

First name: Ben
Last name: Hartstone

- I could
- I could not

Gain an advantage in trade competition through this submission

- I am
- I am not

directly affected by an effect of the subject matter of the submission that :
a. adversely affects the environment, and
b. does not relate to the trade competition or the effects of trade competitions.

Note to person making submission:

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991

Would you like to present your submission in person at a hearing? *

Yes

Nukuhau Private Plan Change

Additional requirements for hearing:

Consultation Document Submissions

New Appendix 9

- Support
- Oppose
- Seek Amendment

I/we seek the following Decision from the Taupo District Council

Stop asking for consent to build on the only land we have left. The Crown has taken enough from us. Stop taking from us!!

Reason for my/our views are:

I refuse any consents to build on land I have ownership in! My land is for my future generation.

Attached Documents

File
No records to display.

First name: Len

Last name: Malcolm

On behalf of:

self

I could

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I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Consultation Document Submissions

3a Residential Environment > 3a.1 Introduction **Points:** .1

Support

Oppose

Seek Amendment

I/we seek the following Decision from the Taupo District Council

Reason for my/our views are:

3a Residential Environment > 3a.2 Objectives and Policies **Points:** .2

Support

Oppose

Seek Amendment

I/we seek the following Decision from the Taupo District Council

Reason for my/our views are:

3a Residential Environment > 3a.2.2A **Points:** .3

- Support
- Oppose
- Seek Amendment

I/we seek the following Decision from the Taupo District Council

Reason for my/our views are:

3a Residential Environment > 3a.2.2A **Points: .4**

- Support
- Oppose
- Seek Amendment

I/we seek the following Decision from the Taupo District Council

Reason for my/our views are:

3a Residential Environment > 3a.2.2A **Points: .5**

- Support
- Oppose
- Seek Amendment

I/we seek the following Decision from the Taupo District Council

Reason for my/our views are:

3a Residential Environment > Nukuhau Structure Plan Area **Points: .4**

- Support
- Oppose
- Seek Amendment

I/we seek the following Decision from the Taupo District Council

Reason for my/our views are:

3a Residential Environment > 3a.2.3 **Points: .5**

- Support
- Oppose
- Seek Amendment

I/we seek the following Decision from the Taupo District Council

Reason for my/our views are:

3a Residential Environment > 3a.2.3 **Points: .8**

- Support
- Oppose
- Seek Amendment

I/we seek the following Decision from the Taupo District Council

Reason for my/our views are:

3a Residential Environment > 3a.2.3Points: .9

- Support
- Oppose
- Seek Amendment

I/we seek the following Decision from the Taupo District Council

Reason for my/our views are:

3a Residential Environment > 3a.2.3Points: .10

- Support
- Oppose
- Seek Amendment

I/we seek the following Decision from the Taupo District Council

Reason for my/our views are:

3a Residential Environment > 3a.2.3Points: .11

- Support
- Oppose
- Seek Amendment

I/we seek the following Decision from the Taupo District Council

Reason for my/our views are:

3a Residential Environment > 3a.2.3Points: .12

- Support
- Oppose
- Seek Amendment

I/we seek the following Decision from the Taupo District Council

Reason for my/our views are:

3a Residential Environment > 3a.2.3Points: .13

- Support
- Oppose
- Seek Amendment

I/we seek the following Decision from the Taupo District Council

Reason for my/our views are:

3a Residential Environment > 3a.3 MethodsPoints: .6

- Support
- Oppose
- Seek Amendment

I/we seek the following Decision from the Taupo District Council

Reason for my/our views are:

3a Residential Environment > 3a.3 Methods **Points: .15**

- Support
- Oppose
- Seek Amendment

I/we seek the following Decision from the Taupo District Council

Reason for my/our views are:

3a Residential Environment > 3a.5 Aticipated Environmental Outcomes **Points: .7**

- Support
- Oppose
- Seek Amendment

I/we seek the following Decision from the Taupo District Council

Reason for my/our views are:

3a Residential Environment > 3a.5 Aticipated Environmental Outcomes **Points: .17**

- Support
- Oppose
- Seek Amendment

I/we seek the following Decision from the Taupo District Council

Reason for my/our views are:

New Appendix 9 **Points: .8**

- Support
- Oppose
- Seek Amendment

I/we seek the following Decision from the Taupo District Council

Reason for my/our views are:

Structure Plan Map **Points: .9**

- Support
- Oppose
- Seek Amendment

I/we seek the following Decision from the Taupo District Council

Reason for my/our views are:

Section 32 **Points:** .10

- Support
- Oppose
- Seek Amendment

I/we seek the following Decision from the Taupo District Council

Reason for my/our views are:

Attached Documents

File
No records to display.

First name: Jarrod

Last name: Mudford

- I could
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I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Consultation Document Submissions

3a Residential Environment > 3a.1 Introduction **Points:** .1

- Support
- Oppose
- Seek Amendment

I/we seek the following Decision from the Taupo District Council

To take out the proposed road through the reserve and replace with a walk way to connect up with the other walk ways in the area. The government is trying to get more walking and cycling happening to protect the environment. How about not putting in a road that will clearly provide no purpose to the houses already situated in that area.

Reason for my/our views are:

At the end of Docherty Drive there is a reserve area that runs very close to houses. I purchased a house there due to the fact that there was no traffic along this area as the bedrooms to the house are along this side. And the peace and quiet I get from having no traffic around. Having a walk way through here would be a better solution to keep the peace and quiet to the dozen or so properties along this reserve.

Attached Documents

File
No records to display.

First name: Tane

Last name: Lawless

- I could
- I could not

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Would you like to present your submission in person at a hearing? *

Yes

Nukuhau Private Plan Change

Additional requirements for hearing:

I am a land owners in parts of these lands through whakapapa and i oppose to any changes until land owners are spoken to at a special General meeting to discuss.
I request this info be passed on to Submitters, that I propose there be a special owners meeting held with explanation and a resolution held

Consultation Document Submissions

New Appendix 9**Points:** .1

- Support
- Oppose
- Seek Amendment

I/we seek the following Decision from the Taupo District Council

Reason for my/our views are:

I am a land owner in parts of these lands and have not been spoken to about this. I oppose to tis until land owners are spoken to. I am aware many land owners have not been spoken to and would like a meeting in person to discuss before anyone makes any changes to our lands

Section 32**Points:** .2

- Support

- Oppose
- Seek Amendment

I/we seek the following Decision from the Taupo District Council

Reason for my/our views are:

I seek a meeting with owners before any trustees make any changes to our lands

Structure Plan Map**Points: .3**

- Support
- Oppose
- Seek Amendment

I/we seek the following Decision from the Taupo District Council

Reason for my/our views are:

Attached Documents

File
No records to display.

First name: Brent

Last name: Walker

- I could
- I could not

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Yes

Nukuhau Private Plan Change

Additional requirements for hearing:

Consultation Document Submissions

Structure Plan Map

- Support
- Oppose
- Seek Amendment

I/we seek the following Decision from the Taupo District Council

Reject

Reason for my/our views are:

AS per the 'Taupo Northern Outlet and CBD Investigation Report January 2018

The Northern Growth Area is expected to account for 80% of Taupō's future growth.

Issues Identified

Significant traffic volumes southbound on Wairakei Dr resulting in “flow breakdown” from vehicles braking.The

traffic counts confirm that the bridge is operating at hourly flows that are close to or at capacity. Even a slight perturbation in flow at that level will cause breakdown. Significant traffic volumes southbound on Wairakei Dr resulting in “flow breakdown” from vehicles braking

In The analysis and pre-ETA traffic counts showed the bridge running above capacity during extended holiday periods and often during peak non-holiday periods. In terms of daily traffic, the bridge will reach those numbers again in about 10 years using current growth rates. **It should be noted however that the rate of residential development north of the river will have a significant bearing on this time frame. Increased development in the north increasing traffic on Control Gates Bridge and exacerbating delays**

Option Code

B4 Second crossing of Control Gates Bridge

Including four laning of Wairakei Dr/Tongariro St from Norman Smith St to Spa Rd.

This option B4 was added to the short list

B5 Extra deck above existing Control Gates Bridge

Including four laning of Wairakei Dr/Tongariro St from Norman Smith St to Spa Rd.

Benefits

Additional capacity will reduce queuing and delays.

Will facilitate better management of traffic using Norman Smith St, resulting in largest reduction in delays.

Caters for long term growth in traffic flows into Taupō, providing long term capacity solution.

Enables further residential development north on the Waikato River.

Untill there is another corssing across the river I strongly oppose any growth north of the river,or we will be just like any other Town in NZ and be bottlenecked

Attached Documents

File
Taupo Northern Outlet and CBD Investigation Final Report



Taupō Northern Outlet and CBD Investigation

Final Report

January 2018

Taupō Northern Outlet and CBD Investigation

Final Report

Quality Assurance Statement

Prepared by:

Grant Smith

Principal Consultant



Reviewed by:

Dave Hunter

Senior Principal Transport Engineer



Approved for Issue by:

Grant Smith

Principal Consultant



Status: Final report

Date: 25 January 2018



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1. Introduction

The Northern Outlet and CBD Investigation project continues previous Taupō District Council (TDC) and community-led plans developed for Taupō, culminating in the 2011 Council adoption of the Taupō Urban Commercial and Industrial Structure Plan (CISP) for the Taupō CBD. The Eastern Taupō Arterial (ETA) was opened in 2010 and while there has been a reduction in the amount of traffic (particularly heavy traffic) passing through the CBD as a result of the ETA, a general improvement in the economy and increased local development has recently resulted in an increase in traffic both along the ETA, and into and through the CBD.

This investigation assesses the case for investment in options that improve traffic flow in the study area, which covers the corridor from Huka Falls Road to and including the CBD (see **Figure 1**). The section between the Norman Smith Street intersection and the Spa Road roundabout has been of particular focus.



Figure 1: Study Area

The investigation has applied the principles of the NZ Treasury Better Business Case process, which is designed to systematically assess whether an investment proposal:

- Is supported by a compelling case for change - the 'strategic case';
- Optimises value for money - the 'economic case';

- Is commercially viable - the 'commercial case';
- Is financially affordable - the 'financial case'; and
- Is achievable - the 'management case'.

The investigation focused on the identification and assessment of a range of short, medium and long-term options that respond to the investment objectives. It is therefore centred on the strategic and economic case components of the Better Business Case process, and will consequently:

- Confirm the strategic context and the fit of the investigation within that context;
- Confirm the need to invest and the case for change;
- Identify a wide range of potential options; and
- Determine the preferred option(s) that optimises value for money by undertaking a detailed analysis of the costs, benefits and risks of the short-listed options.

The investigation will also provide sufficient assessment of the financial and management cases to enable TDC decision-makers to determine an appropriate path forward. This will include high-level assessment of affordability and funding, and the management arrangements that will support implementation of the preferred option. It will not provide an assessment of the implementation-focused commercial case, which tends to be the final procurement-related step in transport projects.

The remainder of this document consists of the following sections:

- Section 2 provides strategic context;
- Section 3 describes the process and the identified stakeholders;
- Section 4 outlines the issues identified through stakeholder engagement;
- Section 5 discusses background research and modelling considerations;
- Section 6 presents the case for change, contrasting the perceived issues identified with the analytical data to determine the critical issues;
- Section 7 contains a long list of potential options/solutions to address the issues identified;
- Options are shortlisted in Sections 8 and 9, and discussed in Section 10;
- Shortlisted options are programmed in Section 11, and;
- Recommendations are provided in Section 12.

2. Strategic Context

The strategic context for the investigation is provided by three key strategic planning documents, the:

- Taupō Urban Commercial and Industrial Structure Plan (2011);
- Taupō District 2050 District Growth Management Strategy (2006); and
- Taupō District Long Term Plan 2015-25 (2015).

Each is described in the following sections, with supporting context.

2.1 Background

The Northern Outlet to Taupō essentially begins at Wairakei, where State Highway 1 and the ETA intersects with Wairakei Drive and State Highway 5 (the Thermal Explorer Highway). The ETA was primarily built to address the issue of heavy traffic passing through the Taupō CBD and along the concentration of tourist accommodation on Lake Terrace. It was also intended to provide an alternative to the Control Gates Bridge, which was approaching capacity during most peak periods and for extended parts of the day during holidays.

A second crossing of the river in the vicinity of the Control Gates Bridge was seen as an alternative to the ETA, but it did not meet the objective of minimising (or removing) heavy vehicles from the CBD and Lake Terrace. Even so it took almost 35 years from the time that the ETA was suggested until it was opened in 2010. At that time the design of a second bridge joining Wairakei Drive to Opepe Street, and then along Titiraupenga had been designed in some detail and was close to being ready for construction drawings to be begun.

That bridge design was put on hold after the decision to build the ETA was made, but the concept formed the basis of the transport component of the Taupō Urban Commercial and Industrial Structure Plan (CISP) adopted by Council in February 2011 (although it is clear from the text that it was written prior to the opening of the ETA).

2.2 Taupō Urban Commercial and Industrial Structure Plan (CISP)

The 2011 CISP provides a 20-year future vision for the town centre and new industrial areas. It remains the guiding planning document for the immediate study area. Its goals are shown in **Table 1**.

Goal	Description
Character	To reinforce the distinct character of Taupō by embracing and integrating the natural and cultural qualities that define the town and district.
Land Use	To consolidate future commercial and industrial growth in a way that enhances the quality of life for the Taupō community and protects or improves environmental values.
Built Form	To achieve a sustainable and compact urban form that projects a distinct

Goal	Description
	image, promotes an active and vibrant street edge and improves architectural quality.
Circulation	To reconnect the town centre with the lakefront, the Waikato River and surrounding residential areas. To refocus towards pedestrians, cyclists and public transport. Connect existing & future commercial/industrial areas with sound transport links.
Public Space	To realise the untapped potential of Taupō's open space network and provide a diverse range of safe and functional public spaces from sheltered arcades through to squares and open-air events facilities.
Heritage and Culture	To protect and draw attention to Taupō's unique heritage and culture and provide an increased focus on events and the creative arts.
Economic Growth	To develop an economy with multiple opportunities for employment and economic investment that is able to leverage off Taupō's lifestyle and image to retain and attract a diversity of people and business interests.
Sustainability	To ensure that future growth is delivered in a sustainable manner, both in terms of delivering affordable, efficient infrastructural solutions and embracing Environmentally Sustainable Design principles in the landscape and built environment.

Table 1: CISP Goals

All of the CISP goals have some bearing on this investigation. However, the circulation and growth goals are most pertinent, suggesting a focus on initiatives that provide transport links that can accommodate future growth in a sustainable manner, accommodate other modes, and reconnect the town centre with the lakefront and river.

The CISP assumed that an alternative route would be constructed in order to enable changes to the function of Tongariro Street. However, the Opepe Street option was designed to cope with two functions – high flow on the existing bridge and a high number of heavy vehicles – and was expected to be part of State Highway 1 when constructed. The opening of the ETA has altered these requirements. If the current design is no longer appropriate, either in form or function then some designs and concepts in the CISP will therefore need to be revisited, although the overarching strategy is likely to remain.

2.3 Taupō District 2050 District Growth Management Strategy (TD2050)

The 2006 TD2050 describes the Taupō District's aspirations for growth. It contains twelve strategic directions, four of which are relevant to the investigation:

- 1. District Character
- 3. Settlement Patterns and Urban Form
- 8. Integrating Land Use, Infrastructure and Funding
- 9. Transport Modes and Connections

Each of the strategic directions are supported by a set of policies. Those that are most applicable to this investigation are:

- Strengthen Taupō Town’s functions and its role as the primary business, retail, recreational, and entertainment hub for the District (Policy 1.2);
- Set clear limits to the outward development of all urban areas (Policy 3.1);
- Identify, enhance and protect gateways to urban areas (Policy 3.2);
- Ensure strategic transportation and network utility corridors are identified in the initial planning stages and protected from encroachment by incompatible land uses. (Policy 3.3);
- Coordinate and integrate planned infrastructure which supports the preferred settlement pattern and provides greater certainty for development. (Policy 8.2);
- Use best practice standards for the planning, design and operation of sewage and wastewater collection, transport, treatment, disposal and reuse (Policy 8.4);
- Maintain and enhance the District's strategic transport networks to link industries to markets, and move goods and people efficiently (Policy 9.1);
- Provide for a comprehensive and integrated range of present and future public and private transport options within the District (Policy 9.2);
- Manage the road system to achieve integration, choice and balance by developing an efficient and safe network and making the most of existing infrastructure (Policy 9.3);
- Facilitate the development and implementation of a corridor approach to transportation and integration with the pattern of land use (Policy 9.4);
- Consider a range of funding alternatives in respect of transportation provision in the District (Policy 9.5).

For this investigation, the key practical part of TD2050 is the future land use distribution that it identifies for the Northern Growth Area, which covers the area from Waitahanui to Kinloch. The Northern Growth Area is expected to account for 80% of Taupō’s future growth. **Figure 2** shows the areas that are earmarked for development, including the focus areas north of the river that will contribute to future traffic growth within the study area.

It should be noted that the growth model has recently been reviewed, but the timing was such that the data could not be incorporated into the analysis used for this report.

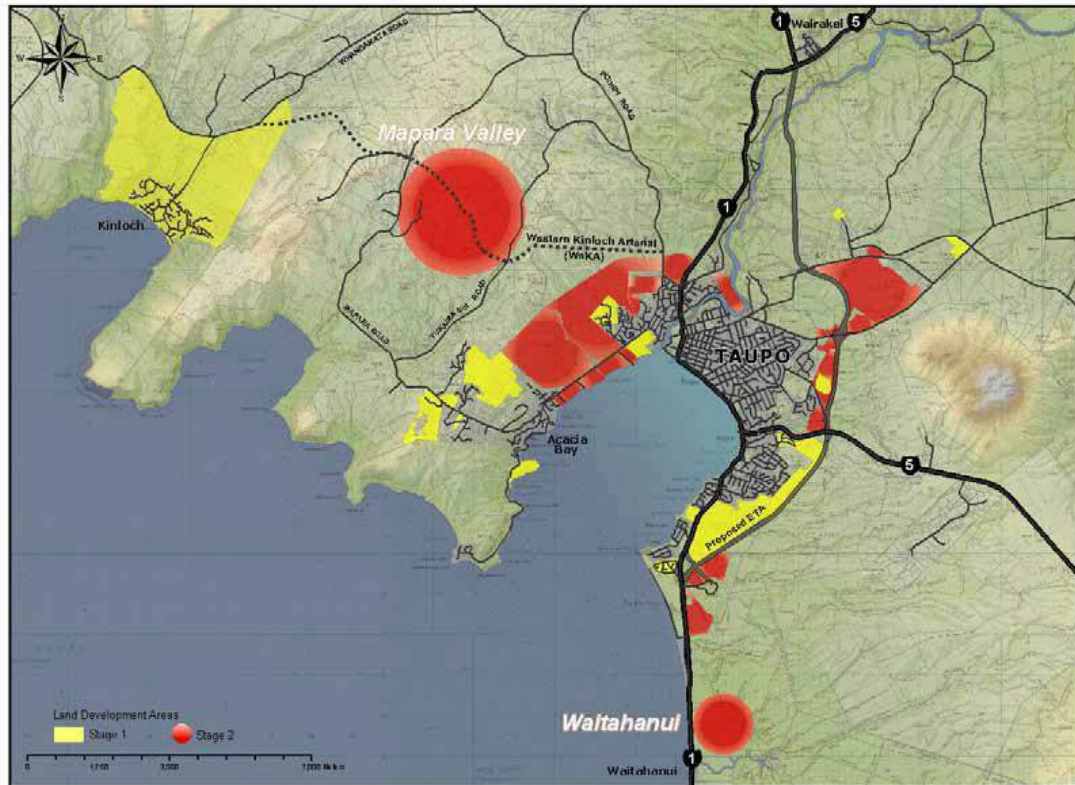


Figure 2: Northern Growth Area (Source: TD2050 Figure 2)

2.4 Taupō District Long Term Plan 2015-25 (LTP)

The 2015 LTP is TDC's guiding document for the 10-year period to 2025. While the LTP does not make specific mention of this investigation nor the issues surrounding it, it does provide a long-term district strategy, which notes the following as goals:

- Ensure that the Taupō District remains a great place to live;
- Promote economic development;
- Protect our water resources and use them wisely;
- Maintain the quality infrastructure that we have; and
- Keep rates and debt affordable.

Each stage of the investigation will need to be cognisant of these goals.

The recommendations of the investigation will be incorporated into the next LTP, which covers the period from 2018 to 2028.

3. Process

3.1 Steps

The study has followed the Better Business Case procedure for Single Stage Light Business Case published by the New Zealand Treasury in 'Better Business Cases – Guide to developing the single Stage Business Case' February 2014.

Table 2 shows the steps to be taken in developing the Business Case abstracted from the guide.

PROCESS STAGES BY CASE AND BETTER BUSINESS CASE DELIVERABLE		
The Five Cases	Strategic Assessment	Single Stage Business Case
Strategic	Step 1: Outline strategic fit and the need to invest	Step 2: Make the case for change
Economic	-	Steps 3 and 4: Determine potential value for money
Commercial	-	Step 5: Prepare for the potential deal ¹
Financial	-	Step 6: Ascertain affordability and funding
Management	-	Step 7: Plan for successful delivery

Table 2: Key Process Steps

Figure 3 summarises the project process, showing the steps within the context of the business case process.

¹ Step 5 will not apply in the study as it is not moving into the delivery/implementation phase.

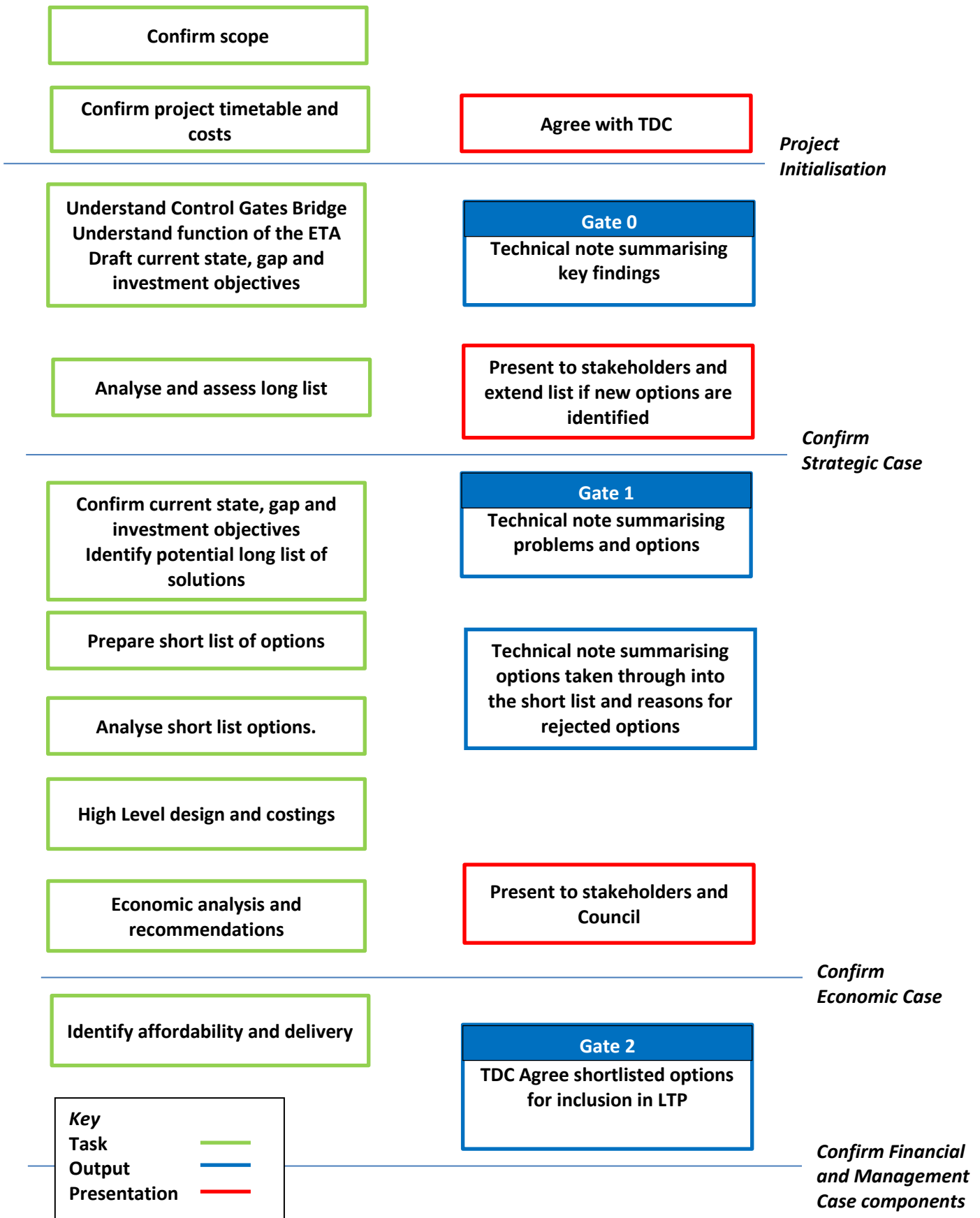


Figure 3: Schematic Process Diagram

3.2 Investment Objectives

The investment objectives specify the outcomes that are desired from any initiatives that emerge from the investigation. Options are assessed against these objectives and other criteria to determine those that are likely to be most effective.

