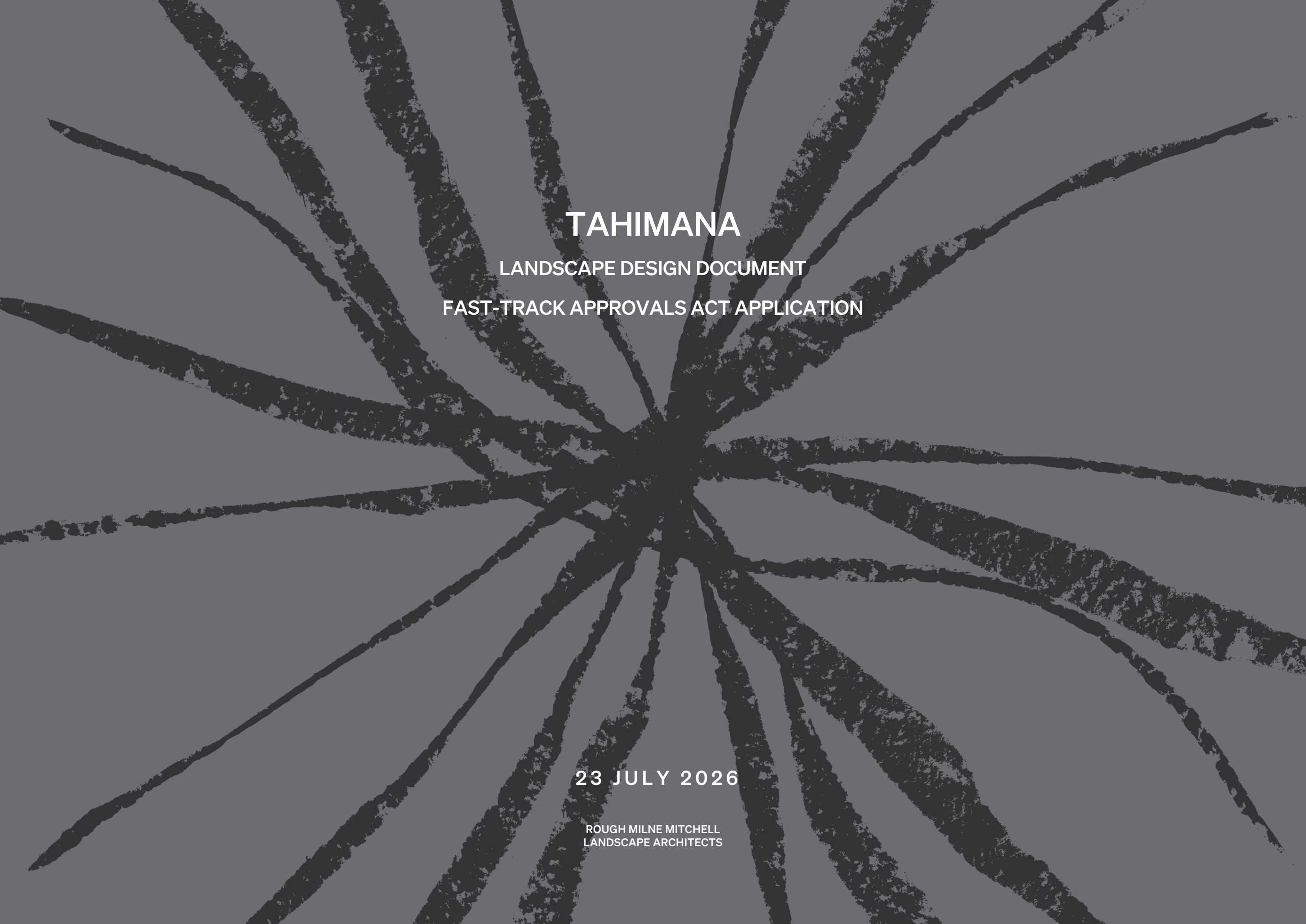




TAHIMANA

LANDSCAPE DESIGN DOCUMENT
FAST-TRACK APPROVALS ACT APPLICATION

23 JULY 2026

ROUGH MILNE MITCHELL
LANDSCAPE ARCHITECTS

PROJECT

Tahimana

ADDRESS

Stagecoach Road | Tasman

DATE

23 July 2026

REVISION

A

STATUS

For Fast-track Approvals Act Application

REFERENCE

21065

PREPARED FOR

Tahimana Ltd.

PREPARED BY

Rough Milne Mitchell Landscape Architects Ltd



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1.0 DESIGN FOUNDATION



INTRODUCTION

The project is to subdivide and develop land for the purpose of establishing a residential and rural lifestyle development on approximately 70 hectares of land off Stagecoach Road, Tasman, in the Tasman District. The project will include works within the Stagecoach Road, Dicker Road and Williams Road reserves. The project will include:

- (a) subdivision to create approximately 145 allotments, including 4 allotments for reserve, roading and services, and enable construction of approximately 141 residential units across a range of densities
- (b) development of an open space network including a public reserve and walkways, and upgrades to shared pathways
- (c) landscape planting and restoration and enhancement of waterways and wetlands
- (d) associated infrastructure, including for three waters services and transport (including external road upgrade works).

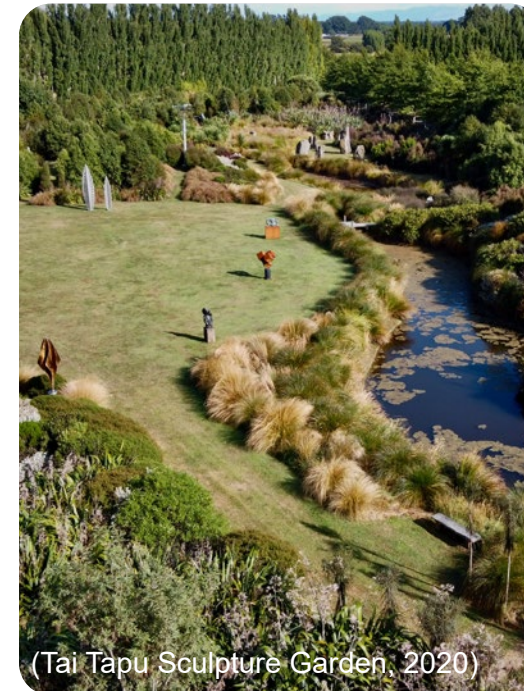
LANDSCAPE VISION

The landscape vision for the Tahimana site seeks to provide the development with a strong sense of place; it will take advantage of opportunities including views and existing landform to enhance the residents' connection to their surroundings. The existing ridge and gully network presents a strong organisational landscape form providing key visual and physical connection through the development and opportunities to organise lots into clusters where topography is suitable for development.

The existing gully system will form the green fingers of the development. Native revegetation will follow the curvature of the gully system and in places this will spill out into wider areas of open space. A gravel walking path will provide a link through the gully network to the village green, stormwater reserve and to clusters of residential development.



(Locl, 2020)



(Tai Tapu Sculpture Garden, 2020)



(Petersen, 2018)



(ACTA Javier Lopez & Ramon Pico,



LANDSCAPE OBJECTIVES

Integration & Connectivity



Provide a network of green corridors and open spaces to provide a well-connected neighbourhood, both ecologically and for those living there.

Diversity



Provide a variety of lot sizes to encourage affordability and appeal to a diverse resident population. Provide a variety of activities including both active and passive spaces within the village green to engage with residents of all ages and abilities.

Legibility & Identity



Create landmarks and focal points to provide legibility and character. Such features should acknowledge the history of the land and people of the region and enhance visual connections to the wider landscape.

Ecological Responsiveness



Retain and enhance existing waterways, gullies and any significant vegetation. Promote revegetation with native species which are appropriate to the region and site conditions. Restore ecological quality of the site and welcome back native fauna.

Community



Provide opportunities for gathering and recreation with amenity spaces for the community.

TE AO MĀORI APPROACH

The below kaupapa is to be discussed, shaped and if appropriate confirmed by mana whenua iwi of Te Tau Ihu. If approval is granted a form of this narrative would be used within the design.

Whakapapa

Identity and connection to place.

Connection between tangata and whenua.

Create landmarks and focal points to provide legibility and express relationship with whenua.

Recognition of the past transient uses of the landscape (Mahinga kai, trading, meeting, and traveling).



Underlying Values

Kaitiakitanga: Managing and conserving the environment as part of a reciprocal relationship, based on the Māori world view that humans are part of the natural world.

Manaakitanga: The ethic of holistic hospitality whereby Mana Whenua have inherited obligations to be the best hosts they can be.

Kotahitanga: Unity, cohesion and collaboration.

Whanaungatanga: A relationship through shared experiences and working together which provides people with a sense of belonging.

Mātauranga: Māori / Mana Whenua knowledge and understanding.

Rangatiratanga: The right to exercise authority and self-determination within one's own iwi / hapū realm.

Wairuatanga: The immutable spiritual connection between people and their environments.

Ki uta ki tai: A whole landscape approach, everything is connected and has a relationship. From mountains to sea.

Taiao

The natural environment is to be protected, restored and/or enhanced.

Retain and enhance existing waterways, gullies and any significant vegetation.

Ki uta ki tai will be embedded within the design recognising the waterways and the connection they provide between maunga and wai. The design focuses on a whole landscape approach.



Ahi Kā

Keeping the home fires burning.
An enduring occupation.

Providing opportunity for whanaungatanga through gathering spaces, recreation, and community gardens.

Actively foster a connection with whenua through wayfinding elements, and its use for recreation.

Not just occupying land, living, and thriving.

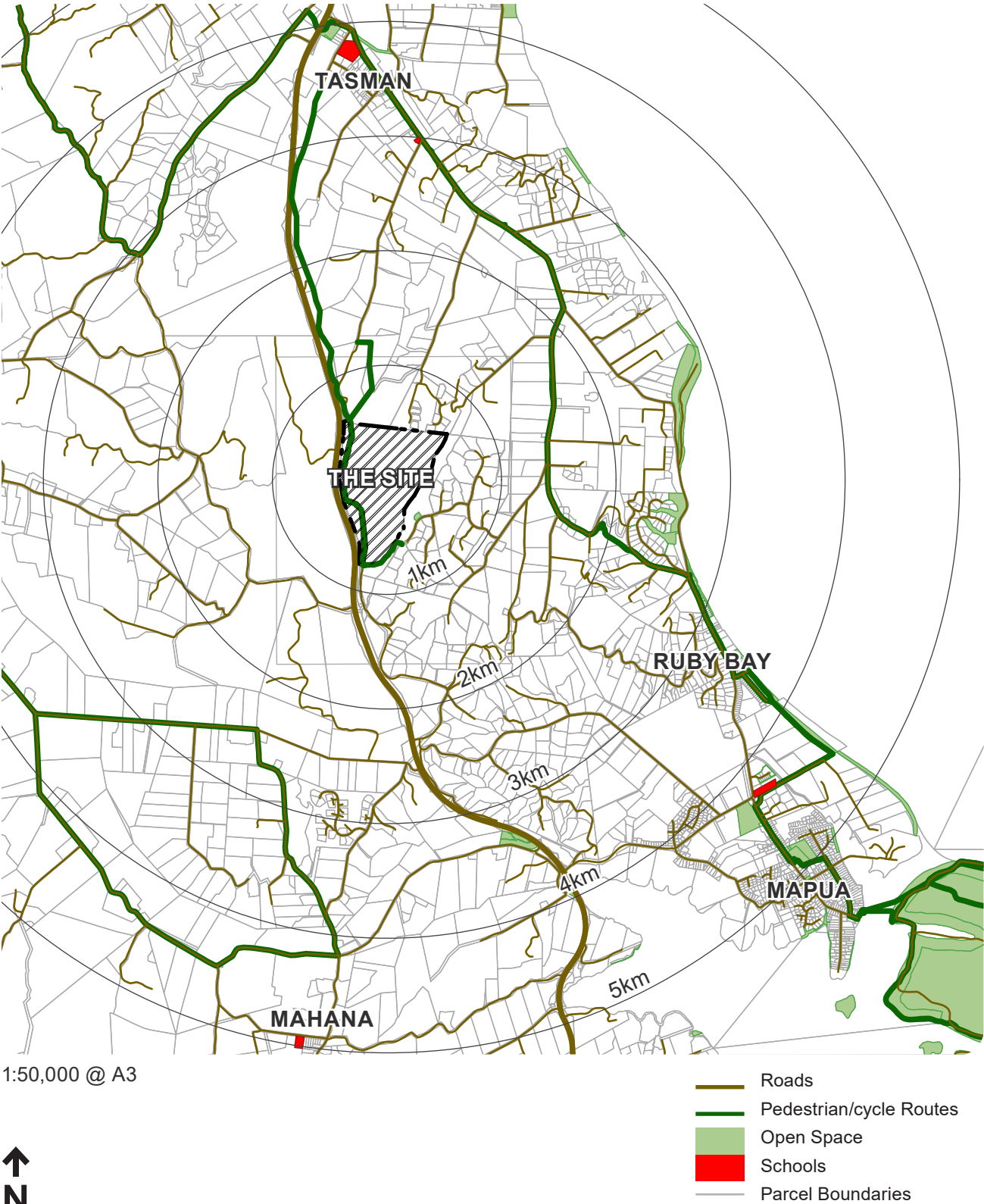


2.0 REGIONAL ANALYSIS



REGIONAL ANALYSIS

CONNECTIVITY



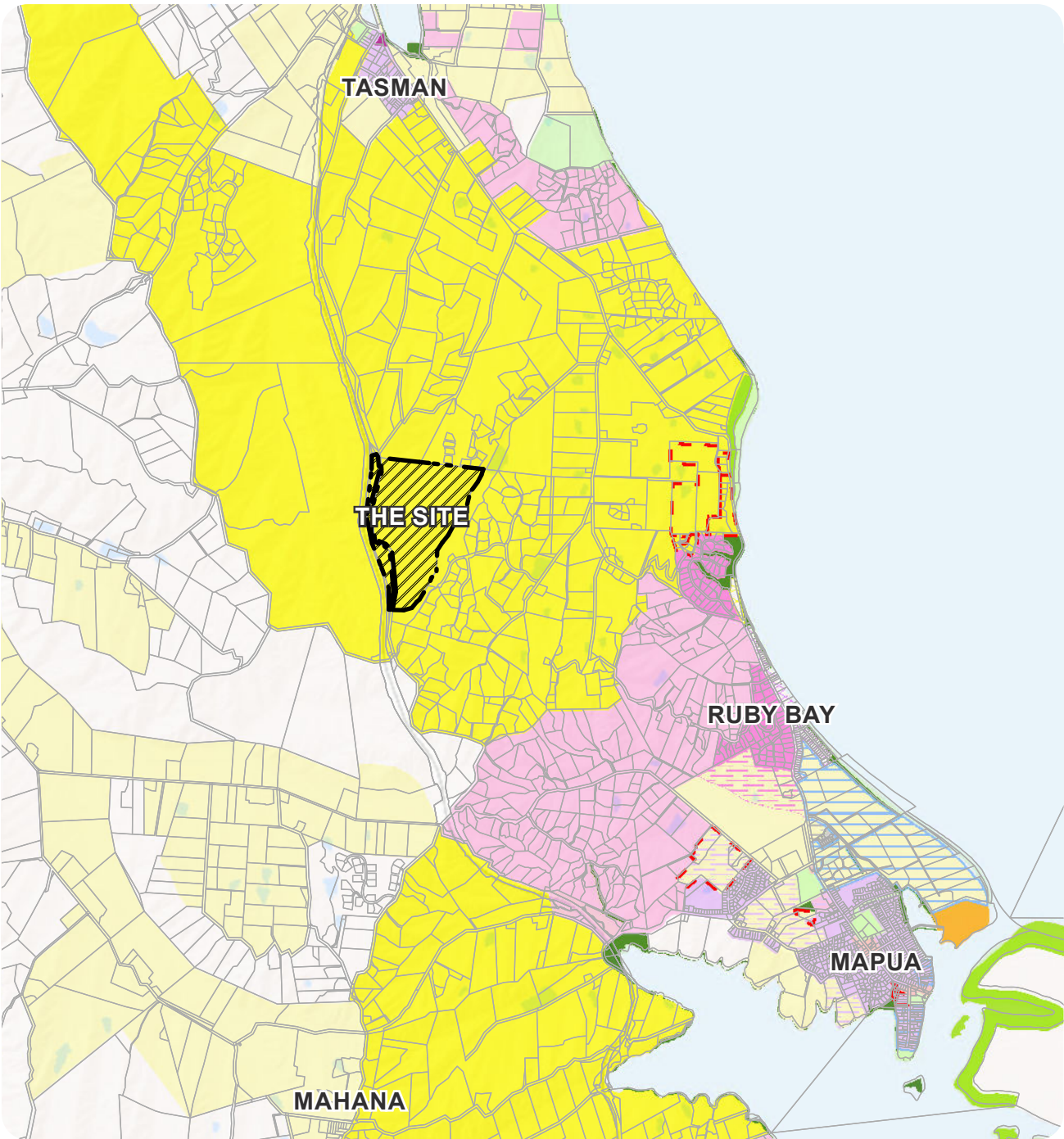
The site is located between Mapua and Tasman at a distance of approximately 5km and 4km, respectively. The west side of the site borders State Highway 60, but is set back and elevated above the highway. The site is accessed from the south along Stagecoach Road which turns into Dicker Road and continues to Tasman. This route follows a gravel 'paper' road which is utilised for recreation by local residents. An existing track along the south boundary of the site provides pedestrian access between Stagecoach Road and Westmere Drive, linking to the subdivision east of the site. There is potential to provide a connection from this path into the site.

