Integrated Transport Assessment

For
Plan Change 81 (Rezoning - Updates to the Tasman Resource Management Plan (TRMP))

Tākaka

Date: June 2026

Prepared For: Policy Team, Plan Change 81

Version control			
Version	**Description**	**By**	**Date**
1	Draft for Review	Jane Murray	August 2025
2	Review	Bill Rice	Sept 2025
3	Final	Bill Rice	June 2026

1 Executive summary

Tākaka's proposed rezoning under Plan Change 81 aims to accommodate residential and industrial growth, necessitating an integrated transport assessment.

Rezoning proposals in Tākaka: The plan includes medium density residential, light industrial zoning and rural residential zones.

Existing active transport and public transit: Tākaka's flat, compact form supports walking and cycling. Public transport options are limited with Golden Bay Coachlines running between Tākaka and Nelson three times a week.

Road hierarchy and traffic volumes: State Highway 60 is the main arterial with daily volumes around 3,900 vehicles on Commercial Street. Other key roads include Motupipi Street and Meihana Street with volumes ranging from 2,000 to 3,800 vehicles per day.

Crash history and safety concerns: 40 crashes, including 2 serious injury crashes were recorded in Tākaka's urban area from 2020 to 2025, mostly on SH60. There are few pedestrian and cyclist crashes reported but underreporting is common, and risks may increase with growth on limited active transport facilities.

Traffic generation estimates: Residential trip generation rates are estimated at 1.3 trips per household during peak hours, with industrial areas generating rates of 0.14 trips per hour per 100m².

Traffic impact on key intersections: Significant increases in traffic volumes are expected at SH60 intersection with Park Avenue and Dodson Road, with potential safety challenges necessitating upgrade.

Recommendations for infrastructure upgrades: Proposed mitigation includes dedicated walking and cycling facilities linking residential and industrial areas, upgrades to the SH60/Park Avenue intersection and a new single compliant access from SH60 to the new rural residential/light industrial area near Motueka Aerodrome.

Emission and mode share outlook: With employment growth, walking and cycling are likely to increase, which could slightly lower emissions per household. However, overall emissions may still be higher than in larger centres because of the absence of public transport.

Contents

2 Introduction

2.1 Purpose of this Transport Assessment

Tasman District Council (TDC) is progressing Plan Change 81 (PC81) to the Tasman Resource Management Plan (TRMP) to rezone land identified in the Nelson Tasman Future Development Strategy (FDS) 2022–2052.

Separate Integrated Transport Assessments (ITAs) are being prepared for each affected township: Wakefield, Brightwater, Richmond, Māpua, Motueka, and Tākaka.

This assessment focuses on Tākaka. It evaluates the proposed rezoning, existing transport conditions, potential effects, and identifies mitigation measures if the plan change proceeds.

2. **Summary of changes**

The proposed zone changes in Tākaka include the following:

- Medium Density Residential Zone – south east of Rototai Road
- Light Industrial Zone to the south east side of Motupipi Street
- Deferred Residential Zone southern east of Park Avenue
- Rural Residential and an adjacent Light Industrial Zone on SH60 opposite the Tākaka Aerodrome

3 Existing Transport Environment

3.1 Active and Public Transport Network

The main Tākaka township has a compact and flat urban form which supports walking and cycling as practical modes of transport. However there are a number of small dispersed neighbourhoods remote from the township (eg at Park Avenue, Central Takaka Road, Arapeta Place). Walking and cycling are less practical modes from these locations.

Rototai Road has a footpath on the northern side of the road.

Motupipi Street provides a 700m footpath on the northern side from Commercial Street together with a new shared path connecting to Abel Tasman Drive and onwards to Pohara

There is a shared path between Tākaka township and the Golden Bay Community Health centre at the intersection of SH60 and Central Tākaka Road. On Park Avenue, a short section of footpath of approximately 60 metres is located on the south-eastern side leading to Windle Road.

There are no footpath or cycle lanes on the State Highway between the township and the Tākaka Aerodrome.

There are no public transport services within Tākaka itself. Golden Bay Coachlines provides services three times a week to Motueka, Richmond and Nelson.

The Ministry of Education runs school buses to Golden Bay High School and Tākaka Primary school.

3.2 Road Network

State Highway 60 (SH60) connects Golden Bay with the Nelson/Richmond urban area, and runs through Tākaka from south to north. The State Highway is straddled by Tākaka's main retail and commercial area.

Through the commercial / retail area, the highway consists of one live lane, one parking lane, and a footpath on each side.

Through the remainder of the Tākaka urban area SH60 consists of one marked traffic lane in each direction in a 9m carriageway, and a footpath on each side. The SH60 road reserve varies in width from 15.0 to 17.5m.
Takaka urban area has a speed limit of 50km/h.