The investment objectives respond to the issues and opportunities that will be identified through this investigation but are framed within the wider context of the CISP goals and TD2050 policies. They are to:

- Improve the connectivity of the transport network within the study area, so that it supports the preferred land use pattern, accommodates other modes, and reconnects the town centre with the lakefront and river; and
- Improve the efficiency of the transport network within the study area, so that it functions more efficiently and can accommodate future growth.

The investment objectives will be tested, changed if required, and confirmed as a first step.

3.3 The Taupō Traffic Models

One of the key analytical tools that will be used is the Taupō Traffic Model. This model, built on the Tracks software platform, was updated in 2016 and predicts changes in travel patterns based on different input land use and infrastructure options. The extent of the model is shown in **Figure 4**.

One of the initial tasks was to check the model is appropriately reflecting traffic counts in the study area shown in Figure 1 – commonly referred to as ‘local area validation.

In most cases the traffic model was sufficient to provide the data for confirmation of the strategic case and analysis of the economic case.

However, there were instances where more detailed modelling was required. In the simplest form, individual intersections were analysed using Sidra – as standalone intersection analysis model that is now incorporated into Tracks.

For more complex detailed analysis a Paramics microsimulation models was built. Examples of this were the operation Norman Smith Street/Wairakei Drive intersection and the interaction with the Tongariro Street/ Spa Road intersection and the difficulty of the right turns onto Spa Road.

Microsimulation is the representation of individual vehicles trips through the network. The vehicles interact with the road network, intersection controls and geometry, and other vehicles as they travel through the network in real-time.

The core purpose of microsimulation models is typically to measure the performance of the road network; the delays and queues at intersections and the travel times through the wider network, and to display these graphically as moving vehicles.

The part of the network covered by the microsimulation model is shown as **Figure 5**.



Figure 4: Extent of the Taupō Traffic Model

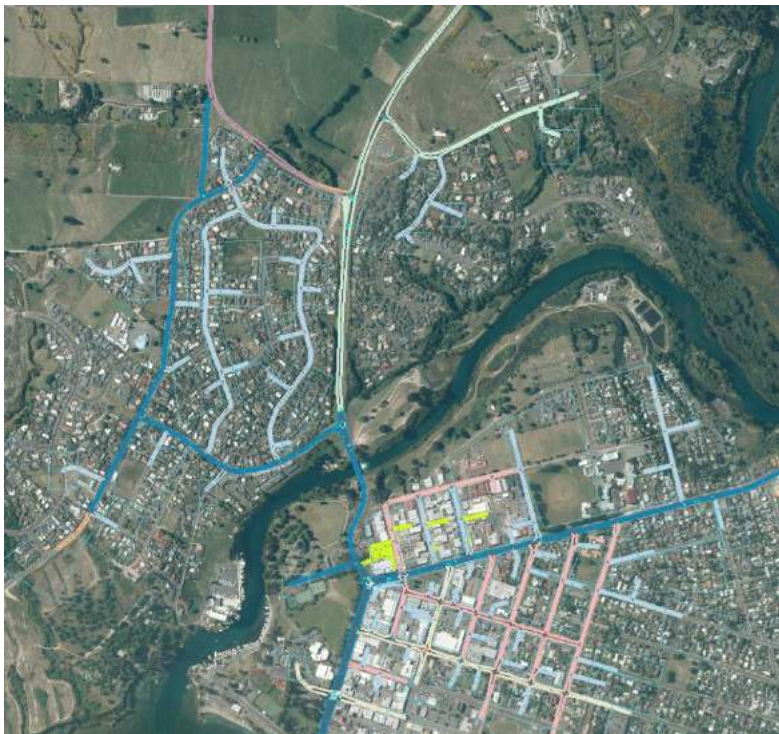


Figure 5: Extent of the Microsimulation Model

3.4 Stakeholders

Taupō District Council is the main stakeholder in this process. Other key stakeholders include:

- Town Centre Taupō;
- Taupō Chamber of Commerce;
- Tuwharetoa Maori Trust Board;
- Bike Taupō;
- Taupō Ratepayers Group;
- Acacia Bay Residents Association;
- Kinloch Community; and
- Mercury Energy.

4. Identification of Issues

4.1 Issue Identification Process

In developing the case for change, the first stage was identifying current transport issues. To achieve this, stakeholder workshops were held with invitations sent to:

- Taupō Town Centre and Chamber of Commerce, Wednesday 27 September 2017;
- Acacia Bay, Kinloch, and Taupō Residents Groups, and Taupō Rate Payers Association, Tuesday 17 October 2017.

The forum of these workshops was a brief presentation to establish context, an outline of a few potential issues to stimulate conversation, followed by an open floor discussion where attendees were asked to contribute transport issues within the study area and potential solutions. Solutions are discussed later in this report.

The first workshop was attended by approximately 40 people. Six people attended the second workshop in total, representing the Acacia Bay and Taupō Residents Group.

In addition to the workshops, individual meetings were held with Bike Taupō, and Access Taupō.

This section summarises the issues raised through the consultation process as well as those observed by the traffic consultant.

4.2 Issues Identified

The issues identified through the stakeholder engagement/workshop process and from observations by the traffic consultant are summarised in the table below, followed by commentary. The issues presented are as raised, and it has not been determined at this stage if the problems are real or perceived.

Issue Number	Mode	Issue
1	Vehicles	St Patrick's school on Acacia Bay Rd generating double crossings of the Control Gates Bridge and exacerbating traffic delays
2	Vehicles	Significant delays for eastbound traffic on Norman Smith St in morning peak
3	Vehicles	High speeds northbound on Wairakei Dr, limiting ability to turn out of Norman Smith St
4	Vehicles	Northbound traffic on Wairakei Dr move into left turn slip lane late and often do not indicate, limiting ability to turn out of Norman Smith St
5	Vehicles	Significant traffic volumes southbound on Wairakei Dr resulting in "flow breakdown" from vehicles braking
6	Vehicles	Industrial area traffic inappropriately using Control Gates Bridge
7	Vehicles	Significant queuing for southbound traffic on Spa Rd generated from

Issue Number	Mode	Issue
		the Tongariro Street roundabout
8	Vehicles	Southbound vehicles on Spa Rd turning right into Nukuhau St, through Countdown car park, left onto Tongariro St, then U-turning at roundabout with Spa Rd due to long delays for southbound traffic on Spa Rd towards Tongariro
9	Vehicles	U-turning traffic at the Spa Rd/Tongariro St roundabout generating additional delay due to low speeds of the manoeuvre
10	Vehicles	Southbound vehicles on Spa Rd U-turning at roundabout with Tongariro as cannot turn right from side roads onto Spa Road
11	Vehicles	Poor lane usage southbound on Tongariro St towards Spa Rd roundabout
12	Vehicles	Poor visibility southbound on Tongariro St towards Spa Rd roundabout from planting and signage
13	Vehicles	Need for clearer identification of car parking locations
14	Vehicles	Sufficient space for car parking on west bank if pedestrian bridge constructed across Boat Harbour
15	Pedestrians	Difficult/unsafe to cross Wairakei Dr at the Control Gates Bridge
16	Pedestrians	Safety issues for school children crossing Titirapenga St from Taupō Primary School on west to playing fields on east
17	Pedestrians/Cyclists	General concern over pedestrian and cycle safety
18	Cyclists	Difficulty crossing Wairakei Dr/Tongariro Street
19	Cyclists	Cycleway on east side of Wairakei Dr, then steep uphill off-road link through to Nukuhau St. Gradient steep for cyclists but used to avoid Tongariro St (high vehicle flows, difficulty crossing).
20	Cyclists	Safety concerned raised biking on Norman Smith Street and then turning right into Wairakei Dr and needing to change lanes in heavy traffic
21	Cyclists	Safety concerned raised biking southbound on Spa Rd and then turning right onto Tongariro St
22	Cyclists	Safer cycling infrastructure
23	All	Impact of autonomous vehicles (AVs) and electric vehicles (EVs)
24	All	Increased development in the north increasing traffic on Control Gates Bridge and exacerbating delays

Table 3: List of Issues Identified

These issues are expanded upon below, moving north to south through the network.

4.3 Issues in the Nukuhau Area

St Patrick's school is located on Acacia Bay Road in the north-west between Poihipi Street and Norman Smith Street. The issue of parents dropping their children at school and then returning home was raised. This was considered to produce additional traffic using the Control Gates Bridge, and worsening congestion.

The performance of the Norman Smith Street/Wairakei Drive intersection was raised, with delays for traffic turning out of Norman Smith Street in the morning peak anecdotally reaching 20 minutes. Local residents indicated the delays regularly occurred and were focused on the 8:30-9:00am period. If these delays are confirmed through data collection and analysis, they are excessive, and intervention would be warranted.

Rat-running to avoid or jump the queue on Norman Smith Street was raised as an issue. Some traffic from Acacia Bay continue north on Acacia Bay Road past Norman Smith Street, and then double back via Woodward Street to bypass two-thirds of the queued vehicles. The issue is increased traffic flows on residential streets in order to reduce the time spent queuing on Norman Smith Street.

Pedestrians, particularly children, are crossing from the residential areas on the west side of Tongariro Street to the east side. They cross just south of the Control Gates Bridge using the central island (which is not a pedestrian refuge), where they wait for gaps in the traffic. With significant traffic volumes, combined with vulnerable road users, the ability to safely cross Tongariro Street south of the Control Gates Bridge represents a potential safety issue.

Similar issues were raised for cyclists, and the steep gradient on the link to Nukuhau Street being inappropriate.

High speeds for northbound traffic on Wairakei Drive were raised. This restricted the opportunities for right turning traffic out of Norman Smith Drive, which experiences high delays in the morning peak.

Poor driver behaviour for northbound traffic on Wairakei Drive, with vehicles moving into the left turn slip lane late and not indicating was raised. This behaviour increased the delay for vehicles turning right out of Norman Smith Street as gaps in the traffic flow could not be utilised.

The volume of traffic on Wairakei Road, particularly southbound in the morning peak, is significant and any unexpected behaviour (such as braking suddenly) can cause a shock-wave and flow breakdown resulting in queues and delays. This represents potential safety issues.

In the second workshop, the question was asked whether traffic destined for the industrial area inappropriately use the Control Gates Bridge. If this was found to be the case, then the associated issue raised was congestion on Wairakei Drive from industrial traffic that should be using the ETA.

4.4 Issues Associated with Tongariro Street/Spa Road

Significant queuing on Spa Road for vehicles travelling southbound in the evening peak was raised. Anecdotally, queues are reported to regularly extend back as far as Taupō-nui-a-Tia College at Opepe Street. This problem then generates a raft of additional issues.

The first associated additional problem is that to avoid the queue, vehicles drive on the median road markings to turn right into Nukuhau Street, through the Countdown car park to the access way to the northern section of Tongariro Street. From here, they turn left onto Tongariro Street then make a U-turn at the roundabout. This manoeuvre represents several issues – reduced capacity of the Spa Road/Tongariro Street roundabout associated

with slow moving vehicles undertaking U-turns, safety concerns associated with driving on the median, increased traffic flows driving through a supermarket car park where vehicles and pedestrians regularly are in conflict.

Building on this rat-run, it has also been indicated that vehicles turn right into Opepe Street and along Waikato Street to undertake the same trip through the supermarket car park followed by U-turning at the roundabout. This generally happens between 5:30-6:00pm.

This reinforces the issue that southbound vehicles queuing on Spa Road results in rat-runs to avoid the queue, effectively exacerbating the problem and generating additional problems (such as increased traffic through a car park, increased usage of residential roads not designed for through traffic).

A separate issue raised is that it is extremely difficult to turn right onto Spa Road from any of the side roads in the CBD because of the volume of traffic and the lack of gaps in the traffic flow. From side roads to the south, instead of turning right onto Spa Road, vehicles will turn left and then U-turn at the roundabout. Again, this will reduce capacity of the roundabout and indicates a potential safety issue for right turning vehicles from side roads along Spa Road.

Poor lane utilisation of southbound traffic on Tongariro Street heading towards the roundabout with Spa Road was also raised in the first workshop and visibility issues (to the right) for the same movement was raised in the second. Visibility issues are particularly pertinent as this movement is uphill and curves to the left on approach to the roundabout with Spa Road. Local residents said that they were aware they might encounter vehicles exiting the access way from Countdown, and probably slowed in anticipation. The poor visibility was attributed to signage and planting. The issue was increased delays and queuing due to poor lane utilisation and restricted visibility.

4.5 Titiraupenga Street Issues

Taupō Primary School is located on the west side of Titiraupenga Street. There are play grounds on the east side and a concern was raised regarding the safety of children crossing Titiraupenga Street to and from the school and the playgrounds particularly at lunch time.

4.6 Boat Harbour

To encourage discussion, the possibility of a pedestrian and cycle bridge across the Boat Harbour was mooted. In response, the question was asked if there was sufficient space for car parking on the west bank if this linkage was constructed, since it could encourage park-and-walk. The issue therefore was there sufficient car parking space in the west bank area.

4.7 General Issues

The impact of electric vehicles and autonomous vehicles was raised as a concern.

General safety concerns for the more vulnerable road users, such as pedestrians and cyclists, were raised.

The need for more provisions for cyclists, such as cycle lanes was raised. However, this was more of a “wish list” than a specific issue.

4.8 Issue Summary

In a Business Case framework, the significance of the issues raised and the ramifications of not resolving them requires consideration. Whether the issues identified are real or perceived was confirmed following assembly and analysis of background data. The significance of issues is addressed in Section 6.

5. Background Research and Modelling Considerations

The issues and options discussed above need to be substantiated first and then analysed prior to the case for change being made. This was done by collation, collection and analysis of data on the existing situation using traffic counts and the Taupō Traffic model.

The surveys undertaken are described in section 5.1 below, and the results and findings from the data are described in subsequent sections.

5.1 Data and Surveys

5.1.1 Automatic Traffic Counts

While the model is a good source of traffic information there is no substitute for good quality count data.

There were a number of traffic counts already available, collected by TDC, with some 61 counts taken in 2016. The locations and dates are summarised in the appendix, both as a list and with the locations plotted.

However, TDC have not counted at the Control Gates Bridge, and the NZTA counts run only to 2015, and then only for about four weeks in the year. The historic counts have been accessed. The bridge is a critical issue, not only in terms of the final strategy, but also in terms of when it is going to be required. Obtaining an accurate picture of bridge flows now will assist with that and on-going monitoring will assist in determining when the second two lanes will be required.

The traffic survey firm, Matrix was commissioned to collect counts at specific locations to supplement the TDC counts.

Additional automatic traffic counts collected at:

- Wairakei Drive just north of the Control Gates Bridge;
- Taupō ETA South of Wairakei.

5.1.2 Intersection Counts

Turning movement counts at a number of intersections were also required, namely:

- Huka Falls Road / Wairakei Drive;
- Poihipi Road / Wairakei Drive;
- Tongariro Street / Redoubt Road;
- Tongariro Street / Spa Road;
- Spa Road / Ruapehu Street;
- Spa Road / Titiraupenga Street;
- Spa Road / Kaimanawa Street;
- Lake Terrace / Ruapehu Street;

- Lake Terrace / Titiraupenga Street;
- Lake Terrace / Kaimanawa Street; and
- ETA/Wairakei Drive.

The first three of these intersections were counted in June 2016, but the Tongariro Street/Spa Road count did not capture all movements and counts were repeated as it was better to have September counts rather than a set taken in mid-winter.

5.1.3 Video Recordings

There were four intersections where video capture of number plates was taken on 27th September for the morning peak period.

- Norman Smith Street/ Wairakei Drive capturing vehicles entering and leaving Norman Smith Street;
- Control gates bridge capturing vehicles in both directions;
- Spa Road/Titiraupenga Street capturing all movements;
- Lake Terrace/Titiraupenga Street capturing all movements.

With video, the paths of vehicles can be tracked using number plate recognition. This provided O/D information on vehicles that pass through the CBD, or which enter and leave the CBD within a short period, indicating a trip to drop off a passenger.

5.1.4 Drone Video

Drone video of the operation of Norman Smith Street and the Spa Road roundabout during the morning and evening peak periods was also obtained. Three half hour surveys sessions of filming were completed:

- Wednesday 20 September beginning at 8:15 am focussing on the Tongariro/Spa Road roundabout



In the morning peak during the 20 minutes of filming, there were no obvious queues on any leg of the intersection. Notable points were the lane utilisation of the northern approach to the roundabout. The traffic counts show that the left turn to Spa road and the through

movement to Tongariro Street are about equal, but the majority of traffic was using the left lane. Secondly there is a significant volume of traffic that leaves the Supermarket car park and performs a 'U' turn at the roundabout. The small central island means that manoeuvre is low speed and those vehicles disproportionately affect the capacity of the roundabout.

- Friday 22 December beginning at 8:23am focussing on the Norman Smith Street /Wairakei Drive intersection



This footage showed queues building on both Norman Smith Street, and on Wairakei Drive, with the Wairakei Drive queue, although always moving, often stretching back to Poihipi Road. The length of the queue on Norman Smith Street was not visible on the footage.

- Monday 25 September at 4:55pm concentrating on the Tongariro/Spa Road roundabout



As with the other footage of the roundabout, there were only minimal queues and delays showing on the video during the evening

5.1.5 Queues and Delays

The queues and delays at Norman Smith Street and the Spa road roundabout were also surveyed during the morning and evening peak periods. However, the effects seen in the drone video were not apparent on the survey day, raising questions as to the frequency that queues were forming. In order to check this, traffic counters that measured speeds were set up in November 2017 on Wairakei Drive, and Norman Smith Street, and recordings taken on Spa Road in July 2017 were also analysed.

The counter on Norman Smith Street was located between Mareti Street and Pitiroi Street, 575 m from the Intersection with Wairakei Drive. **Figure 6** shows the speeds of all vehicle passing over the counter between 8am and 9am on the weekdays from 6 November to 10 November 2017.

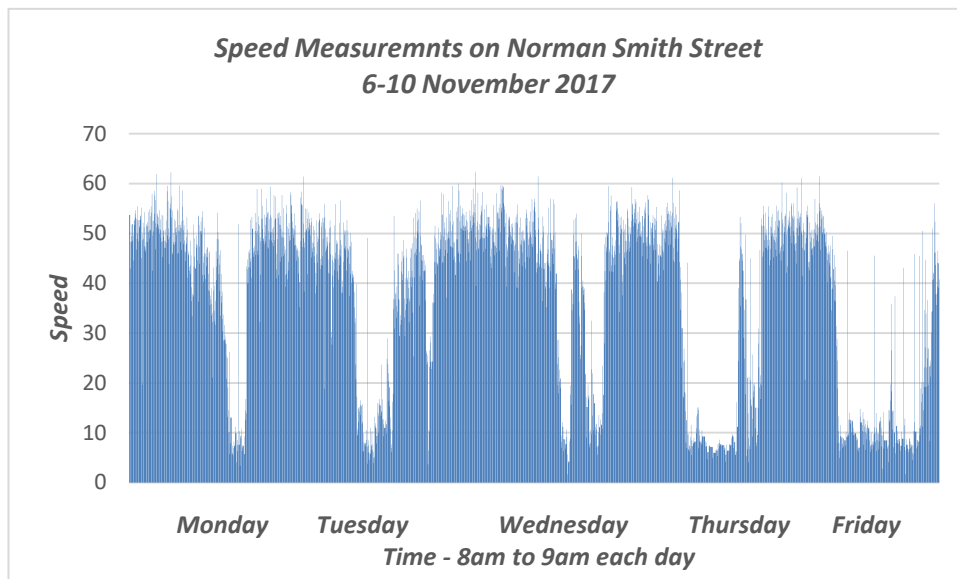


Figure 6: Speeds on Norman Smith Street – 8am-9am Each Day

As can be seen, the speed over the counter dropped to below 10km/hr for a period of time every day of that week. The duration was short on Monday and Tuesday but extended from 8:13am to 8:44am on Thursday 9 and from 8:13am to after 9:00am on Friday 10 November 2017.

The counter on Wairakei Drive was set about 320 m north of the Norman Smith Intersection for the same week. There were no queues on the Monday or Tuesday, on Wednesday the queue extended to the counter for about 10 minutes, and on Friday the queue existed for about 40 minutes from 8:21 to 9:00am – a little later than occurred on Norman Smith Street.

The counter on Spa Road was sited between Titiraupenga Street and Taniwha Street. The speed recordings show that the queue stretched back to that location for a period of about 10 minutes on the Thursday and Friday 27 and 28 July. A casual observation in September confirmed that. The queue does not appear to be stationary – just slow moving.

5.2 Wairakei Drive

The build-up of flows southbound in the morning peak on Wairakei Drive are interesting and instructive. At the SH1/SH5 roundabout at Wairakei, the peak hour south bound flow is just under 300 vehicles per hour (vph), but that drops to 200vph just north of Huka Falls Road. The flow then doubles as the Huka Falls Road traffic joins, and the doubles again as the right turn from Poihipi Road joins so that the flow just north of Norman Smith Street is 775vph. The right turn traffic from Norman Smith Street is about 740vph and these two merge to make the 1450vph on the bridge. That traffic then splits fairly evenly at the Spa Road roundabout, with 750vph turning left into Spa Road and 670vph travelling along Tongaririo Street.

The merge of Norman Smith right turning traffic with the southbound traffic on Wairakei Drive does not work as a true merge. From observations using the drone footage, and on site it is working more like a give way for the turning vehicles. The road markings do not help. The lane that the turning vehicles go into is marked with a dotted white line across the exit where that and the downhill lane merge. This give the impression that the through lane has priority.

5.3 The Control Gates Bridge

Traffic on the Control Gates bridge over the past 10 years has changed significantly. Between 2007 and 2009, flows were reasonably constant at 29,000-30,000 vehicles per day (vpd). In 2010 the ETA opened, and the flow dropped to just under 24,800vpd. There were no counts on the ETA at that time, but in 2013, the bridge flow was 25,700vpd and the ETA was 5,700vpd. Since then, both have been steadily increasing with the bridge flows averaging a 1% increase per year and the ETA averaging almost 9% per year. In September 2017 the average weekday flow at the bridge was 26,150vpd. No heavy vehicles were counted on the bridge but 5% of the traffic was classified as medium goods vehicles. On the ETA, 13% of the 7,700vpd weekday flow were classified as heavy goods vehicles, and a further 7% classified as medium goods vehicles. About half of the goods vehicles were B Trains.

The analysis and pre-ETA traffic counts showed the bridge running above capacity during extended holiday periods and often during peak non-holiday periods. In terms of daily traffic, the bridge will reach those numbers again in about 10 years using current growth rates. It should be noted however that the rate of residential development north of the river will have a significant bearing on this time frame.

However, the hourly flows are more indicative. In **Figures 7 and 8**, the hourly flows for a week in September 2017 are plotted for each week day. In that week, Thursday and Friday were days when schools were open, and the Monday, Tuesday and Wednesday were during the first week of the holiday.

