be assessed as a whole not as the 2m strip as required by the GDC planning document. The TTPP states any landscaping required by this rule may be located in common areas, where the development comprises land. As stated earlier in this document, the building would be comprised if the required 2m strip was enforced.

All other activities in the statement are not applicable to this application.

### **National Policy Statement for Urban Development (NPS-UD)**

A description of any other activities that are part of the proposal to which the application relates:

We are looking to develop the site over a staged consent, works to being in the next few months. With completion of the build in 2025.

The new proposed transport plan for this area has been approved by the council transport authority and will form part of the site works intended. Council will undertake the necessary changes to their transport rulings for this purpose as a condition of the consent.

The removal of public car parks the realignment of the road and use is all to improve the outcomes for this area and make it a safer place for both pedestrians and motorists.

### **Assessment of potential effects associated with vehicle movements and on-site carparking:**

We anticipate at its height that there will be 300 regular vehicle movements to the site between 7am – 10pm Monday to Sunday. Within this movement we expect 3 of these vehicles to be heavy vehicles for delivery of goods, as these are good vehicles delivery would be outside of the peak traffic times to avoid congestion and reduce motorist and pedestrian interference.

Removal of carparking to Boundary St, the raised planter boxes and entrance into Ashton Lane have all been considered under the new proposed transport plan that has been assessed and approved by council. These changes have been made to improve traffic movement and engage more efficiently with the public and pedestrians from the commercial core zone and be better engaged with the flood wall area to promote the visual beauty of the area and help champion the Grey River.

The full requirements of carparking is unable to be provided on site. Under the current planning the Library would not be able to provide the community with all the services planned if parking on site was provided.