

SUPPLEMENTARY STAFF ASSESSMENT REPORT

TO: Environment & Planning Committee – TRMP

FROM: Rose Biss

FILE NO.: R430-6-2

SUBJECT: **SUPPLEMENTARY SAR TRMP14/03/03 TO SAR 588.1 OF HEARING 67:
Courtney Street Extension**
Report prepared for meeting of 17 June 2014

“In Committee”

1. BACKGROUND

There were a large number of submissions on the proposal in Plan Change 43 to have an indicative road linking Courtney Street and King Edward Street. Most of the submissions were from Courtney Street residents who opposed the road on various grounds which were discussed in the main staff report. The Engineering Department staff comments supported retention of the indicative road and suggested ways of mitigating any adverse effects of the road. At the hearing it was agreed that staff would meet further with submitters to see if their concerns could be resolved.

1.1 Meeting

Three Engineering and Environmental Policy staff attended a meeting with approximately 30 Courtney St residents and others at the Motueka Service Centre on 3 April 2014. Some of those who attended had not made a submission on PC43. Representatives from the Motueka South School, which had made a submission but which did not appear at the March hearing, requested a meeting with the Transportation Manager to resolve some access issues at the school. The Transportation Manager and the Road Safety Coordinator have met with the school representatives to discuss and explain matters relating to the indicative road and other general road safety issues. The Board of Trustees had concerns about additional traffic movements and road safety. The Board was given a detailed explanation about possible impacts - both negative and positive. It will speak to its submission on 17 June.

The Environmental Policy Manager asked those present to advise the Policy section whether they had new information they wished to present to the Council at a reconvened hearing on this issue.

2. OPTIONS

In the course of the hearing of submissions there have been some other options presented by submitters. These are Options 1 and 2 overleaf. Council staff would also like to present a further option having heard the submissions. This is Option 3 which is the recommended option.

(a) Option 1

Some submitters suggested that instead of a continuous indicative road there could be two roads linked in the middle with a walkway and cycleway. This could be expanded in the longer term to become road linkage if there was a net benefit from this.

(i) Benefits

This option would allow some connectivity for cyclists and pedestrians which would be beneficial to the neighbourhood but it would not allow for any vehicle connectivity. Some submitters would be satisfied with this option.

(ii) Costs

The costs would relate to increased time and fuel costs related to vehicles travelling between the existing and the new neighbourhood, and these are the same costs of not having the road connection.

(b) Option 2

Other submitters suggested a new indicative road route on the next block of deferred residential zone land located to the north of the Motueka South School, as an alternative to the linkage through to Courtney Street.

(i) Benefits

This option would allow good connectivity for the block north of Motueka South School. Some submitters would be satisfied with this option.

(ii) Costs

A further plan change would be required to establish this route in the TRMP. There would be transaction costs involved with this additional process.

The purpose of linking Courtney Street into the future development of the block of land to the north would not be achieved.

(c) Option 3

A third option arising from the traffic and amenity matters raised by submitters would be to strengthen the TRMP provisions in Chapter 6.9 (Motueka Policies) in relation to the type of indicative road to be provided to ensure that it does not attract traffic that is unrelated to the neighbourhood. A similar issue was dealt with at Marahau by adding a policy about the indicative road primarily having a property access function. This would enable traffic management measures on the road to deal with both type and speed of traffic.

(i) Benefits

This option would allow a road with good connectivity for the existing and new neighbourhood between Courtney Street and King Edward Street while providing existing residents with more certainty about the type of traffic that would use the future road.

(ii) Costs

There may be a small additional cost to developers in traffic management measures, and signage for the road to indicate it is not suitable for heavy traffic. Overall the construction cost for an access road rather than a collector road may be less costly for a developer but this will depend on the number of households it is servicing as this determines the width.

3. RECOMMENDATIONS

3.1 Recommendation 588.1

3.1.1 Submission Recommendations

As specified in original report 588.1.

3.1.2 Plan Amendments

Topic: Zone Map 119

Retain the indicative road from King Edward Street to Courtney Street

Topic: 6.9.3

Add new policy 6.9.3.14 as follows:

To protect a future road alignment as indicated on Zone Map.119 for an access road between Courtney Street and King Edward Street that will

- (i) primarily have a property access function*
- (ii) incorporate traffic calming and control devices and signage to discourage the use of the road by traffic generated from non-residential activities.*

3.1.3 Reasons

1. The indicative road from Courtney Street to King Edward Street will enable neighbourhood traffic to use an access road rather than an arterial road for local trips.
2. The future road link can be designed and managed to suit its residential setting and so it is not attractive for industrial traffic. A new policy has been added to Chapter 6 of the Tasman Resource Management Plan to ensure that occurs.
3. The indicative road could enable school children from the King Edward Street area to access Motueka South School by walking/cycling on a safer and more convenient route than along State Highway 60 (High Street).
4. The indicative road, linking roads to form a network, accords with the Council's policy in the Tasman Resource Management Plan and in the Regional Land Transport Strategy Connecting Tasman and the NZ Standard 4404 for Land Development and Subdivision.
5. It is New Zealand wide practice for developers to construct roads within a subdivision to standards set by the Council. There is some flexibility for the developer to decide on the particular location of an indicative road. These roads are later vested in and maintained by the Council.
6. While the Council is very supportive of roading improvements at the King Edward Street/ High Street intersection, it is not the road controlling authority so cannot determine when those improvements will be carried out.

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