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Tasman District

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Ref: 0950

## **Assessment of Effects – Peach Island Quarry – Tasman – CJ Industries Ltd Fast Track**

The purpose of this letter is to provide an assessment of the traffic effects of a proposal to establish a quarry for the purpose of gravel extraction at 134 Peach Island Road, Tasman.

Vehicles will transport gravel from the site to CJ Industries' processing yard in Hau Rd, Motueka. Vehicles will also bring clean fill from CJ Industries' Riwaka Quarry to Peach Island (to reinstate site levels at Peach Island following gravel extraction)

The extraction of gravel will be carried out over a 15-year period. The hours of operation will be limited to 7.00 am to 5.00 pm Monday to Friday with no work on the weekends.

Motueka River West Bank Road carries around 285 vehicles per day (August 2021) with around 7% of these vehicles being trucks. The measured peak flows are around 30 vehicles per hour. The traffic flows increase slightly at the Brooklyn end of the Motueka River West Bank Road and near Alexander Bluff Bridge. The measured 85th percentile speed along this road is around 76 km/h, which is below the posted speed limit.

Motueka Valley Highway (ex-State Highway 61) provides the strategic connection between SH6 to the south and SH60 to the north. The highway carries around 1,100 vehicles per day with peak flows of around 80 vehicles per hour. Around 8% of the daily traffic volumes are trucks. The measured 85th percentile speed along this road is around 86 km/h, noting that the traffic count was located on a fairly long straight.

The movement of material to and from the site will be carried out with truck and trailers. Close to the Peach Island site, vehicles will use Motueka River West Bank Road and Motueka Valley Highway as the primary transport routes. Motueka River West Bank Road and Motueka Valley Highway are both designated High Mass Productivity Vehicle (HMPV) routes.

Further afield, vehicles will use a range of routes to travel to and from the Riwaka Quarry clean fill source.


In both cases, the maximum number of truck and trailer movements per day will be 30: being made up of 15 inwards and 15 outwards movements. There will also be a small number of light vehicles (less than ten) for staff working on the site. The total number of movements associated with the activity is less than 40.

The hourly flows along Motueka River West Bank Road are around 23 vehicles (per hour) during the hours of operation. The gravel extraction activity will add four trips in these times making a total of 27 trips per hour.

The site access assessment shows that the driveway is able to provide a safe and efficient vehicle crossing, subject to some tree removal and minor access widening to accommodate truck and trailers (which would be required by consent conditions). Overall, the analysis and assessment of the proposed gravel extraction concludes that the activity can be safely and efficiently accommodated within the adjacent road network with any effects being less than minor, subject to minor improvements to sight distance and vehicle access at the site access.

We are happy to provide any further clarification if required.

Regards



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Director

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