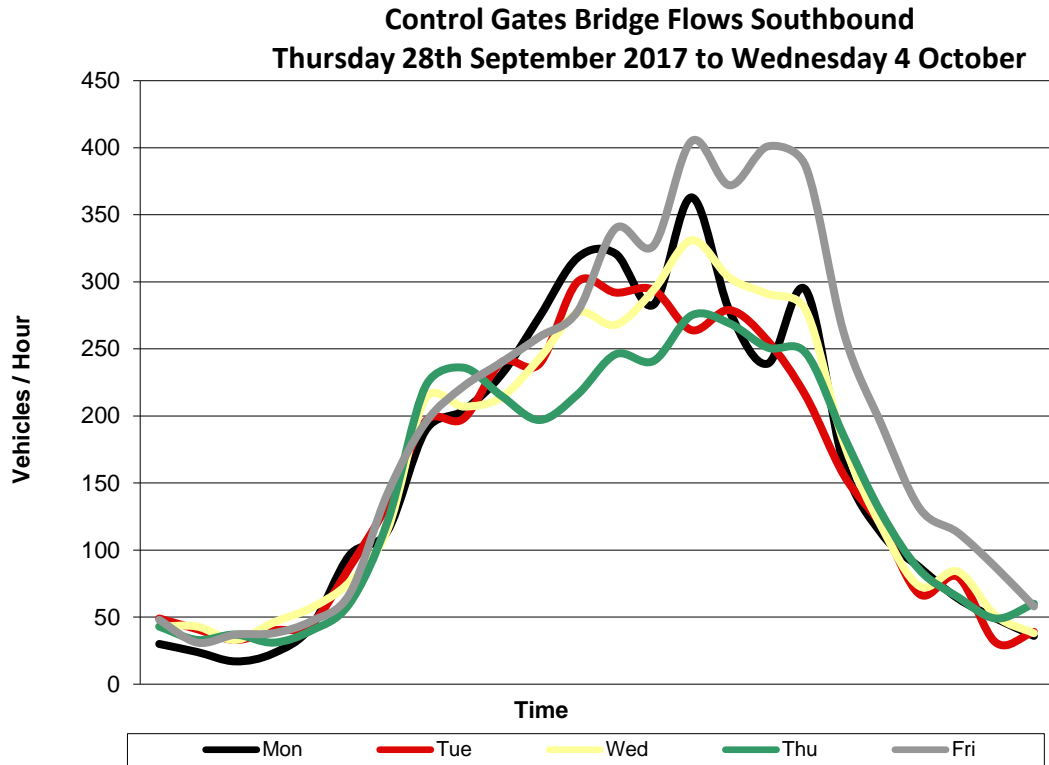


Figure 7: Weekday Flow on the Bridge - Southbound

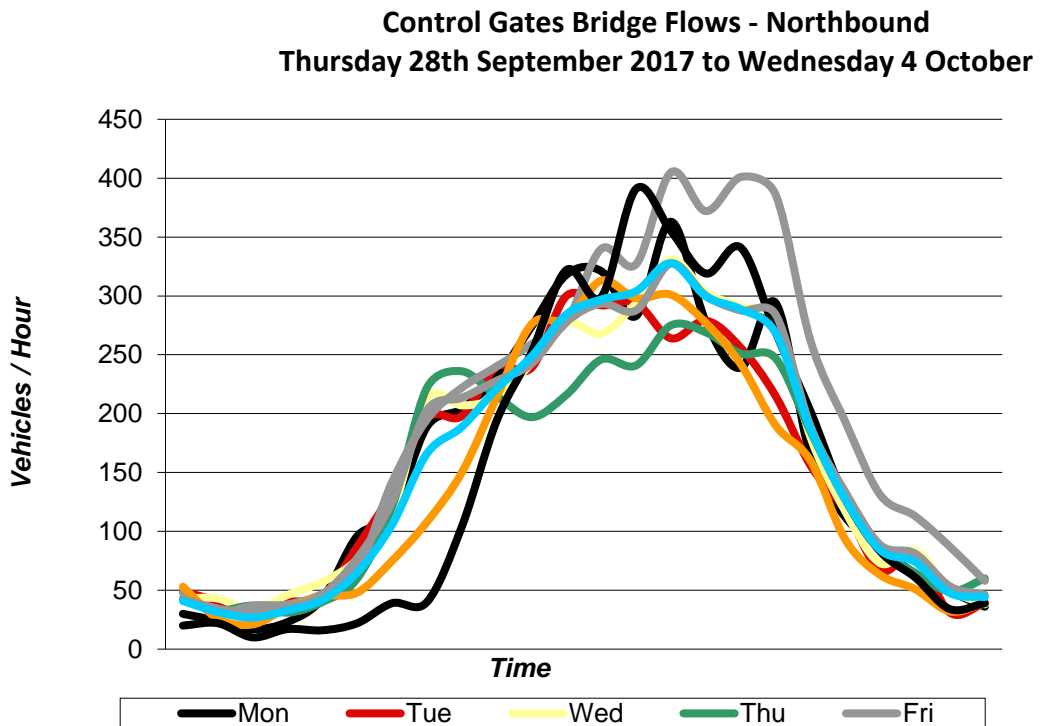


Figure 8: Weekday Flow on the Bridge - Northbound

There is a peak southbound flow of 1441vph that occurs between 8:00am and 9:00am in the morning when schools are in. In the following week these peak flows drop by about 20%. There is little difference in the pattern and flow over the other days, with all hours sitting between 850 and 1000vph.

The northbound direction shows little difference in flow between school and non-school days, but again the highest flow is 1460 per hour.

From this, it is apparent that the capacity of the bridge is about 1450 vph in either direction as this is the maximum that goes over the bridge before queues develop. At present, that level of flow occurs for an hour per day in each direction.

A final observation is that there is little variation in the total daily flow over the day, whether school is in or out. Combining both directions, the Friday flow is the highest at 27,700vpd, while the Monday flow is the lowest at 24,900vpd. These are $\pm 5\%$ from the average of 26,150vpd. The three mid-week days are only about $\pm 1.5\%$ from that figure.

5.4 Land Use

The future land use currently in the model is based on the TD 2050 land use, which estimates that the District will grow by some 28% by 2031. The estimate for growth north of the river is for the existing 2,639 households to grow by 33%, or slightly quicker than the district as a whole.

This translates to a modelled morning peak southbound flow on the bridge of 1620vph, and a northbound evening peak flow of 1,650vph. Both of these are almost 14% higher than the estimated maximum flows that the bridge can manage. (The model will put the flow on the bridge, even though it physically can't cope).

It may be prudent to limit development north of the river until such time as there are definite plans in place to build a second bridge.

The more recent growth model may shed a different light on the future flows, but the data used was the best information available at the time of the analysis.

6. Case for Change

In this section, the issues raised through the stakeholder engagement workshops and those identified by Council staff and the traffic consultant are reviewed in the context of the data collected to quantify issues that are genuine and enable perceived issues to be discarded.

In the following table, the issues are reported in conjunction with the outcome of the data analysis and observational surveys.

Options to address the issues are given in the next section of the report.

Issue Number	Mode	Issue	Supporting Data Analysis	Status
1	Vehicles	St Patrick's school on Acacia Bay Rd generating double crossings of the Control Gates Bridge and exacerbating traffic delays.	Number plate matching of vehicles on the bridge show that in the one-hour period between 0800 and 0900 643 vehicles travelled north over the bridge. Of these 104 or about 16% travelled back southbound over the bridge later in the hour. While this is not a large number, given the bridge is at or close to capacity southbound it is 104 vehicles that may be able to be shifted (7% of the hourly southbound flow).	Confirmed issue
2	Vehicles	Significant delays for eastbound traffic on Norman Smith St in morning peak.	Reported 20 min delay - measured to be 30 seconds which is generally acceptable. The maximum observed queue was 15 vehicles. However, traffic conditions on the day that the traffic was counted did not match the conditions seen on the drone footage. Measurements from that suggest an average delay in excess of 90 seconds which is not considered acceptable. The recent counts show that the queue on Norman Smith Street occurs every day. Observations confirm that "merge like a zip" for southbound Wairakei Dr traffic and Norman Smith St is not operating as a "zip" but with Norman Smith St traffic giving way from the dedicated lane.	Confirmed issue
3	Vehicles	High speeds northbound on Wairakei Dr, limiting ability to turn out of Norman Smith St.	Speeds from tube count confirmed that almost 80% of the vehicles between 7am and 9am were Vehicle to be in excess of the 50kph speed limit, with about 2% in excess of 70 kph. The 85 th Percentile speeds were just over 60kph. In the evening peak, speeds were a little slower.	Confirmed issue
4	Vehicles	Northbound traffic on Wairakei Dr move into left turn slip lane late and often do not indicate, limiting ability to turn out of Norman Smith St.	Video footage from Drone survey confirms this behaviour.	Confirmed issue
5	Vehicles	Significant traffic volumes southbound on Wairakei Dr resulting in "flow breakdown" from vehicles braking.	The traffic counts confirm that the bridge is operating at hourly flows that are close to or at capacity. Even a slight perturbation in flow at that level will cause breakdown. Observation confirms southbound vehicles slowing likely associated with visibility approaching the Spa Rd roundabout (uphill and around a curve).	Confirmed issue

Issue Number	Mode	Issue	Supporting Data Analysis	Status
6	Vehicles	Industrial area traffic inappropriately using Control Gates Bridge.	It is probably not an issue of inappropriate use of the bridge. It is more to do with vehicles leaving the Countdown car park and making a 'U' turn at the roundabout, with consequent reduction in capacity. There is anecdotal evidence that some traffic from Spa Road uses the carpark as a 'rat run' to avoid delays at the roundabout.	Confirmed issue
7	Vehicles	Significant queuing for southbound traffic on Spa Rd generated from the Tongariro Street roundabout.	The queueing and delay surveys did not show queues on the southbound approach to the roundabout but having said that the survey cameras were not set up to catch the full length of the queue. However, speed measurements taken just south of Titiraupenga street do confirm that a significant proportion of vehicles are travelling westbound at speeds less than 40kph, while the majority in the eastbound direction are around the 60kph mark, suggesting that a moving queue could be stretching that far back from the intersection. This was confirmed by other observations on different days.	Confirmed issue
8	Vehicles	Southbound vehicles on Spa Rd turning right into Nukuhau St, through Countdown car park, left onto Tongariro St, then U-turning at roundabout with Spa Rd due to long delays for southbound traffic on Spa Rd towards Tongariro.	Rat-run on Nukuhau St/Countdown/U-turn at Spa Rd roundabout confirmed visually from video footage from Drone survey.	Confirmed issue
9	Vehicles	U-turning traffic at the Spa Rd/Tongariro St roundabout generating additional delay due to low speeds of the manoeuvre.	Confirmed visually from video footage from Drone survey.	Confirmed issue
10	Vehicles	Southbound vehicles on Spa Rd U-turning at roundabout with Tongariro as cannot turn right from side roads onto Spa Road.	U-turns confirmed visually from video footage from Drone survey. Traffic counts confirm few right turning vehicles, but not possible to confirm inability. Flows on Spa Rd are significant which will reduce gaps and result in difficulty turning right across two traffic streams.	Confirmed issue
11	Vehicles	Poor lane usage southbound on Tongariro St towards Spa Rd roundabout.	Confirmed visually from video footage from Drone survey.	Confirmed issue

Issue Number	Mode	Issue	Supporting Data Analysis	Status
12	Vehicles	Poor visibility southbound on Tongariro St towards Spa Rd roundabout from planting and signage.	Visibility confirmed as limited based on uphill gradient and road curvature, but limitations from planting and signage does not seem to be an issue	Confirmed issue
13	Vehicles	Need for clearer identification of car parking locations.	Likely a peak season issue. Data collection and observation currently focused on typical period.	Unable to confirm
14	Vehicles	Sufficient space for car parking on west bank if pedestrian bridge constructed across Boat Harbour.	This was not so much an issue but a question. The need for parking would be monitored on an ongoing basis if the bridge is established.	Unable to confirm
15	Pedestrians	Difficult/unsafe to cross Wairakei Dr at the Control Gates Bridge.	Confirmed that pedestrians are crossing at this location and that this represents safety concerns.	Confirmed issue
16	Pedestrians	Safety issues for school children crossing Titiraupenga St from Taupō Primary School on west to playing fields on east.	Council staff confirm this occurs. Not confirmed if there are current safety issues but need to consider vulnerable road users in option development.	Confirmed consideration
17	Pedestrians/Cyclists	General concern over pedestrian and cycle safety.	Focus will be on specific issues raised, and in ensuring option development considers all modes of transport.	n/a
18	Cyclists	Difficulty crossing Wairakei Dr/Tongariro Street.	High traffic flows indicate this will be problematic. Observations of children crossing by foot a safety concern.	Confirmed issue
19	Cyclists	Cycleway on east side of Wairakei Dr, then steep uphill off-road link through to Nukuhau St. Gradient steep for cyclists but used to avoid Tongariro St (high vehicle flows, difficulty crossing).	As above.	Confirmed issue
20	Cyclists	Safety concerned raised biking on Norman Smith Street and then turning right into Wairakei Dr and needing to change lanes in heavy traffic.	High traffic flows indicate this is likely problematic at peak times.	Likely issue
21	Cyclists	Safety concerned raised biking southbound on Spa Rd and then turning right onto Tongariro St.	High traffic flows indicate this is likely problematic at peak times.	Likely issue

Issue Number	Mode	Issue	Supporting Data Analysis	Status
22	Cyclists	Safer cycling infrastructure.	Focus will be on specific issues raised, and in ensuring option development considers all modes of transport.	n/a
23	All	Impact of autonomous vehicles (AVs) and electric vehicles (EVs).	Professional judgement that EVs will not impact travel patterns or flows. International views on AVs are that these could lead to more trips (e.g. AVs returning home after dropping you at work) or less trips (e.g. no individual ownership but shared use business model). Likely to be very long term effects, out-of-scope for current investigation.	n/a
24	All	Increased development in the north increasing traffic on Control Gates Bridge and exacerbating delays.	Traffic volumes on Control Gates Bridge already almost reached capacity, particularly southbound.	Likely issue

Table 4: Confirmation of Transport Issues

7. Option Identification

In this section, options/solutions that may address the confirmed issues are tabulated including options put forward during the stakeholder engagement workshops. At this stage, the viability and performance of the options has not been taken into account.

The issues that each option may address are also tabulated by referring to the “Issue Number” from Table 4.

Options are grouped geographically using the following letters:

- A: Vicinity of Norman Smith Street and Wairakei Drive;
- B: Vicinity of Tongariro St and Spa Road;
- C: From Spa Road through to Lake Terrace;
- D: Non-infrastructure solutions.

Option Code	Option	Expected Benefits	Issue Numbers Addressed
A1	Change road markings on Wairakei Dr immediately south of Norman Smith St to promote “merge like a zip”. Slow Wairakei Dr SB traffic by shifting transition to 50kph further north. Add road markings to visually narrow carriageway and rumble strips (for example) to further encourage speed reduction. The northbound passing lane could also be removed.	Manage bottleneck at Norman Smith St/Wairakei Dr, increasing capacity and reducing queues/delays.	2
A2	Close Norman Smith St at Wairakei Dr and reroute traffic via Acacia Bay Rd and Poihipi Rd. May require roundabout or traffic signals at Poihipi Rd/Wairakei Dr.	Manage bottleneck at Norman Smith St/Wairakei Dr, increasing capacity and reducing queues/delays. A disbenefit of this option is that it will put more traffic on Acacia Bay Road and passed St Patrick’s School.	2
A3	Ramp-metering style signalisation of Norman Smith St/Wairakei Dr.	Manage bottleneck at Norman Smith St/Wairakei Dr while minimising delays.	2
A4	Full signalisation of Norman Smith St/Wairakei Dr.	Ability to control queuing at peak times. Provides safer pedestrian crossing.	2
A5	Roundabout at Norman Smith St/Wairakei Dr with southbound slip lane on Wairakei Dr.	Manage bottleneck at Norman Smith St/Wairakei Dr, increasing capacity and reducing queues/delays.	2
A6	Temporary Tongariro St pedestrian/cycle bridge south of Control Gates Bridge.	Safer crossing for pedestrians and cyclists.	18
A7	At grade pedestrian crossing of Tongariro St between Spa Rd and Norman Smith St (signals or zebra crossing).	Safer crossing for pedestrians and cyclists.	18
B1	Change roads markings on Tongariro St SB approach to Spa Rd roundabout to dedicated lanes for the left and right/ahead movements.	Improving lane utilisation at roundabout will increase capacity and reduce queues and delays.	11
B2	Ban right turn into Redoubt St to extend length of 2 lane approach to roundabout.	Banning turn into Redoubt frees up road space.	11
B3	Close access way from supermarket to Tongariro St.	Eliminate rat-run through supermarket car park Eliminate safety issues of for southbound vehicles on Tongariro St having a vehicle turn out of the access way in front of them.	8

Option Code	Option	Expected Benefits	Issue Numbers Addressed
		<p>Eliminate U-turns by northbound vehicles on Tongariro turning through the gaps in the tubular delineators to access the supermarket.</p> <p>Eliminate U-turns at roundabout by southbound vehicles exiting the supermarket.</p> <p>Increases roundabout capacity and improves safety.</p>	
B4	Second crossing of Control Gates Bridge Including four laning of Wairakei Dr/Tongariro St from Norman Smith St to Spa Rd.	Additional capacity will reduce queuing and delays. Will facilitate better management of traffic using Norman Smith St, resulting in largest reduction in delays.	1,2,3,4,5,8,9,10 ,11,12,
B5	Extra deck above existing Control Gates Bridge Including four laning of Wairakei Dr/Tongariro St from Norman Smith St to Spa Rd.	Caters for long term growth in traffic flows into Taupō, providing long term capacity solution. Enables further residential development north on the Waikato River.	
B6	<p>Remove Spa Rd roundabout and realign intersection with Tongariro St north connecting through parking area to Paora Hapi St.</p> <p>Left turn only onto Spa Rd, with Spa Rd SB traffic rerouting via Gascoigne St, or Ruapehu Street.</p> <p>Requires modified intersection control at Gascoigne St/Paora Hapi St (signals or roundabout), or at Ruapehu Street.</p> <p>Tee Tongariro St south onto realigned intersection with Give Way control.</p> <p>Tee Lake Terrace onto Titiraupenga St.</p>	<p>Reduce PM peak southbound queues and delays on Spa Rd.</p> <p>Increase southbound capacity on Tongariro St north.</p> <p>Reinforce Tongariro St south/Lake Terrace as minor road adjacent to Lake, enabling subsequent changes in urban form.</p>	Consequent on B3, and to implement the CISP
C1	Signalise Spa Rd/Ruapehu St and Spa Rd/Titiraupenga St.	<p>Introduce safe pedestrian crossing opportunities.</p> <p>Create gaps in traffic flow to enable vehicles to turn right out of side roads onto Spa Rd.</p>	10
C2	Reverse priorities of intersections with Titiraupenga St between Spa Rd and Lake Terrace so that Titiraupenga St has priority.	Create alternative route to Tongariro St (south) and Lake Terrace to reduce traffic flows through the CBD, improving the amenity.	Consequent on B5 and to implement the CISP

Option Code	Option	Expected Benefits	Issue Numbers Addressed
C3	Signalise Titiraupenga St/Tamamutu St and Titiraupenga St/Heuheu St.	Promote Titiraupenga St as alternative to Tongariro St (south) and Lake Terrace while safely enabling east-west traffic flows. Safe opportunities for pedestrians to cross Titiraupenga St.	Consequent on B5 and to implement the CISP
C4	Signalise Paora Hapi St/ Ruapehu St and Paora Hapi St /Gascoigne St.	Facilitate access into the CBD when the function of Paora Hapi is changed.	Consequent on B3 and B5
D1	Parking signage – further develop the existing parking map and investigate electronic signs.	Reduce number of vehicles circulating to look for a car park, particularly during peak tourist season.	13
D2	VMS sign on SH1 north of ETA/Thermal Explorer Highway/SH5 roundabout with travel times to Taupō CBD via ETA and Wairakei Dr.	Encourage use of ETA instead of Wairakei Dr reducing flows and delays on Wairakei Dr during peak times. Will only be successful at times when it is faster to use the ETA.	2
D3	Pedestrian/ Cycle crossing of the river in the boat harbour area.	Provide an alternative to the Control gates bridge for pedestrians and cyclists.	18
D4	Education campaign on good driving practice. For example, how to use the SB merge at Norman Smith St/Wairakei Dr and use of the left turn indicator for NB traffic on Wairakei Dr turning into Norman Smith St.	Increase opportunities to turn out of Norman Smith St, reducing delays. Reduce conflict for southbound merging traffic at Norman Smith St/Wairakei Dr.	2
D5	Investigate Private-Public Partnership for crossing additional to existing Control Gates Bridge.	Desired benefit of fast-tracking ability to fund construction of an additional crossing to the Control Gate Bridge.	
D6	Accommodation to provide access instructions by email using ETA for visitors.	Encourage use of ETA and reduce traffic flows on Wairakei Dr, reducing delays.	
D7	Signals at Huka Falls Road.	Create gaps in Wairakei Drive traffic.	

Table 5: Long List of Options

8. Option Shortlisting

8.1 Option A1. Wairakei Drive Lane Marking

This option has two components. The road marking where the right turn out of Norman Smith street merges with Wairakei Drive is such that it appears that the through movement has priority. Marking so that each lane has equal priority would encourage a more formal merge.

As observations have shown, the right turn works better when the traffic flow on Wairakei is high enough that speeds are slowed such that the turning traffic is permitted to enter the stream. At higher speeds, the turning traffic has to wait for a gap.

As a supplementary treatment there is an option to slow Wairakei Drive. One way to do this would be to shift the 50kph limit north of Huka Falls Road and establish a threshold there to 'tell' drivers that this is the entrance to the urban part of Taupō. There would probably be a need to mark the road with painted shoulders to give the impression that the lanes were narrow. Speed limits on Huka Falls Road would also need to be reviewed as part of this option

The option has been carried forward to the short list.

8.2 Option A2. Close Norman Smith Street

This option would require all traffic to the West of Wairakei Drive to drive up to Poihipi Road to access Wairakei. The diverted flows at Poihipi Road would result in about 1100vph attempting the right turn out from Poihipi as opposed to the existing 300vph with Norman Smith open. The queues on Poihipi Street would be longer than those currently on Norman Smith.

A roundabout was suggested at that intersection, but that simply transfers the queues and delays onto southbound vehicles on Wairakei Drive.

The option was rejected.

8.3 Option A3. Ramp-metering Style Signalisation of Norman Smith St/Wairakei Dr

While this option was suggested using the ramp metering system in Auckland as an example, it would require signals on both Wairakei Drive and Norman Smith Street as the volumes on each in the morning peak are similar.

It is, in effect, the same as following Option A4 and has been rejected.

8.4 Option A4. Full Signalisation of Norman Smith St/Wairakei Dr

The option of signalising the intersection is an obvious way to equalise the delays at the intersection, and potentially make the merge more efficient as turning traffic will not be conflicting with the southbound through traffic. One issue with incorporating any controls at the intersection is the speed of the downhill traffic. Over the day, the 95-percentile speed is between 67 kph and 73 kph – well within the 80 kph speed limit. However, speeds over 95kph have been recorded for many hours. A pre-requisite to including signals would be changing the speed limit to 50 kph as noted in Option A1.

The option has been carried forward to the short list.

8.5 Option A5. Roundabout at Norman Smith St/Wairakei Dr with Southbound Slip Lane on Wairakei Dr

An alternative to signals would be to incorporate a roundabout with a southbound slip lane, similar to that near Cambridge as shown alongside. Although obscured by trees, the through lane past the roundabout can be seen in the photo.

The option has some appeal, but indicative costing showed it to be some four times the cost of signals and does not assist with pedestrians crossing from Norman Smith Street to the east side of Wairakei Drive.

The option has not been taken through to the short list.



8.6 Option A6. Temporary Tongariro St Pedestrian/Cycle Bridge South of Control Gates Bridge



There are issues with pedestrians and cyclists crossing Tongariro Street or Wairakei between Norman Smith Street and Spa Road. There is a central refuge island just south of the Control Gates bridge but that is barely satisfactory. The option proposed was to construct a permanent bridge for cyclists and pedestrians in approximately the same location as the temporary bridge set up for the Cycle Race.

This option is not amenable to quantitative analysis but is a good option to enable cyclists and pedestrians to safely cross Tongariro street, particularly if Tongariro Street is 4-laned as discussed in following Option B3.