Figure 1 Rototai Road at proposed MDRZ (source: Google Street View)

The section of Rototai Road adjoining the proposed Medium Density Residential Zone has a 9-metre carriageway within a 14-metre road reserve, with a footpath provided along the northern side (see Figure 1).

Figure 2 Motupipi Street at proposed Light Industrial area (source: Google Street View)

Motupipi Street, adjoining the proposed Light Industrial Zone, contains a 10-metre carriageway within a 16.5-metre road reserve, with a footpath on the northern side (see Figure 2).

Figure 3 SH intersection with Park Avenue (source:Google Street View (Dodson Road is mislabelled as Willow Street)

Park Avenue provides access to the proposed Residential Zone, and is a 6-metre carriageway within a 16-metre road reserve. The intersection of Park Avenue with State Highway 60 is a multi-leg arrangement, where the main recreational facility entrance, Park

Avenue, and Dodson Road (incorrectly labelled on Google Street View as Willow Street) all meet SH60 in close proximity. SH60 functions as the dominant through route, while both Park Avenue and Dodson Street are controlled by Give Way signs. There is no signed control on the recreation centre access. The speed limit on SH60 is 80km/h but Park Avenue has a speed limit of 50km/h

In addition to the five roads at this intersection the shared path between Tākaka township and the Golden Bay Community Health Centre crosses both Park Avenue and the entrance to the recreation reserve. The shared path has "Give Way" controls on the approaches to both Park Avenue and the reserve access.

The surrounding environment is largely residential, with adjacent green space. The current layout results in a complex intersection form, with multiple conflict points and turning movements within a relatively constrained area.

Figure 4 State Highway adjacent to Rural Residential Zone Tākaka Aerodrome (Source: Google Maps)

The State Highway at the proposed Rural Residential and Light Industrial sites opposite Tākaka Aerodrome has straight alignment with flat terrain on both sides. A gentle curve occurs at the northern end of this section. A three-metre-wide sealed shoulder runs for 450m to the north from the Tākaka Aerodrome access. The road reserve is 20 m wide, with a 6 m carriageway. The speed limit is 100km/h on SH60. Waka Kotahi NZ Transport Agency has raised significant concerns regarding access for heavy vehicles from the proposed light industrial area onto State Highway 60 (SH60). The concerns relate to limited sight distances and the high-speed nature of the highway environment.

3.3 Road Hierarchy

Key roads in the road hierarchy in Tākaka are shown in Figures 5 & 6 . State Highway 60 runs through Tākaka from south to north. Key roads in the hierarchy, and the daily traffic volumes (vehicles per day (vpd)) they carry are shown in Table 1.

Road Name	Daily Traffic Volume (vpd)	Classification
State Highway 60 (Waitapu Bridge at Tākaka River Bridge	2,390	State Highway
Commercial Street	3,890	State Highway
Rototai Road	1,150	Sub-Collector
Motupipi Street	3,800	Principal
Meihana Street	1,990	Collector