There are many opportunities presented by the site's location. In addition to being close to both Tasman and Mapua, the site is approximately 20 km from Richmond (south) and 15 km from Motueka (north), providing opportunities for nearby employment as well as recreation, including the Great Taste Cycle Trail, Rabbit Island, and the Tasman Bay coastline.



REGIONAL ANALYSIS

ZONING



1:50,000 @ A3



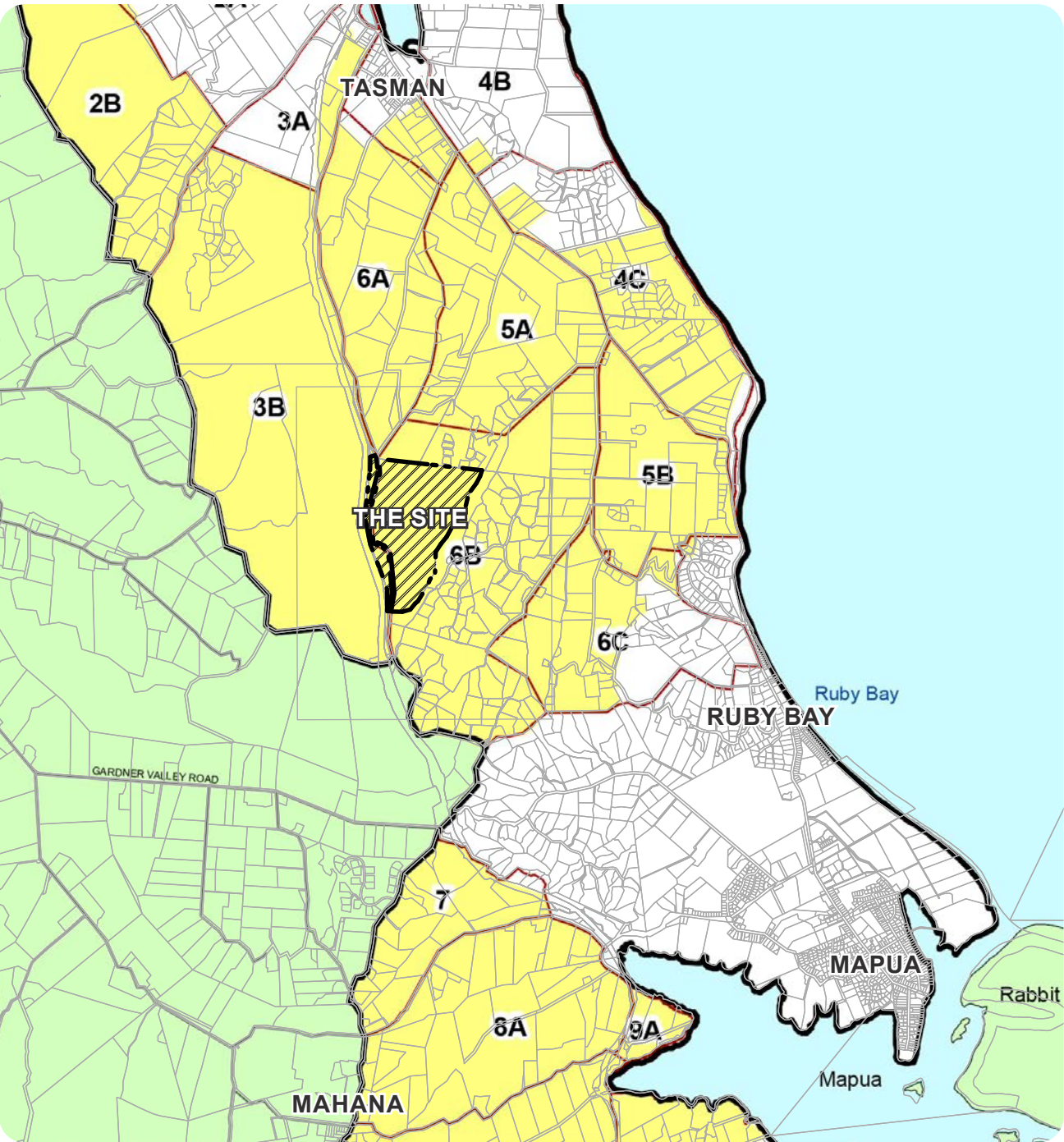
- Rural 1
- Rural 2
- Rural 3
- Rural Residential

The site is zoned Rural 3. The Rural 3 zone comprises a substantial area of land which has high productive value (generally in the more coastal areas) but also includes area of lower value (generally more inland) such as the site. It has a location, topography and specific landscape values including natural features which means it is attractive for residential development. This area has been identified as suitable for further development through the provisions of specific subdivision and development opportunities, while retaining the land of high productive value for plant and animal production activities and protecting land with conservation values such as wetlands.

- The Rural 3 Zone as a whole envisages ;
- Maximum height of a buildings is 7.5m.
 - Any building sited on a hill whose ridgeline is identified on the planning maps is no higher than the level of the ridgeline. **Note, there are no ridgelines identified on the planning maps within the site.**
 - Buildings should be setback at least 10m from road boundaries and 5m from internal boundaries, 20m from margins of lakes and from boundaries of open space zones, 8m from the top bank of any river with a bed less than 5m in width. **Note, the application for the residential allotments is seeking to substitute this for the residential zone rules.**
 - All buildings are located with a building location area approved as part of a subdivision in terms of rule 16.3.7.3.
 - Total area of all buildings on any site shall not be greater than 600 sq m for any site with a net area of 4,000 sq m or less.
 - Buildings do not project beyond a building envelope constructed by daylight admission lines commencing from points 2.5m above ground level from all boundaries. Refer to Schedule 17.1A for angle.

REGIONAL ANALYSIS

LANDSCAPE CHARACTER UNITS



1:50,000 @ A3

6B Beulah Ridge
3B Harley Road South

The site is part of Landscape Unit 6 - Tasman Inland, specifically 6B Beulah Ridge. The west part of the site between Stagecoach Road and State Highway 60 is LCU 3 - Harley Road South.

General guidelines for 6B are as follows:

Maintaining the landscape qualities within this landscape unit will involve:

- (a) Comprehensively planned proposals as a means of optimising development opportunities.
- (b) Maintaining as far as possible the particular character of each sub-unit.
- (c) Ensuring that substantial plantings of trees, including back drop plantings on the higher slopes are initiated and maintained in order to provide a distinctive landscape setting for development.
- (d) Ensuring that development of this landscape unit does not compromise development opportunities in Landscape Unit 6.
- (e) Utilising existing streams, ponds and wetland areas as landscape features.
- (f) Seeking to ensure that areas used for rural production activities are maintained and protected wherever possible as an integral part of the 'developed' landscape pattern.
- (g) Keeping all development off significant landforms and ridges that are characteristic and/or define the landscape sub-units.
- (h) Avoiding development on steep slopes, visually prominent landforms, and where extensive earthworks are required.
- (i) Having no development fronting or directly accessing Stagecoach Road.
- (j) Consideration of farm parks concepts as an alternative to cluster developments.
- (k) Consideration of rural village concepts as a feature and focus within the landscape unit.
- (l) Being sensitive to views from the Coastal Highway.

Guidelines specific to Beulah Ridge (6B) are as follows:

Maintaining the landscape qualities within this landscape unit will involve:

- (a) Avoiding visually prominent development on the main ridges and internal spurs.
- (b) Utilising local internal terraces and plateaus for cluster-like developments.
- (c) Being mindful and sensitive to the development impacts and relationships between adjacent sub-units and, in particular, sub-unit 6B and to a lesser extent sub-units 5A and 6A.
- (d) Focusing development opportunities west of the ridge above Awa Awa Road.
- (e) Generally keeping development below spurs and ridgelines within the sub-unit.



REGIONAL ANALYSIS



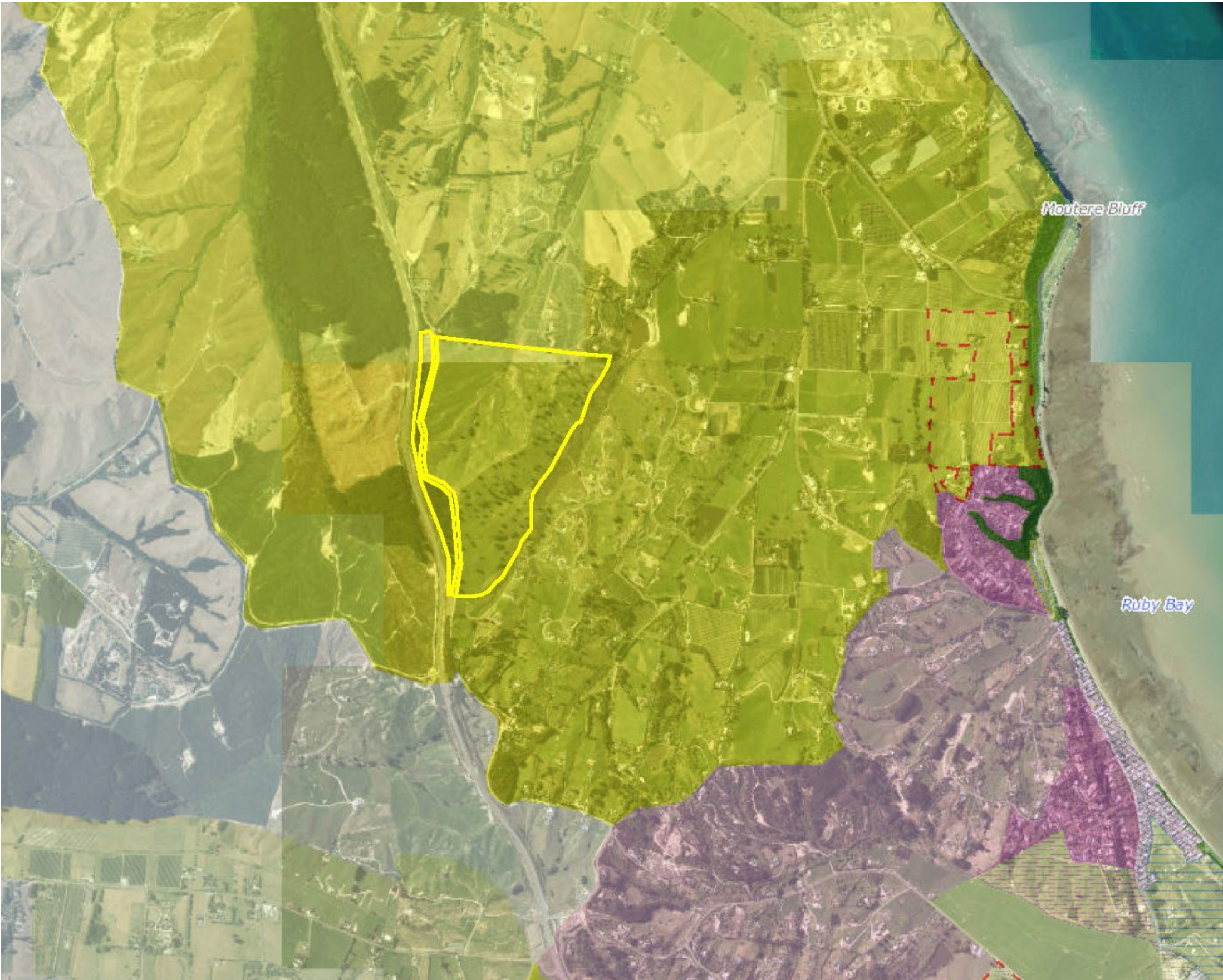
RECEIVING ENVIRONMENT PLAN

Legend

	The Site
	Receiving Environment (indicative)


Scale 1:50,000 @ A3
Data Source: LINZ Data Service

REGIONAL ANALYSIS



TRMP PLANNING MAP

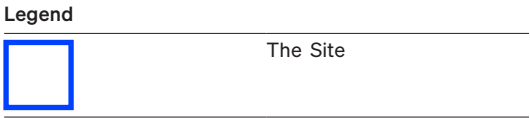
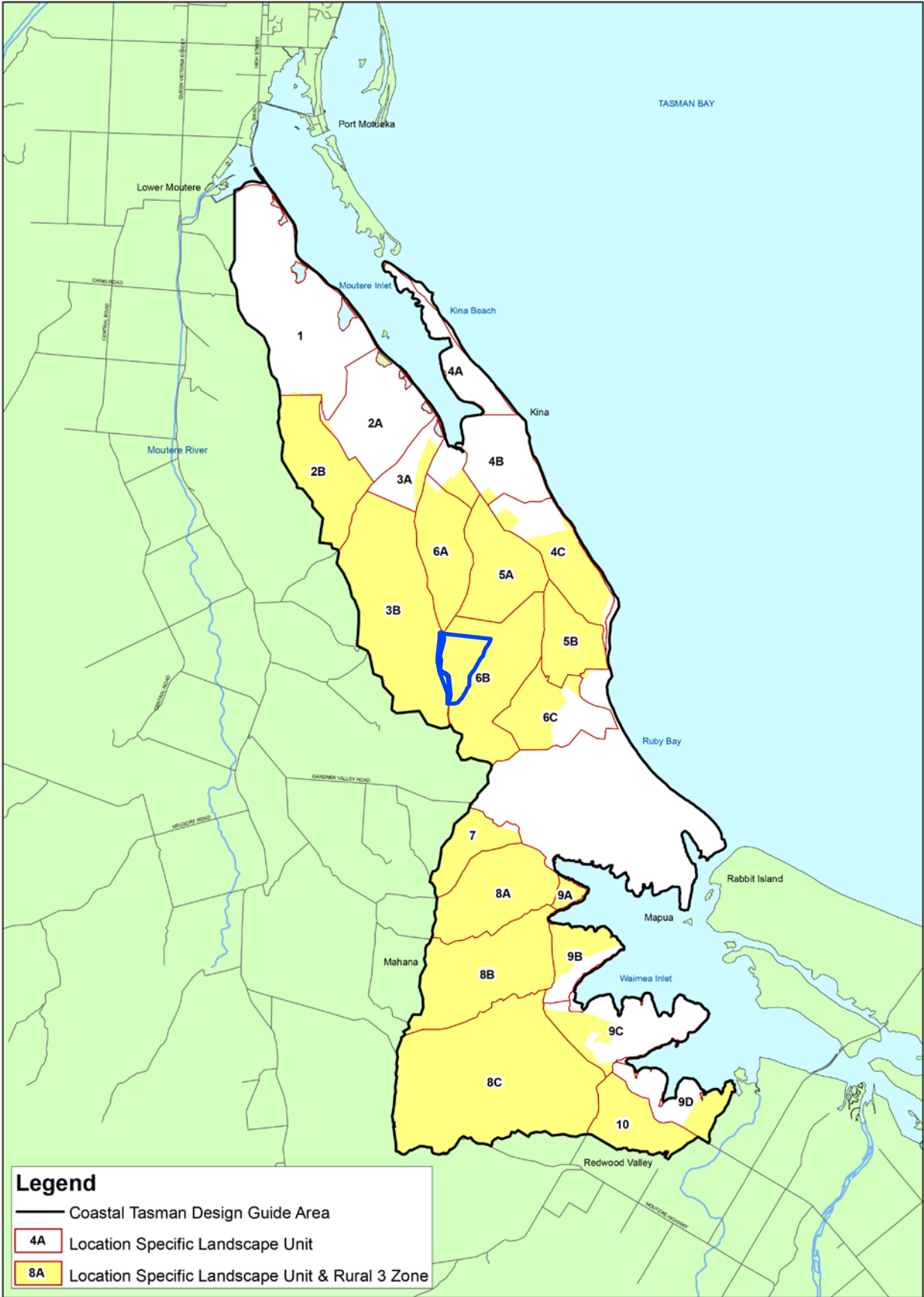
Legend	
	The Site
	Rural 1
	Rural 2
	Rural 3
	Residential
	Rural Residential
	Rural Industrial
	Open Space
	Designation Area
	Residential Activity Restriction Area



