

29 April 2024



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Ref: 0855

Assessment of Effects – Tahimana Residential Development – Tasman Fast Track

The purpose of this letter is to provide an assessment of the effects of a development providing dwellings with access from Stagecoach Road.

The proposed subdivision has a total land area of around 68 hectares which is located on rolling land with small ridges, low valleys and areas of wetlands. These features have informed an iterative design process, with many changes in the final design to fit the site's environmental constraints and opportunities, manage effects, and provide positive sustainable outcomes.

The proposed development is relatively close to the Tasman Village and Mapua Settlement. There are a number of existing walking and cycle connections adjacent to the development site. There is a new bus service that connects Motueka to Richmond and runs through Tasman and Mapua which also provides opportunities for increased usage and connectivity. Mapua is ideally located for travel and work choices of Richmond and Motueka.

There will be a variety of section types which will allow a cross section of the community to live and play in the proposed development and the wider community. The development of the land will be completed over several stages and will result in around 141 lots.

Access to the development will be via Stagecoach Road which is connected to the wider road network via Seaton Valley Road and State Highway 60. Stagecoach Road is a road that has a number of different levels of service from a wide sealed road down to a dirt track. Improvements are proposed to Stagecoach Road to provide for the increased use of Stagecoach Road. The SH60 intersection with Stagecoach Road will operate well below its practical capacity following completion of the development.

The proposed development is expected to largely comply with the requirements of the Nelson Tasman Land Development Manual (NTLDM). Any non-compliances have no material effects on the safety or efficiency of the adjacent road network.

The analysis has identified a small number of specific network deficiencies that currently exist as well as parts of the road network where future works are needed to manage the

growth of the development and other likely subdivisions in the Rural 3 zone. The key projects to address existing deficiencies and provide for future growth have been identified. These included the sealing of Stagecoach Road and improving/upgrading various walk cycle links.

The completed subdivision is expected to increase the number of movements using the wider road network by around 990 vehicles per day. This is still well below the operational capacity of Stagecoach Road and other surrounding roads with the total flows being around 1230 vehicles per day upon completion of the development.

There are no traffic capacity constraints along Stagecoach Road with the road expected to operate around 10 to 20% of its practical operating capacity.

The proposed improvements to Stagecoach Road will provide a safer and more convenient access to the development and existing properties along this road.

As traffic moves further away from the development site, the density of the new traffic will be dispersed over the wider network. Accordingly, any effects of the increase in traffic will be diminished across the wider network with no discernible difference on other road users.

In summary the proposed subdivision is located to take advantage of space capacity in the adjacent road network and encourage alternative transport modes. The proposed subdivision is positioned to provide a connected development area that will enable walking, cycling and bus services to work and other services, being ideally located midway between Motueka and Richmond. Overall, any effects are less than minor.

We are happy to provide any further clarification if required.

Regards



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