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## **Assessment of Effects for Fast-track Referral Application – Tahimana Residential Development**

The purpose of this letter is to provide a high-level overview and 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.

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.

The Tahimana Development site is located approximately 2.3km north of the intersection with State Highway 60 and has a frontage to Stagecoach Road of approximately 1.3km. The first 650m of Stagecoach Road from the intersection with State highway 60 has a sealed 6m wide carriageway with no formal walkway cycleway provision. From this point to the southern end of the Tahimana site is approximately 1.7km, the standard of this ranges from a gravel surface of varying widths to a dirt track. Improvements are proposed to Stagecoach Road to provide for the increased use of Stagecoach Road., upgrading the road from the current seal end through to the northern end of the Tahimana Site to a 6m sealed width with a formal separated walkway /cycleway. 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.

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. Development is anticipated in these areas by the Tasman Resource Management Plan.

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 1,230 vehicles per day upon completion of the development. Recent analysis of Rural 3 subdivisions have shown trip rates around 25 % less than what was used for Tahimana, so the assessment of flows above is conservative.

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, extending Stagecoach Road and improving/upgrading various walk cycle links.

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

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

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.

The NZ Transport Agency has agreed that alternative access to the highway would be available should Stagecoach Road have to be closed in an emergency. This will provide resilience for the proposed subdivision. NZTA have provided their written approval to the development.

The proposed development is relatively close to the Tasman Village and Mapua Settlement. There are a number of existing walking and cycle routes adjacent to the development site that provides links to the wider area including the Tasman Great Taste Trail. The development has links to Williams Road, Dicker Road, Westmere Drive and in

the future Mamaku Road. There is a new bus service that connects Motueka to Richmond and runs through Tasman and Mapua. The design of the Subdivision layout has included walkway/cycleways that link into the existing walkway /cycleways noted.

In summary the proposed subdivision is located to take advantage of capacity in the adjacent road network. The proposed subdivision is positioned to provide access to the highway and the wider employment areas as well as access to goods and services in the townships in the locality.

Overall, any traffic effects are acceptable and can be managed with appropriate conditions.

We are happy to provide any further clarification if required.

Regards



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