Scale 1:20,000 @ A3
Data Source: Top of the South Maps

REGIONAL ANALYSIS

TRMP LANDSCAPE UNIT MAP

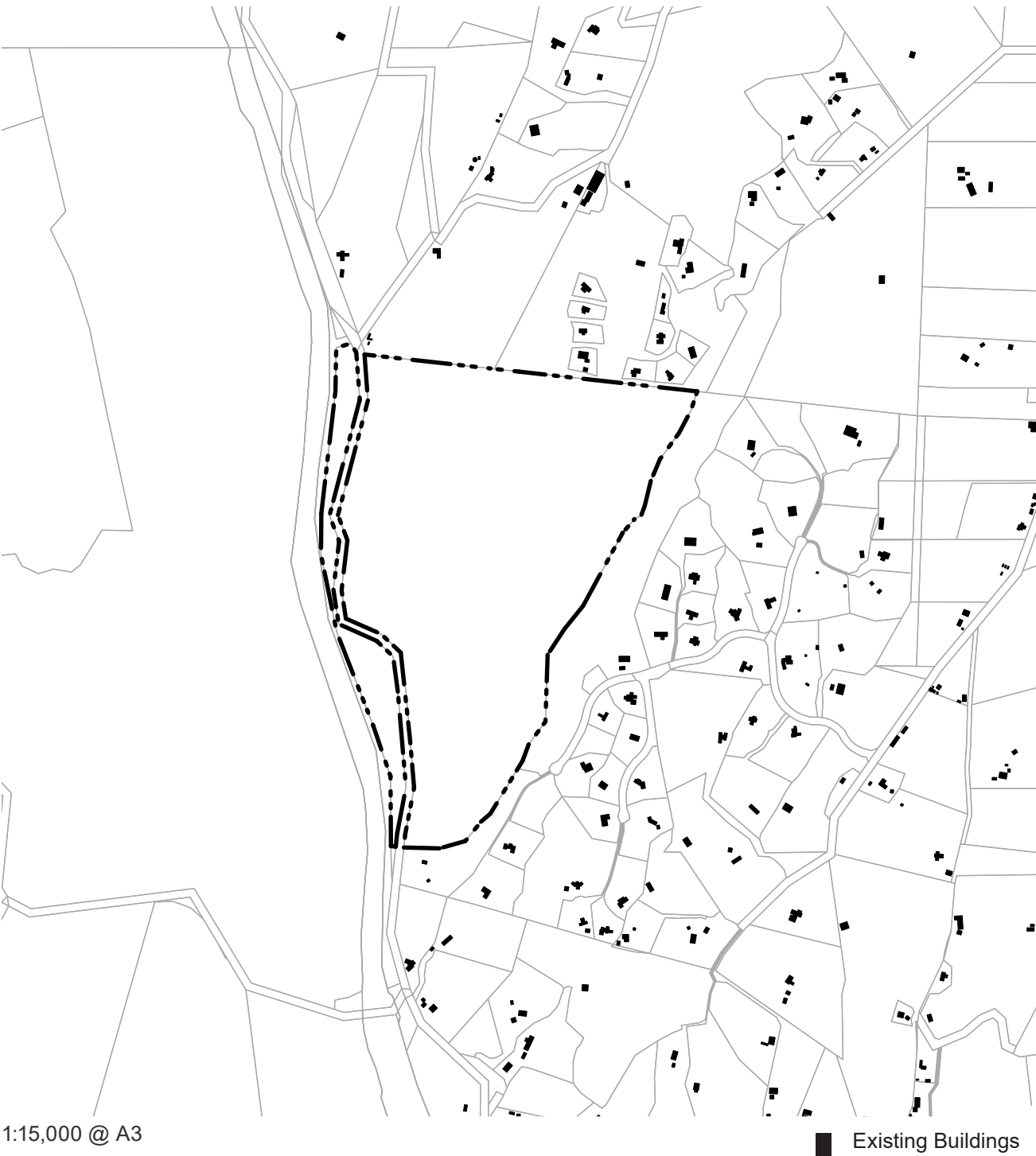


3.0 LOCAL ANALYSIS



LOCAL ANALYSIS

PATTERN OF BUILT FORM



To the east of the site, existing patterns of built form are typical of rural lifestyle properties with a single dwelling per lot. These allotments range in size from 5000 sq m up to 1 hectare and include a curtilage area which has been landscaped and fenced with the remainder of the lot left open and potentially used to graze a small number of livestock. The gullies and low lying areas of the adjacent subdivision have been extensively planted with native revegetation, providing a high level of biodiversity and amenity throughout the subdivision.

To the north of the site, Beulah Ridge subdivision features shared ownership of a 14 ha olive grove with dwellings set on lots of 3,500 to 4,000 sq m. The dwellings have a Mediterranean villa architectural character with white stucco façades and terracotta tile rooves. Planting is also in a Mediterranean character with Italian cypress and linear rows of olive trees.

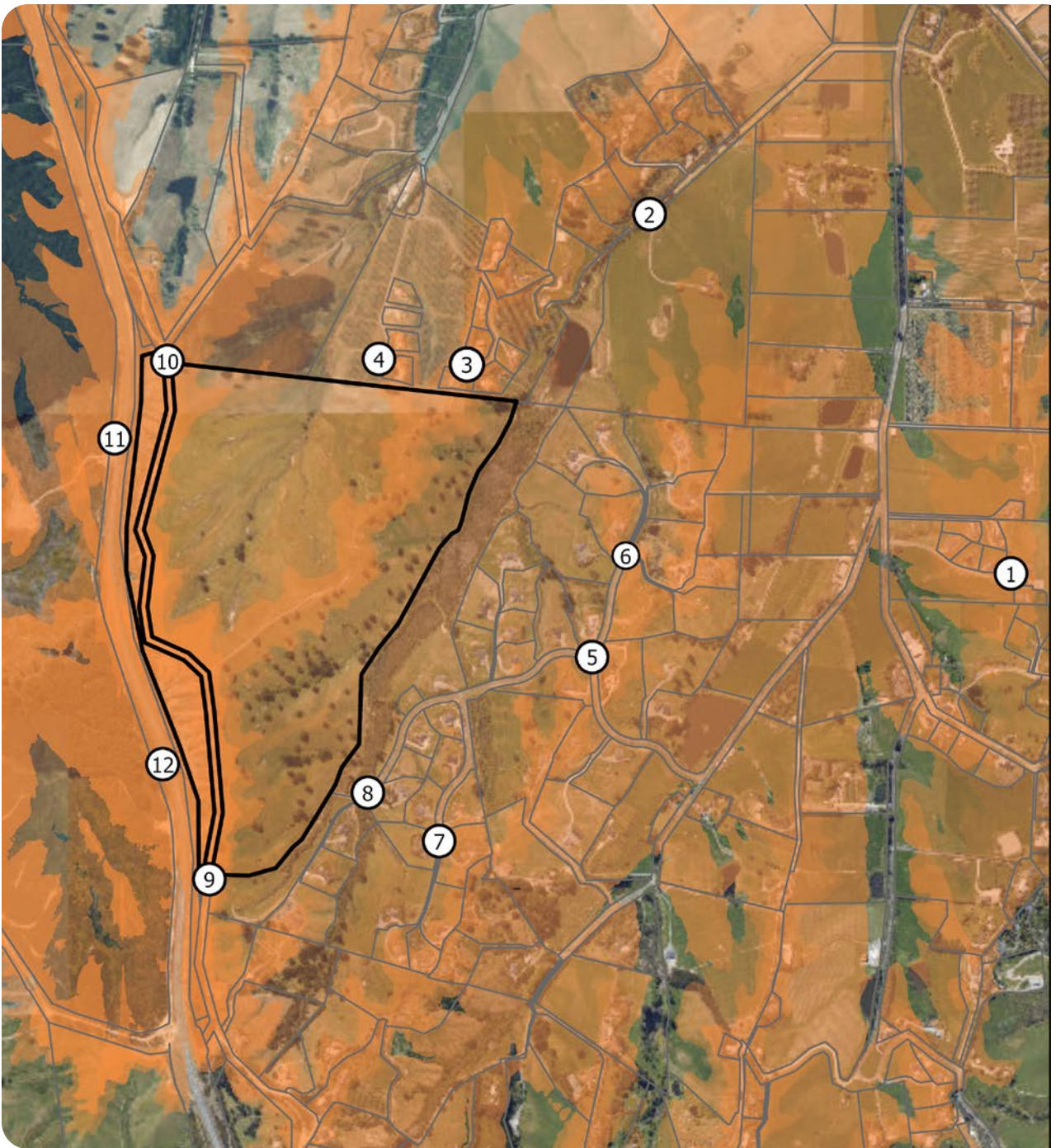


4.0 VISIBILITY ANALYSIS



VISIBILITY ANALYSIS

ZONE OF THEORETICAL VISIBILITY COMPOSITE ANALYSIS



1:15,000 @ A3



At the inception of the design process we used Zone of Theoretical Visibility (ZTV) analysis to inform the most visually sensitive areas of the site. ZTV analysis is a common tool used to determine potential visibility of a site.

ZTV analysis is a calculation to determine a set of unobstructed sight lines from a given viewpoint. An observer height of 1.75m above existing ground has been applied to the target viewpoint. Visibility of the proposed development is calculated using a target elevation of 7.5m above existing ground, the maximum building height in the Rural 3 Zone.

For the individual viewpoint ZTVs, the highlighted areas are those in which a 7.5m dwelling could potentially be visible from the indicated viewpoint.

For the composite ZTV, the highlighted areas are portrayed with a gradient in which the darker orange areas are visible from many of the viewpoints, the light orange areas are visible from a few viewpoints and the transparent areas are not visible from any viewpoint.

Visibility analysis calculation is based on 'bare earth' terrain model and does not account existing buildings, existing trees, atmospheric elements and other surface elements that may affect visibility at any point between the given viewpoints and the proposed development.

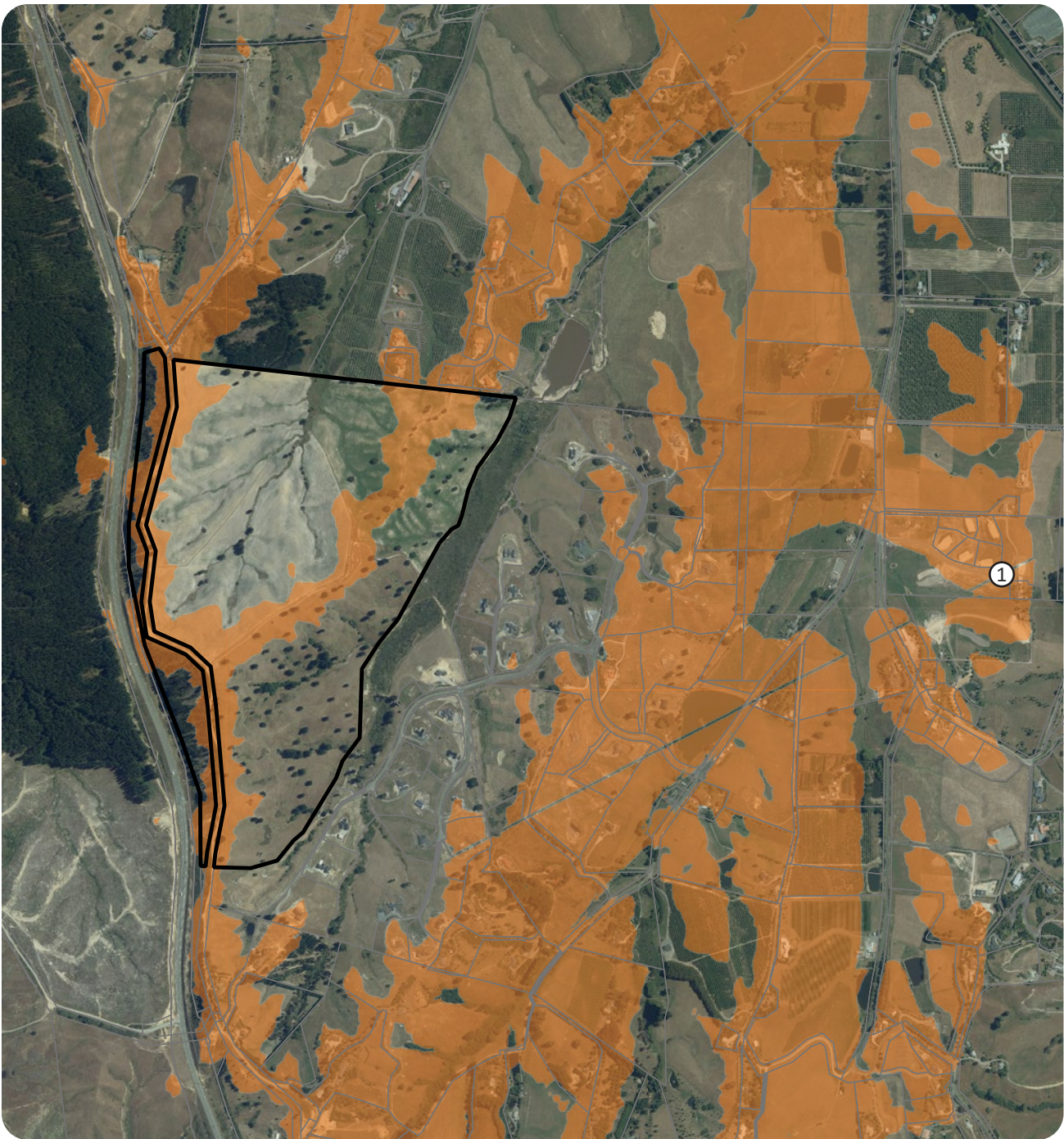
Ground elevation data is sourced from Land Information New Zealand Nelson and Tasman Lidar 1m DEM.

Maximum viewing range taking account of Earth's curvature is 5km.

Note: This ZTV represents the most negative potential impact if development was pursued at the maximum permitted 7.5m height for the Zone and that recommendations are being made for the most significant visual impact locations to have a lower maximum height of 5.5m and if adopted that will have a significant reduction in visibility.