Having said that, if Tongariro Street is 4-laned, the Spa Road roundabout is removed and the section south of Spa road is made more 'pedestrian friendly' as envisaged by the CISP, then Tongariro Street would 'Tee' onto the through route. In this scenario, it may be better to bring cyclists and pedestrians to a crossing just south of the intersection.

The option has been included in the short list but needs to be considered in the light of a more comprehensive study of a Taupō walking and cycling network once decisions on other recommendations in this report are made.

8.7 Option A7. At Grade Pedestrian Crossing of Tongariro St Between Spa Rd and Norman Smith St (Signals or Zebra Crossing)

This option was designed to address the same issues as Option A6. The only safe possibility is to include pedestrian crossings at signals at Norman Smith Street on the northern and western legs as part of Option A4.

As such, this is not an option to be taken further in its own right.

8.8 Option B1. Change Roads Markings on Tongariro St SB Approach to Spa Rd Roundabout

Southbound traffic on Tongariro Street on the approach to the Spa road roundabout is approximately 50% turning left into Spa Road, and 50% travelling south along Tongariro Street in the morning peak, but most traffic uses the left-hand lane. An option to improve this would be to mark the left lane as a left turn only rather than the current left and through marking in an attempt to achieve better lane utilisation.

The option has been carried forward to the short list.

8.9 Option B2. Change Redoubt Street to Left-in, Left-out

Part of the reason for poor lane utilisation at Spa road discussed in Section 8.8 is that there is a right turn bay for traffic turning into Redoubt Street from Tongariro Street. Even though the second lane begins to develop 120m back from the Spa Road intersection 50 m of it can be taken up by the right turn into Redoubt Street. Banning that turn will allow the full 120 m to be used.

However, at present southbound Intercity buses make the right turn into Redoubt Street in order to be able to stop outside the i-site building. They then travel north and make a u-turn at the roundabout to continue south on Tongariro Street. There are 7 movements per day (all outside peak hours) and these buses would need to make a u-turn at the roundabout and a left turn into Redoubt Street.

The option has been carried forward to the short list.

8.10 Option B3. Close the Access from the Countdown Supermarket Car-park

There are a significant number of vehicles that exit from the Countdown access, turn left and then make a U turn at the roundabout to access the bridge. Some of these are Countdown customers, but some are vehicles that were travelling west on Spa Road but make a detour through the carpark in order to avoid the queue at the roundabout.

This has two detrimental effects. Firstly, the vehicles have to weave across a lane to make the turn, and secondly, the roundabout island has a small diameter (approximately 7.5m) which means that the U-turn speed is slow and produces about twice the delay effect of a simple turn.

One complication with this option is that the access services a drive to a house west of Morrell Motors. An alternative legal access to that house will need to be established. Also, clearly Countdown will have an interest in this option.

The option has been carried forward to the short list.

8.11 Option B4. Establish a Second Crossing of the River, Just Downstream from the Control Gates Bridge

Prior to the decision that the ETA was to be built, a second river crossing was a serious alternative. This bridge involved a new road from Norman Smith Street to Opepe Street, and a re-routing of the State Highway along Titiraupenga Street to Lake Terrace. That concept has formed the basis of long term planning in Taupō since then, but as noted in Section 2.1, it is no longer a design appropriate to the function of the road.

The CISP identified two locations for a second river crossing, with the one being the Opepe Street option. The other was a bridge alongside the existing Control gates bridge but linking with Nukuhau Street. It was rejected as a highway option because of grades when the ETA was being considered. The CISP saw this as a local road and a viable option as grades are not so much of an issue, but it would probably still involve cutting into Nukuhau Street with consequent access issues for adjoining properties.



A more obvious option is to build a new bridge downstream from the existing bridge. That would enable 4 lanes to be established from Norman Smith Street to the Tongariro Spa intersection. At the northern end, there would be one southbound lane for traffic travelling down the hill and the second lane would be for the right turn traffic out of Norman Smith Street. There would be no need for a merge – instead the whole length from Norma Smith Street to Spa Road would be available for a weave movement so that traffic is in the correct lane at Spa Road.

There are issues of land acquisition to be considered, and (as with the supermarket access issue – Option B3) alternative access to the house west of Morrell Motors would need to be established.

The option has been carried forward to the short list.

8.12 Option B5. Add a Deck Above the Existing Bridge

This is a variation on Option B4. It suffers from several shortfalls. Firstly, it is difficult to see how the road at either end would work, and secondly, it would need to be constructed in such a way as to be completely independent of the existing bridge. Finally, it is unlikely to be aesthetically acceptable.

The option was rejected.

8.13 Option B6. Redesign of the Spa Road/Tongariro Street Intersection and Establishment of an Alternative Through Route

The CISP envisaged an alternative route for through traffic that essentially diverted that traffic away from Tongariro Street to Titiraupenga Street. In that case, Tongariro Street would revert to be a local street, and could 'Tee' onto the existing Tongariro / Spa Road intersection. Assuming that Option B4 is chosen, then either Spa Road, (in conjunction with Option C3) or Paora Hapi Road (in conjunction with Option C4) could be used as the link from the intersection to Titiraupenga Street. Either would need to be combined with Option C3.

The option has been carried forward to the short list.

8.14 Option C1. Signalise Spa Rd/Ruapehu St and Spa Rd/Titiraupenga St

As discussed in the issues section, there are long queues on Spa Road, and at many times during the day, it is almost impossible to turn right into Spa Road. There are few options available to address this issue, other than installation of signals to facilitate the turns at the signalised intersection and create gaps for turning vehicles at other intersections. The intersections chosen for signalisation were Spa Road/Ruapehu Street and Spa Road/Titiraupenga Street. Ruapehu Street is and will continue to be a key access route into the CBD, while Titiraupenga Street forms part of the alternative route from the Control gates to Lake Terrace, as well as providing access to the southern parts of the CBD.

The option has been carried forward to the short list.

8.15 Option C2. Reverse Priorities on Titiraupenga St

The CISP plan to create an alternative through route relies on Titiraupenga Street having Priority. At present Tamamutu Street and Heuheu Street have priority and that would need to be changed. If that were to happen, there would be no clear east west route into and out of town.

The option has been rejected in favour of Option C3.

8.16 Option C3. Signalise Titiraupenga St/Tamamutu St and Titiraupenga St/Heuheu St

Tamamutu Street and Heuheu Street are the main arterial east/west routes, and as envisaged by the CISP, Titiraupenga Street will become the north/south arterial. Signals or roundabouts are the only means of ensuring the both roads at each intersection get a fair share of the available capacity. The morning and evening peaks exhibit a degree of tidal flow meaning the roundabouts will not function efficiently and will be more expensive than signals.

The option has been carried forward to the short list.

8.17 Option C4. Signalise Paora Hapi St/Ruapehu St and Paora Hapi/Gascoigne Street

If Paora Hapi Street is chosen as the primary east/ west street linking the bridge and Titiraupenga, then signals or roundabouts will be needed at Gascoigne Street and Ruapehu Street to facilitate access into the core area of the CBD. As with Titiraupenga Street, the roundabout option will not work efficiently in the peaks and will be about twice the cost of signals.

A variation on this might be to close the section of Gascoigne from Paora Hapi to Spa Road, and at face value this looks attractive and achievable as there is no property access over that section of the road.

The option has been carried forward to the short list.

9. Other Measures

There are several other measures that were put forward during the consultation process that are not directly related to issues, but which are useful to consider.

9.1 Option D1. Parking Signage

Electronic signs strategically placed around the CBD to indicate where parking is available, particularly during peak holiday periods would help reduce vehicles circulating and searching for parks. This will involve a specialist study to identify which parking areas should be included, and where the signage should be placed. It is beyond the scope of the present Study.

9.2 Option D2. VMS Signage on the Approaches to Wairakei Drive

During peak holiday periods, every opportunity should be taken to reduce the number of vehicles on Wairakei Drive and the bridge. One way of doing this is to have a VMS sign on the north (SH5) and west (SH1) approaches to the Wairakei roundabout suggesting that the ETA should be used as the way to access the CBD. This is an inexpensive but probably effective way of diverting traffic from Wairakei Drive.

9.3 Option D3. Pedestrian/Cycle Bridge in the Vicinity of the Boat Harbour

A bridge or ferry service in the vicinity of the boat harbour would provide a useful alternative to the control gates bridge for pedestrians and cyclists. A bridge would need to be able to be opened to enable high masted boats to pass through such as the Te Wero bridge in Viaduct harbour. There are issues that would need to be resolved in the event that an uncontrolled boat was drifting downstream while the bridge was down.

A ferry service is also an option, but it is questionable as to whether it could be commercially viable.

The option should be considered further but is beyond the scope of this present study.



9.4 Option D4. Education Campaign on Good Driving Practice

Two examples of poor driving practice came out during the consultation process. The first is that the merge of the Norman Smith right turn with Wairakei Drive southbound traffic does not work as a merge. The remarking of the lanes will help, but the signage on both legs

should use the 'merge like a zip' concept. The present sign on Norman Smith Street is a little misleading in that it appears that the Wairakei Drive traffic has right of way.

The second example is at the same intersection where northbound left turning vehicles often do not indicate that they are turning, which means right turn vehicles out of Norman Smith Street often have to wait unnecessarily.



A public education campaign would help.

9.5 Option D5. Investigate a Public-Private Partnership to Build the New Bridge

While at first glance this idea has merit, it is difficult to see where the return for the private part of the partnership would be. Generally, PPPs work in situations where tolls can be introduced, but in this case, that would not be appropriate, nor would it likely get Government approval. It is not considered worth pursuing.

9.6 Option D6. Hospitality Managers to Provide Access Instructions

This is an idea that would be relatively simple to implement. The managers and owners of hotels and motels should be encouraged to show access directions in their advertising material and websites that show the ETA as the route by which their premises should be accessed from the north and advise if and when large events are on at the time of their stay.

9.7 Option D7. Signals at Huka Falls Road

This option would only be valid if the eastern end of the West Kinloch Arterial (WEKA) were constructed, from Poihipi Road to Wairakei Drive through to a four-leg intersection with Huka Falls Road. It is unlikely that the full WEKA will now be built, but the eastern end could be built as part of a development. The Poihipi Road intersection with Wairakei Drive would be closed in this option.

Although this option does not address an issue, signals at that intersection would create gaps in Wairakei traffic that would assist the right turn out of Norman Smith Street, if Option A4 is not adopted.

The option is worth further investigation if either of those two conditions exist but has not been included in the short list at present.

10. Option Analysis

10.1 Option A1. Wairakei Drive Lane Marking

The remarking of the merge lane and addition of the merge signs is a low-cost option that can be implemented immediately. It is not readily amenable to quantitative analysis, but microsimulation modelling shows that there is a small benefit to Norman Smith traffic, and a small disbenefit to Wairakei Drive traffic.

10.2 Option A4. Full Signalisation of Norman Smith St/ Wairakei Drive

The option works well as demonstrated by the microsimulation modelling and demonstrated in the two snapshots. The figure alongside shows the queues in the bases – that is the situation that exists today.

There are still queues when the signals are installed, but nowhere near to the same extent, as shown in the second snapshot. The operation of the network is considerably improved with vehicle minutes in the morning peak decreasing by 4%.

In economic terms, the benefit in the Morning and Evening peaks is in the order of \$0.8m per year for a cost of \$0.435m, meaning that the signals would pay for themselves within the first year.



10.3 Option A6. Temporary Tongariro St Pedestrian/Cycle Bridge South of Control Gates Bridge

As noted above, this option is not amenable to quantitative analysis, but needs to be addressed in a more detailed study of cycling and walking facilities in Taupō, to be implemented as part of the changes envisioned by the CISP.

10.4 Option B1. Change Roads Markings on Tongariro St SB Approach to Spa Rd Roundabout; Option B2, Redoubt Street as Left-in Left-outs and Option B3 Closure of the Countdown Access

These re-markings are low cost easily implemented changes that will enable better lane utilisation at the roundabout and eliminate several conflict areas. Indications from the microsimulation model are that they will save about 11% of the total vehicle minutes in the system during the morning peak and about 16% in the evening peak.

10.5 Option B4. Establish a Second Crossing of the River, Just Downstream from the Control Gates Bridge

The option of building a new bridge and four laning from Norman Smith Street to Spa Road is obviously a longer-term proposal and need significant investigation before it can be confidently adopted. However, it has been provisionally costed to confirm that it is a serious alternative to the Opepe Street alignment. The current estimate is \$12.3m, but more work needs to be done in respect of geotechnical investigations, and bridge abutments.

Clearly, the bridge will need to be designed in conjunction with the requirements of Mercury Energy, and the status of the existing bridge will need to be established. There are also multiple services that are carried by the current bridge that may need to be transferred to a new bridge.

As noted above, there are potential land acquisition issues that need to be worked through once there is a provisional design, and there is the access issue for the house west of Morrell Motors.

Nevertheless, the current estimate is considerably less than the \$40m estimate for the Opepe Street bridge and is certainly worth exploring further. It will take time to prepare concept designs, confirm constructability, deal with the requirements of Mercury Energy, obtain any necessary consents and prepare detailed designs and costings. It may also be some years before the necessary funds could be made available.

The timing of the bridge also needs to be investigated in more detail, with particular reference to the extent of growth to the north of the bridge.

10.6 Option B6. Redesign of the Spa Road/Tongariro Street Intersection and Establishment of an Alternative Through Route

While this option would need to be implemented by the time that Option B4 is built, there is no reason why it could not be established earlier. Essentially, it involves removing the roundabout, 'teeing' Tongariro Street onto it and establishing a good link to Titiraupenga Street.

Although initially the option was conceived with the link being along Paora Hapi Street, there is also the option of using Spa Road to perform that function once signals have been installed on Spa Road (Option C1) and Titiraupenga Street (Option C3). Once that is done then the status of Tongariro Street can be downgraded, and the roundabout removed.

The option of using Paora Hapi Street as the link to Titiraupenga Street (Option C4) can be explored at a later time either in advance of the new bridge and four laning, or contemporaneously with them.

The additional cost of removing the roundabout and realigning the intersection has been estimated at \$150,000. The costs of the signals are included in the following sections.

10.7 Option C1. Signalise Spa Rd/Ruapehu St and Spa Rd/Titiraupenga St

Signals on Spa Road are designed to deal with the issue of traffic not being able to turn right into Spa Road. While the models can replicate this to some extent, no model can truly reflect the tortuous routes the drivers take to get onto Spa Road. The micro-simulation model does better than the traffic model, as can be seen from the queuing that occurs in the evening peak.



Figure 9. Existing Evening Peak Queues

When the signals are introduced the side road queues diminish significantly as do the vehicle minutes in the network.



Figure 10. Signals at Ruapehu and Titiraupenga Streets

The estimated cost for these signals is \$375,000 for the set at Ruapehu Street, and \$565,000 for the set at Titiraupenga Street.

10.8 Option C3. Signalise Titiraupenga St/Tamamutu St and Titiraupenga St/Heuheu St

There is little value in a quantitative analysis of these intersections as the signals are required to ensure that the north/south and east/west traffic get an adequate share of the available capacity. The intersections have been run through Sidra (a standalone intersection analysis model) and that confirms that they operate satisfactorily.

These signals have been costed at \$470,000 for Titiraupenga/Tamamutu, and \$451,000 for Titiraupenga/Heuheu.

10.9 Option C4. Signalise Paora Hapi St/Ruapehu St and Paora Hapi/Gascoigne Street and Paora Hapi

Although the combination of Options C1 and C4 will establish Titiraupenga as an alternative to Tongariro Street, it is rather less attractive for motorists than the alternative of using Paora Hapi as the link between Tongariro and Titiraupenga. However, the option is expensive at \$560,000 to reinstate Paora Hapi between Tongariro and Gascoigne, and installation of

signals at Gascoigne, Ruapehu and Titiraupenga – a total of some \$2.25m. It is likely to be a long-term option.

There are some 37 car parks that would be affected by this change, but some of those could be re-instated on the westbound lane of Spa Road which would be closed. If that section of Gascoigne Street were also closed additional spaces could be made available. This will become clearer at the time a design is undertaken.

11. Programming

11.1 Provisions in The Long-Term Plan

Taupō District Council is in the process of updating the Long-Term Plan (LTP) for the ten years from 2018 to 2028. Line items currently in that plan for works covered in this study total \$4.147m over the 10 years. At this stage, these are, to some extent, placeholders, but they will need to be confirmed. The items are shown in **Table 6**.

LINE ITEMS IN THE LTP				
Year	Northern Access Upgrade Project	Priority Changes on Titiraupenga	Second Bridge Crossing	Running Total
Year 1 (2018/19)	300,000			300,000
Year 2 (2019/20)	281,000	102,000		683,000
Year 3 (2020/21)		418,000		1,101,000
Year 4 (2021/22)		535,000		1,636,000
Year 5 (2022/23)	53,000			1,689,000
Year 6 (2023/24)	547,000			2,236,000
Year 7 (2024/25)	560,000			2,796,000
Year 8 (2025/26)				2,796,000
Year 9 (2026/27)	605,000			3,401,000
Year 10 (2027/28)	622,000		124,000	4,147,000

Table 6: Long Term Plan Budget Items

The options discussed in Section 10 fall naturally into one of four groups, given the budget items currently included in the LTP and they have been grouped to match as closely as possible to those items. The annual totals have been matched as closely as possible, but not necessarily to the individual projects.

The groups are:

- Immediate – options which can be implemented almost immediately;
- Short term – options which can be implemented within one to three years (2018-2021) that is before the end of Year 3;
- Medium term – options which could be implemented in three to six years (2021 to 2024);
- Long term – options which are unlikely to be implemented in under ten years.

The works included in the Section 10 sum to \$17.683m so clearly some will need to be deferred beyond the 10-year life of the plan. The suggested programme of works is discussed in the following sections.

11.2 Immediate Options

The **immediate** options are:

- Change the lane marking at the merge and install new 'merge like a zip' signs on Wairakei Drive;
- Change the lane disciplines at the northern approach to the Tongariro /Spa roundabout;
- Change Redoubt Road to left in, left out;
- Close the Countdown access to Tongariro Street, provided that this can be successfully negotiated with Countdown, and the alternative access to the house can be established;
- Change the speed limit to 50kph just north of Huka Falls Road including painted islands and shoulders. This could be done as part of the speed by-law review to be undertaken later in 2018;
- Design and install threshold treatment at the start of the 50kph zone to form a gateway into Taupō from the north.

Most of these are low cost and could be accommodated within the 2017/18 operational budgets. The threshold treatment north of Huka Falls Road is difficult to estimate as it will depend on the architectural and/or landscape designs that might be adopted, and that might need to fall into the 2018/19 financial year. Cost estimates for these items total \$127,000 with \$75,000 of that assumed for the Gateway.

11.3 Short Term Options

The **short-term** options are:

- Install signals at the Norman Smith/Wairakei Drive intersection;
- Install signals at the Spa Road/ Ruapehu Street intersection.

These two items total \$810,000, and with the gateway treatment, will take virtually the whole budget to the end of Year 3, or the 2020/21 financial year.

11.4 Medium Term Options

The three set of signals proposed for Titiraupenga Street comprise the medium-term options, including:

- Install signals at Titiraupenga Street and Spa Road;
- Install signals at Titiraupenga Street and Tamamutu Street;
- Install signals at Titiraupenga Street and Heuheu Street;
- Realign the Tongariro St /Spa Road intersection.

The three set of signals will cost \$1.486m and will take most of the budget from Years 4 to 6. However, once these signals are in operation, then the Tongariro St/Spa Road intersection can be re-aligned at an estimated cost of \$150,000

11.5 Long Term Options

The **long-term** options are:

- Four-lane from Norman Smith Street to the river;
- Construct a new bridge downstream from the Control Gates Bridge;
- Four-lane from the River to Spa Road;
- Create a through road from Tongariro Street to Titiraupenga Street using Paora Hapi Road, including signals at Gascoigne St, Ruapehu Street and Titiraupenga Street;
- Install signals at Huka Falls road in conjunction with developer led construction of the eastern end of the WEKA.

In total these options will cost over \$15m with the bridge and four laning taking up about \$13m of that. While the construction of these options is necessarily long-term, the initial design and feasibility work should proceed as soon as possible to give some certainty to the longer-term direction of the access, particularly as at current growth rates, indications are that the bridge will be beyond capacity within the next 10 years. This timing issue should form part of the feasibility studies.

The option of using Paora Hapi Street as the route between Tongariro Street and Titiraupenga Street may not be necessary if the Spa Road route operates well, but the model is indicating that Paora Hapi would be preferred. However, the reinstatement of the east end of Paora Hapi Street is expensive at just under \$1m.

11.6 Alignment with the LTP

Table 7 shows the LTP budgets and the sequence of option implementation.

LINE ITEMS IN THE LTP				
Year	Option	Cost	Option Running Total	LTP Running Total
Year 0 (2017/18)	Wairakei Drive Merge Lane marking Spa Road northern approach lane marking Redoubt Street left in and left out	\$52,000		
Year 1 (2018/19)	Shift \$50kph sign, design and build Gateway Second bridge feasibility study	\$75,000 \$100,000	\$175,000	\$300,000
Year 2 (2019/20)	Norman Smith/Wairakei signals	\$480,000	\$655,000	\$683,000
Year 3 (2020/21)	Spa/Ruapehu signals	\$415,000	\$1,070,000	\$1,101,000
Year 4 (2021/22)	Spa/Titiraupenga signals	\$565,000	\$1,635,000	\$1,636,000
Year 5 (2022/23)				\$1,689,000
Year 6 (2023/24)	Titiraupenga/Tamamutu signals Titiraupenga/Heuheu signals	\$470,000 \$451,000	\$2,556,000	\$2,236,000
Year 7 (2024/25)	Remove the Spa Road Roundabout and realign Tongariro Street	\$150,000	\$2,706,000	\$2,796,000

Table 7: Programming Options

This table is based on the existing LTP. If projects are to be brought forward – for example bringing the Norman Smith/Wairakei, and the Spa/Ruapehu signals into years 1 and 2, then the LTP would need to be altered accordingly.

12. Recommendations

The recommendations that emerge from the study include:

- (i) That the options identified as 'immediate' be implemented as soon as possible, including the use of VMS signs at the Wairakei roundabout to encourage holiday traffic to use the ETA;
- (ii) That the 50kph speed limit be transferred to north of Huka Falls Road, and a threshold design commissioned to form a Gateway to the urban area of Taupō;
- (iii) That initial design for the Norman Smith Street/Wairakei Drive signals be commissioned as soon as possible, with a view to having detailed designs and specifications completed for construction in the 2018/19 financial year;
- (iv) That consideration be given to altering the LTP allocations in years 2 and 3 to bring the Norman Smith Street/Wairakei Road and the Spa Road/Ruapehu Street signals into years 1 and 2;
- (v) That a feasibility study into a second bridge just downstream from the Control Gates and four laning of Wairakei Drive and Tongariro Street between Norman Smith Street and Spa road be commissioned early in 2018. This study should also consider the likely life of the existing bridge, with consideration being given to structural integrity, network resilience, and capacity;
- (vi) That an off-road pedestrian and cycle route between Norman Smith Street and Spa Road be investigated, a route which would take into account eventual four laning;
- (vii) That the feasibility of a bridge or ferry across the boat harbour be investigated.

13. Glossary of Terms

13.1 Acronyms

CBD: Central business District. The are generally bounded by Tongaririo Street, Lake Terrace, Titiraupenga Street and Spa Road.

ETA: Taupō Eastern Arterial – now State Highway 1

CISP: Taupō Urban Commercial and Industrial Structure Plan

TD2050: The Council's 2006 Growth Plan to 2050.

TDC: Taupō District Council

WEKA: West Kinloch Arterial

VMS: variable message sign

13.2 Other terms

Rat Run: A circuitous route chosen by a driver to avoid congestion on the main route

U-Turn: A 180 degree turn usually at an intersection or Roundabout

Drone video: Video taken by a camera mounted on a radio-controlled helicopter

Merge: the joining of two lanes of traffic into one lane.

B-Train: A B-train consists of two trailers linked together by a fifth wheel

Vpd: Vehicles per day

Vph: Vehicles per hour

Bottleneck: Where two lanes join into one causing queuing

Ramp metering: Signal controlled entry to a roundabout or on a motorway ramp to limit the number of vehicles entering.