Table 1 Daily Traffic Volumes

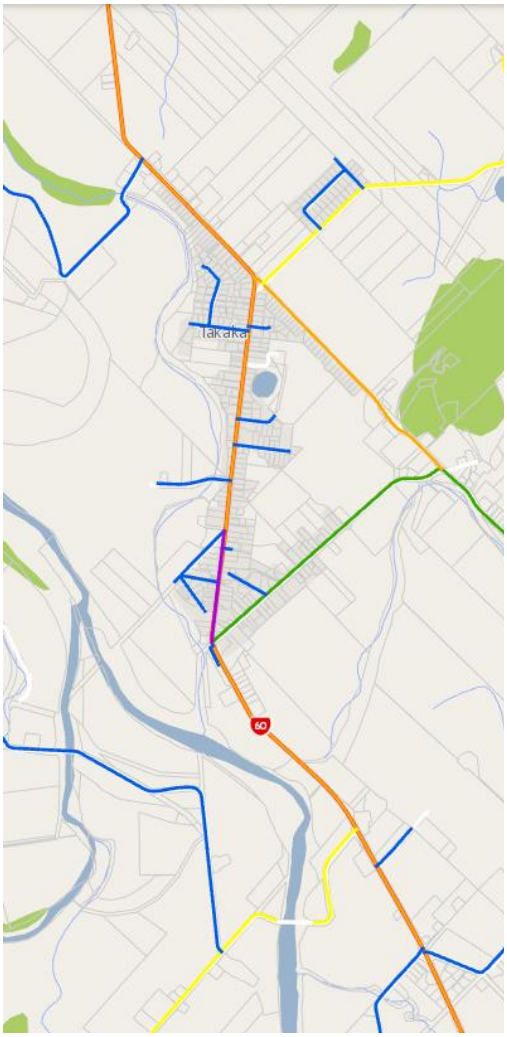


Figure 5 Road Hierarchy in Tākaka

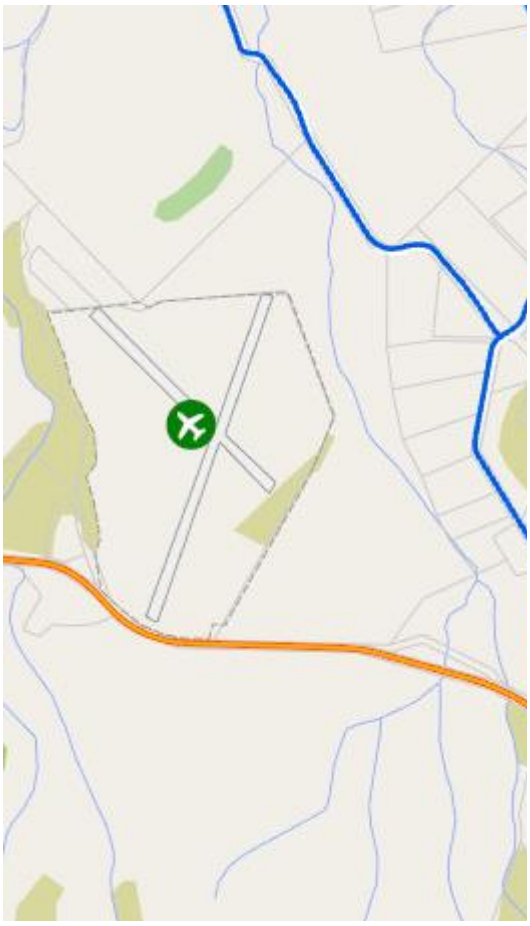
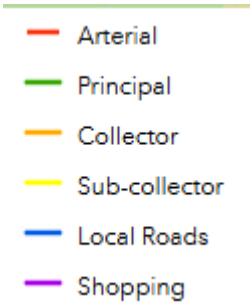


Figure 6 Road Hierarchy Tākaka Aerodrome



The State Highway is the key road in Tākaka. Motupipi Street is a principal road which carries similar volumes to the State Highway.

3.4 Crash History

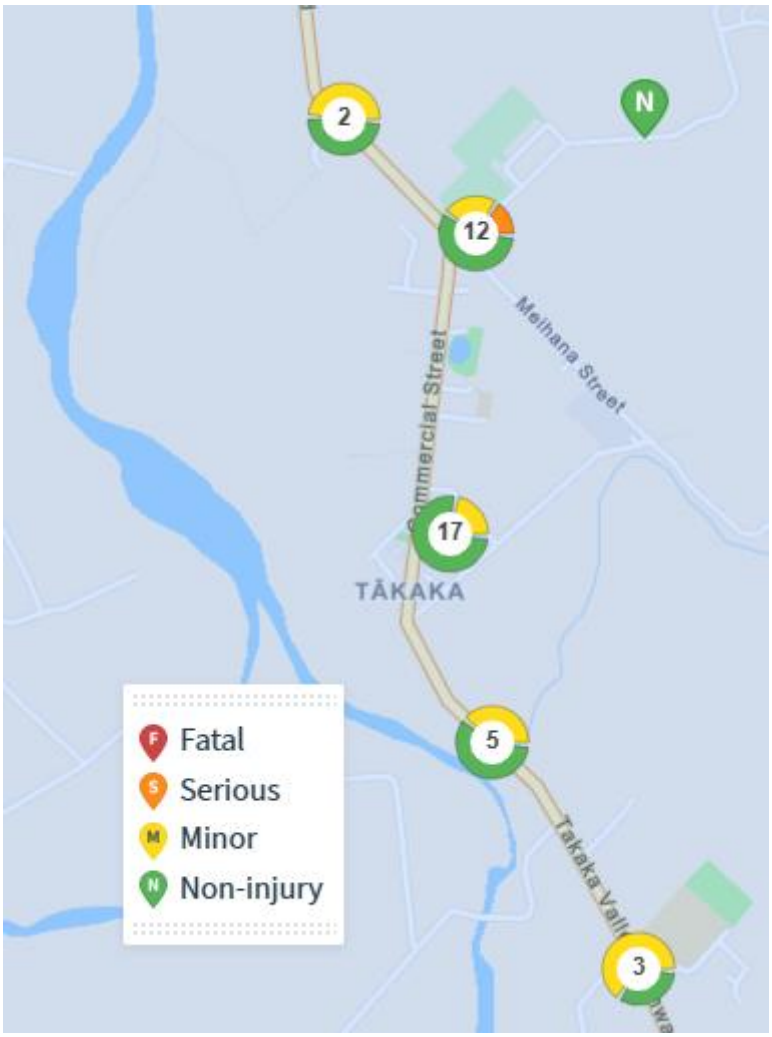


Figure 7 Map of Tākaka Crashes

A total of 40 crashes were reported on NZTA's crash database in the Tākaka urban area for the 5 year period from 2019 to 2024 plus part of 2025. Many crashes (particularly minor crashes) are not reported to police, so are not included in the database.