VISIBILITY ANALYSIS

VIEWPOINT 1

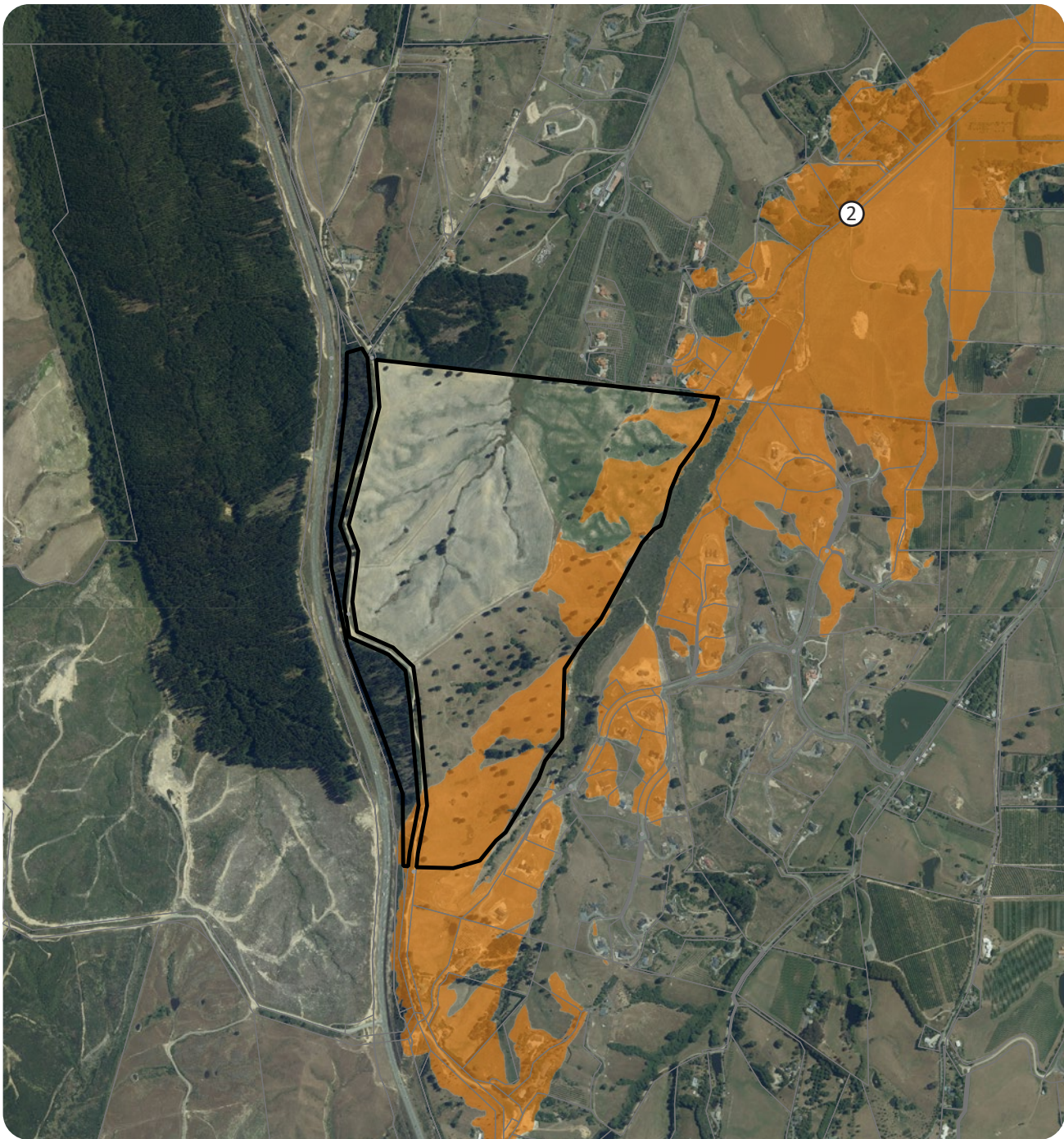


1:15,000 @ A3



- Viewpoint Location
- Site Boundary
- Parcels
- Visible Area

VIEWPOINT 2

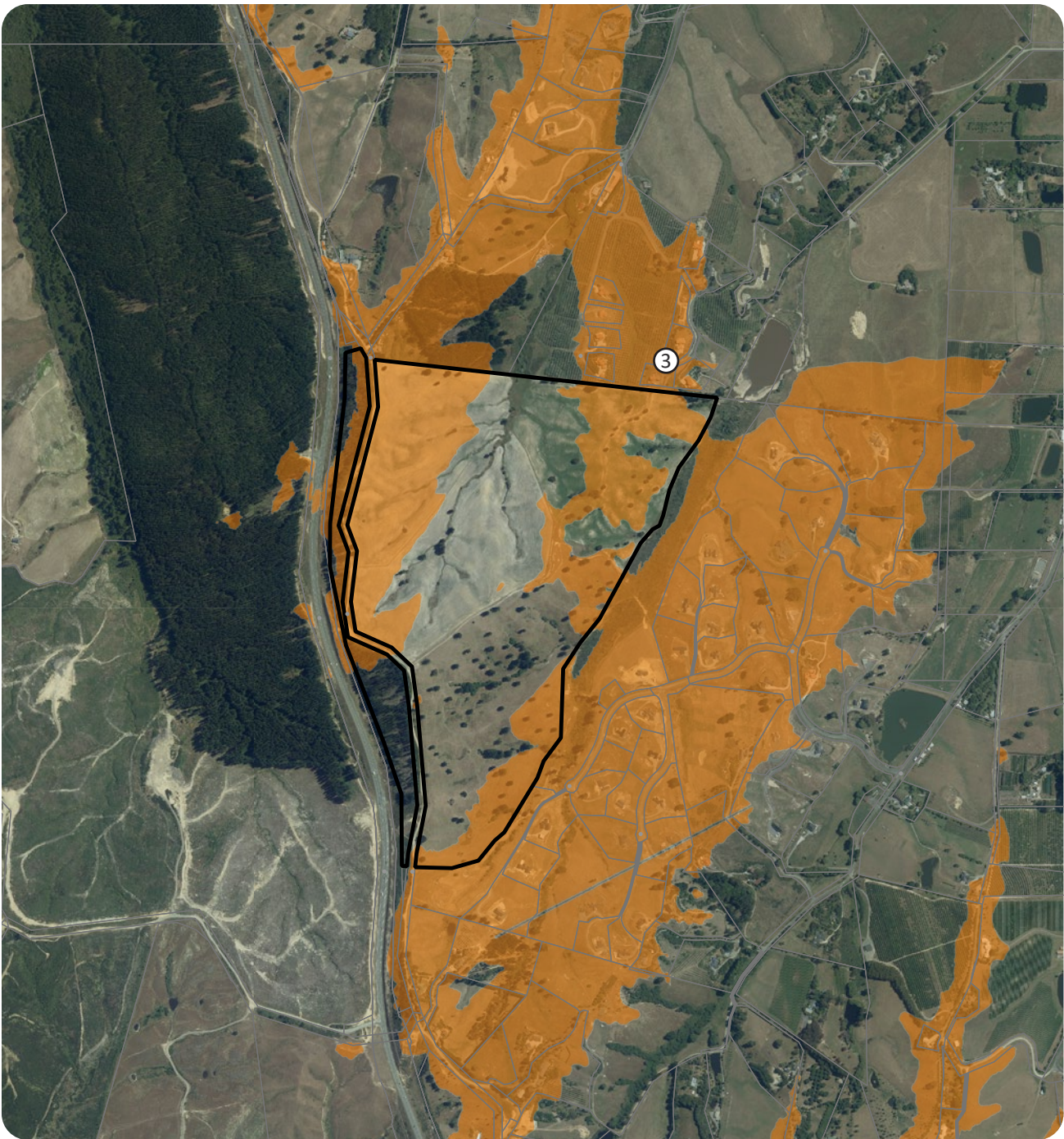


1:15,000 @ A3

- Viewpoint Location
- Site Boundary
- Parcels
- Visible Area

VISIBILITY ANALYSIS

VIEWPOINT 3

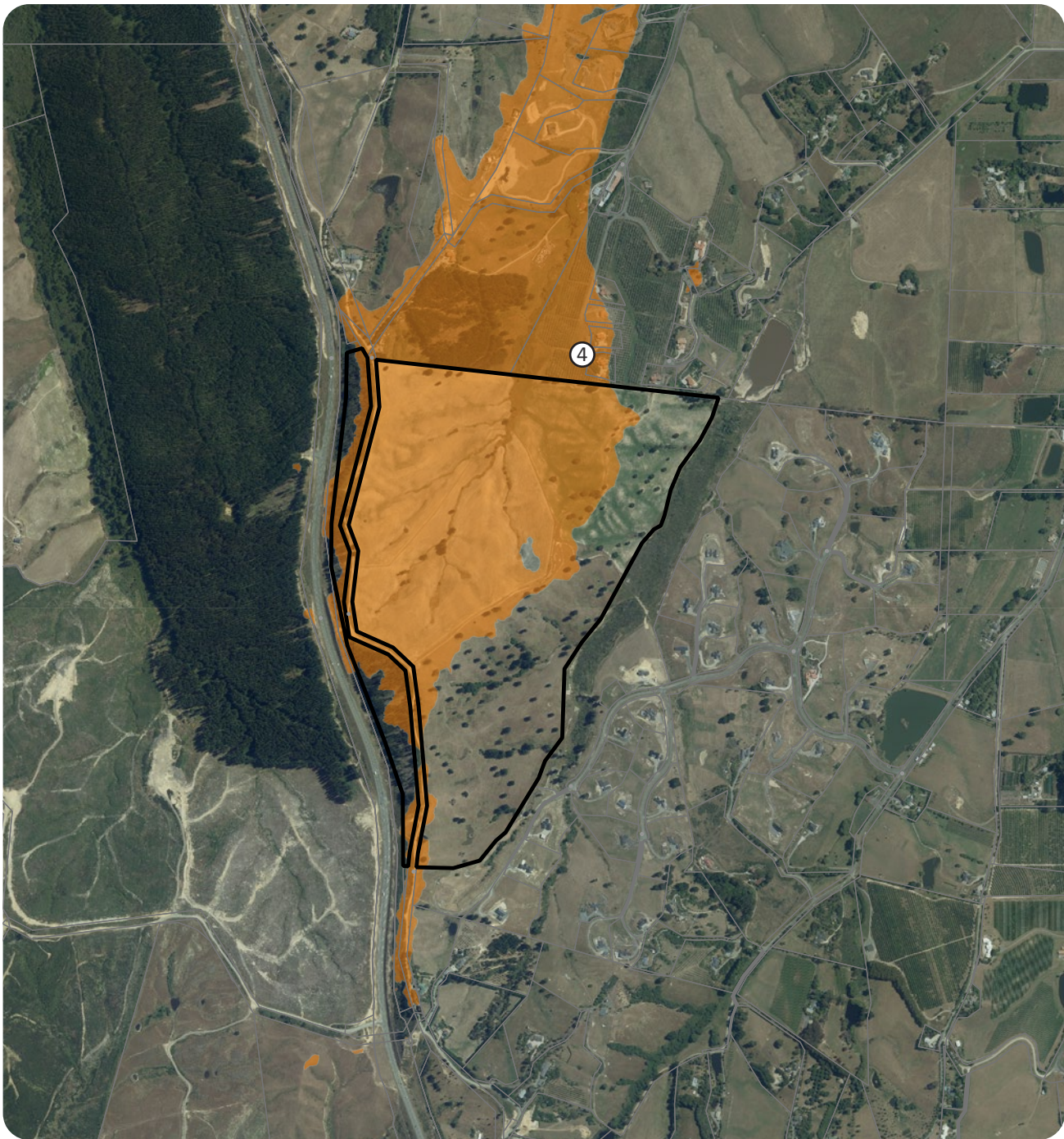


1:15,000 @ A3



- Viewpoint Location
- Site Boundary
- Parcels
- Visible Area

VIEWPOINT 4

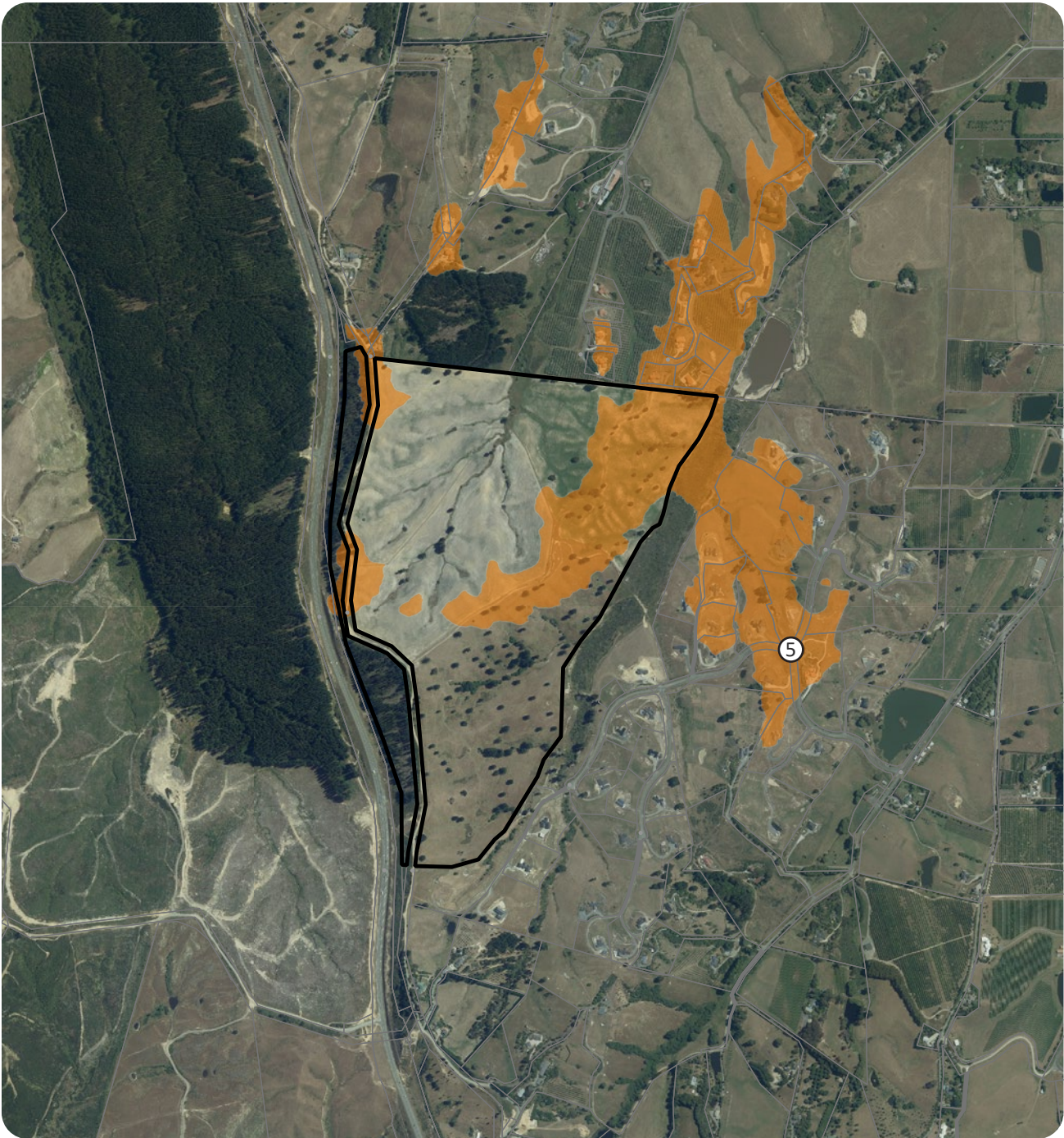


1:15,000 @ A3

- Viewpoint Location
- Site Boundary
- Parcels
- Visible Area

VISIBILITY ANALYSIS

VIEWPOINT 5

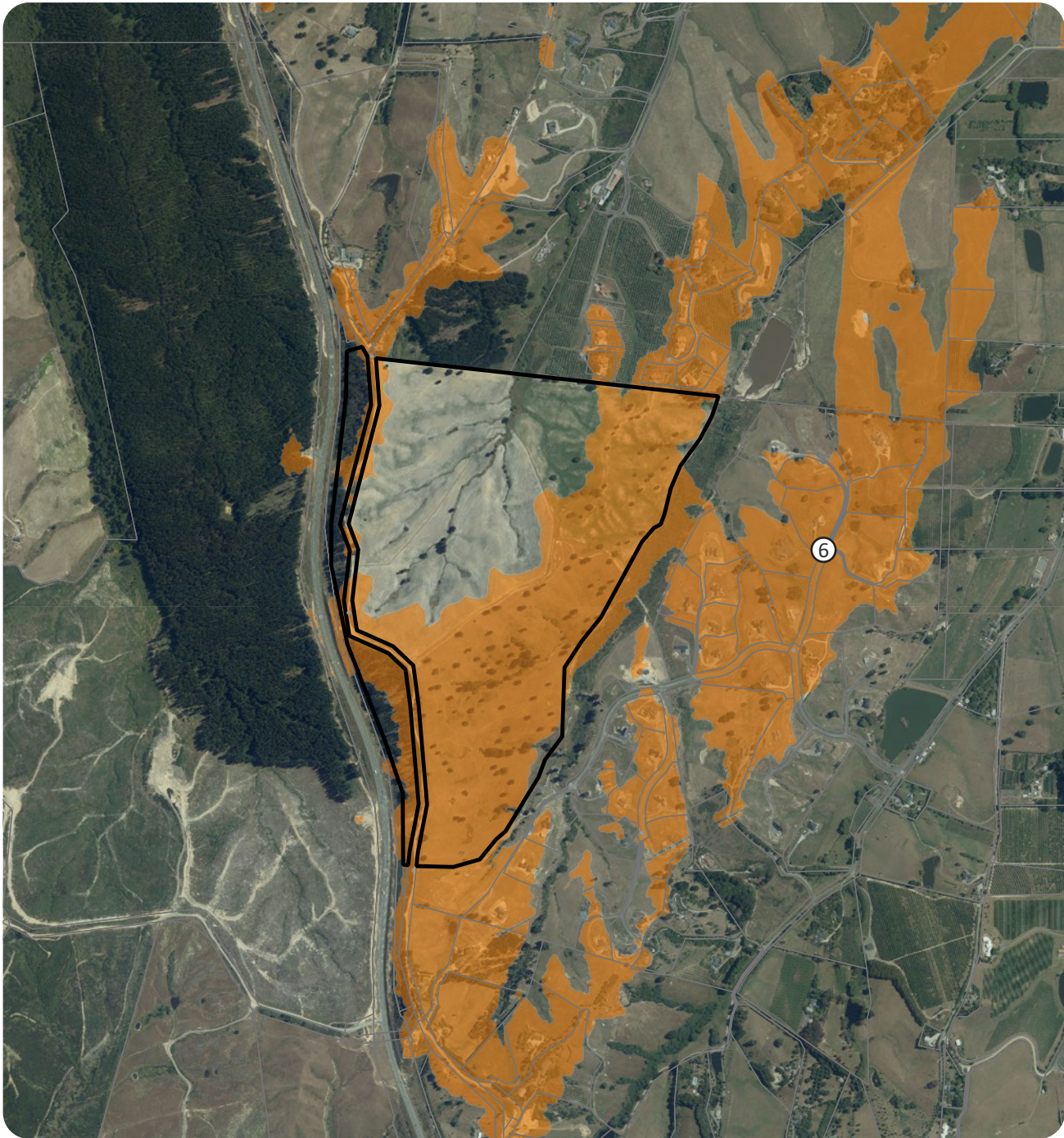


1:15,000 @ A3



- Viewpoint Location
- Site Boundary
- Parcels
- Visible Area

VIEWPOINT 6

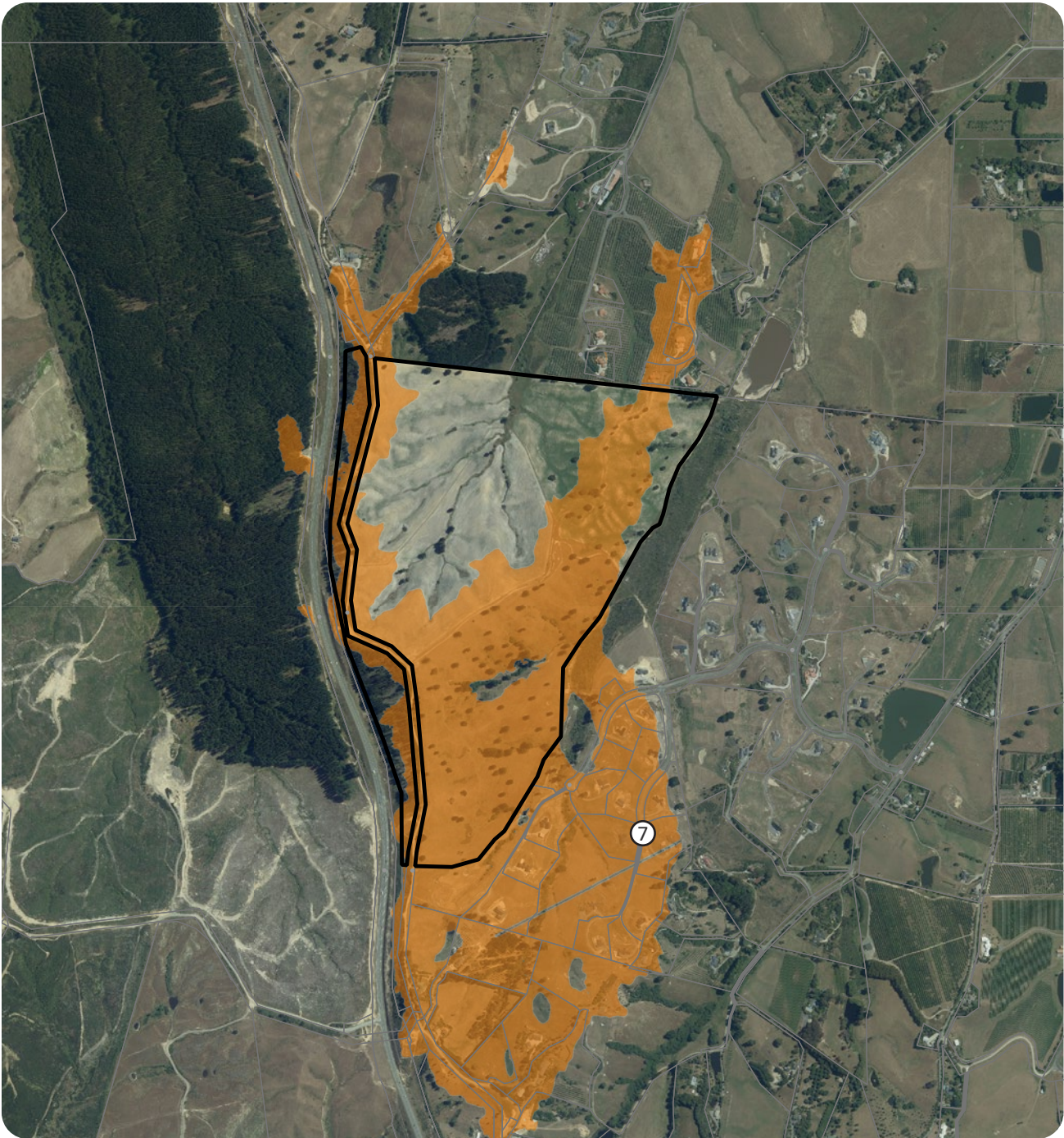


1:15,000 @ A3

- Viewpoint Location
- Site Boundary
- Parcels
- Visible Area

VISIBILITY ANALYSIS

VIEWPOINT 7

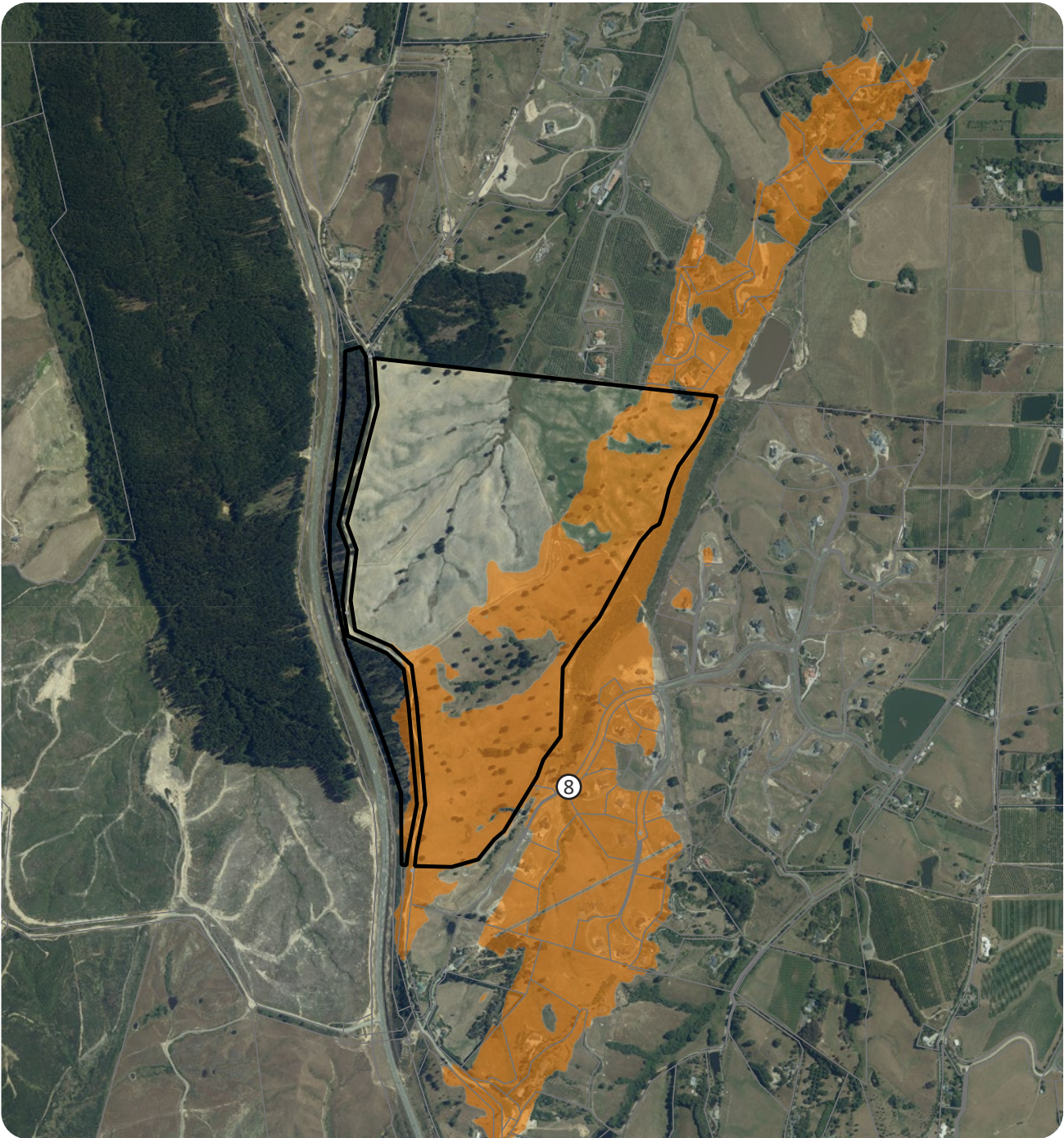


1:15,000 @ A3



- Viewpoint Location
- Site Boundary
- Parcels
- Visible Area

VIEWPOINT 8

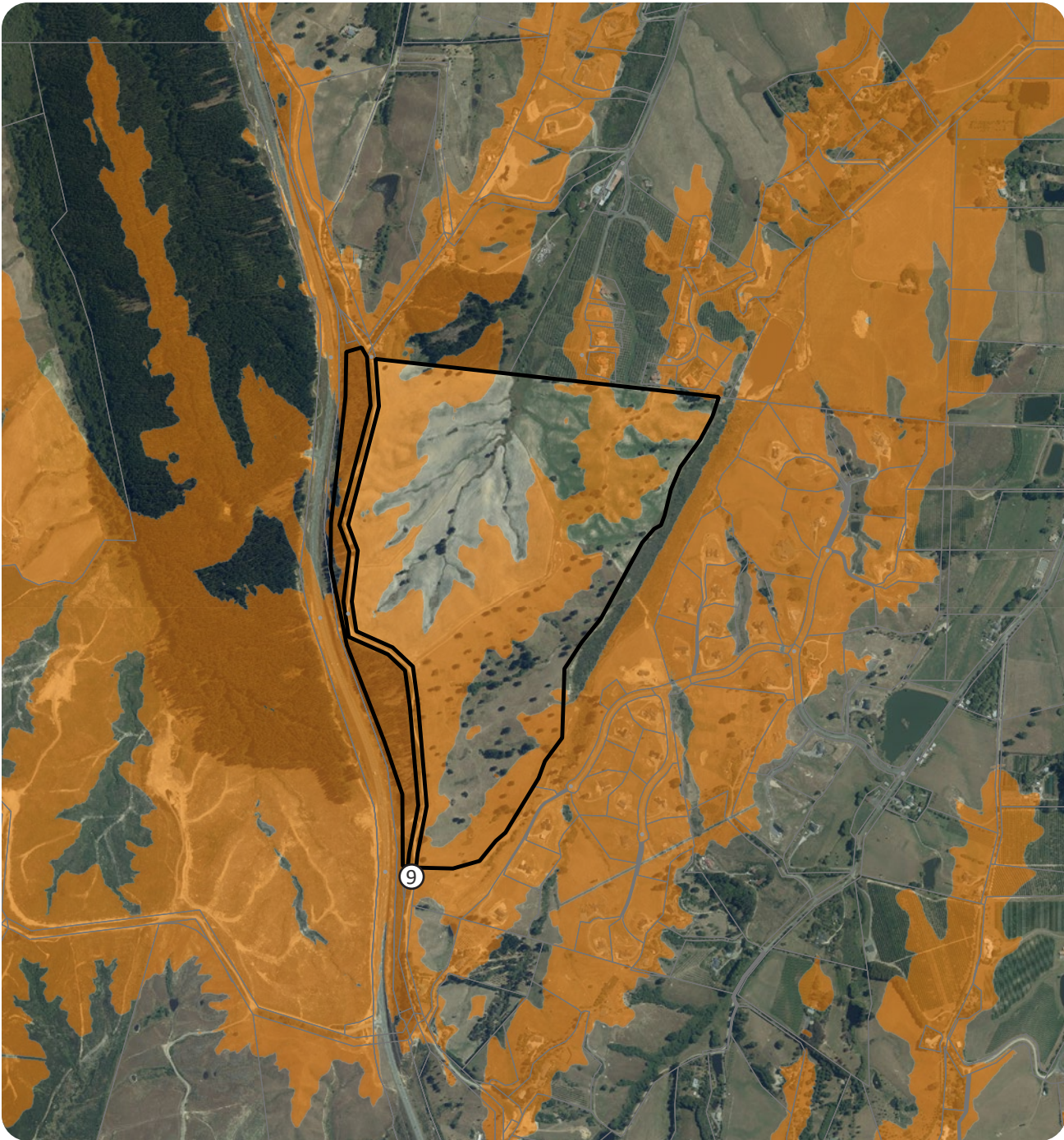


1:15,000 @ A3

- Viewpoint Location
- Site Boundary
- Parcels
- Visible Area

VISIBILITY ANALYSIS

VIEWPOINT 9

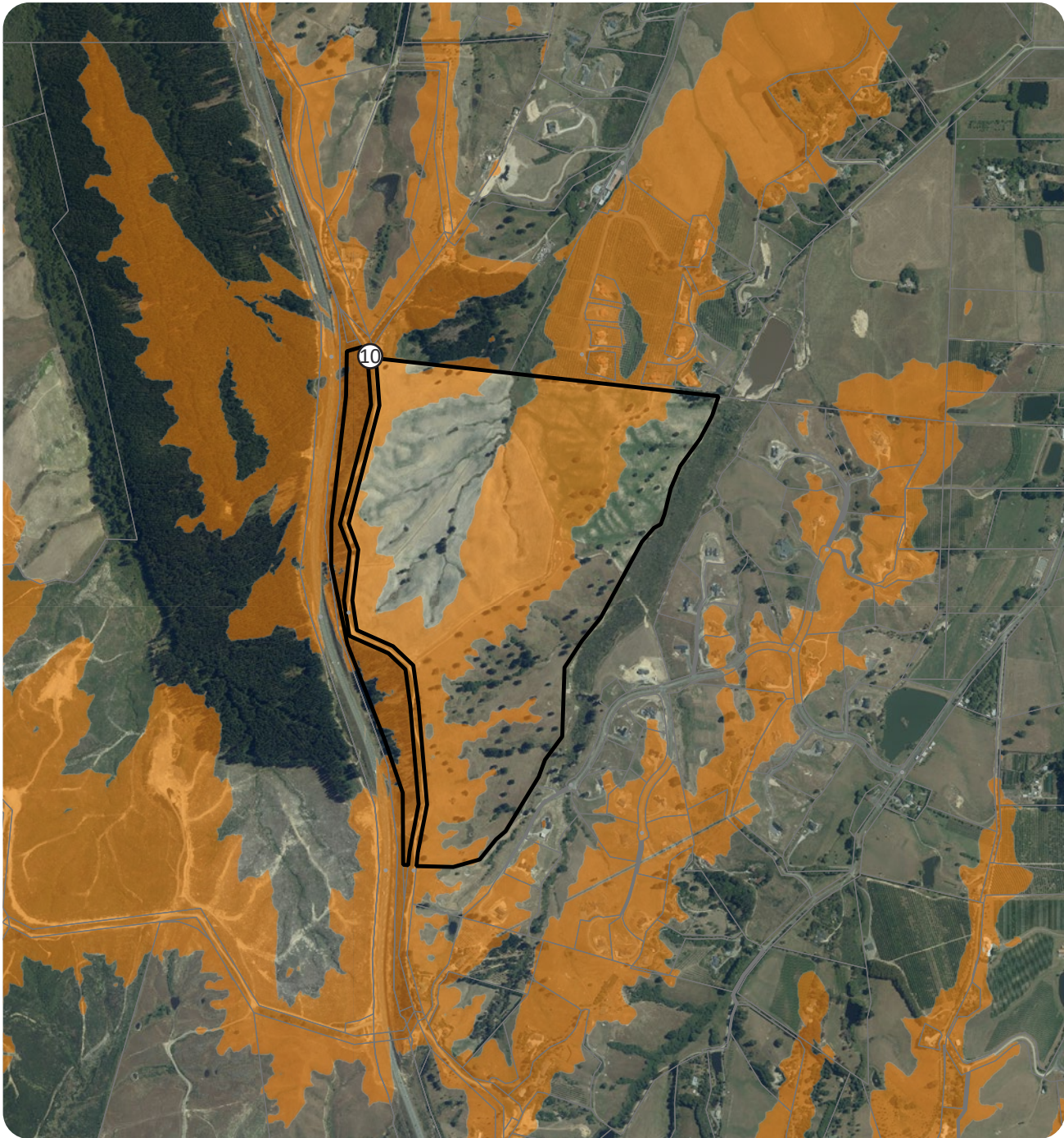


1:15,000 @ A3



- Viewpoint Location
- Site Boundary
- Parcels
- Visible Area

VIEWPOINT 10



1:15,000 @ A3

- Viewpoint Location
- Site Boundary
- Parcels
- Visible Area

VISIBILITY ANALYSIS

VIEWPOINT 11

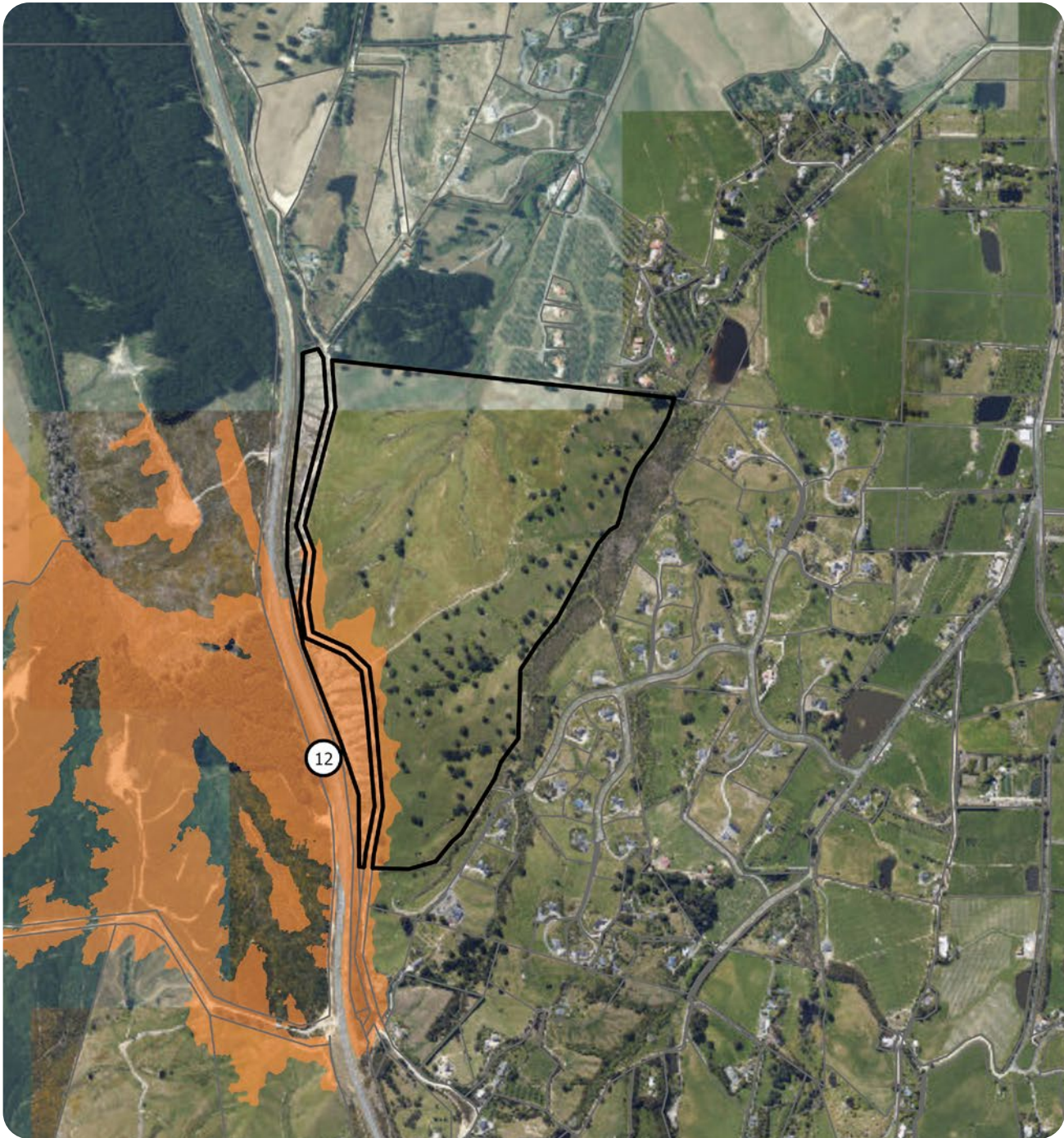