First name: Tony

Last name: Watson

On behalf of:

Self

I could

I could not

Gain an advantage in trade competition through this submission

I am

I am not

directly affected by an effect of the subject matter of the submission that :

a. adversely affects the environment, and

b. does not relate to the trade competition or the effects of trade competitions.

Note to person making submission:

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991

Would you like to present your submission in person at a hearing? *

I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Consultation Document Submissions

Section 32 Points: .1

Support

Oppose

Seek Amendment

I/we seek the following Decision from the Taupo District Council

We request an addition to the submitted proposal to include a Coloursteel (not timber) fence along the full boundary backing onto the housing on Herapeka Street. The existing drive way is already a hazard with dust in the dry season (already acknowledged as an issue by the sign on the accessway requesting vehicles drive slow to reduce dust to neighbours) - the new proposed walk/cycleway is to be wider than the existing drive.

The proposed walk/cycle way will impact on privacy & security of the homes backing onto the new subdivision with foot & cycle traffic unlimited & unidentified.

A coloursteel fence approximately two (2) metres high, replacing the existing wire fence would eliminate all 3 problems i.e. dust, privacy & security.

Reason for my/our views are:

Dust, Privacy & Security

Attached Documents

File
No records to display.

First name: Petra

Last name: Corbett

- I could
- I could not

Gain an advantage in trade competition through this submission

- I am
- I am not

directly affected by an effect of the subject matter of the submission that :

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Would you like to present your submission in person at a hearing? *

I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Consultation Document Submissions

New Appendix 9Points: .1

- Support
- Oppose
- Seek Amendment

I/we seek the following Decision from the Taupo District Council

Say NO to all further development in north of the Control Gate bridge (Nukuhau, Acacia Bay, Kinloch, Rangitira Park & surrounds) until the new bridge is built and there are 2 full lanes both ways between the roundabout at Spa Rd and the bridge.

Reason for my/our views are:

There is too great an impact on the suburb of Nukuhau & the Council has not managed the impact well enough. Although the Plan expects a new bridge to ease congestion on the Control Gates Bridge, this is not forthcoming in the near future, when these properties will be resided in. It is loosely scheduled for sometime before 2041. Also, this won't be the only subdivision that will be Oked before the bridge is built, I'm sure. Congestion in peak & holiday times is already critical & no good solution seems forthcoming.

Attached Documents

File
No records to display.

First name: Bruce

Last name: MacLennan

- I could
- I could not

Gain an advantage in trade competition through this submission

- I am
- I am not

directly affected by an effect of the subject matter of the submission that :

- a. adversely affects the environment, and
- b. does not relate to the trade competition or the effects of trade competitions.

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Would you like to present your submission in person at a hearing? *

I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Consultation Document Submissions

3a Residential Environment > 3a.1 Introduction **Points:** .1

- Support
- Oppose
- Seek Amendment

I/we seek the following Decision from the Taupo District Council

We would like to see the approval of a bridge and a time frame as to when it will be completed before this plan is finally approved.

Reason for my/our views are:

Before approval to change this land to residential, the long term affect on the bridge needs to be reviewed. With all the other residential development already proceeding on the north side of the bridge, this development will only increase the pressure on the roading infrastructure, especially the bridge.

We also note there is no provision for another school on this plan, which puts more pressure on the existing primary schools zoned for that area. Will the Ministry of Education be contacted to review this situation.

3a Residential Environment > 3a.2 Objectives and Policies **Points:** .2

- Support
- Oppose
- Seek Amendment

I/we seek the following Decision from the Taupo District Council

The Council need to ensure the covenants for this developments are of a high standard, as it is the entry point from the north to Taupo.

Reason for my/our views are:

With all this new housing the entry into Taupo will no longer be attractive, it will take away from the view of the lake and be just like Queenstown.

Once again a new bridge needs to be installed, as there will be more vehicles travelling over the bridge each day.

3a Residential Environment > 3a.2.2A **Points: .3**

- Support
- Oppose
- Seek Amendment

I/we seek the following Decision from the Taupo District Council

Reason for my/our views are:

3a Residential Environment > 3a.2.3 **Points: .4**

- Support
- Oppose
- Seek Amendment

I/we seek the following Decision from the Taupo District Council

Reason for my/our views are:

3a Residential Environment > 3a.3 Methods **Points: .5**

- Support
- Oppose
- Seek Amendment

I/we seek the following Decision from the Taupo District Council

Reason for my/our views are:

3a Residential Environment > 3a.5 Aticipated Environmental Outcomes **Points: .6**

- Support
- Oppose
- Seek Amendment

I/we seek the following Decision from the Taupo District Council

We already have this situation in Taupo, makes the town look cluttered.

Reason for my/our views are:

Plan provides for too many houses on smaller sections.

4a Rules > 4a.1.9 Maximum Equivalent Vehicle Movements **Points: .7**

- Support
- Oppose
- Seek Amendment

I/we seek the following Decision from the Taupo District Council

The Council needs to ensure a new bridge is to be built before this plan is approved.

Reason for my/our views are:

Again it comes back to the bridge, this needs to be rectified before anything further proceeds.

Attached Documents

File
No records to display.

First name: Daniel & Rebecca

Last name: Pearl & Lawson

- I could
- I could not

Gain an advantage in trade competition through this submission

- I am
- I am not

directly affected by an effect of the subject matter of the submission that :

- a. adversely affects the environment, and
- b. does not relate to the trade competition or the effects of trade competitions.

Note to person making submission:

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991

Would you like to present your submission in person at a hearing? *

I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Attached Documents

File
Daniel Pearl and Rebecca Lawson



GREAT LAKE TAUPŌ
Taupō District Council

Proposed Private Plan Change 37- Nukuhau Taupō District Plan Submission Form

Office use

RMA Form 5

This form will be copied. Please do not print outside the frame. If you need more space please attach additional pages to this form.

Submitter:

Name: Daniel Pearl and Rebecca Lawson

Organisation / On Behalf of:

Address for correspondence:

Phone:

E-mail:

I could /could not gain an advantage in trade competition through this submission.

If you could gain an advantage in trade competition through this submission please answer the following question:

I am /am not directly affected by an effect of the subject matter of this submission that:

- (a) adversely affects the environment; and
- (b) does not relate to trade competition or the effects of trade competition.

This is a submission on Private Plan Change 37 – Nukuhau

Please use a separate form for each provision of the Plan Change you wish to submit on

The specific provision of Plan Change 37 that my submission relates to is Plan change request 2.10, 7.2.3

Other identification e.g. attachment/appendix/paragraph and Appendix E Traffic Assessment

I/We support oppose seek amendment to the provision named above (please tick one).

Reason for my/our views are:

see attached

I/We seek the following decision from the Taupō District Council:

see attached

I/we wish to be heard in support of my/our submission: Yes No

If others make a similar submission, I will consider presenting a joint case with them at a hearing: Yes No

Signed: Date: (A signature is not required if you make your submission by electronic means.)

Please return this form no later than 17:00 5 March 2021 to:

- Taupō District Council, 30 Tongariro Street, Private Bag 2005, Taupō Mail Centre, Taupo 3352; or
- e-mail NukuhauPlanChange@taupo.govt.nz

Submitters are advised that the information supplied in written submissions may contain personal information within the meaning of the Privacy Act 2020. By taking part in this public submission process, submitters have agreed to any personal information (including names and contact details) which is contained in their submission being made available to the public as part of the consultation and decision making process. All information collected will be held by Taupō District Council. Submitters have the right to access and correct personal information. Following the submission period, a summary of submissions will be available on the Taupō District Council website.

Reasons for our views are:

We are not opposed to development per say, as we believe there is a need in Taupo to open up more land for homes, especially affordable medium density housing, but want Taupo District Council to make this development contingent on the addition of a second bridge into town prior to occupancy.

We do not feel that the traffic impact has been properly assessed and the addition of 780 homes will negatively impact traffic into town. We also note public submissions regarding a second bridge in the Traffic Strategy last year were largely ignored by Council (in fact the second bridge was moved from the draft priority of Short term to Medium term in the final version, contrary to submissions).

The current bridge is already inadequate to provide access into town during peak hours and over the summer period (capacity of 1,450 vehicles per hour with a modeled capacity of 1,441 currently). A key assumption in the Appendix E traffic assessment is that a second bridge will be provided in the future, yet council will not deliver this before the homes become occupied.

Appendix E Traffic Assessment in section 8.1.2 ,Table 8.1 and Table 8-4 all fail to show a scenario for 2021 detailing the impact of this new development in the near term with only one bridge. This has also been glossed over in Plan Change Notice Section 7.2.3.

This is a key factor in making this decision which has not been provided by the assessment conducted by WSP. This a fundamental flaw and is grounds for rejection and resubmittal of this assessment. For clarity, a base case of 2021 with no development is shown, and a 2041 case with and without the development is shown assuming a new bridge, but the near term 2021 assessment of the new development with current traffic patterns is missing completely. The impact on the near term (2021 to 2040) in trips per day and Level of Service cannot be ascertained from this report.

App. E Section 8.1.2 also states *"it is evident that by 2041, another bridge crossing will be required to cope with the traffic demand in Taupō with or without the Nukuhau Development"* but the section also fails to address what the additional traffic will do to current service. It appears from the numbers provided that traffic will increase 10-15% across the bridge in the near term and in the future. Will this cause the current Level of Service of E across the bridge in 2021 to degrade to F? How will this be addressed?

We'll also note that table 8.4 shows several cases in 2041 with Level Of Service D with the development, degrading from B's and C's without, yet concludes in section 9.3.2 that the road network will be adequate.

We seek the following decision from the Taupo District Council

1. Rejection of Plan Change Section 7 and Appendix E and require the developer to resubmit and provide the opportunity for the public to comment after reviewing 2021 With Development scenarios.
2. A full update of the CSIP and Traffic Strategy by council to accelerate the installation of a second bridge into Taupo.
3. The developers should provide financial contribution for the second bridge equal to the percentage increase in traffic over 2021 levels.
4. The new bridge should be completed before these 780 new homes are occupied.

If council and this devolvement cannot provide for this additional traffic before the homes are occupied the plan change should be rejected.

First name: James

Last name: Bowater

- I could
- I could not

Gain an advantage in trade competition through this submission

- I am
- I am not

directly affected by an effect of the subject matter of the submission that :

- a. adversely affects the environment, and
- b. does not relate to the trade competition or the effects of trade competitions.

Note to person making submission:

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991

Would you like to present your submission in person at a hearing? *

I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Attached Documents

File
James Bowater Form5



GREAT LAKE TAUPŌ
Taupō District Council

RMA Form 5

Proposed Private Plan Change 37- Nukuhau

Taupō District Plan

Submission Form

JOHN

17 FEB 2021

RECEIVED

Office use

This form will be copied. Please do not print outside the frame.
If you need more space please attach additional pages to this form.

Submitter:

Name: JAMES ALLEN BOWATER

Organisation / On Behalf of: MYSELF.

Address for correspondence 

E-mail: James.Bowater@taupo.govt.nz

I could /could not gain an advantage in trade competition through this submission.

If you could gain an advantage in trade competition through this submission please answer the following question:

I am /am not directly affected by an effect of the subject matter of this submission that:

- (a) adversely affects the environment; and
- (b) does not relate to trade competition or the effects of trade competition.

This is a submission on Private Plan Change 37 – Nukuhau

Please use a separate form for each provision of the Plan Change you wish to submit on

The specific provision of Plan Change 37 that my submission relates to is

Other identification e.g. attachment/appendix/paragraph REFER TO ATTACHMENT

I/We support oppose seek amendment to the provision named above (please tick one).

Reason for my/our views are:

I'm an interested neighbour

I/We seek the following decision from the Taupō District Council:

To do the right thing and implement my suggestions

I/we wish to be heard in support of my/our submission: Yes No

If others make a similar submission, I will consider presenting a joint case with them at a hearing: Yes No

Signed: J. A. Bowater Date: 17/2/2021
(A signature is not required if you make your submission by electronic means.)

Please return this form no later than 17:00 5 March 2021 to:

- Taupō District Council, 30 Tongariro Street, Private Bag 2005, Taupō Mail Centre, Taupo 3352; or
- e-mail NukuhauPlanChange@taupo.govt.nz

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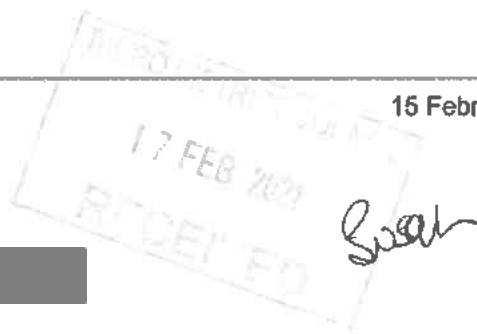


Fwd: To whom it may concern.

1 message

Marcia and Jim Bowater <[REDACTED]>
To: tanya.running@wsp.com

15 February 2021 at 10:25



----- Forwarded message -----

From: **Marcia and Jim Bowater** <[REDACTED]>
Date: Mon, 15 Feb 2021 at 10:21
Subject: To whom it may concern.
To: <NukuhauPlanChange@taupo.govt.nz>

As a resident of 8 Luberon Way Taupo, I wish to make a submission regarding the above plan. I am neither for or against the above plan , however should the plan be approved and actioned, there are 3 conditions that I think the Taupo District Council and planners consider.

- 1 - All Buildings (whether houses, shops, etc etc) that are connected to the Taupo Water System , all to have water meters installed at the cost of the Developers.
- 2- Where new major roads that feed into existing roads/streets, there should be RoundABOUTS built at the intersections with them, to help increased traffic flow.
- 3- A Fund /Account created (if not already done so) by Taupo District Council set up to build another bridge or lane/s over the Waikato River . The Developers of the above plan make a contribution towards this "Fund" based on the expected increase of vehicle traffic likely to use it .

Yours Faithfully,
Jim Bowater.

First name: Jennifer

Last name: Stillman

- I could
- I could not

Gain an advantage in trade competition through this submission

- I am
- I am not

directly affected by an effect of the subject matter of the submission that :

- a. adversely affects the environment, and
- b. does not relate to the trade competition or the effects of trade competitions.

Note to person making submission:

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Would you like to present your submission in person at a hearing? *

I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Attached Documents

File
Jennifer Stillman Form5
J Stillman submission



GREAT LAKE TAUPŌ
Water & Environment

RMA Form 5

Proposed Private Plan Change 37- Nukuhau

Taupo District Plan

Submission Form



Office use

This form will be copied. Please do not print outside the frame. If you need more space please attach additional pages to this form.

Submitter:

Name: Jennifer Stillman

Organisation / On Behalf of: [Redacted]

Address for correspondence: [Redacted]

I could /could not gain an advantage in trade competition through this submission.

If you could gain an advantage in trade competition through this submission please answer the following question:

I am /am not directly affected by an effect of the subject matter of this submission that:

- (a) adversely affects the environment; and
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This is a submission on Private Plan Change 37 – Nukuhau

Please use a separate form for each provision of the Plan Change you wish to submit on

The specific provision of Plan Change 37 that my submission relates to is

Other identification e.g. attachment/appendix/paragraph

I/We ^{both} support and oppose ^{the plan in general} seek amendment to the provision named above (please tick one).

Reason for my/our views are: implementation prior to second crossing to Igo Taupo CBD from Nukuhau

I/We seek the following decision from the Taupō District Council:

.....
.....
.....
.....

I/we wish to be heard in support of my/our submission: Yes No

If others make a similar submission, I will consider presenting a joint case with them at a hearing: Yes No

Signed: J. A. Stillman Date: 17th Feb 2021
(A signature is not required if you make your submission by electronic means.)

Please return this form no later than 17:00 5 March 2021 to:

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Proposed Plan Change – Nukuhau. For TDC

Firstly I should like to compliment the Developers and WSP, the consultants, on the thoroughness of the analyses accompanying the application. In my submission I will not spend time discussing aspects of the plan which I like, but would like to mention in passing my appreciation of the provision of cycle ways, and the consideration given to planting and other aesthetic aspects of the development. I also consider that the proposed realignment of Poihipi Road to join Wairakei Drive, forming a four-leg signal intersection with Huka Falls Road is likely to be advantageous.

In recent years we in Taupo have been able to observe from a distance the problems created in various parts of New Zealand when growth occurs ahead of infrastructural development with respect to such matters as the delivery of water, the management of wastewater and sewerage, and the anticipation of traffic flows. We can, and should, learn from the mistakes of others. These can be avoided. The addition of a further 800 households in an area which has a single funnel into the CBD (the control-gates bridge) and where there are current infrastructural needs should, in my opinion, be permitted to proceed only after evident infrastructural problems have been overcome.

The following extracts from the Council's Plan Change Documents, Appendix C_Proposed Plan Change Provisions and Structure Plan Map.pdf, are relevant

"As at November 2020, the existing wastewater network does not have capacity to service the development of this land. Therefore development can only occur when the wastewater infrastructure has been upgraded to the satisfaction of Council."

And

*"iv. Achieve a connected open space and walking-cycling network centered on stormwater reserves, gullies and street corridors with a high amenity interface with the residential uses .
i.v. Subdivision in the Nukuhau Structure Plan Area should only occur where the resulting lots will be connected to Council's wastewater network infrastructure."*

Concerning traffic-related matters. My comments relate to material presented with the Council's Plan Change Document, Appendix E. Traffic Impact Assessment :

Clearly if, as stated in Appendix E, without the Nukuhau Development, a second crossing is required by 2041 then the development should not be permitted to go ahead prior to that crossing being in place. Before even one of the approximately 800 households move into the development, preparatory land contouring, wastewater, roading and other infrastructural works will bring their own traffic disruptions.

As a resident in Nukuhau I am surprised by, and cannot agree with, the assessment that a second crossing is not considered necessary prior to 2041 ... 20 years hence. Both am and pm peak flows into and out of the Taupo CBD along either Norman Smith Street, or Poihipi Road, are mentioned in the document. However, from experience and observation there appears to be three, not two, peak flows. One is when workers and school students head into town in the morning, the other is when schools finish mid-afternoon, and the third is when the working day finishes for most people. Currently, especially at the school-leaving times the red phase of the Norman-Smith street intersection for traffic heading North up Wairakei Drive backs traffic up, such that on occasion the Spa Road intersection roundabout is completely blocked especially for traffic driving down Spa Road and wishing to go North. When significant events are held in the CBD area access to and from Nukuhau is also problematic and a cause for concern should there be a requirement for emergency services to enter and leave Nukuhau. With ongoing development in the Penny Homes areas and

beyond Acacia Bay itself, current increases in traffic are already noticeable and more are to be expected.

Additional buses are mentioned – these would be welcome but will be but a drop in the bucket with respect to traffic volumes.

Last, and probably least, I note in the Plan Change Document, Appendix C_Proposed Plan Change Provisions and Structure Plan Map.pdf that although that term ‘general residential’ is mentioned, this designation is largely bypassed and the distinctions discussed are Low, Medium, and High density. Given that the area is on the outskirts of the town, is currently zoned rural, and borders rural areas, would it not be appropriate to rezone and develop the area as general residential, not medium density?

First name: Andrew & Sharon

Last name: Welch

- I could
- I could not

Gain an advantage in trade competition through this submission

- I am
- I am not

directly affected by an effect of the subject matter of the submission that :

- a. adversely affects the environment, and
- b. does not relate to the trade competition or the effects of trade competitions.

Note to person making submission:

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Would you like to present your submission in person at a hearing? *

I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Attached Documents

File
Andrew Welch Form5



Proposed Private Plan Change 37- Nukuhau

Taupō District Plan

Submission Form

GREAT LAKE TAUPŌ
Taupō District Council

RMA Form 5

Office use

*This form will be copied. Please do not print outside the frame.
If you need more space please attach additional pages to this form.*

Submitter:

Name: Andrew Welch

Organisation: [Redacted]

Address for: R.D. 4

RECEIVED
NOT TRANSFERABLE
1-7 FEB 2021 ST

I could /could not gain an advantage in trade competition through this submission.

If you could gain an advantage in trade competition through this submission please answer the following question:

I am /am not directly affected by an effect of the subject matter of this submission that:

- (a) adversely affects the environment; and
- (b) does not relate to trade competition or the effects of trade competition.

This is a submission on Private Plan Change 37 – Nukuhau

Please use a separate form for each provision of the Plan Change you wish to submit on

The specific provision of Plan Change 37 that my submission relates to is matters related to

Other identification e.g. attachment/appendix/paragraph transport / intersections

I/We support oppose seek amendment to the provision named above (please tick one).

Reason for my/our views are:

The resulting additional traffic into Taupo from the North and exiting Taupo heading North - to and from the proposed subdivisions. There are acute traffic problems including congestion at the Central Gates and Spa Road roundabout - These would be exacerbated by the proposal.

I/We seek the following decision from the Taupō District Council:

To oppose the Private Plan Change

I/we wish to be heard in support of my/our submission:

Yes No

If others make a similar submission, I will consider presenting a joint case with them at a hearing:

Yes No

Signed: Date:

(A signature is not required if you make your submission by electronic means.)

Please return this form no later than 17:00 5 March 2021 to:

- Taupō District Council, 30 Tongariro Street, Private Bag 2005, Taupō Mail Centre, Taupo 3352; or
- e-mail NukuhauPlanChange@taupo.govt.nz

Submitters are advised that the information supplied in written submissions may contain personal information within the meaning of the Privacy Act 2020. By taking part in this public submission process, submitters have agreed to any personal information (including names and contact details) which is contained in their submission being made available to the public as part of the consultation and decision making process. All information collected will be held by Taupō District Council. Submitters have the right to access and correct personal information. Following the submission period, a summary of submissions will be available on the Taupō District Council website.

First name: susan

Last name: Tidmarsh

On behalf of:

susan tidmarsh and jojo tayelor

I could

I could not

Gain an advantage in trade competition through this submission

I am

I am not

directly affected by an effect of the subject matter of the submission that :

a. adversely affects the environment, and

b. does not relate to the trade competition or the effects of trade competitions.

Note to person making submission:

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991

Would you like to present your submission in person at a hearing? *

I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Consultation Document Submissions

3a Residential Environment > Nukuhau Structure Plan Area **Points: 3.1**

Support

Oppose

Seek Amendment

I/we seek the following Decision from the Taupo District Council

See notes above

Reason for my/our views are:

We know that development is bound to happen but we just wanted to make the following points:

- There is currently not enough infrastructure over the side of town to support more of a population. Getting into town is already difficult with traffic let alone having more people living over this side. The bridge is just not designed to deal with the traffic. Therefore we would suggest not going ahead until this is sorted. A pedestrian bridge alongside another bridge would be a great option here as it is quite dangerous cycling on the road into town.

- Secondly, being on The Grove we are concerned about the secondary road beside us and the traffic safety with pets and kids. We are worried about the amount of traffic flow that will be along this road and also being a 'strip' it might attract boy racers. Therefore we would like to see speed bumps on this secondary road to slow traffic down.

- Finally, on the upside is the reserve that would be behind us (this is great!). Reserves and cycle lanes are such a fantastic idea (the more green area and cycle paths the better especially to appeal to the older retired and young family demographic in the area) . We would like to see a decent sized reserve if development does go ahead with heaps of plantings and a nice cycle path. We would also request the council pay for fencing/plantings for people that currently back onto the farmland (this would need to be higher) to give us more privacy.

Attached Documents

File
No records to display.

First name: Patricia

Last name: Wharekawa

On behalf of:

Myself

I could

I could not

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I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Consultation Document Submissions

Structure Plan Map **Points: 4.1**

Support

Oppose

Seek Amendment

I/we seek the following Decision from the Taupo District Council

Reason for my/our views are:

No consultation with owners of Rangatira Block

3a Residential Environment > Nukuhau Structure Plan Area **Points: 4.2**

Support

Oppose

Seek Amendment

I/we seek the following Decision from the Taupo District Council

Reason for my/our views are:

No consultation with owners of Rangatira Block & skullduggery going on.

Attached Documents

File

File
No records to display.

First name: Julie

Last name: Jennings

- I could
- I could not

Gain an advantage in trade competition through this submission

- I am
- I am not

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Would you like to present your submission in person at a hearing? *

I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Consultation Document Submissions

Structure Plan MapPoints: 5.1

- Support
- Oppose
- Seek Amendment

I/we seek the following Decision from the Taupo District Council

Before changing use of land and subsequently increasing traffic flow the road infrastructure of Wairakei Dreive and widening of the bridge across the river needs to occur first. Access to Taupo Town needs to be a major consideration. This development will provide further congestion and will stretch the car parking and road safety of Taupo.

