



22 September 2021

Taupo District Council  
Private Bag 2005  
Taupo  
Attn Hilary Samuel  
C/- hsamuel@taupodc.govt.nz

### **Proposed Nukuhau Private Plan Change**

2-37400

Dear Hilary,

The purpose of this letter is to provide to you further information to consider prior to finalising your s42A Report.

#### **Archaeological Report**

Heritage New Zealand Pouhere Taonga (HNZPT) sought amendments through their submission, specifically requiring further assessment be undertaken. We had some further discussions with HNZPT where we agreed that a Detailed Archaeological Report would satisfy any concern they had. This report is now complete and was forwarded to HNZPT for their comment on 10 September.

On review of the report, HNZPT recommended that further investigative work is undertaken now. Our Archaeologist has replied noting that the assessment carried out did not identify any evidence of archaeology but that a precautionary approach had been taken in recommending in our report that an archaeological investigation be carried out at the time of subdivision. The investigation would require wide scale topsoil stripping and that it could be done prior to development of the site, closer to the time of subdivision planning.

A response was received from HNZPT reaffirming their position that an exploratory investigation should be carried out

#### **Contact Energy consultation**

We have been able to close the gap considerably with CE. Our understanding of the issues currently in contention is in regard to:

- 1. An indemnity from the developer that Contact will not be expected to contribute to the upgraded intersection.*

This request stems from the experience CE had with the construction of Te Mihi Power Station (Stage 1). Due to the additional traffic travelling from Taupo each day, CE was required as a condition of consent to upgrade the existing Poihipi Road / Wairakei Drive intersection at their own cost. They are now concerned that if Poihipi Road is re-routed prior to the construction of Te Mihi Stage 2, that they may find themselves in a similar predicament.

Having discussed this matter with Council's Denis Lewis, he confirms that any future Poihipi Road / Wairakei Drive intersection would need to comply with both the AustRoads and Taupo's Code of Practice for the Development of Land manuals. As such, any new intersection will be able to easily accommodate any additional traffic resulting from the upgrade to Te Mihi. It is unfair in our opinion to require the landowner (currently C N Top Ltd) to underwrite

any agreement that CE and TDC agree to through the Consent requirements of Te Mihi Stage 2.

- 2. Some requirements around the staging of development, to ensure the existing alignment of Poihipi Road remains open and servable for construction traffic, until a point in time that the new alignment can be fully servable for Te Mihi construction traffic.*

Taupo District Council would never allow the temporary closure of Poihipi Road connecting to Wairakei Drive. Poihipi Drive is a key arterial route, and until such time as the new alignment is completed in totality, there would be no chance that the existing route would be closed to traffic. Producing a Staging Plan at this stage is not warranted and will depend on the size of staging areas the future developer of this area would favour.

- 3. Staging requirement, to ensure any parts of development will include landscaping strip between development and Contact land.*

We would agree to a rule along the lines of 'vegetation planting within the vegetation corridor of Poihipi Road must be in place prior to s224c approval for any allotments adjoining that section of Poihipi Road'. This overcomes the concern that CE have of potential effects on those allotments if dwellings are built prior to the landscaping strip being implemented.

- 4. I would like a statement or letter that shows that road upgrade will be the responsibility and cost of developer. This has been made clear in various discussions, so would be good to have that in writing somewhere.*

Taupo District Council does not agree to provide this letter. Please see their correspondence attached. Nevertheless, Council has pointed to the standard process being that the developer is responsible for road construction, and this perceived risk should not be of concern to CE.

Record of latest consultation attached. Should CE respond again, we will forward to TDC.

#### **Mana Whenua**

A small number of submissions raised a concern that local hapu had not been consulted about the plan change. It was identified that consultation with local marae would be most worthwhile. We reached out to Nukuhau marae and Te Rangiita marae.

Nukuhau marae responded that they had not comment at this time. Record of consultation attached.