There were 26 non injury crashes, 12 minor injury, and two serious injury crashes recorded.

Figure 7 is a map of the crash locations. Most of the urban crashes tend to be along or adjacent to the Commercial Street (SH60) route. Crashes that are in proximity to the Plan Change 81 sites involved the following:

Rototai Road [Medium Density Residential Zone]

Serious injury crash

- A driver turning right at night in the rain at the intersection of Wadsworth Street

Minor injury crash

- A child was hit by a car whilst crossing the road

Non injury crashes

- A school bus turned right into stationary vehicle.
- A driver overtook another vehicle and lost control.
- A driver reversed into a parked car outside school on Wardsworth Street.

There have been 3 crashes at the intersection of the SH and Meihana Street involving right-turning traffic from Meihana Street failing to give way to southbound traffic on the SH. The crashes occurred between October 2020 to August 2021 (one serious, one non injury and one minor)

Motupipi Street [near Light Industrial area]

Minor injury crash

- Driver exiting an industrial property hit a mobility scooter
- A road sweeper reversed into a turning vehicle
- Driver fell asleep at the wheel and hit two parked cars

Non-injury crash

- A driver hit a parked vehicle

There have been no identified crashes at the intersection of SH and Motupipi between 2019 and 2025.

State Highway close to Park Avenue [Deferred residential area]

Minor injury crash

- Driver rear-ended another vehicle who was turning right onto Dodson Road.

Non-injury

- Driver turned right in front of oncoming vehicle, southbound driver took evasive action and hit give way sign.

Tākaka Aerodrome area [Rural residential area] [Not shown on map above]

Non-injury

- A south-bound vehicle on the SH hit a vehicle exiting a drive way
- An impaired driver overtook other vehicles.

General comments

There were two reported crashes involving pedestrians or cyclists and these are referred to above.

There are no obvious trends in the recorded crashes, partly due to the low overall number of crashes recorded.

3.5 Vehicle Trip Generation

3.5.1 Residential

A review of traffic count at a number of residential cul-de-sacs in Tākaka indicated the following vehicle trip generation rates per household. There was also a peak hour during lunchtime which would suggest that people return home to have lunch around midday.

Tākaka:

Average:	Daily:	9.2 trips per day	Peak Hour:	0.72 trips per hour
85th%ile:	Daily	9.7 trips per day	Peak Hour:	0.78 trips per hour

A trip generation rate of 10 trips per day per household and 0.8 trips per household in the peak hour has been used

3.5.2 Industrial

Traffic counts were also reviewed at the Warren Road (Māpua), and Beach Road (Richmond) industrial areas. The trip rates per 100m^2 site area from these counts were:

Average:	Daily:	1.2 trips per day	Peak Hour:	0.11 trips per hour
85th%ile:	Daily	1.2 trips per day	Peak Hour:	0.12 trips per hour

An industrial trip generation rate of 1.2 trips per day per 100m^2 site area, and 0.12 trips per peak hour per 100m^2 have been used in the Tākaka light industrial area assessment.

4 Proposed Zone Changes

PC81 proposed zone changes in the following Tākaka locations

4.1 T-138a Medium Density Residential Zone

Figure 8 T-138a new area highlighted in green

4.1.1 General description of changes proposed

Site	Current Zone	Proposed Zone	Description
T-138a	Rural 1	MDZ residential	**Estimated Yield: 61**

Table 2 Description of Changes (T-138a)

4.1.2 Trips from Tākaka sites

4.1.2.1 Mode Split

Tākaka's compact urban form and flat terrain support walking and cycling as practical modes of access to key destinations.

The proximity of the T-138a sites to primary and secondary schools and Commercial Street make walking and cycling viable alternatives for many daily trips. The vehicle trip generation rates for this site could be less than the typical generation rate measured in Tākaka although trip data indicates that some people drive home for lunch which may contribute to additional daily trips.

4.1.2.2 Trip Generation

The assessed 85th percentile rates for this site are 10 trips per household per day, and peak hour rates of 0.8 trips per hour. When multiplied by 44 households, this gives a total of 440 trips per day, and 35 trips in the peak hour.