1:15,000 @ A3



- Viewpoint Location
- Site Boundary
- Parcels
- Visible Area

VIEWPOINT 12



1:15,000 @ A3

- Viewpoint Location
- Site Boundary
- Parcels
- Visible Area

VIEWPOINT LOCATION PLAN

Legend

The Site

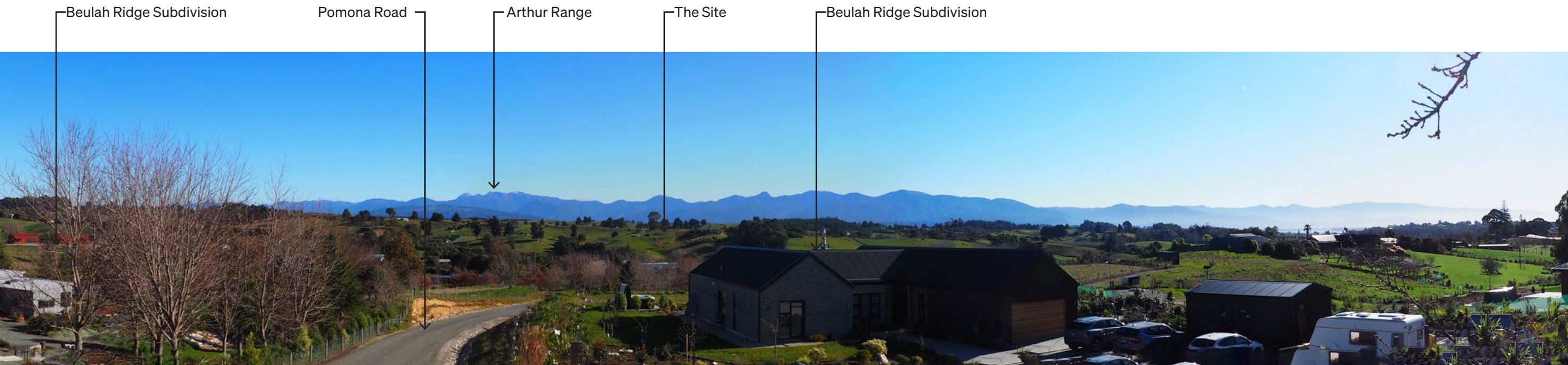
Viewpoint Location

Scale 1:10,000 @ A3
Data Source: LINZ Data Service

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VIEWPOINT LOCATION PHOTOGRAPHS



Viewpoint Location Photograph 1: Located on a private drive off Pomona Road (with access to 370, 372, and 374 Pomona drive) approximate 1.3 km from the site, looking west.

VIEWPOINT LOCATION PHOTOGRAPHS



Viewpoint Location Photograph 2: Located at the end of Mamaku Road approximately 500 m from the site, looking south.



Buildings visible above skyline from Viewpoint 2 = Lot 2

N → 1:4,000 @ A3

VIEWPOINT LOCATION PHOTOGRAPHS

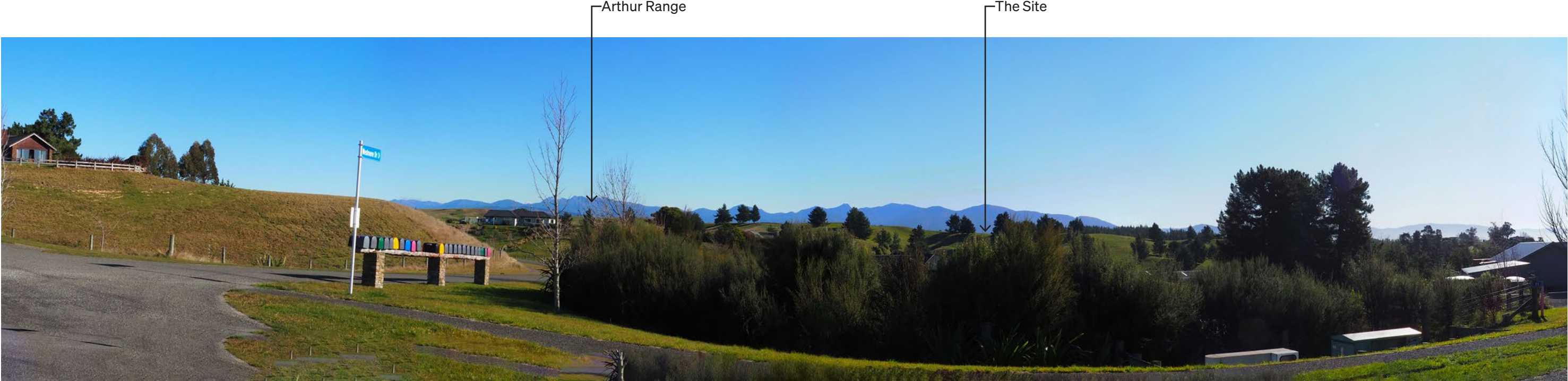


Viewpoint Location Photograph 3: Located at the end of a private road in front of 207 Horton Road approximately 70 m from the site, looking south.



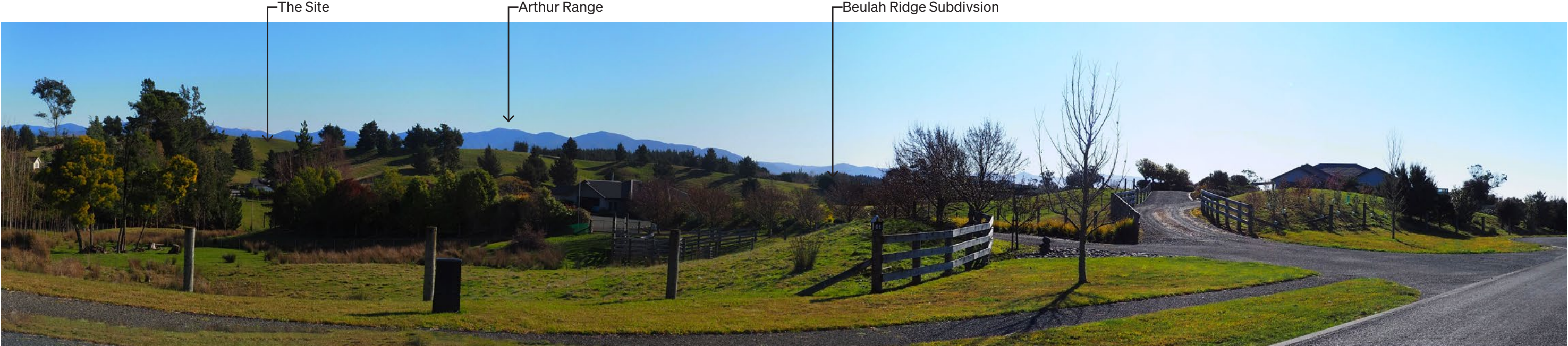
Viewpoint Location Photograph 4: Located at the end of a private road in front of 198 Horton Road approximately 50 m from the site, looking south.

VIEWPOINT LOCATION PHOTOGRAPHS



Viewpoint Location Photograph 5: Located at the intersection of Suncrest Drive and Westmere Drive approximate 450 m from the site, looking west.

VIEWPOINT LOCATION PHOTOGRAPHS



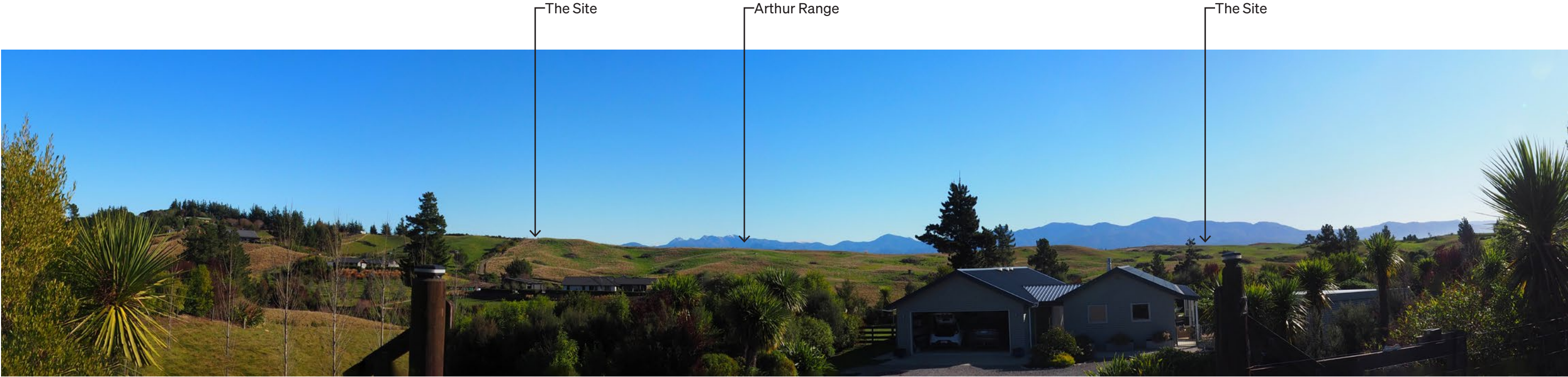