Reason for my/our views are:

Looking at the plans Poihipi Road changes route and comes out opposite Huka Falls Road. This is a difficult intersection and there seems to be no traffic management. This is the only major route for residents from Kinloch to access Taupo. We have no infrastructure like shops etc and we are forced to travel to Taupo for work and provisions.

Attached Documents

File
No records to display.

First name: Mike

Last name: Skiffington

On behalf of:

Personal

I could

I could not

Gain an advantage in trade competition through this submission

I am

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Would you like to present your submission in person at a hearing? *

I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Consultation Document Submissions

Structure Plan MapPoints: 6.1

Support

Oppose

Seek Amendment

I/we seek the following Decision from the Taupo District Council

This proposal does not proceed until after the Control Gates Bridge has been upgraded to 4 lanes

Reason for my/our views are:

This proposal does not include the upgrade of the control gates bridge. Despite the traffic assessment stating the bridge would not require upgrade until 2041 as a regular user, I find this recommendation to be not based on actual conditions. This bridge is already a bottleneck in both directions which will only be exacerbated buy a large number of new housing in close proximity. The Norman Smith Drive intersection lights are already an inadequate solution causing banking up to the CBD and Spa Road regularly due to light phasing and the bottleneck of Control Gates Bridge (not just peak periods).

Attached Documents

File
No records to display.

First name: Geoff

Last name: Rameka

On behalf of:

Tuhingamata/Ngati Te Urunga
hapu/whanau, Nukuhau.

I could

I could not

Gain an advantage in trade competition through this submission

I am

I am not

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Consultation Document Submissions

3a Residential Environment > Nukuhau Structure Plan Area **Points: 7.1**

Support

Oppose

Seek Amendment

I/we seek the following Decision from the Taupo District Council

With the projected and intended growth of the Taupo district, What are the proposed (future) infrastructure plans for our town and in particular, for the Nukuhau area and over what time period can we expect to see these occur?

Why just residential? more money?

It seems to make more sense to develop the North Eastern and south eastern boundaries away from Lake Taupo; not so close to the lake as is the case with Nukuhau, why isn't this being pursued?

Reason for my/our views are:

The Nukuhau residential area is not ready for growth. due to the fact that bit lacks reasonable access both into and out of the area. There is only one bridge that provides access into the main township (for work, shopping

or recreational activities). This is re-creating the bottle neck that existed at the Norman Smith Street/Wairakei Drive intersection and making it many times worse. How will you provide for reasonable access in a timely manner? You cant; the infrastructure should be there first.

By building the residential area first and ignoring the problems that arise from it suggest that gathering rates and associated income is more important than the actual growth and spirit of our town.

Also, it appears that the Nukuhau area has been targeted for housing only. Why are there no recreation facilities to compliment it's existing natural and cultural features?

The Nukuhau lands (Rangatira) lend itself to a natural country style area. Why is this not being enhanced and promoted? This type of development will add more stress to our natural and beautiful environment. Do you really want to put more stress on Lake Taupo?

3a Residential Environment > 3a.2.2A **Points: 7.2**

- Support
- Oppose
- Seek Amendment

I/we seek the following Decision from the Taupo District Council

When will Council tend to current water based issues (eg flooding)? and how does council intend to blend its storm-water systems and flow into the natural gullies and land forms on Maori owned land?andnbsp;

Has council (TDC) invited Ngati Tuwharetoa and associated hapu to discuss these issues where they apply to Maori land?

There should have been a discussion with Ngati Rauhoto/ Ngati Te Urunga and Ngati Ruingarangi.

Reason for my/our views are:

I have lived in Nukuhau for most of my life; the full range of effective infrastructure is not there now. Run-off from the Rangatira E block farms flow across Acacia Bay on occasions of heavy rain and flood the Paenoa Te Akau lands causing damage. Why hasn't council tended to these issues yet?

The range of housing types may be suitable to meeting the required aesthetic/environmental needs, but what affordable provision is there for (local) Maori to be able to own some/any of these homes OR are they merely a 'rich mans' holiday batch and not even occupied? Could possibly be a Rainbow Point?

3a Residential Environment > 3a.5 Aticipated Environmental Outcomes **Points: 7.3**

- Support
- Oppose
- Seek Amendment

I/we seek the following Decision from the Taupo District Council

Have council/developers approached and spoken to marae whanau for their opinions/feedback to these developments?

What provisions are there for the protection of natural and cultural landscapes?\

It appears that TDC have forgotten about a proposal to improve the swimming area known as the 'Puau' on Rauhoto Street. We discussed and shared this proposal approx 8years ago. Has this been swept under the carpet for a much larger and (financially more beneficial) project?

Reason for my/our views are:

Nukuhau has a strong Maori component and has been one of the earliest sites of occupation in the Taupo district. There are two established marae and one whanau marae in the area, both with strong affiliations to the land blocks around them. What protection methods are being engaged to ensure these continue?

New Appendix 9 **Points:** 7.4

- Support
- Oppose
- Seek Amendment

I/we seek the following Decision from the Taupo District Council

Is this really needed? Hasn't Taupo already met its growth potential stats for the current and immediate future period?

Reason for my/our views are:

Have the natural heritage and historical portions of the Nukuhau lands been explored/researched to ensure that residential developments can take place? By whom, when and where is the report?

The New report/appendix says a whole lot, but nothing more in reality. Lots of words but little substance. All areas have a specific character of their own and this development is nothing more than a 'get rich fast' attempt by a group of wannabe sales merchants with little loyalty or affiliation to this district.

It's an attempt to copy the Wharewaka residential development.

Structure Plan Map **Points:** 7.5

- Support
- Oppose
- Seek Amendment

I/we seek the following Decision from the Taupo District Council

What provisions does council have to deal with an increased traffic flows, yet continue to have only one accessible crossing for the foreseeable future. It is clear that Taupo is shaping up to be a town /city similar in nature to Hamilton. What future plans are there to contend with or mitigate this?

Reason for my/our views are:

This is a substantial sized development and especially so for Taupo. It could almost double the number of dwellings, yet access to and from the main Taupo CBD for basic requirements such as medical, employment, sporting and recreational activities are still via one way; Norman Smith Street. This is unacceptable and will need to be remedied first. More thought to amenities for example; why is there no provision for the lands immediately south of Rauhoto marae to be a large reserve/recreational area? Why more shops when improvement to the Rangatira shops could be better including a medical facility, gas station and a large variety store (New World/Countdown etc)? It seems to be an attempt to re-create rather than make things better.

There is Maori land involved requiring a change of status to general' This will need to be approved by the Maori Land Court. We oppose this on the grounds that there are 'issue' who have a right to use and occupy this land; not see it sold. The current owners/trustees did not buy it, so they should not be able to benefit from it in this way. 'He taonga tuku iho' (a gift passed down through the generations). I'm sure their tupuna would be most disappointed.

It appears that there will be a new road replacing Poihipi Rd, which links the Huka Falls Rd directly across to Poihipi Rd near the current Pony club. Will this not put added pressure on that road as well? The holiday periods and the resultant traffic are going to be hell.s

3a Residential Environment > 3a.5 Aticipated Environmental Outcomes **Points: 7.6**

- Support
- Oppose
- Seek Amendment

I/we seek the following Decision from the Taupo District Council

Reason for my/our views are:

3a Residential Environment > 3a.5 Aticipated Environmental Outcomes **Points: 7.7**

- Support
- Oppose
- Seek Amendment

I/we seek the following Decision from the Taupo District Council

Reason for my/our views are:

So far, (from what we've seen with other developments) the style of housing has been elaborate and expensive. They do not fit in with the natural landscape and are monuments to their respective builders. This is not an 'elite' neighborhood and should reflect a humble and tight knit community. I doubt whether council or the developers will cope with that. Affordable is not 'IN'. No houses blocking others views, no multi story dwellings, and no BIG fences. Those things will upset the KARMA of the area.

New Appendix 9 **Points: 7.7**

- Support
- Oppose
- Seek Amendment

I/we seek the following Decision from the Taupo District Council

Reason for my/our views are:

Structure Plan Map **Points: 7.8**

- Support
- Oppose
- Seek Amendment

I/we seek the following Decision from the Taupo District Council

Reason for my/our views are:

Section 32 **Points: 7.9**

- Support
- Oppose
- Seek Amendment

I/we seek the following Decision from the Taupo District Council

Reason for my/our views are:

Do not support the Nukuhau private plan change for the benefit of the few. This does not enhance or improve Nukuhau or Taupo. In fact it adds stress to the environment and does not consider at ll the natural or environmental factors. It is 'guess work:.

Attached Documents

File

No records to display.

First name: Thomas

Last name: Hendricks

- I could
- I could not

Gain an advantage in trade competition through this submission

- I am
- I am not

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Would you like to present your submission in person at a hearing? *

Yes

Nukuhau Private Plan Change

Additional requirements for hearing:

Consultation Document Submissions

3a Residential Environment > 3a.2 Objectives and Policies **Points:** 8.1

- Support
- Oppose
- Seek Amendment

I/we seek the following Decision from the Taupo District Council

TDC to approve the medium density zones, with particular emphasis on townhomes, condos, and low-rise apartments, most especially closer to Wairakei Drive

Reason for my/our views are:

Medium density with a focus on low rise apartments, townhomes and condos. As the government has indicated in their decision to get rid of the RMA 1991, new lines of thought are on their way in and TDC must give consideration to these and align this opportunity to the new indications we are getting about the relevant 'Natural & Built Environments', 'Strategic Planning', and 'Climate Change Adaptation' Acts.

This includes the following: 'the National Policy Statement for Urban Development released last year that directs councils to make room for growth both 'up' and 'out'.' (per <https://www.beehive.govt.nz/release/rma-be-repealed-and-replaced>).

TDC will need to increase it's building height at least one story, to continue allowing competitive, fairly-priced developments to be built by developers for more affordable housing options to come into play.

3a Residential Environment > 3a.2.2A**Points: 8.2**

- Support
- Oppose
- Seek Amendment

I/we seek the following Decision from the Taupo District Council

Approve medium density for the Nukuhau zone, with emphasis to be placed on low-rise apartments, terraced housing and semi-detached units.

Reason for my/our views are:

A focus should be on low-rise apartments, terraced housing with front mini-gardens for character (versus plain frontages with alternating color patterns, for example), and some semi-detached. Restrictions on fence height should encourage a sense of community rather than isolationist, anti-social behaviour amongst the new community.

3a Residential Environment > Nukuhau Structure Plan Area**Points: 8.3**

- Support
- Oppose
- Seek Amendment

I/we seek the following Decision from the Taupo District Council

To approve the plan, with requirements for correct wastewater and stormwater retention/dissipation to be done first, along with road creation.

Reason for my/our views are:

Slightly more area should be dedicated for medium density, rather than general density, which we already have in far too much quantity, comparatively.

3a Residential Environment > 3a.2.3**Points: 8.4**

- Support
- Oppose
- Seek Amendment

I/we seek the following Decision from the Taupo District Council

Particular effect should be given to the 10m offset as mentioned on page 27 of Appendix I - Geotechnical Report, due to the cliff edges and anticipated potential for slips within 6m of cliff edges. Cycle-ways along the streets need to have separate lane (ie. delineated by concrete barrier) so that vehicles cannot run into cyclists, and cyclists are not running pedestrians off sidewalks.

Reason for my/our views are:

3a Residential Environment > 3a.2.3**Points: 8.5**

- Support
- Oppose
- Seek Amendment

I/we seek the following Decision from the Taupo District Council

To approve the overall Nukuhau Structure Plan Area, with requirements from the get go on grey water for every single residence. Developers building the subdivisions will be able to secure these in bulk, thereby reducing the cost for install to the owners, keeping it affordable for all and supporting the storm water system

by reducing the overall amount that would make it into the local drainage immediately during heavy rain events (since instead of going into downspouts into the ground, it would be into the grey water tanks).

Reason for my/our views are:

All housing must integrate grey water usage. Like in Hobsonville Point, each purchaser can determine whether they want two or three tanks, with a particular minimum for the whole subdivision applicable to each terraced and semi-detached unit - however every residence should be required to have it (except for low-rise apartments, then it occurs as a facility, essentially). Grey water to water gardens/lawns, flush toilets, and handle any irrigation for public parks/planting strips.

3a Residential Environment > 3a.3 Methods **Points: 8.6**

- Support
- Oppose
- Seek Amendment

I/we seek the following Decision from the Taupo District Council

Update the relevant policies to include, and encourage in appropriate locations, the use of container homes (see 24 Brunette Dr as an excellent example of proper use), tiny homes, etc.

Reason for my/our views are:

Some uses need to be prohibited, however, things like container homes, tiny homes, etc. need to be included as permissible.

3a Residential Environment > 3a.3 Methods **Points: 8.7**

- Support
- Oppose
- Seek Amendment

I/we seek the following Decision from the Taupo District Council

Approve, with the guidance including character allowances for things like tiny homes, container homes, and restrict advertising billboards to the commercial shopping area.

Reason for my/our views are:

Guidance should include character allowances for things like tiny homes, container homes, and restrict advertising billboards to the commercial shopping area.

3a Residential Environment > 3a.5 Anticipated Environmental Outcomes **Points: 8.8**

- Support
- Oppose
- Seek Amendment

I/we seek the following Decision from the Taupo District Council

Semi-detached units should not be blunt-faced objects but rather have alternating, different depths of open garden spaces in the front. Garages should be required to be on the backs with an interior alleyway for residents to access, and the main street frontage kept for pedestrian/bike/scooter friendly communities. No on-street parking, rather, up the back alleys and in side-notched parallel spots on access roads with the main arterials kept clear. Especially no work vans/utes cluttering up the pathways for folks to scuttle around or wheelchairs to not be able to pass.

Reason for my/our views are:

All utilities should be underground, and installed in a manner which does not require the complete ripping up of berms or sidewalks in the future for relevant upgrades/repairs. Precast concrete sidewalk slabs that can be dropped in over an access channel are preferred.

New Appendix 9 **Points: 8.9**

- Support
- Oppose
- Seek Amendment

I/we seek the following Decision from the Taupo District Council

To amend Appendix 9 with off-street parking. To include speed bumps and other speed-control mechanisms from the outset of the roads implementation. To include marked, signed pedestrian crossings, and to utilize the natural height difference of the existing gulleys to implement under-road passages where the opportunity exists from the creation of this brand new development.

Reason for my/our views are:

All of the roads will look the same. Medium density should have parking garages on the backs of the homes, accessed by a central shared drive for the neighbors, with streets kept clear out in front. With pedestrians and kids accessing the open spaces in these cleared, front zones, Vision Zero of no deaths or serious injuries can be closer to reality with the bulk of vehicle activity in the slower, speed-bumped shared drives.

As well, speed-control bumps and raised, marked pedestrian islands & paths must be included from the get go, not as an after thought. Where possible, under-street tunnels connecting gully cycle/pedestrian paths to roads should be utilized to minimize street-level crossings.

Structure Plan Map**Points:** 8.10

- Support
- Oppose
- Seek Amendment

I/we seek the following Decision from the Taupo District Council

To require the fault zone identified in the geotechnical report, referenced as 'Stage 2I', to be kept free from residences; to offset this by an automatic approval for medium density to be an extra floor tall for developers. Also to move the proposed shopping centre further away from Mansell Drive, along the medium density zone on the relocated Poihipi Rd.

Reason for my/our views are:

'Stage 2I' as referenced in the geotechnical report for it's proximity to a known fault line needs to be nixed for housing, and most likely created as a public reserve. To offset the loss of potential income from this development space, the medium density should be allowed to be one story taller than normal.

As well, the shopping centre needs to be relocated on the new Poihipi Rd (with side-street access, keeping Poihipi free-flowing. It is only ~950m away from the existing shops at Mansell Dr in it's current proposed location and directly would negatively affect the neighborhood shops there.

Section 32**Points:** 8.11

- Support
- Oppose
- Seek Amendment

I/we seek the following Decision from the Taupo District Council

Something to the effect of 'Accentuate the character of the gullies and storm paths by utilizing height differences of terrain, during construction, to include concrete passageways for bikes/pedestrians to access gullies from opposite road sides, without crossing at street level.'

Reason for my/our views are:

3a.2.2A should be amended to specifically state types of housing that is encouraged and allowed, i.e. low rise apartments, retirement center, semi-detached, terraced, container homes, tiny homes, detached, etc. and specifically list any types not allowed, i.e. modular trailer homes, RV/campervans converted into fulltime living, etc.

Technical Reports > Appendix D - Water and Wastewater Study**Points:** 8.11

- Support
- Oppose
- Seek Amendment

I/we seek the following Decision from the Taupo District Council

To direct Council Water to investigate and utilize an appropriate version of available hydropower-in-pipe systems for all new piping, in conjunction with the local power utility. These units should first feed the street lighting so that it is entirely off-grid, and then feed back into the local neighborhood grid.

Reason for my/our views are:

The implementation of new pipes requires the assessment of current technologies, and should be required to include hydropower pipings, such as 'LucidPipe' (<https://www.thecivilengineer.org/news-center/latest-news/item/1355-this-water-pipe-harnesses-the-untapped-energy-potential-of-moving-water-producing-clean-and-low-cost-electricity>). Piping that generates electricity as the water natural flows past, uninterrupted, and provides localized power for the on-street lighting and housing as it's placed directly back into the neighborhood grid.

Technical Reports > Appendix E - Traffic Impact Assessment **Points: 8.12**

- Support
- Oppose
- Seek Amendment

I/we seek the following Decision from the Taupo District Council

In addition, a pedestrian over-street bridge needs to be considered, with appropriate shielding to maintain a completely clear view of the lake and volcanoes, however, not allowing anyone to jump from the bridge nor to throw objects onto vehicles. This would aid in maximizing the efficiency of the roadway, while allowing, with appropriate ramp, safe passage of bikes, pedestrians and wheelchairs alike.

Reason for my/our views are:

A required signal must be included for the new Wairakei Drive/Poihipi/Huka Falls intersection. This major thoroughfare cannot, with the approaching incline from the ETA, be left to a blind round-about; it must be a signaled intersection with signage on the approach into town, that alerts drivers when they are approaching if lights are about to change - 'red light ahead' signs.

As well, with anticipated growth further out this zone and into Kinloch and Mapara Rd, an increase in traffic coming along Poihipi can be expected and should be planned for now with this. Cost should be split with major developer(s) of the Nukuhau zone and done from the beginning so that it is a known factor for all involved parties during purchase considerations in the area.

Technical Reports > Appendix F - Stormwater Management Report **Points: 8.13**

- Support
- Oppose
- Seek Amendment

I/we seek the following Decision from the Taupo District Council**Reason for my/our views are:**

Grey water systems must be mandatory for all residences, to lower the impact during heavy rains on the immediate ground flow, and to aid in drought-resistance. This would also slightly lessen the burden for water from toilet flushing, helping the system run more efficiently for longer.

Technical Reports > Appendix G - Urban Design Assessment **Points: 8.14**

- Support
- Oppose
- Seek Amendment

I/we seek the following Decision from the Taupo District Council**Reason for my/our views are:**

Off-street parking - driveways and garages should be adequate. Centralized shared driveways down the back of medium density developments so that the roadways maintain more community open space, character and allow for more shared path rather than utes and work vans parking on the berms.

Technical Reports > Appendix H - Detailed Site Investigation **Points: 8.15**

- Support
- Oppose
- Seek Amendment

I/we seek the following Decision from the Taupo District Council

Reason for my/our views are:

Technical Reports > Appendix I - Geotechnical Report **Points: 8.16**

- Support
- Oppose
- Seek Amendment

I/we seek the following Decision from the Taupo District Council

Reason for my/our views are:

Technical Reports > Appendix J - Ecological Assessment **Points: 8.17**

- Support
- Oppose
- Seek Amendment

I/we seek the following Decision from the Taupo District Council

Require tests for the relevant bird and bat assessments, to then make an informed decision on overall requirements. However, the overall plan should encourage bird nesting in areas between medium density units that will not interfere with views of the lake or volcanoes. If there is not a significant line of sight, it should be planted.

Reason for my/our views are:

Technical Reports > Appendix K - Archaeological Report **Points: 8.18**

- Support
- Oppose
- Seek Amendment

I/we seek the following Decision from the Taupo District Council

Go ahead and identify the earliest opportunity for an Archaeological Assessment to be completed in relation to the former church & gravesites noted on the 1900's map.

Reason for my/our views are:

3a Residential Environment > 3a.1 Introduction **Points: 8.20**

- Support
- Oppose
- Seek Amendment

I/we seek the following Decision from the Taupo District Council

Approve the plan, with consideration to mentioned alterations, and the education-related assessments necessary with the accelerated rate of Taupo's growth versus old estimates that currently mean Taupo is not getting any new schools from Min.Education.

Reason for my/our views are:

Housing cannot be allowed to start being built without a commitment to new schools from the Min. of Education, or appropriate, long-term upgrades and expansions (not modular rooms) to existing schools.

Attached Documents

File
No records to display.

First name: David

Last name: Stewart

I could

I could not

Gain an advantage in trade competition through this submission

I am

I am not

directly affected by an effect of the subject matter of the submission that :

a. adversely affects the environment, and

b. does not relate to the trade competition or the effects of trade competitions.

Note to person making submission:

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991

Would you like to present your submission in person at a hearing? *

I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Consultation Document Submissions

Technical Reports > Appendix E - Traffic Impact Assessment **Points:** 9.1

Support

Oppose

Seek Amendment

I/we seek the following Decision from the Taupo District Council

1. Show more leadership with detailed master planning and mandated best practice design standards to ensure cohesive networks of pedestrian and cycle routes are developed as viable primary travel options.
2. Require for the TIA report to be at least peer reviewed to test the validity and robustness of its methods and conclusions.
3. Remedy with urgency the existing lack of 'safe' pedestrian/cyclist routes between Nukuhau and Rangatira Park. And also make routes between 'north of the bridge' and the CBD less hazardous - for children in particular.

Reason for my/our views are:

- The provision of shared pedestrian andamp; cyclist routes within the proposal is to be commended. But whether a cohesive and well-connected network of these routes would eventuate is less than certain, especially considering that the applicants intend to progress development separately rather than collaboratively.
- The woeful state of pedestrian and cyclist connections between Nukuhau and Rangatira Park is a prime example of what happens when no holistic consideration is given to these routes. The only safe route for crossing Wairakei Drive is via the traffic lights at the intersection of Norman Smith Street and Wairakei Drive. Similarly, pedestrian

and cyclist connections between “north of the bridge” and Taupo CBD are also inadequate – with both Spa Road and Tongariro Street being particularly hazardous. Considering the many children living “north of the bridge” who attend schools “south of the bridge” this requires urgent attention. The proposal appears to offer no solutions to these issues – and arguably exasperates them further with the increased traffic volumes resulting from further development. Taupo District Council has a responsibility to improve this situation, especially so when considering approval of further development in the area.

- The Traffic Impact Assessment is almost entirely focused on impacts to motorised vehicular traffic – with little consideration of the impacts to pedestrians or cyclists. Indeed, there is little evidence that the TIA offers much more than “lip service” to pedestrians and cyclists. This is most obviously illustrated by Figure 5-3 (obtained from a 2005 TDC strategy document) not depicting most of the few existing shared off-road pedestrian/cyclist paths within Nukuhau. The failure to provide well integrated pedestrian/cyclist networks as primary arterial routes will inevitably obstruct transition to “low carbon” travel habits – an obligation we all have in order to mitigate the pace and severity of climate change. The Nukuhau plan change presents a rare opportunity for Taupo District Council to show more leadership in this respect - with detailed master planning and mandated best practice design standards to ensure cohesive networks of pedestrian and cycle routes are developed as viable primary travel options.
- Modelling of traffic impacts (on vehicles) appears to have relied at least partially on outdated data sources, simplistic models, and erroneous or incomplete inputs. It also does not appear to have adequately considered the impact of the ongoing residential growth in Kinloch and Mapara Rd areas. This has probably resulted in more optimistic projections than would result from more current and accurate data inputs and modelling. Given that traffic modelling is extrapolated out to 2041, and further noting the disclaimer on page 1 of WSP’s Traffic Impact Assessment, surely Taupo District Council should require for the TIA report to be at least peer reviewed to test the validity and robustness of its methods and conclusions.