4.1.2.3 Trip Distribution

The 2023 census recorded that 18% of Tākaka residents who work, work from home. This is higher than Richmond and Motueka at 12%. Of those who travel to work:

- 72% work in Tākaka
- 17% work north of Tākaka (e.g. Rangihaeta)
- 3% work south of Tākaka
- 8% work east of Tākaka (e.g. Port Tarakohe)

It is expected that the distribution of trips from the urban Tākaka sites will reflect this distribution. Distributing the estimated daily and peak hour trips from all Tākaka Plan Change sites in accordance with the recorded distribution results, the following increase in traffic on local roads in vehicles per day (vpd) and vehicles per hour (vph) is estimated.:

- **Rototai Road west of the site:** 500 vpd 57vph

4.2 T-228, T-229, and T-230 Light Industrial Zone

Figure 9 T-228, T-229, T-230

4.2.1 General description of changes proposed

Site	Current Zone	Proposed Zone	Description
T-228	Rural 1	Light Industrial	New sites have been identified within discussions with the Golden Bay Community Board and Golden Bay Business owners. **NOT FDS sites**
T-229	Residential	Light Industrial	
T-230	Rural 1	Light Industrial	

4.2.2 Trips from Tākaka sites

4.2.2.1 Mode Split

The central location of these industrial location enables walking and cycling to be feasible alternative to car travel for those wishing to commute to work. Motupipi Street does not have footpaths on both sides of the street or a full length cycleway.

4.2.2.2 Trip Generation

The proximity of this site to residential areas is likely to result in walking and cycling being viable alternatives to motor vehicles. However, this may be offset by the apparent number of workers who return home at lunchtime.

Based on the surveys of the Beach Road and Warren Road industrial areas, trip generation rates of 1.2 trips per day, and 0.12 trips per hour per 100m^2 site area have been assumed for the light industrial zone on Motupipi Street. This gives 900 trips per day and 90 trips in the peak hour. Of these, 66% are expected to travel from the Abel Tasman/Meihana Intersection, and 34% are expected to travel to the Motupipi Intersection.

4.2.2.3 Trip Distribution

Refer to 4.1,2,3

Distributing the estimated daily and peak hour trips in accordance with the recorded distribution results the following estimated increase in traffic on local roads in vehicles per day (vpd) and vehicles per hour (vph):

Motupipi St (west):	200 vpd	18vph
Motupipi St (east):	700 vpd	72vph

4.3 T-144 Rural 1 to Residential Zone

Figure 10 T-144 (Indicative road shown as black line)

4.3.1 General description of changes proposed

Site	Current Zone	Proposed Zone	Description
T-144	Rural 1	Rural 1 Deferred residential	**Estimated Yield:** 59

4.3.2 Trips from Tākaka sites

4.3.2.1 Mode Split

The T-144 site sits in close proximity of the recreational park in Tākaka. It is situated approximately 1.2km from Central Tākaka School and 1.5km from Tākaka's commercial centre. There is a shared path southbound to the Golden Bay Community Health and northbound to the Tākaka township. The shared path is not physically separated from the State Highway so may not appeal to some walkers or cyclists. The vehicle trip generation rates for this site are therefore considered likely to be similar to the typical generation rate measured in Tākaka.

4.3.2.2 Trip Generation

The assessed 85th percentile rates for this site are 10 trips per household per day, and peak hour rates of 0.8 trips per hour. When multiplied by 59 households this gives a total of 590 trips per day, and 47 trips in the peak hour.

4.3.2.3 Trip Distribution

Refer to 4.1.2.3

Park Avenue west of the site: 500 vpd (61vph)

It is assumed that 85% of vehicles will head north on the State Highway, 15% will head south.