Viewpoint Location Photograph 6: Located at on Suncrest Drive in front of 61 Suncrest Drive approximately 400 m from the site, looking west.



Buildings visible above skyline from Viewpoint 6 = Lot 81

N → 1:4,000 @ A3

VIEWPOINT LOCATION PHOTOGRAPHS



Viewpoint Location Photograph 7: Located on Amber Rise between 10 and 22 Amber Rise approximately 250 m from the site, looking west.

VIEWPOINT LOCATION PHOTOGRAPHS



Viewpoint Location Photograph 8a: Located on Westmere Drive at the local reserve approximately 125 m from the site, looking west.



Buildings visible above skyline from Viewpoint 8 = Lots 59, 61, 84.

N → 1:4,000 @ A3



Viewpoint Location Photograph 8b: Located on Westmere Drive at the local reserve approximately 125 m from the site, looking west.

VIEWPOINT LOCATION PHOTOGRAPHS



Viewpoint Location Photograph 9: Located on Stagecoach Road at the south-west corner of the site, looking north-east.

VIEWPOINT LOCATION PHOTOGRAPHS



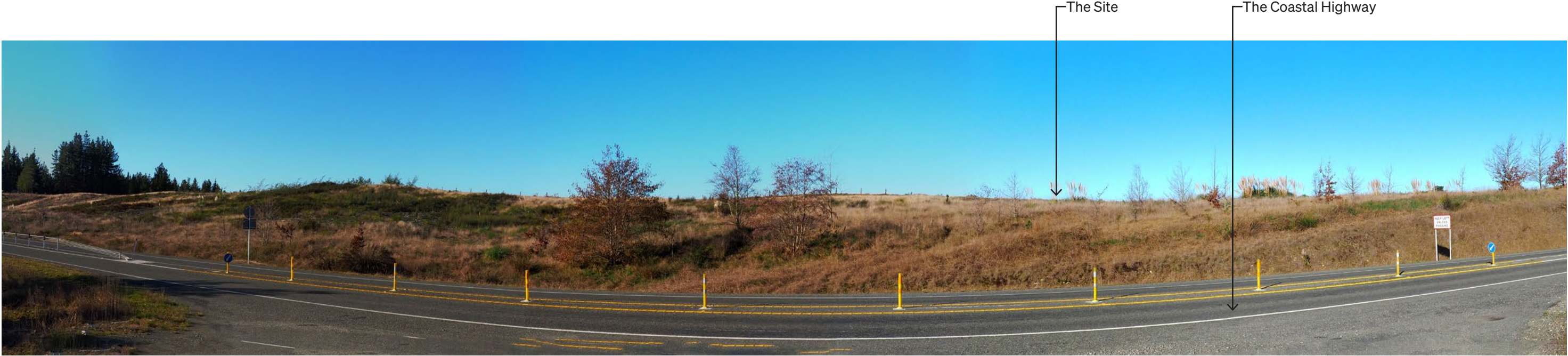
Viewpoint Location Photograph 10: Located on Stagecoach Road at the north-west corner of the site, looking south-east.



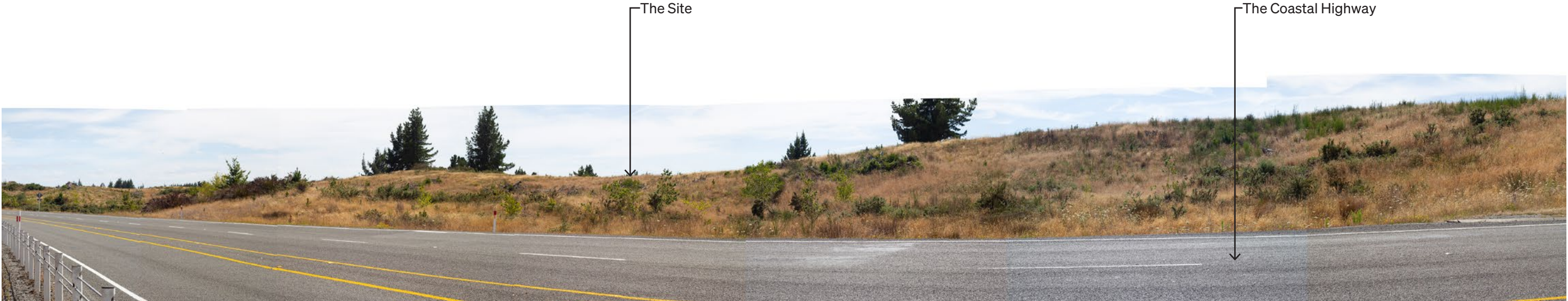
Buildings visible above skyline from Viewpoint 10 = Lot 138.

N → 1:4,000 @ A3

VIEWPOINT LOCATION PHOTOGRAPHS



Viewpoint Location Photograph 11: Located on State Highway 60, looking south-east.



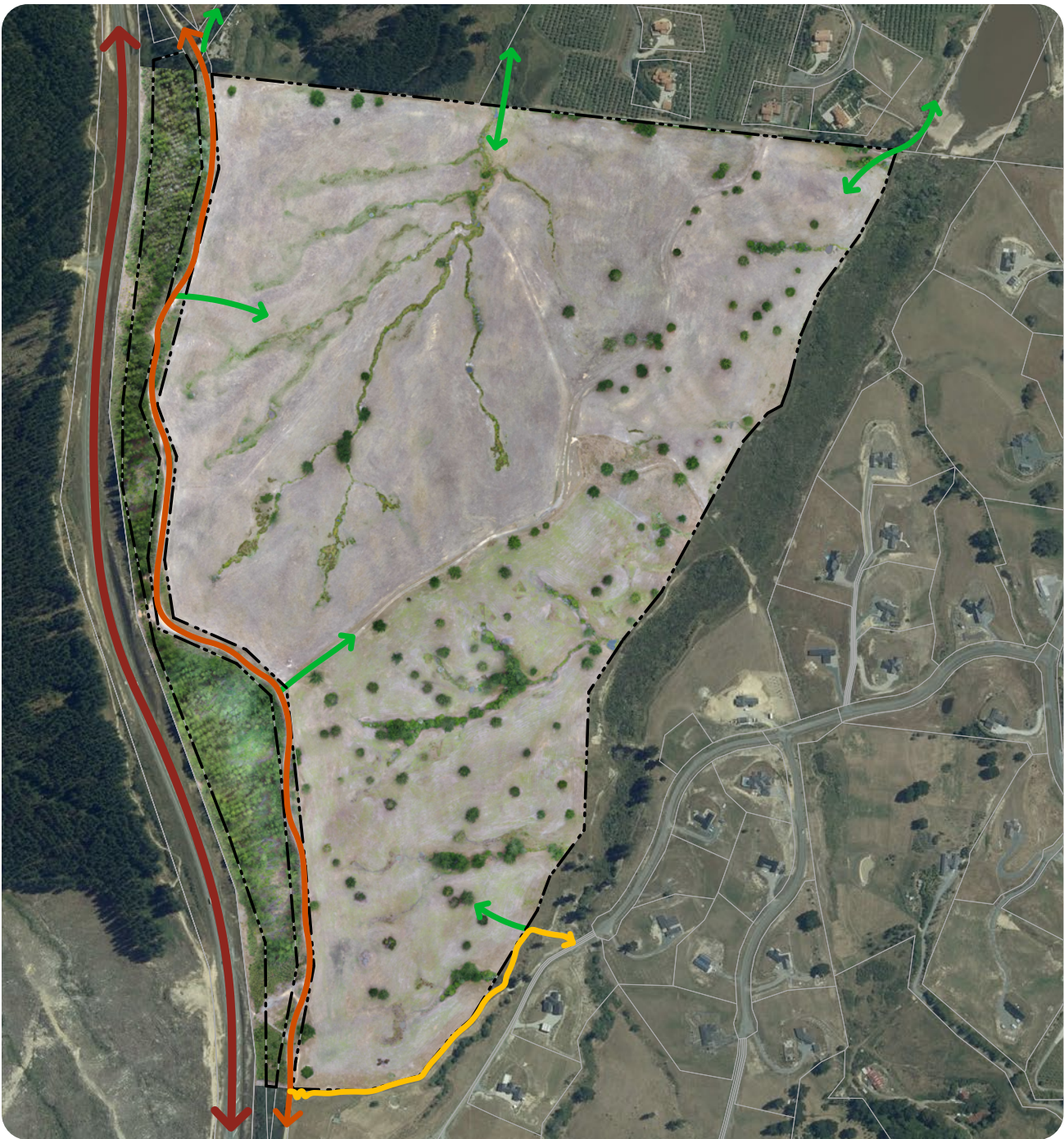
Viewpoint Location Photograph 12: Located on State Highway 60, looking north-east.