Technical Reports > Appendix G - Urban Design Assessment **Points:** 9.2

- Support
- Oppose
- Seek Amendment

I/we seek the following Decision from the Taupo District Council

1. Mandate for provision of reserves other than stormwater gullies (e.g. sports fields, playgrounds etc).
2. Facilitate the provision of schools 'north of the bridge'.
3. Facilitate more commercial space for at least essential services (e.g. supermarket, fuel) 'north of the bridge'.

Reason for my/our views are:

- Provision for reserves appears to include only drainage gullies. There does not appear to be any provision for reserves allocated to sports or playgrounds, but which should be a mandatory requirement for development of the proposed size.
- There are no secular schools located within the Rangatira Park, Nukuhau, Brentwood, Acacia Bay etc suburbs. The provision of at least a primary school 'north of the bridge’ is overdue, with further demand from the ongoing residential growth of Kinloch and Mapara Rd areas. While provision of schools may be outside the mandate of Taupo District Council, the provision of one or more schools “north of the bridge” would undoubtedly have a positive impact on “across the bridge” vehicular traffic, student travel habits, and the wider sense of community.
- Similarly, the provision of commercial space for the development of essential retail services (e.g. supermarket, fuel) “north of the bridge” would also have a positive impact in multiple ways. It is commended that space for a community shopping centre has been included in the proposal, but is it sufficient for the requirements of the community?

Attached Documents

File
Traffic

File
Community Amenities

Traffic & Walking and Cycling Access

The provision of shared pedestrian & cyclist routes within the proposal is to be commended. But whether a cohesive and well-connected network of these routes would eventuate is less than certain, especially considering that the applicants intend to progress development separately rather than collaboratively.

The woeful state of pedestrian & cyclist connections between Nukuhau and Rangatira Park is a prime example of what happens when no holistic consideration is given to these routes. The only safe route for crossing Wairakei Drive is via the traffic lights at the intersection of Norman Smith Street & Wairakei Drive. Similarly, pedestrian & cyclist connections between “north of the bridge” and Taupo CBD are also inadequate – with both Spa Road and Tongariro Street being particularly hazardous. Considering the many children living “north of the bridge” who attend schools “south of the bridge” this requires urgent attention. The proposal appears to offer no solutions to these issues – and arguably exasperates them further with the increased traffic volumes resulting from further development. Taupo District Council has a responsibility to improve this situation, especially so when considering approval of further development in the area.

The Traffic Impact Assessment is almost entirely focused on impacts to motorised vehicular traffic – with little consideration of the impacts to pedestrians or cyclists. Indeed, there is little evidence that the TIA offers much more than “lip service” to pedestrians and cyclists. This is most obviously illustrated by Figure 5-3 (obtained from a 2005 TDC strategy document) not depicting most of the few existing shared off-road pedestrian/cyclist paths within Nukuhau. The failure to provide well integrated pedestrian/cyclist networks as primary arterial routes will inevitably obstruct transition to “low carbon” travel habits – an obligation we all have in order to mitigate the pace and severity of climate change. The Nukuhau plan change presents a rare opportunity for Taupo District Council to show more leadership in this respect - with detailed master planning and mandated best practice design standards to ensure cohesive networks of pedestrian and cycle routes are developed as viable primary travel options.

Modelling of traffic impacts (on vehicles) appears to have relied at least partially on outdated data sources, simplistic models, and erroneous or incomplete inputs. It also does not appear to have adequately considered the impact of the ongoing residential growth in Kinloch and Mapara Rd areas. This has probably resulted in more optimistic projections than would result from more current and accurate data inputs and modelling. Given that traffic modelling is extrapolated out to 2041, and further noting the disclaimer on page 1 of WSP’s Traffic Impact Assessment, surely Taupo District Council should require for the TIA report to be at least peer reviewed to test the validity and robustness of its methods and conclusions.

Community Amenities

Provision for reserves appears to include only drainage gullies. There does not appear to be any provision for reserves allocated to sports or playgrounds, but which should be a mandatory requirement for development of the proposed size.

There are no secular schools located within the Rangatira Park, Nukuhau, Brentwood, Acacia Bay etc suburbs. The provision of at least a primary school "north of the bridge" is overdue, with further demand from the ongoing residential growth of Kinloch and Mapara Rd areas. While provision of schools may be outside the mandate of Taupo District Council, the provision of one or more schools "north of the bridge" would undoubtedly have a positive impact on "across the bridge" vehicular traffic, student travel habits, and the wider sense of community.

Similarly, the provision of commercial space for the development of essential retail services (e.g. supermarket, fuel) "north of the bridge" would also have a positive impact in multiple ways. It is commended that space for a community shopping centre has been included in the proposal, but is it sufficient for the requirements of the community?

First name: Aroha

Last name: Henry

On behalf of:

Rauhoto Land Rights RMA Committee

I could

I could not

Gain an advantage in trade competition through this submission

I am

I am not

directly affected by an effect of the subject matter of the submission that :

a. adversely affects the environment, and

b. does not relate to the trade competition or the effects of trade competitions.

Note to person making submission:

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991

Would you like to present your submission in person at a hearing? *

I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Attached Documents

File
Aroha Henry



Proposed Private Plan Change 37- Nukuhau

Taupō District Plan

Submission Form

GREAT LAKE TAUPŌ
Taupō District Council

RMA Form 5

Submitter:

Name:

Organisation / On Behalf of:

Address for corres:



Office use

This form will be copied. Please do not print outside the frame. If you need more space please attach additional pages to this form.

Asoka Henry

Raukōko Land Rights RMA Committee



Atah

He I could /could not gain an advantage in trade competition through this submission.

If you could gain an advantage in trade competition through this submission please answer the following question:

He I am /am not directly affected by an effect of the subject matter of this submission that:

- (a) adversely affects the environment; and
- (b) does not relate to trade competition or the effects of trade competition.

This is a submission on Private Plan Change 37 – Nukuhau

Please use a separate form for each provision of the Plan Change you wish to submit on

The specific provision of Plan Change 37 that my submission relates to is *Please see attached*

Other identification e.g. attachment/appendix/paragraph

I/We support oppose seek amendment to the provision named above (please tick one).

Reason for my/our views are:

See attached documents

I/We seek the following decision from the Taupō District Council:

A? A-B

I/we wish to be heard in support of my/our submission:

Yes No

If others make a similar submission, I will consider presenting a joint case with them at a hearing:

Yes No

Signed:

Asoka Henry

Date:

5/03/2021

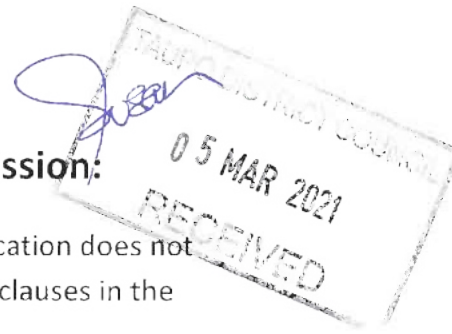
(A signature is not required if you make your submission by electronic means.)

Please return this form no later than 17:00 5 March 2021 to:

- Taupō District Council, 30 Tongariro Street, Private Bag 2005, Taupō Mail Centre, Taupo 3352; or
- e-mail NukuhauPlanChange@taupo.govt.nz

Submitters are advised that the information supplied in written submissions may contain personal information within the meaning of the Privacy Act 2020. By taking part in this public submission process, submitters have agreed to any personal information (including names and contact details) which is contained in their submission being made available to the public as part of the consultation and decision making process. All information collected will be held by Taupō District Council. Submitters have the right to access and correct personal information. Following the submission period, a summary of submissions will be available on the Taupō District Council website.

Proposed Private Plan Change 37-NUKUHAU - Submission:



We OBJECT TO THIS APPLICATION ON THE GROUNDS THAT: This application does not constitute "sound Resource Management Practises" with regards to the clauses in the Resource Management Act 1991.

We OBJECT TO THIS APPLICATION ON THE GROUNDS THAT: The consultation process under **sec 36(a) of the Resource Management Act** was not adhered to by the proponent as this application went to the Tuwharetoa Maori Trust Board in 2019 and not to the Iwi Authority (settlement group) TkoNT who only received this application in Februrary 2021. The proponent has failed to consult with the appropriate RMA Roopu on behalf of the Hapu and Owners. TDC also failed to direct the proponent to the appropriate Roopu for consultation.

Remedy: TDC to Impliment a communication stratergy plan so applicants know who the appropriate people are to contact for Resource Consents.

We OBJECT TO THIS APPLICATION ON THE GROUNDS THAT: Taupo Dictrict Council have preempted this application and have breached (**Sec 6 of the Resource Management Act** (Matters of National Importance) states that, in achieving the purpose of this Act, all persons exercising functions and powers under it in relation to managing the use, development, and the protection of natural and physical resources, shall recognise and provide for the following matters of national importance. **Sec 6(a)** states that the relationship of Maori and their Culture and traditions with their ancestral lands, waters, sites, Waahi Tapu and other Taonga. **Sec7 (a)** Kaitiakitanga), by allowing this application to proceed this far TDC and the proponent have displayed their utter contempt and ignorance towards Kaitiakitanga and Maori Cultural beliefs which forms part of our Maori Cultural and Social Wellbeing by not consulting with Hapu our Kaitiaki and Community with regards to the waste water from this development, crossing the Waikato River, via the control bridge and the new proposed bridge. (**see TDC minutes 15/12/2020 pg, 30**)

Ko Au Ko Te Wai, Ko Te Wai Ko Au.

Remedy: Taupo District Council to refrain from processing any further Resource Consents to develope subdivisions until the forever failing infrastructure has caught up with the increasing demand of people wanting to live here.

All TDC plans to be reviewed and reflect the Ngati Tuwharetoa Settlement Act and the Resource Management Act 1991

We OBJECT TO THIS APPLICATION ON THE GROUNDS THAT: The Cultural Impact Assesment was not mandated by the Mana Whenua Hapu.

Remedy: Implement a communication stratergy plan so applicants know who the appropriate people are to contact for Resource Consents

We OBJECT TO THIS APPLICATION ON THE GROUNDS THAT: As an owner in the multiplicity owned Maori land, Rangatira 8A17 (one of the land blocks included in this plan) **Section 5 Resource Management Act** states, the purpose of this Act is to promote the sustainable management of Natural and Physical Resources. The trustees have failed to inform the owners of this plan change disadvantaging the owners from having an input into our Social, Economic and Cultural wellbeing for the Whenua(Natural/Physical Resource) and its people. If we allow the the change of status to the land from rural to residential then the rates will be excessive, we will have to sell land to pay for the rates. We will be left landless. This is a breach of **Sec5 (a)**, Sustaining the potential of natural and physical resources to meet the reasonably foreseeable needs of future generations.

Ko Au Ko Te Whenua Ko Te Whenua Ko Au

Remedy: That the Trustees of Rangatira 8A17 call a notified Hui of owners as soon as possible to be held at a Mana Whenua Marae, as per the Legal requirements of the **Te Ture Whenua Maori Land Act 1993**. The trustees are to report back to TKoNT, TDC, Owners and Hapu with the findings and present All documentation as proof. If all avenues fails then an Injunction will be sought.

We OBJECT TO THIS APPLICATION ON THE GROUNDS THAT: This proposal will be evaluated against Taupo District Council and Waikato Regional Council plans. These plans are out of date and aligned with TDCs vision only.

Remedy: All TDC plans to be reviewed and aligned with the vision of the Ngati Tuwharetoa Settlement Act 2018 and the Resource Management Act 1991. Timeframe required.

First name: Eunice

Last name: Wharehinga

- I could
- I could not

Gain an advantage in trade competition through this submission

- I am
- I am not

directly affected by an effect of the subject matter of the submission that :

- a. adversely affects the environment, and
- b. does not relate to the trade competition or the effects of trade competitions.

Note to person making submission:

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991

Would you like to present your submission in person at a hearing? *

I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Attached Documents

File
Eunice Wharehinga



Proposed Private Plan Change 37- Nukuhau

Taupō District Plan

Submission Form

GREAT LAKE TAUPŌ
Taupō District Council

RMA Form 5

Office use

This form will be copied. Please do not print outside the frame. If you need more space please attach additional pages to this form.

Submitter:

Name: x Eunice Wharehinga mother Havata Haenga/Henry

Organisation / On Behalf of:

Address for correspondence:.....

Phone:

E-mail:

I could /could not gain an advantage in trade competition through this submission.

If you could gain an advantage in trade competition through this submission please answer the following question:

I am /am not directly affected by an effect of the subject matter of this submission that:

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This is a submission on Private Plan Change 37 – Nukuhau

Please use a separate form for each provision of the Plan Change you wish to submit on

The specific provision of Plan Change 37 that my submission relates to is

Other identification e.g. attachment/appendix/paragraph

I/We support oppose seek amendment to the provision named above (please tick one).

Reason for my/our views are:

.....
.....
.....
.....

I/We seek the following decision from the Taupō District Council:

.....
.....
.....
.....

I/we wish to be heard in support of my/our submission: Yes No

If others make a similar submission, I will consider presenting a joint case with them at a hearing: Yes No

Signed: Eunice M Wharehinga Date:

(A signature is not required if you make your submission by electronic means.)

Please return this form no later than 17:00 5 March 2021 to:

- Taupō District Council, 30 Tongariro Street, Private Bag 2005, Taupō Mail Centre, Taupo 3352; or
- e-mail NukuhauPlanChange@taupo.govt.nz

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Nukuhau Private Plan Change.

Compiled by A Henry

I/We OBJECT TO THIS APPLICATION ON THE GROUNDS THAT: This application does not constitute “sound Resource Management practises” with regards to the clauses in the Resource Management Act 1991

I/We OBJECT TO THIS APPLICATION ON THE GROUNDS THAT: The consultation process under **sec 36(a) of the Resource Management Act** was not adhered to by the proponent as this application went to the Tuwharetoa Maori Trust Board in 2019 and not to the Iwi authority (settlement group) TkoNT who only received this application in February 2021. The proponent has failed to consult with the appropriate RMA Roopu on behalf of the Hapu and Owners. TDC also failed to direct the proponent to the appropriate Roopu for consultation.

Remedy: Implement a communication strategy plan so applicants know who the appropriate people are to contact for Resource Consents.

I/We OBJECT TO THIS APPLICATION ON THE GROUNDS THAT: Taupo District Council have preempted this application and have breached (**Sec 6 of the Resource Management Act** (Matters of National Importance) states that, in achieving the purpose of this Act, all persons exercising functions and powers under it in relation to managing the use, development, and the protection of natural and physical resources, shall recognise and provide for the following matters of national importance. **Sec 6(a)** states that the relationship of Maori and their Culture and traditions with their ancestral lands, waters, sites, Waahi Tapu and other Taonga. **Sec7 (a)** Kaitiakitanga), by allowing this application to proceed as TDC and the proponent have yet to consult Hapu and Community with regards to the waste water from this development, crossing the Waikato River, via the control bridge and the new proposed bridge. (**see TDC minutes 15/12/2020 pg, 30**)

Remedy: Taupo District Council to refrain from processing any further Resource Consents to develop subdivisions until the forever failing infrastructure has caught up with the increasing demand of people wanting to live here, and also All TDC plans to be reviewed and the above sections of the Resource Management Act 1991 included.

I/We OBJECT TO THIS APPLICATION ON THE GROUNDS THAT: The Cultural Impact Assessment was not mandated by the Mana Whenua Hapu.

Remedy: Implement a communication strategy plan so applicants know who the appropriate people are to contact for Resource Consents

I/We OBJECT TO THIS APPLICATION ON THE GROUNDS THAT: As an owner in the multipity owned Maori land, Rangatira 8A17 (one of the land blocks included in this plan) **Section 5 Resource Management Act** states, the purpose of this Act is to promote the sustainable management of Natural and Physical Resources. The trustees have failed to inform the owners of this plan change disadvantaging the owners from having an input into our Social, Economic and Cultural wellbeing for the Whenua(Natural/Physical Resource) and its people. If we allow the the change of status to the land from rural to residential then the rates will be excessive, we will have to sell land to pay for the rates. We will be left landless. This is a breach of **Sec5 (a)**, Sustaining the potential of natural and physical resources to meet the reasonably foreseeable needs of future generations. Ko Au Ko Te Whenua Ko Te Whenua Ko Au.

Remedy: That the Trustees of Rangatira 8A17 call a notified Hui of owners as soon as possible to be held at a Mana Whenua Marae, as per the Legal requirements of the **Te Ture Whenua Maori Maori Land Act 1993**. The trustees are to report back to TKoNT, TDC, Owners and Hapu with the findings and present All documentation as proof. If all avenues fails then an injunction will be sought.

I/We OBJECT TO THIS APPLICATION ON THE GROUNDS THAT: this proposal will be evaluated against Taupo District Council and Waikato Regional Council plans. These plans are out of date and aligned with TDCs vision only.

Remedy: All TDC plans to be reviewed and aligned with the vision of the Ngati Tuwharetoa Settlement Act 2018. Timeframe of 4-6 months.

First name: Hiraina

Last name: Kapua

On behalf of:

John Paki Te One Wineera (koro to Hiraina)

- I could
- I could not

Gain an advantage in trade competition through this submission

- I am
- I am not

directly affected by an effect of the subject matter of the submission that :

- a. adversely affects the environment, and
- b. does not relate to the trade competition or the effects of trade competitions.

Note to person making submission:

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Would you like to present your submission in person at a hearing? *

I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Attached Documents

File
Hiraina Kapua



Proposed Private Plan Change 37- Nukuhau Taupo District Plan Submission Form

GREAT LAKE TAUPŌ
Taupō District Council

Office use

RMA Form 5

*This form will be copied. Please do not print outside the frame.
If you need more space please attach additional pages to this form.*

Submitter:

Name: Hiraina Kapua Daughter to John Wingeera Jnr (Deceased)

Organisation / On Behalf of: John Paki Te Ohe Wingeera (koro to Hiraina)

Address for correspondence:  .com

I could /could not gain an advantage in trade competition through this submission.
If you could gain an advantage in trade competition through this submission please answer the following question:
I am /am not directly affected by an effect of the subject matter of this submission that:
(a) adversely affects the environment; and
(b) does not relate to trade competition or the effects of trade competition.

This is a submission on Private Plan Change 37 – Nukuhau
Please use a separate form for each provision of the Plan Change you wish to submit on

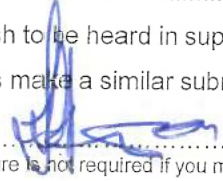
The specific provision of Plan Change 37 that my submission relates to is
Other identification e.g. attachment/appendix/paragraph

I/We support oppose seek amendment to the provision named above (please tick one).

Reason for my/our views are:
Refer to our response for this submission
connected to this form.

I/We seek the following decision from the Taupō District Council:
.....
.....
.....

I/we wish to be heard in support of my/our submission: Yes No
If others make a similar submission, I will consider presenting a joint case with them at a hearing: Yes No

Signed:  Date: 4/3/2021
(A signature is not required if you make your submission by electronic means.)

Please return this form no later than 17:00 5 March 2021 to:
• Taupō District Council, 30 Tongariro Street, Private Bag 2005, Taupō Mail Centre, Taupo 3352; or
• e-mail NukuhauPlanChange@taupo.govt.nz

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Nukuhau Private Plan Change.

Compiled by A Henry

I/We OBJECT TO THIS APPLICATION ON THE GROUNDS THAT: This application does not constitute “sound Resource Management practises” with regards to the clauses in the Resource Management Act 1991

I/We OBJECT TO THIS APPLICATION ON THE GROUNDS THAT: The consultation process under **sec 36(a) of the Resource Management Act** was not adhered to by the proponent as this application went to the Tuwharetoa Maori Trust Board in 2019 and not to the Iwi authority (settlement group) TkoNT who only received this application in February 2021. The proponent has failed to consult with the appropriate RMA Roopu on behalf of the Hapu and Owners. TDC also failed to direct the proponent to the appropriate Roopu for consultation.

Remedy: Implement a communication strategy plan so applicants know who the appropriate people are to contact for Resource Consents.

I/We OBJECT TO THIS APPLICATION ON THE GROUNDS THAT: Taupo District Council have preempted this application and have breached (**Sec 6 of the Resource Management Act (Matters of National Importance)**) states that, in achieving the purpose of this Act, all persons exercising functions and powers under it in relation to managing the use, development, and the protection of natural and physical resources, shall recognise and provide for the following matters of national importance. **Sec 6(a)** states that the relationship of Maori and their Culture and traditions with their ancestral lands, waters, sites, Waahi Tapu and other Taonga. **Sec7 (a) Kaitiakitanga**, by allowing this application to proceed as TDC and the proponent have yet to consult Hapu and Community with regards to the waste water from this development, crossing the Waikato River, via the control bridge and the new proposed bridge.

Remedy: Taupo District Council to refrain from processing any further Resource Consents to develop subdivisions until the forever failing infrastructure has caught up with the increasing demand of people wanting to

live here, and also All TDC plans to be reviewed and the above sections of the Resource Management Act 1991 included.

I/We OBJECT TO THIS APPLICATION ON THE GROUNDS THAT: the cultural Assesment was not mandated by the Mana Whenua Hapu.

Remedy: Implement a communication strategy plan so applicants know who the appropriate people are to contact for Resource Consents

I/We OBJECT TO THIS APPLICATION ON THE GROUNDS THAT: As an owner in the multiply owned Maori land, Rangatira 8A17 (one of the land blocks included in this plan) **Section 5 Resource Management Act** states, the purpose of this Act is to promote the sustainable management of Natural and Physical Resources. The trustees have failed to inform the owners of this plan change disadvantaging the owners from having an input into our Social, Economic and Cultural wellbeing for the Whenua(Natural/Physical Resource) and its people. If we allow the the change of status to the land from rural to residential then the rates will be excessive, we will have to sell land to pay for the rates. We will be left landless. This is a breach of **Sec5 (a)**, Sustaining the potential of natural and physical resources to meet the reasonably foreseeable needs of future generations. Ko Au Ko Te Whenua Ko Te Whenua Ko Au.

Remedy: That the Trustees of Rangatira 8A17 call a notified Hui of owners as soon as possible to be held at a Mana Whenua Marae, as per the Legal requirements of the Ture Whenua Maori Maori Land Act and/or the Maori Land Court. The trustees are to report back to TKoNT, TDC, Owners and Hapu with the findings and present All documentation as proof.

I/We OBJECT TO THIS APPLICATION ON THE GROUNDS THAT: this proposal will be evaluated against Taupo District Council and Waikato Regional Council plans. These plans are out of date and aligned with TDCs vision only.

Remedy: All TDC plans to be reviewed and aligned with the vision of the Ngati Tuwharetoa Settlement Act 2018. Timeframe of 4-6 months.

First name: James and Miurel

Last name: Tamiuru Henry Whanau Trust

- I could
- I could not

Gain an advantage in trade competition through this submission

- I am
- I am not

directly affected by an effect of the subject matter of the submission that :

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- b. does not relate to the trade competition or the effects of trade competitions.

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Would you like to present your submission in person at a hearing? *

I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Attached Documents

File
James and Miurel Tamiuru Henry Whanau Trust



Proposed Private Plan Change 37- Nukuhau Taupo District Plan Submission Form

GREAT LAKE TAUPŌ
Taupo District Council

Office use

RMA Form 5

*This form will be copied. Please do not print outside the frame.
If you need more space please attach additional pages to this form.*

Submitter:

Name: James and Mirel Tamicwa Henry Whanau Trust

Organisation / On Behalf of: _____

Address for correspondence: _____

I could /could not gain an advantage in trade competition through this submission.
If you could gain an advantage in trade competition through this submission please answer the following question:
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(a) adversely affects the environment; and
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This is a submission on Private Plan Change 37 – Nukuhau
Please use a separate form for each provision of the Plan Change you wish to submit on

The specific provision of Plan Change 37 that my submission relates to is _____
Other identification e.g. attachment/appendix/paragraph _____

I/We support oppose seek amendment to the provision named above (please tick one).

Reason for my/our views are:

Attached to back of proposal

I/We seek the following decision from the Taupo District Council:

I/we wish to be heard in support of my/our submission: Yes No
If others make a similar submission, I will consider presenting a joint case with them at a hearing: Yes No

Signed: T Henry Date: 21/03/2021
(A signature is not required if you make your submission by electronic means.)