4.3.3 T-182 (Light Industrial), T-140a (Rural residential unserviced) Tākaka

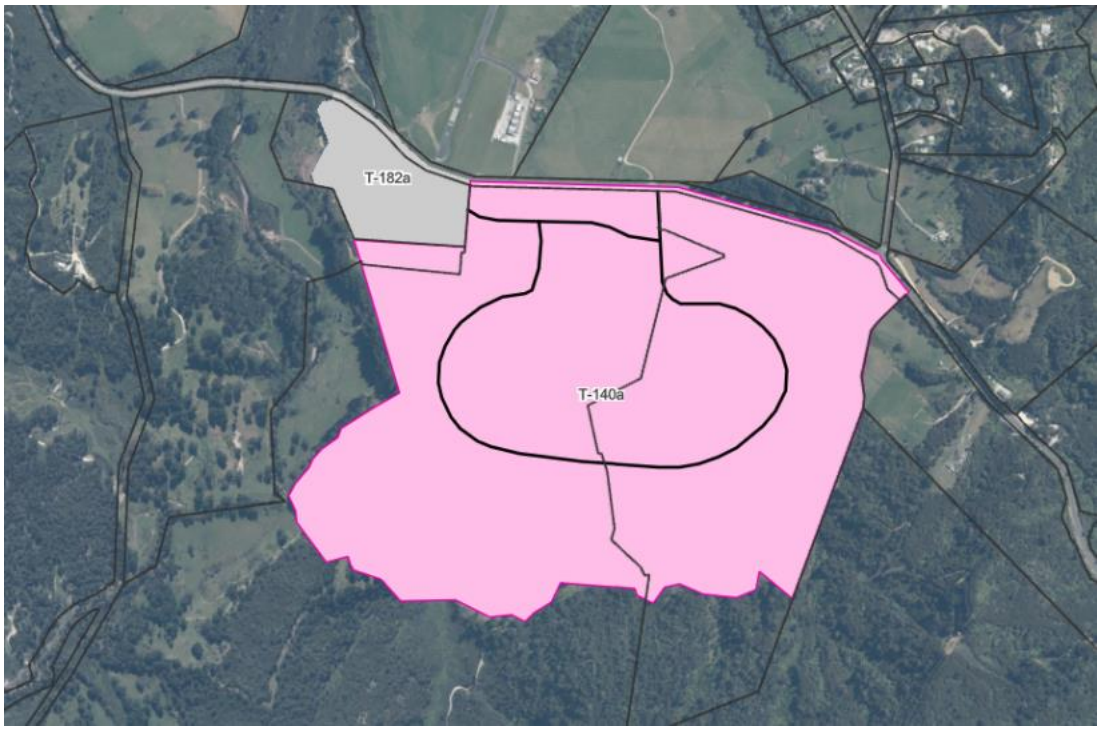


Figure 11T-182 and T-140a)

4.3.4 General description of changes proposed

Site	Current Zone	Proposed Zone	Description
T-182	Rural 2	Light industrial	Site area 6ha Minimum lot size 500m^2 **Estimated Yield:** 30 lots
T-140a	Rural 2	Rural residential unserviced	Minimum lot size of 5000m^2 **Estimated Yield: 42** lots

4.3.5 Trips from Tākaka sites

4.3.5.1 Mode Split

The site lies approximately 4 km from Tākaka, which is generally a cycleable distance. At present, SH60 does not provide for cycling, and the adjacent bridge poses a significant constraint. Additional cycling infrastructure may be necessary, although improvements on the bridge are likely to be prohibitively expensive. The vehicle trip generation rates for this site are therefore likely to be higher than the typical generation rate measured in Tākaka.

4.3.5.2 Trip Generation

For the rural residential area, the assessed 85th percentile rate is 7 trips per household per day, and peak hour rates of 0.8trips per hour. When multiplied by 42 households this gives a total of 294 trips per day, and 31 trips in the peak hour. In addition there is the 6ha industrial area with a trip generation rate of 0.12 trips per hour, and 1.2 trips per day per 100m^2 site area, giving a total of 720 trips per day and 72 trips per hour.

The combined trip generation across both sites is 1,000 trips per day and 100 trips in the peak hour. The industrial site is likely to generate a high proportion of heavy vehicle trips.

4.3.5.3 Trip Distribution

It is expected that 80% of trips will be to the south of the sites towards Tākaka, with the remainder heading north. Distributing the estimated daily and peak hour trips in accordance with the recorded distribution results in an estimated increase in traffic on the State Highway of 1000 vehicles per day (vpd) and 100 vehicles per hour (vph):

5 Transport Effects

5.1 Compliance with TRMP

PC81 generally complies with the transport provisions of the Tasman Resource Management Plan (TRMP). No specific transport non-compliances have been identified for the Tākaka area at this plan change stage, although these may emerge as further details are developed through subsequent stages.

5.2 Trip Generation and Distribution

Table 2 shows estimated increase in traffic volumes on key roads following development on this plan change plus on zoned but currently undeveloped land.

Street	Daily (vpd)			Hourly additional (vph)
	Existing (vpd)	Additional	Total	
State Highway 60 (North of Haldane Road)	2,390	1100	3,490	130
Commercial Street	3,900	900	4,800	103
Rototai Road	1,150	500	1,650	57
Motupipi Street	3,800	900	4,700	90
Meihana Street	1,990	1,300	3,290	114

Table 4 Estimated Increase in Traffic Volume on Key Roads

5.3 Mode Split

The 2023 census recorded that 11% of Tākaka residents who work, work from home. The proportion of workplace locations recorded in the census, and the assessed proportions following PC81 plus the zoned but currently undeveloped land for those who travel **from Tākaka** for work is shown in Table 2.

Workplace Location	2023 Census
Within Tākaka	53%
North of Tākaka	13%
East of Tākaka	6%
South of Tākaka	16%
Other not defined	11%

Table 2 Workplace locations of those travelling from Tākaka for work

The home locations of those who travel **to Tākaka** for work are shown in Table 3

Home Location	2023 Census
Within Tākaka	30%
North of Tākaka	35%
East of Tākaka	29%
South of Tākaka	1%
Other not defined	5%

Table 3 Home location of those travelling to Tākaka for work

The trip distribution assessments in the sections above are based on 2023 census data, modified based on the following assumptions:

- That the new residential developments within Tākaka and to the south will slightly increase the ratios of those areas
- That the new industrial areas in Tākaka and north of Tākaka will decrease the ratios working in the east and south of Tākaka.
- The proportion of Tākaka workers who work from home will remain unchanged.