5.0 SITE ANALYSIS



SITE ANALYSIS

CONNECTIVITY

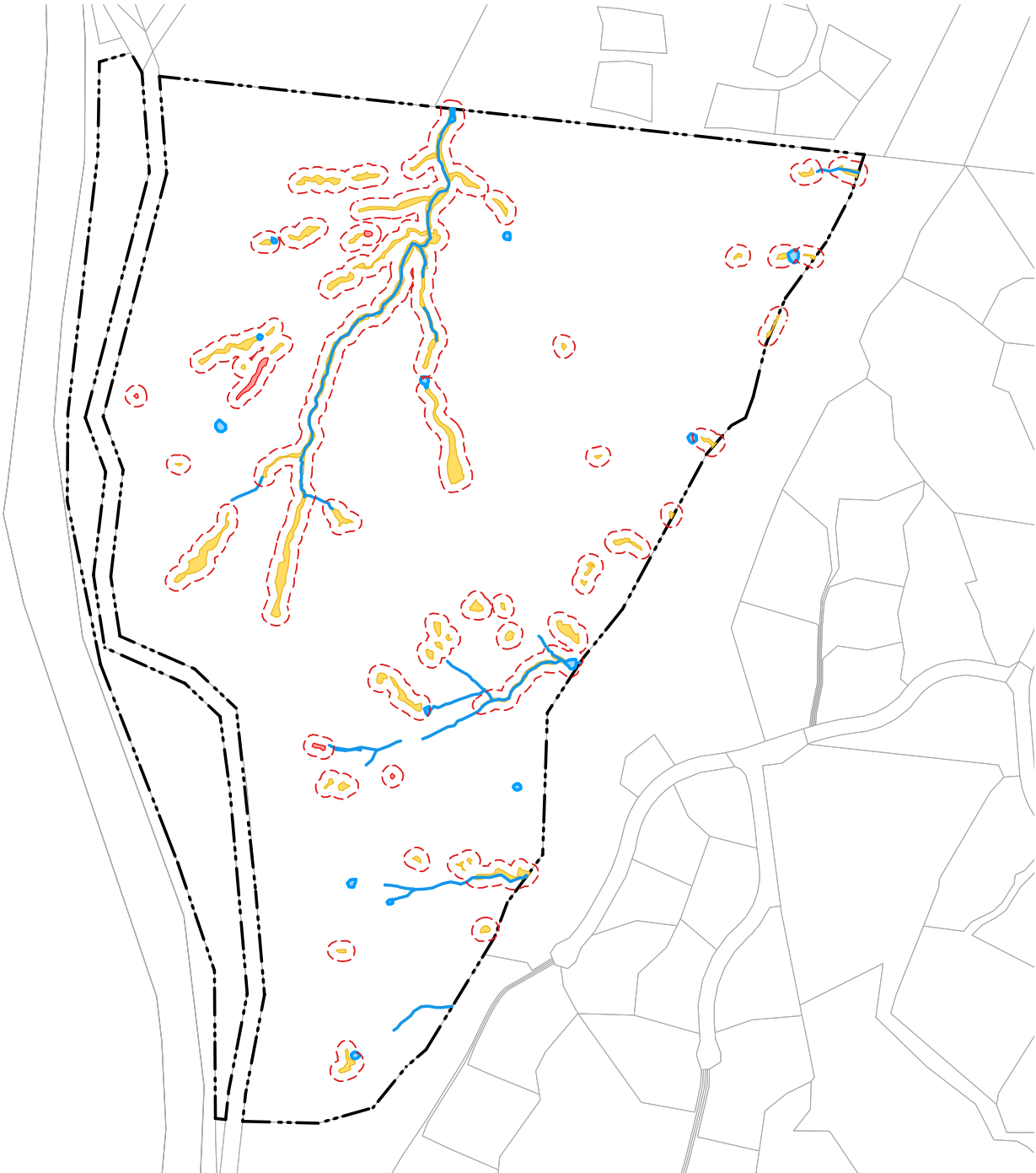


1:7,500 @ A3



- Highway
- Road and Walking Link
- Pedestrian Track
- Possible Future Connection

DRAINAGE & WETLANDS

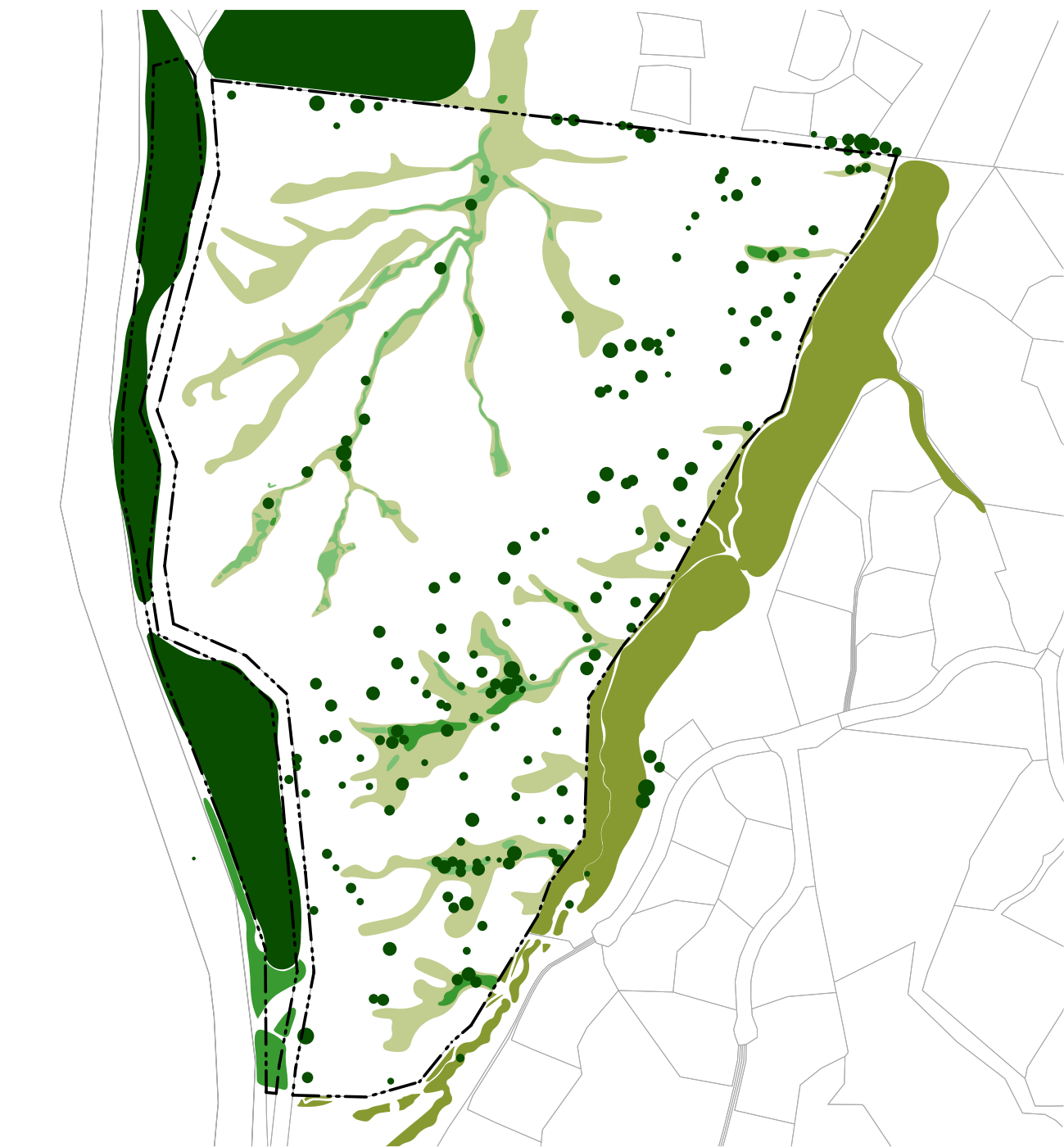


1:7,500 @ A3
Source: RMA Ecology Ltd.