Te Rangiita marae allowed the undersigned to briefly meet with their representative in order to allow us to better describe the proposal to them. The representative then presented the proposal to the marae committee, in the expectation that they would then either provide their feedback on the proposal or invite the undersigned to the marae to describe the proposal to them directly. Marae meetings during this period have been interrupted with Covid lockdown, and whilst the proposal did get raised in a committee meeting it has not been resolved. It is hoped further progress may be made in the next committee meeting scheduled for 5 October. Records of consultation to date attached.

#### **Bike Taupo**

Consultation has been carried out with Bike Taupo's Rowan Sapsford on 21 September 2021. Bike Taupo maintains its' position on their submission on all points and we have not reached a common ground or agreement for removal of any submission points.

In discussions Bike Taupo appear satisfied with the level of infrastructure planned in the immediate Plan Change Area.

Bike Taupo consider the Plan Change will create additional strain on the current external cycling infrastructure given it will increase the number of cars and therefore potential conflicts with bikes. The external infrastructure is, in places, sub-standard. In particular, the Acacia Bay / Norman Smith Street intersection, the majority of Norman Smith Street, and parts of Acacia Bay Road. None of this is in dispute with the proponents of the Plan Change.

Bike Taupo promotes the need for improvements in the surrounding area, and prior to development taking place.

It is our contention that the responsibility to improve infrastructure external to the Plan Change Area should be the responsibility of Taupo District Council and does not warrant any measures as part of the proposed Nukuhau Plan Change. The Plan Change may, of course, provide Council with the ability to collect Development Contributions to put toward some of these improvements, and there would be adequate time for improvements to be implemented prior to any development within the Plan Change area.

It was pointed out to Bike Taupo that the new Poihipi Road / Wairakei Drive intersection is most likely to be a roundabout design. A plan showing connections of internal cycling routes to external cycling routes is attached.

#### **Waikato Regional Council**

To discuss the issues raised in the WRC submission, WSP organised a virtual meeting with WRC, which was held on 30 July 2021, a site visit with WRC staff was carried out on 4 August and a further virtual meeting was held on 10 September.

WRC provided on 13 August some amended plan change provisions (correspondence attached) that:

- The gullies should be considered natural gullies and this should be reflected in the plan change document.
- The gullies should be protected to prevent erosion and exacerbation of flood risk.
- Plan rules should ensure that future development is consistent with WRC stormwater and erosion and sediment control guidelines.

We recognise objectives and policies of the Waikato Regional Policy Statement relating to reducing risk from natural hazards, and we agree with and support the notion that 'natural gullies' should be left in their natural state as an overarching objective. We note potential complications in administering the objective given there are no definitions given. Further, we contend that the WRC Stormwater Guidelines 2018 is an excellent document that provides some flexibility in the management and treatment of stormwater, and that it is unnecessary to place more stringent requirements on this Plan Change in only the Nukuhau area than what the Waikato Regional Plan requires. Any modifications to gullies would require resource consent from WRC, and we contend that applying for resource consent from WRC for a particular design is a better scenario for WRC to continue to do.

#### **Traffic Update**

A separate memo to cover this aspect will be provided to TDC shortly.

### Amendments to the Plan Change

Please see attached an updated plan to support the proposed Nukuhau Private Plan Change (as previously submitted to Council on 15 June). Changes are restricted to the top block (CN Top Land). In particular:

- Moved medium density area (moved slightly further south).
- Realigned Poihipi Road along northern boundary.
- Slight movement of Acacia Bay Road further to the west.
- Slight movement of Watene Lane where it meets Poihipi Road further to the east.
- 10m landscape strip to the south of Poihipi Road.
- Proposed land swap with the Contact Energy land to the north (to allow better alignment of the proposed Poihipi Road).

The reason for these changes is to reduce potential reverse sensitivity effects from the Contact Energy reinjection area to the north (potential noise and light effects as a result of temporary construction drilling reinjection wells).

Yours sincerely



Hamish Crawford  
Head of North East & Business Manager Taupō