5.4 Safety

5.4.1 Pedestrian / Cycle Safety

There have been two pedestrian or cycle crashes reported between 2020 and 2025: one child was hit by a car on Rototai Street, and vehicle hit a person on a mobility school whilst exiting an industrial site on Motupipi Street. The small number of pedestrian and cycle crashes may reflect under-reporting of these crashes.

Plan Change 81 is proposing a significant light industrial area on Motupipi Street and a large residential development on Rototai Street close to the main schools in Tākaka.

Rototai Street and Motupipi Street do not have footpaths on each side of the road, there is also an absence of dedicated cycle facilities. Without an improvement in these facilities, there is likely to be an increased crash risk for walkers and cyclists

The light industrial site/rural residential site (T182, T-140a) is approximately 4 km from Tākaka, which is a reasonable cycling distance. However, State Highway 60 currently lacks cycling facilities. There is narrow shoulder on the western side of the bridge across the Tākaka River. Provision for dedicated cycling infrastructure may be required along SH60. Cycle facilities on the bridge are likely to be cost prohibitive.

Recommendations:

1. Provide appropriate walking and cycling infrastructure along Motupipi Street.to Willow Street.
2. A footpath connection is provided on Rototai Road to Meihana Street (at developer's cost)

5.4.2 Intersections

5.4.2.1 SH60 / Park Avenue / Dodson Road / Motueka Recreation Grounds

There have been two crashes recorded at this intersection in the past 5 years. A minor injury and a non injury crash involving vehicles turning right from the State Highway onto side roads. The non-injury crash involved a driver turning right in front of oncoming vehicle, southbound driver took evasive action and hit a give way sign. The minor crash occurred when a driver rear-ended another vehicle which was turning right onto Dodson Road.

The existing five-way intersection of Park Avenue, Dodson Road, SH60, and the sports field access creates several safety risks:

- **Poor visibility from Park Avenue:** Park Avenue meets SH60 at a very shallow angle. Drivers turning right onto Tākaka Valley Highway must look back over their shoulders to see traffic coming from the south. Their view can be blocked by the likes of the car's door pillar, the passenger's headrest, or the passenger themselves.
- **Potential for misinterpreted turn signals:** The close spacing of Park Avenue and the sports centre access increases the risk that a left-turn signal from a vehicle on SH60 could be misunderstood. Drivers exiting the sports centre, as well as pedestrians and cyclists crossing, may assume the vehicle is turning into the sports centre when it is actually turning into Park Avenue, creating potential conflict.
- **Increased approach speeds:** The shallow angle of Park Avenue is likely to result in higher approach speeds for vehicles turning into Park Avenue from the north. This geometry increases the likelihood that any crashes at the intersection will be more severe than at a standard right-angle intersection.
- **Increased cognitive demand on road users:** Road users who do not have right of way (i.e. vehicles turning out of Dodson Street, the Reserve Access or Park Avenue, plus shared path users crossing the reserve access or Park Avenue) have to consider multiple possible vehicle movements when making a decision to proceed. There are four approaches to a standard cross roads intersection each with three alternative routes each vehicle can take, giving a total of twelve options a user has to be aware of. This intersection has five approaches, each with four alternative routes, giving a total of twenty options plus path users to be aware of. As traffic volumes increase, this places a significant cognitive burden on road users, increasing the probability that they will make an error.
- **Shared Path users have long distances to cross:** The shared path crossing of Park Avenue and the reserve access are approximately 14m and 15m long respectively. Assuming a walking speed of 1.2m/sec pedestrians crossing these roads are exposed to turning vehicles for 16 to 17 seconds on each road.

Because of these safety concerns, any increase in traffic from currently consented but undeveloped lots is not supported without an approved upgrade.

Options could include:

- **Re-routing Park Lane** to join the access to the recreation reserve
  - Would put road in recreation reserve and take out tennis courts
- **Re-routing Park Lane** along the unformed legal road to SH60
  - This is steep and would require extensive earthworks
- **Moving Intersection north of the reserve**
  - Could provide access to possible long term future development north of the reserve.
  - Might require reserve land and possibly a land swap for A&P land
  - Could also use one of the Park Road realignments mentioned above.
  - Might require significant upgrade to Park Road and result in heavy vehicles in a residential area
- **Constructing a large 5 leg roundabout**
  - Would likely require land, possibly on all 5 quadrants, including reserve land
  - Possible conflict with wastewater pump station

Further growth between this area and Central Tākaka is possible. A future road link to the edge of the proposed zone is recommended to future proof for a possible future access to Central Tākaka.

Recommend

- That an intersection upgrade approved by NZTA is investigated and constructed.
- Include an indicative road link to the edge of the proposed zone

The intersection upgrade is likely to benefit one property owner, so should be developer led.