- Waterways
- Wetland (RMA)
- Wetland (NPS-FW)
- 10m Setback
- Ponds

SITE ANALYSIS

VEGETATION



1:7,500 @ A3



- Pines (recently removed)
- Shrub
- Gully Vegetation
- Ephemeral
- Wetland

LANDFORM

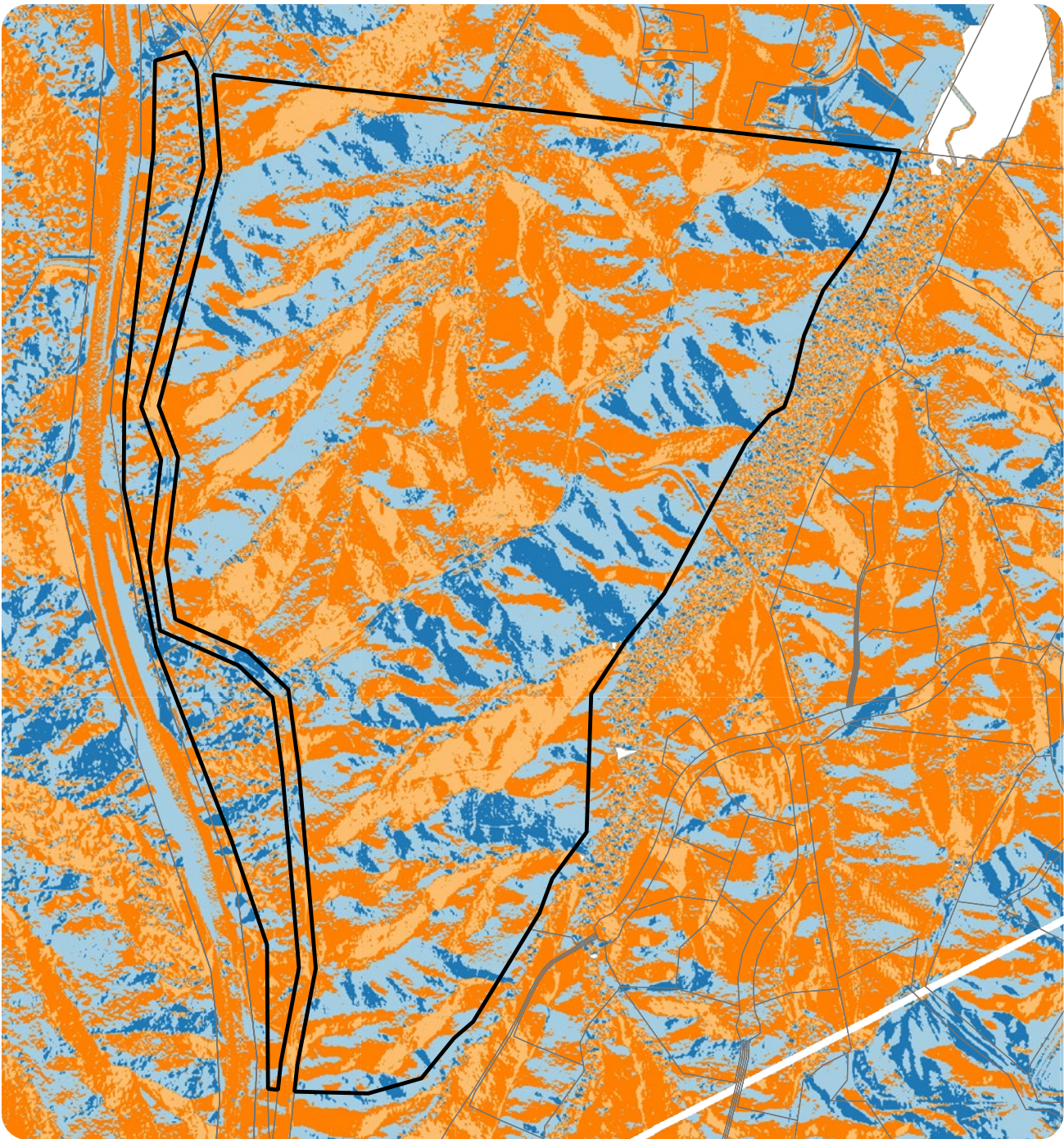


1:7,500 @ A3

- Major Contour - 5m
- Minor Contour - 1m
- Ridgeline

SITE ANALYSIS

SLOPE ASPECT

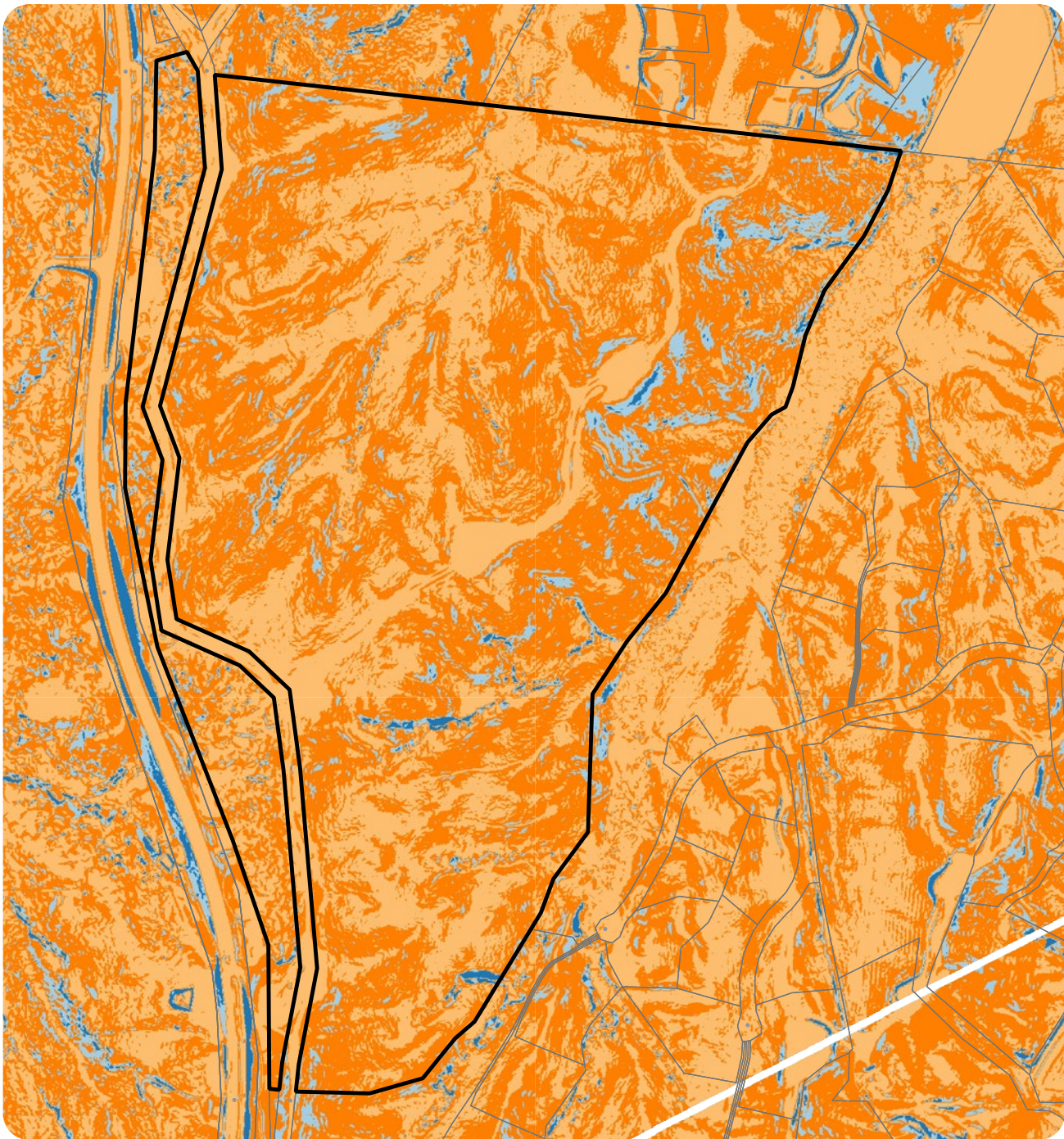


1:7,500 @ A3



- North
- NE & NW
- SE & SW
- South

SLOPE PERCENT



1:7,500 @ A3

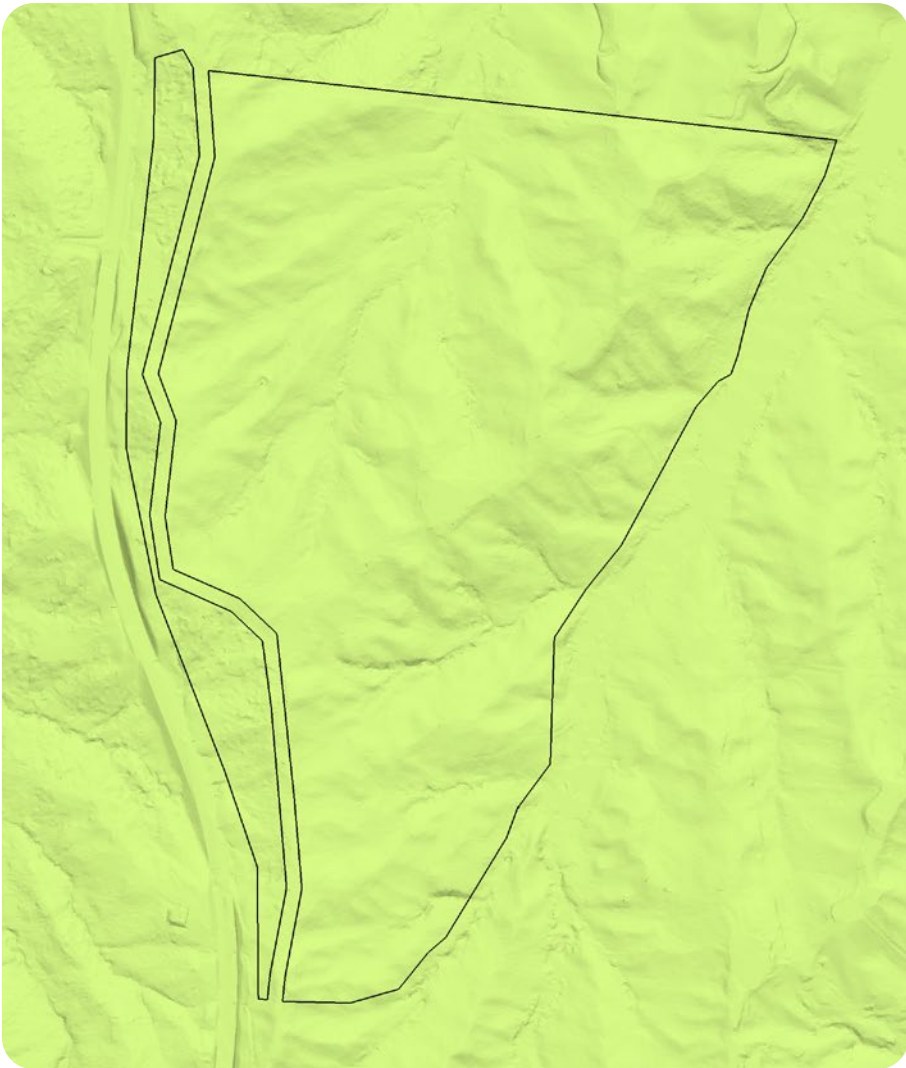
- 0 - 15.9%
- 16 - 32.9%
- 33 - 49.9%
- > 50%

SITE ANALYSIS

SUN-SHADE STUDY (SUMMER)



DECEMBER 8 AM
1:10,000 @ A3



DECEMBER 12 PM
1:10,000 @ A3



DECEMBER 4 PM
1:10,000 @ A3



SITE ANALYSIS

SUN-SHADE STUDY (WINTER)



JUNE 8 AM
1:10,000 @ A3



JUNE 12 PM
1:10,000 @ A3



JUNE 4 PM
1:10,000 @ A3



SITE ANALYSIS

SITE PHOTOGRAPHS



1:7,500 @ A3

- ←○ Site Photo Location
- Site Boundary
- Parcels



SITE PHOTO 1



SITE PHOTO 2

SITE ANALYSIS

SITE PHOTOGRAPHS



SITE PHOTO 3



SITE PHOTO 5



SITE PHOTO 4



SITE PHOTO 6

SITE ANALYSIS

SITE PHOTOGRAPHS



SITE PHOTO 7



SITE PHOTO 9



SITE PHOTO 8



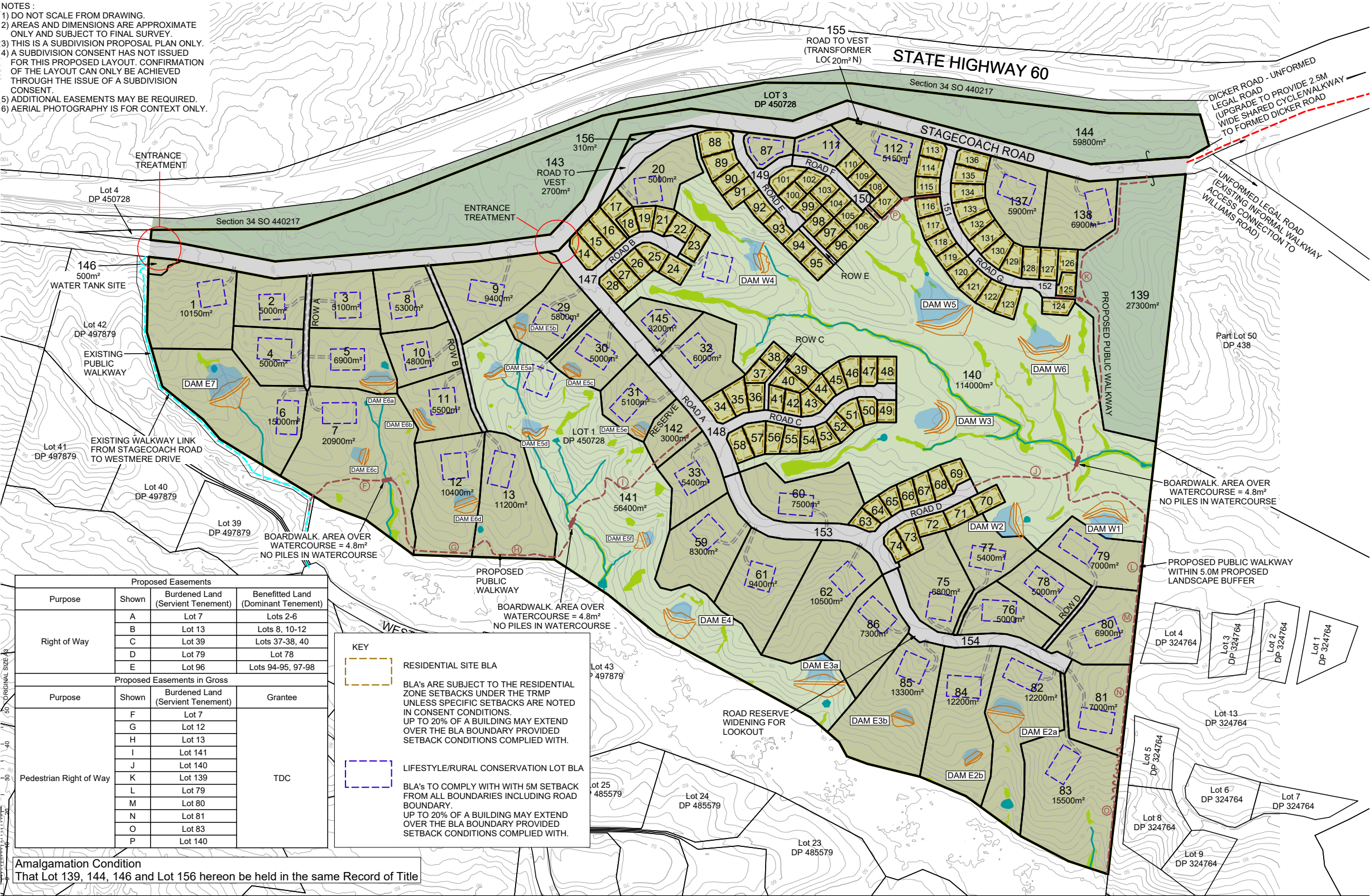
SITE PHOTO 10

6.0 MASTER PLAN



SUBDIVISION MASTER PLAN

- NOTES:
- 1) DO NOT SCALE FROM DRAWING.
 - 2) AREAS AND DIMENSIONS ARE APPROXIMATE ONLY AND SUBJECT TO FINAL SURVEY.
 - 3) THIS IS A SUBDIVISION PROPOSAL PLAN ONLY.
 - 4) A SUBDIVISION CONSENT HAS NOT ISSUED FOR THIS PROPOSED LAYOUT. CONFIRMATION OF THE LAYOUT CAN ONLY BE ACHIEVED THROUGH THE ISSUE OF A SUBDIVISION CONSENT.
 - 5) ADDITIONAL EASEMENTS MAY BE REQUIRED.
 - 6) AERIAL PHOTOGRAPHY IS FOR CONTEXT ONLY.



Source: Staig & Smith



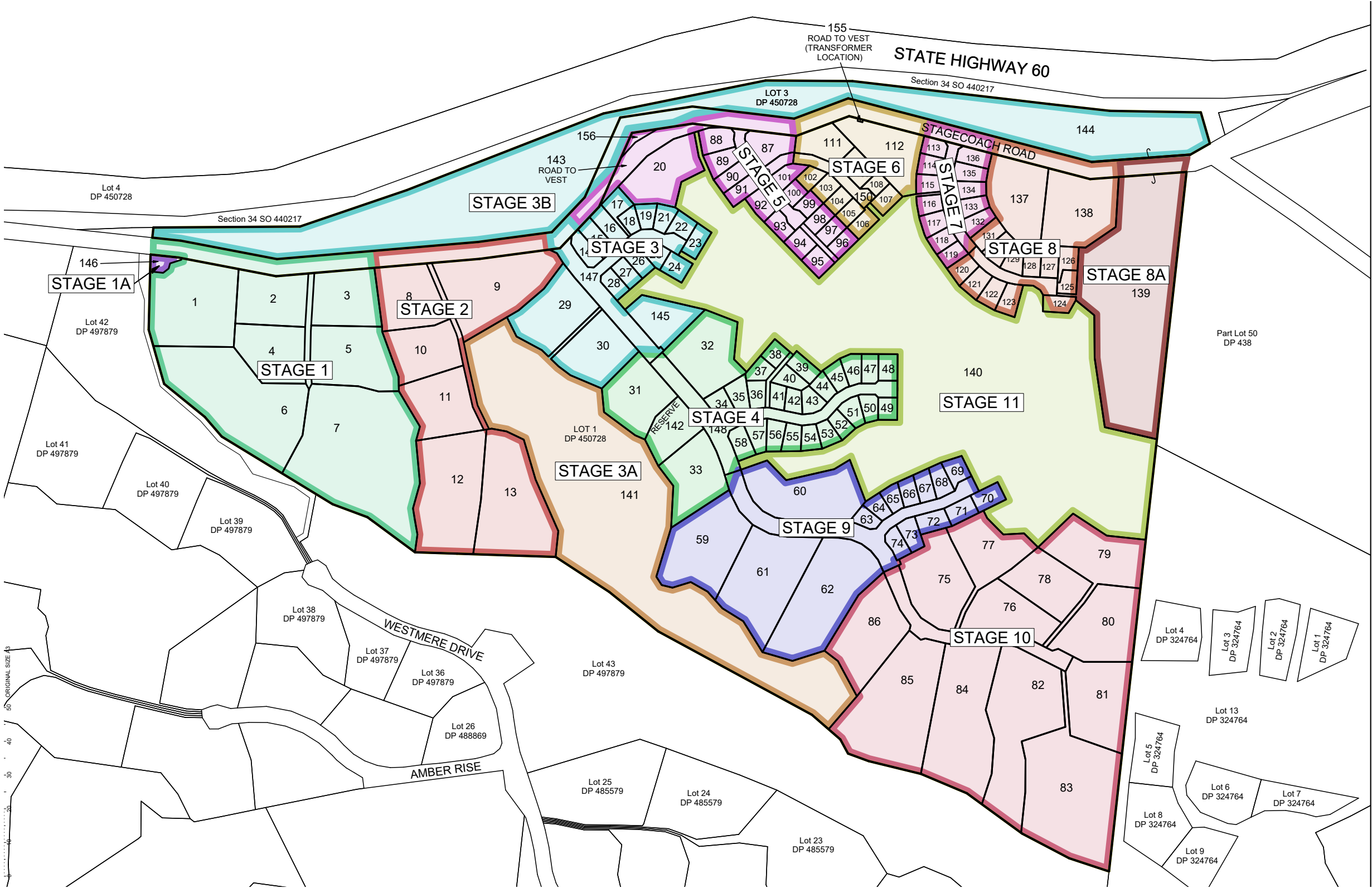
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SUBDIVISION STAGING PLAN

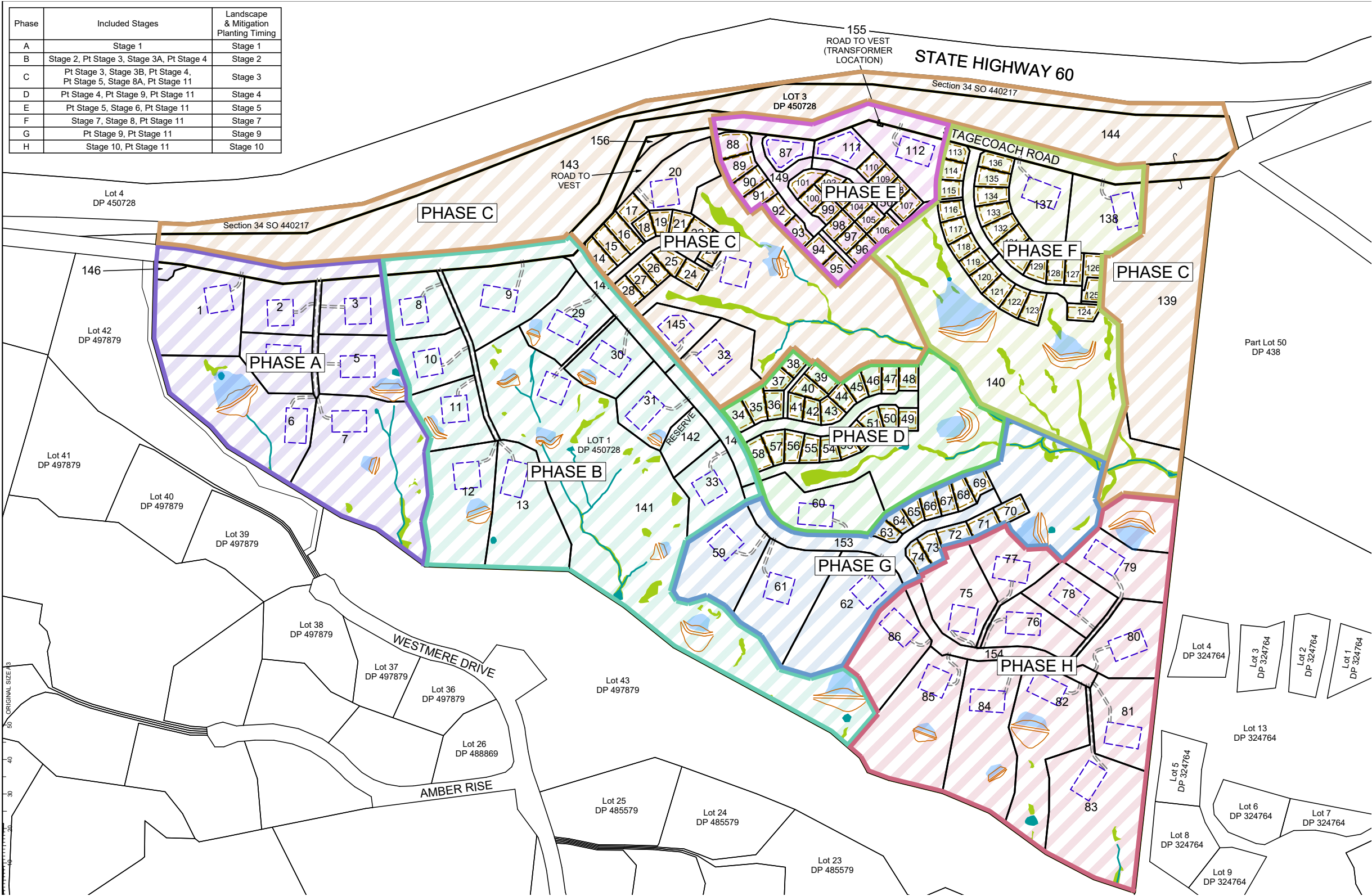
Source: Staig & Smith

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LANDSCAPE AND REVEGETATION MITIGATION PHASING PLAN



Source: Staig & Smith



1:5,000 @ A3

LANDSCAPE MASTER PLAN



- ① Stagecoach Road improvements with tree planting to double as screening / backdrop planting
- ② Ridgeline road with clustered street tree planting to double as screening / backdrop planting
- ③ Roads to access cluster housing (typical)
- ④ Wetland planting network through gullies (typical)
- ⑤ Planted Stormwater retention basin with bund (typical)
- ⑥ Public path (typical)
- ⑦ Neighbourhood reserve
- ⑧ Openspace
- ⑨ Native planting on wastewater dispersal fields
- ⑩ Building platforms (typical)
- ⑪ Shared private right-of-ways (typical)
- ⑫ Letter Boxes

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1:4,000 @ A3

CHARACTER IMAGERY



CHARACTER IMAGERY