5.4.2.2 SH60 / New subdivision T-182 Light Industrial / T-140a Rural Residential Zone (opposite Tākaka Aerodrome

There have been two non-injury crashes on the State Highway adjacent to the proposed zone area: a) south-bound vehicle on the SH hit a vehicle exiting a drive way, b) an impaired driver overtook other vehicles.

Waka Kotahi NZ Transport Agency has expressed serious concerns about heavy vehicle access from the proposed light industrial area onto State Highway 60. The issues centre on limited sight distances combined with the high speeds of highway traffic.

Under the Nelson Tasman Land Development Manual (NTLDM), a minimum intersection spacing of 800 metres is required on roads with a speed limit of 100 km/h. The NZTA Planning Policy Manual recommends specific intersection assessments and refers to AustRoads Guidelines, which suggest a Safe Intersection Sight Distance (SISD) of at least 250 metres, with a preferred intersection separation of 600 metres.

The only location that appears to meet the required standards is the site's existing driveway. However, achieving the required eastern sight distance at this location would

depend on earthworks to lower the adjacent bank and ensuring no obstructing vegetation grows in the sight lines in the future.

NZTA does not support multiple separate accesses to the light industrial zone, rural residential zone, or between the upper and lower areas of the light industrial land. Internal site access between these levels is expected to be technically challenging.

Recommendations:

- Develop an indicative internal road layout, locating intersections to meet required sight distances.
- Provide a single safe and compliant access arrangement, confirmed and approved by Waka Kotahi NZTA, prior to construction occurring on site. This layout is likely to result in a long cul-de-sac which is not compliant with the NTLDM

5.5 Parking

There may be some additional demand for on street parking on Motupipi as a result of the new Light Industrial Zone on Motupipi Street (T228, T229, T230). There is no parking on the southern side of the road between 3 Motupipi Street and 56 Motupipi Street. On the northern side, there are two 30-minute parks opposite the supermarket entrance and a short 50m section of no parking adjacent to the Solly's industrial site's entrance at 47 -55 Motupipi Street. There are no other parking restrictions on the northern side of Motupipi Street.

2024/2025 parking counts showed that Motupipi Street had an average occupancy of 63% and maximum occupancy of 85% (Surveyed January 2025).

5.6 Access

For the Light Industrial area in Tākaka (T-228–230), it is assumed that the adjacent land will remain zoned Rural 1 indefinitely due to significant flooding issues on this land.

Indicative roads should be planned to enable future access to this land, as the existing access at 58a and 46 Motupipi Street is not considered adequate for further development because it does not meet the width requirements in the NTLDM. Given the size of the three industrial zones, it would also be worth considering a crescent layout in the new development, as this would provide two access points and help reduce traffic bottlenecks and provide on street parking options.

Both T-138a (Rototai Road) and T-144 are adjacent to undeveloped rural land which could be developed in the future. Development of either of these sites without enabling access to adjacent properties could limit access options for future development.

To provide better connectivity for pedestrians and cyclists, the use of cul-de-sacs is not recommended unless they are interconnected by pathways.

Recommendation

- Provision of an indicative road forming a crescent (potentially between 36 and 78 Motupipi Street)
- That future access to properties adjacent to T-138a and T-144 is enabled. For the avoidance of doubt it is not envisaged that these accesses are constructed, but rather that suitable routes are available for future construction.
- Cul-de-sacs are minimised.

5.7 Emissions

The proposed changes for Tākaka are not interconnected. The development north of Tākaka is 4.5km from the Tākaka town centre and provides few suitable options for walking or cycling.

The southern residential development is 1.5km from the Tākaka town centre, which is a reasonable walking and cycling distance. This area is adjacent to a shared path connecting to the town centre.

The new light industrial area is in the centre of Tākaka and provides opportunity for some people to commute on active modes.

Based on the following assumptions it is considered that average emissions per household in Tākaka are likely to stay static

- There is no significant change in the demographic of Tākaka households.
- There is no significant change in attitudes towards working from home.
- There is no significant change in active transport infrastructure in and around Tākaka

6 Mitigation

The following mitigation measures are recommended. Unless noted otherwise, these measures are at developer's cost:

- Provide an indicative road forming a crescent in T-228 to T-230 (potentially between 36 and 78 Motupipi Street).
- Provide appropriate walking and cycling infrastructure along Motupipi Street.to Willow Street.
- Investigate and upgrade the intersection at SH60 & Park Avenue to NZTA's approval.
- Include indicative road links to the edge of the proposed zones in both T-138a and T-144
- Provide a footpath connection on Rototai Road to Meihana Street
- Cul-de-sacs are minimised.
- Develop an indicative internal road layout for T182 and T 140a, locating intersections to meet required sight distances.

- Provide a single safe and compliant access arrangement for T182 and T 140a, confirmed and approved by Waka Kotahi NZTA, prior to construction occurring on site.