- Please return this form no later than 17:00 5 March 2021 to:
- Taupo District Council, 30 Tongariro Street, Private Bag 2005, Taupo Mail Centre, Taupo 3352; or
 - e-mail NukuhauPlanChange@taupo.govt.nz

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Nukuhau Private Plan Change.

Compiled by A Henry

I/We OBJECT TO THIS APPLICATION ON THE GROUNDS THAT: This application does not constitute “sound Resource Management practises” with regards to the clauses in the Resource Management Act 1991

I/We OBJECT TO THIS APPLICATION ON THE GROUNDS THAT: The consultation process under **sec 36(a) of the Resource Management Act** was not adhered to by the proponent as this application went to the Tuwharetoa Maori Trust Board in 2019 and not to the Iwi authority (settlement group) TkoNT who only received this application in February 2021. The proponent has failed to consult with the appropriate RMA Roopu on behalf of the Hapu and Owners. TDC also failed to direct the proponent to the appropriate Roopu for consultation.

Remedy: Implement a communication strategy plan so applicants know who the appropriate people are to contact for Resource Consents.

I/We OBJECT TO THIS APPLICATION ON THE GROUNDS THAT: Taupo District Council have preempted this application and have breached (**Sec 6 of the Resource Management Act** (Matters of National Importance) states that, in achieving the purpose of this Act, all persons exercising functions and powers under it in relation to managing the use, development, and the protection of natural and physical resources, shall recognise and provide for the following matters of national importance. **Sec 6(a)** states that the relationship of Maori and their Culture and traditions with their ancestral lands, waters, sites, Waahi Tapu and other Taonga. **Sec7 (a)** Kaitiakitanga), by allowing this application to proceed as TDC and the proponent have yet to consult Hapu and Community with regards to the waste water from this development, crossing the Waikato River, via the control bridge and the new proposed bridge. (**see TDC minutes 15/12/2020 pg, 30**)

Remedy: Taupo District Council to refrain from processing any further Resource Consents to develop subdivisions until the forever failing infrastructure has caught up with the increasing demand of people wanting to live here, and also All TDC plans to be reviewed and the above sections of the Resource Management Act 1991 included.

I/We OBJECT TO THIS APPLICATION ON THE GROUNDS THAT: The Cultural Impact Assessment was not mandated by the Mana Whenua Hapu.

Remedy: Implement a communication strategy plan so applicants know who the appropriate people are to contact for Resource Consents

I/We OBJECT TO THIS APPLICATION ON THE GROUNDS THAT: As an owner in the multiply owned Maori land, Rangatira 8A17 (one of the land blocks included in this plan) **Section 5 Resource Management Act** states, the purpose of this Act is to promote the sustainable management of Natural and Physical Resources. The trustees have failed to inform the owners of this plan change disadvantaging the owners from having an input into our Social, Economic and Cultural wellbeing for the Whenua(Natural/Physical Resource) and its people. If we allow the the change of status to the land from rural to residential then the rates will be excessive, we will have to sell land to pay for the rates. We will be left landless. This is a breach of **Sec5 (a)**, Sustaining the potential of natural and physical resources to meet the reasonably foreseeable needs of future generations. Ko Au Ko Te Whenua Ko Te Whenua Ko Au.

Remedy: That the Trustees of Rangatira 8A17 call a notified Hui of owners as soon as possible to be held at a Mana Whenua Marae, as per the Legal requirements of the **Te Ture Whenua Maori Land Act 1993**. The trustees are to report back to TKoNT, TDC, Owners and Hapu with the findings and present All documentation as proof. If all avenues fails then an injunction will be sought.

I/We OBJECT TO THIS APPLICATION ON THE GROUNDS THAT: this proposal will be evaluated against Taupo District Council and Waikato Regional Council plans. These plans are out of date and aligned with TDCs vision only.

Remedy: All TDC plans to be reviewed and aligned with the vision of the Ngati Tuwharetoa Settlement Act 2018. Timeframe of 4-6 months.

First name: Naina

Last name: Wineera

On behalf of:

John Paki Te One Wineera

I could

I could not

Gain an advantage in trade competition through this submission

I am

I am not

directly affected by an effect of the subject matter of the submission that :

a. adversely affects the environment, and

b. does not relate to the trade competition or the effects of trade competitions.

Note to person making submission:

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991

Would you like to present your submission in person at a hearing? *

I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Attached Documents

File
Naina Wineera



Proposed Private Plan Change 37- Nukuhau Taupō District Plan

Submission Form

GREAT LAKE TAUPŌ
Taupō District Council

RMA Form 5

Office use

*This form will be copied. Please do not print outside the frame.
If you need more space please attach additional pages to this form.*

Submitter:

Name: Naina Wincera

Organisation / On Behalf of: John Paki Te Ope Wincera

Address for correspondence: Taupo 33

I could /could not gain an advantage in trade competition through this submission.

If you could gain an advantage in trade competition through this submission please answer the following question:

I am /am not directly affected by an effect of the subject matter of this submission that:

- (a) adversely affects the environment; and
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This is a submission on Private Plan Change 37 – Nukuhau

Please use a separate form for each provision of the Plan Change you wish to submit on

The specific provision of Plan Change 37 that my submission relates to is

Other identification e.g. attachment/appendix/paragraph

I/We support oppose seek amendment to the provision named above (please tick one).

Reason for my/our views are:

refer to our response for this submission; connected to this submission form.

I/We seek the following decision from the Taupō District Council:

I/we wish to be heard in support of my/our submission: Yes No

If others make a similar submission, I will consider presenting a joint case with them at a hearing: Yes No

Signed: [Signature] Date: 4.3.21
(A signature is not required if you make your submission by electronic means.)

Please return this form no later than 17:00 5 March 2021 to:

- Taupō District Council, 30 Tongariro Street, Private Bag 2005, Taupō Mail Centre, Taupo 3352; or
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John Paki Wincera + Alice Seymour
children, Gloria, January
Hane Wincera (dec)
Rangi Wincera
Raatean Wincera
Alice Wincera
Naina Wincera
A.R. Wincera

Nukuhau Private Plan Change.

Compiled by A Henry

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Remedy: All TDC plans to be reviewed and aligned with the vision of the Ngati Tuwharetoa Settlement Act 2018. Timeframe of 4-6 months.

First name: Raeleen

Last name: Wineera

On behalf of:

John Paki Te One Wineera

I could

I could not

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I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Attached Documents

File
Raeleen Wineera



Proposed Private Plan Change 37- Nukuhau Taupō District Plan Submission Form

GREAT LAKE TAUPŌ
Taupō District Council

Office use

RMA Form 5

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Submitter:

Name: Raeleen Winaera

Organisation / On Behalf of: John Paki Te One Winaera

Address for correspondence:...

Ngāpua



I could /could not gain an advantage in trade competition through this submission.

If you could gain an advantage in trade competition through this submission please answer the following question:

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I/We seek the following decision from the Taupō District Council:

.....
.....
.....
.....

I/we wish to be heard in support of my/our submission: Yes No

If others make a similar submission, I will consider presenting a joint case with them at a hearing: Yes No

Signed: R Winaera Date: 1-03-2021

(A signature is not required if you make your submission by electronic means.)

Please return this form no later than 17:00 5 March 2021 to:

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Hane Wincera (dec)
Rangi Wincera
Raatean Wincera
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Naina Wincera
A.R. Wincera

Nukuhau Private Plan Change.

Compiled by A Henry

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Remedy: All TDC plans to be reviewed and aligned with the vision of the Ngati Tuwharetoa Settlement Act 2018. Timeframe of 4-6 months.

First name: Raewyn

Last name: Keremete

- I could
- I could not

Gain an advantage in trade competition through this submission

- I am
- I am not

directly affected by an effect of the subject matter of the submission that :

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I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Attached Documents

File
Raewyn Keremete



Proposed Private Plan Change 37- Nukuhau Taupo District Plan

Submission Form

GREAT LAKE TAUPŌ
Taupo District Council

Office use

RMA Form 5

*This form will be copied. Please do not print outside the frame.
If you need more space please attach additional pages to this form.*

Submitter:

Name: Raenyn Keremete

Organisation / On Behalf of:

Address for correspondence:

Phone:



I could /could not gain an advantage in trade competition through this submission.

If you could gain an advantage in trade competition through this submission please answer the following question:

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This is a submission on Private Plan Change 37 – Nukuhau

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The specific provision of Plan Change 37 that my submission relates to is

Other identification e.g. attachment/appendix/paragraph

I/We support oppose seek amendment to the provision named above (please tick one).

Reason for my/our views are:

Back of proposal

I/We seek the following decision from the Taupo District Council:

.....
.....
.....
.....

I/we wish to be heard in support of my/our submission: Yes No

If others make a similar submission, I will consider presenting a joint case with them at a hearing: Yes No

Signed: R Keremete Date: 4/02/2021
(A signature is not required if you make your submission by electronic means.)

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Nukuhau Private Plan Change.

Compiled by A Henry

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Remedy: All TDC plans to be reviewed and aligned with the vision of the Ngati Tuwharetoa Settlement Act 2018. Timeframe of 4-6 months.

First name: Not provided

Last name: Not provided

On behalf of:

Rangihiroa Te Whetu Whanau Trust

I could

I could not

Gain an advantage in trade competition through this submission

I am

I am not

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File
Rangihiroa Te Whetu Whanau Trust



Proposed Private Plan Change 37- Nukuhau Taupō District Plan Submission Form

GREAT LAKE TAUPŌ
Taupō District Council

Office use

RMA Form 5

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Submitter:

Name:

Organisation / On Behalf of: Ranghiroa Te Whetu Wharau Trust

Address for correspondence: 

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.....
.....
.....
.....

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Signed: D. Kenny Date: 4-03-21
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Tamariki o p =

Rangihiro Te Whetu (Henry) & Agnes Ahenata Henry

April Ahenata Wineera

Kaahui Te Anki Henry

Aroha Te Rewa Henry

Barton John Henry

Rangihiro Henry (Junior)

Hau mihaere Henry

Robert Henry

Brian Henry

Dorothy Henry

Loyde Henry

Karen Henry.

Nukuhau Private Plan Change.

Compiled by A Henry

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I/We OBJECT TO THIS APPLICATION ON THE GROUNDS THAT: As an owner in the multipity owned Maori land, Rangatira 8A17 (one of the land blocks included in this plan) **Section 5 Resource Management Act** states, the purpose of this Act is to promote the sustainable management of Natural and Physical Resources. The trustees have failed to inform the owners of this plan change disadvantaging the owners from having an input into our Social, Economic and Cultural wellbeing for the Whenua(Natural/Physical Resource) and its people. If we allow the the change of status to the land from rural to residential then the rates will be excessive, we will have to sell land to pay for the rates. We will be left landless. This is a breach of **Sec5 (a)**, Sustaining the potential of natural and physical resources to meet the reasonably foreseeable needs of future generations. Ko Au Ko Te Whenua Ko Te Whenua Ko Au.

Remedy: That the Trustees of Rangatira 8A17 call a notified Hui of owners as soon as possible to be held at a Mana Whenua Marae, as per the Legal requirements of the **Te Ture Whenua Maori Maori Land Act 1993**. The trustees are to report back to TKoNT, TDC, Owners and Hapu with the findings and present All documentation as proof. If all avenues fails then an injunction will be sought.

I/We OBJECT TO THIS APPLICATION ON THE GROUNDS THAT: this proposal will be evaluated against Taupo District Council and Waikato Regional Council plans. These plans are out of date and aligned with TDCs vision only.

Remedy: All TDC plans to be reviewed and aligned with the vision of the Ngati Tuwharetoa Settlement Act 2018. Timeframe of 4-6 months.

First name: Rawari

Last name: Hunia

- I could
- I could not

Gain an advantage in trade competition through this submission

- I am
- I am not

directly affected by an effect of the subject matter of the submission that :

- a. adversely affects the environment, and
- b. does not relate to the trade competition or the effects of trade competitions.

Note to person making submission:

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991

Would you like to present your submission in person at a hearing? *

I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Attached Documents

File
Rawari Hunia



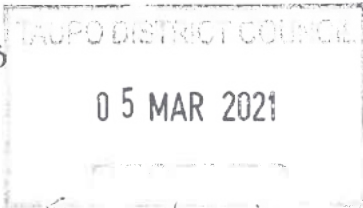
GREAT LAKE TAUPŌ
Taupō District Council

RMA Form 5

Proposed Private Plan Change 37- Nukuhau

Taupō District Plan

Submission Form



Office use

This form will be copied. Please do not print outside the frame. If you need more space please attach additional pages to this form.

Submitter:

Name: Rawiri Harris

Organisation / On Behalf of:



Address for correspondence:

E-mail:

I could /could not gain an advantage in trade competition through this submission.

If you could gain an advantage in trade competition through this submission please answer the following question:

I am /am not directly affected by an effect of the subject matter of this submission that:

- (a) adversely affects the environment; and
- (b) does not relate to trade competition or the effects of trade competition.

This is a submission on Private Plan Change 37 – Nukuhau

Please use a separate form for each provision of the Plan Change you wish to submit on

The specific provision of Plan Change 37 that my submission relates to is

Other identification e.g. attachment/appendix/paragraph

I/We support oppose seek amendment to the provision named above (please tick one).

Reason for my/our views are:

Refer to the Pack

I/We seek the following decision from the Taupō District Council:

.....
.....
.....

I/we wish to be heard in support of my/our submission: Yes No

If others make a similar submission, I will consider presenting a joint case with them at a hearing: Yes No

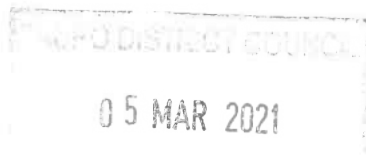
Signed: [Signature] Date: 4-3-21

(A signature is not required if you make your submission by electronic means.)

Please return this form no later than 17:00 5 March 2021 to:

- Taupō District Council, 30 Tongariro Street, Private Bag 2005, Taupō Mail Centre, Taupo 3352; or
- e-mail NukuhauPlanChange@taupo.govt.nz

Submitters are advised that the information supplied in written submissions may contain personal information within the meaning of the Privacy Act 2020. By taking part in this public submission process, submitters have agreed to any personal information (including names and contact details) which is contained in their submission being made available to the public as part of the consultation and decision making process. All information collected will be held by Taupō District Council. Submitters have the right to access and correct personal information. Following the submission period, a summary of submissions will be available on the Taupō District Council website.



Nukuhau Private Plan Change.

Compiled by A Henry

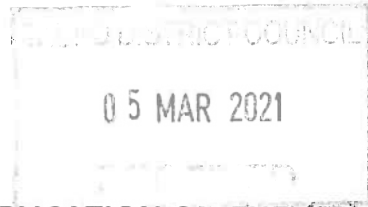
I/We OBJECT TO THIS APPLICATION ON THE GROUNDS THAT: This application does not constitute “sound Resource Management practises” with regards to the clauses in the Resource Management Act 1991

I/We OBJECT TO THIS APPLICATION ON THE GROUNDS THAT: The consultation process under **sec 36(a) of the Resource Management Act** was not adhered to by the proponent as this application went to the Tuwharetoa Maori Trust Board in 2019 and not to the Iwi authority (settlement group) TkoNT who only received this application in February 2021. The proponent has failed to consult with the appropriate RMA Roopu on behalf of the Hapu and Owners. TDC also failed to direct the proponent to the appropriate Roopu for consultation.

Remedy: Implement a communication strategy plan so applicants know who the appropriate people are to contact for Resource Consents.

I/We OBJECT TO THIS APPLICATION ON THE GROUNDS THAT: Taupo District Council have preempted this application and have breached (**Sec 6 of the Resource Management Act** (Matters of National Importance) states that, in achieving the purpose of this Act, all persons exercising functions and powers under it in relation to managing the use, development, and the protection of natural and physical resources, shall recognise and provide for the following matters of national importance. **Sec 6(a)** states that the relationship of Maori and their Culture and traditions with their ancestral lands, waters, sites, Waahi Tapu and other Taonga. **Sec7 (a)** Kaitiakitanga), by allowing this application to proceed as TDC and the proponent have yet to consult Hapu and Community with regards to the waste water from this development, crossing the Waikato River, via the control bridge and the new proposed bridge. (**see TDC minutes 15/12/2020 pg, 30**)

Remedy: Taupo District Council to refrain from processing any further Resource Consents to develop subdivisions until the forever failing infrastructure has caught up with the increasing demand of people wanting to live here, and also All TDC plans to be reviewed and the above sections of the Resource Management Act 1991 included.



I/We OBJECT TO THIS APPLICATION ON THE GROUNDS THAT: The Cultural Impact Assessment was not mandated by the Mana Whenua Hapu.

Remedy: Implement a communication strategy plan so applicants know who the appropriate people are to contact for Resource Consents

I/We OBJECT TO THIS APPLICATION ON THE GROUNDS THAT: As an owner in the multiply owned Maori land, Rangatira 8A17 (one of the land blocks included in this plan) **Section 5 Resource Management Act** states, the purpose of this Act is to promote the sustainable management of Natural and Physical Resources. The trustees have failed to inform the owners of this plan change disadvantaging the owners from having an input into our Social, Economic and Cultural wellbeing for the Whenua(Natural/Physical Resource) and its people. If we allow the the change of status to the land from rural to residential then the rates will be excessive, we will have to sell land to pay for the rates. We will be left landless. This is a breach of **Sec5 (a)**, Sustaining the potential of natural and physical resources to meet the reasonably foreseeable needs of future generations. Ko Au Ko Te Whenua Ko Te Whenua Ko Au.

Remedy: That the Trustees of Rangatira 8A17 call a notified Hui of owners as soon as possible to be held at a Mana Whenua Marae, as per the Legal requirements of the **Te Ture Whenua Maori Land Act 1993**. The trustees are to report back to TKoNT, TDC, Owners and Hapu with the findings and present All documentation as proof. If all avenues fails then an injunction will be sought.

I/We OBJECT TO THIS APPLICATION ON THE GROUNDS THAT: this proposal will be evaluated against Taupo District Council and Waikato Regional Council plans. These plans are out of date and aligned with TDCs vision only.

Remedy: All TDC plans to be reviewed and aligned with the vision of the Ngati Tuwharetoa Settlement Act 2018. Timeframe of 4-6 months.

First name: Not provided

Last name: Not provided

On behalf of:

William Wiremu, and Mate Taumaha
Josephine Wineera Whanau Trust

I could

I could not

Gain an advantage in trade competition through this submission

I am

I am not

directly affected by an effect of the subject matter of the submission that :

a. adversely affects the environment, and

b. does not relate to the trade competition or the effects of trade competitions.

Note to person making submission:

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991

Would you like to present your submission in person at a hearing? *

I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Attached Documents

File
William Wiremu



GREAT LAKE TAUPŌ
Taupō District Council

RMA Form 5

Submitter:

Name:

Organisation / On Behalf of: William Wiremu, and mate Tūmaha Josephine

Address for correspondence: [Redacted]



Office use

This form will be copied. Please do not print outside the frame. If you need more space please attach additional pages to this form.

I could /could not gain an advantage in trade competition through this submission.

If you could gain an advantage in trade competition through this submission please answer the following question:

I am /am not directly affected by an effect of the subject matter of this submission that:

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This is a submission on Private Plan Change 37 – Nukuhau

Please use a separate form for each provision of the Plan Change you wish to submit on

The specific provision of Plan Change 37 that my submission relates to is

Other identification e.g. attachment/appendix/paragraph

I/We support oppose seek amendment to the provision named above (please tick one).

Reason for my/our views are:

Please refer to our response connected at the back of this submission form.

I/We seek the following decision from the Taupō District Council:

.....
.....
.....

I/we wish to be heard in support of my/our submission: Yes No

If others make a similar submission, I will consider presenting a joint case with them at a hearing: Yes No

Signed: [Signature] Date: 3.3.21
(A signature is not required if you make your submission by electronic means.)

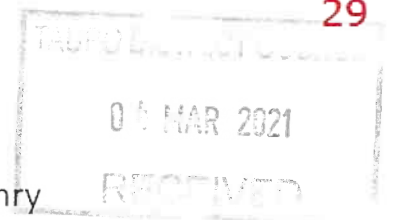
Please return this form no later than 17:00 5 March 2021 to:

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Nukuhau Private Plan Change.

Compiled by A Henry



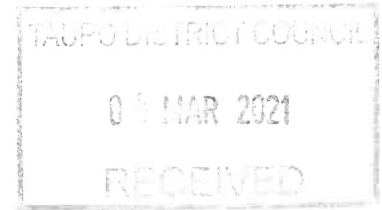
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Remedy: Implement a communication strategy plan so applicants know who the appropriate people are to contact for Resource Consents

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Remedy: All TDC plans to be reviewed and aligned with the vision of the Ngati Tuwharetoa Settlement Act 2018. Timeframe of 4-6 months.

Organisation:

Taupo Business Chamber

First name: Sarah**Last name:** Davidson**On behalf of:**

Taupo Business Chamber

- I could
- I could not

Gain an advantage in trade competition through this submission

- I am
- I am not

directly affected by an effect of the subject matter of the submission that :

- a. adversely affects the environment, and
- b. does not relate to the trade competition or the effects of trade competitions.

Note to person making submission:

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991

Would you like to present your submission in person at a hearing? *

Yes

Nukuhau Private Plan Change

Additional requirements for hearing:

Attached Documents

File
PROPOSED PLAN CHANGE 37 TO THE TAUPO DISTRICT PLAN

“A”



**TAUPŌ BUSINESS CHAMBER SUPPORT FOR PROPOSED PLAN CHANGE 37 TO THE
TAUPŌ DISTRICT PLAN – REQUEST TO REZONE RURAL LAND TO RESIDENTIAL
AND MEDIUM DENSITY RESIDENTIAL AT NUKUHAU**

To whom it may concern,

THIS IS A SUBMISSION ON PRIVATE PLAN CHANGE 37 – NUKUHAU

1. The Taupō Business Chamber is writing to support Plan Change 37 – Nukuhau.
2. We support Plan Change 37 as we consider the growth of the Taupō region by way of increased residential housing options and an additional shopping centre will greatly contribute to the local economy and thereby contribute towards our goal as a Business Chamber to support business growth and vitality through the Taupō region.
3. We encourage the developers to consider using local business in the construction and development phase as a way of generating local economic opportunity i.e. jobs.
4. As part of our submission process, we asked our members to provide feedback on Plan Change 37 that could be included in our submission. Of the 29 responses received 26 supported the change, 1 opposed the change and 2 sought amendment. The feedback received supports the board's position to support Plan Change 37.

First name: Peter & Maureen

Last name: Smith

- I could
- I could not

Gain an advantage in trade competition through this submission

- I am
- I am not

directly affected by an effect of the subject matter of the submission that :

- a. adversely affects the environment, and
- b. does not relate to the trade competition or the effects of trade competitions.

Note to person making submission:

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991

Would you like to present your submission in person at a hearing? *

I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Attached Documents

File
M and P Smith Form5
M and P Smith

Carrie Robinson

From:
Subject:

Nukuhau Plan Change

vatene way

Proposed Private Plan Change 37- Nukuhau
Taupō District Plan
Submission Form

Office use

THIS FORM WILL BE COPIED. PLEASE DO NOT PRINT OUTSIDE THE FRAME. IF YOU NEED MORE SPACE PLEASE ATTACH ADDITIONAL PAGES TO THIS FORM.

Submitter:
 Name: Peter + Maureen Smith
 Organisation / On Behalf of: _____
 Address for correspondence: RD1 TA

I could not gain an advantage in trade competition through this submission.
 If you could gain an advantage in trade competition through this submission please answer the following question:
 I am directly affected by an effect of the subject matter of this submission that:
 (a) adversely affects the environment, and
 (b) does not relate to trade competition or the effects of trade competition.

This is a submission on Private Plan Change 37 - Nukuhau
 Please use a separate form for each provision of the Plan Change you wish to submit on.
 The specific provision of Plan Change 37 that my submission relates to is the change of reading
 Other identification e.g. attachment/appendix/paragraph: _____

support oppose seek amendment to the provision named above (please tick one).

Reason for my/our views are:
The rerouting of Pohipi Rd and Wake Lane is not a viable alternative and just adding to the congestion that already exists
attached is earlier submission

We seek the following decision from the Taupō District Council:
That the rerouting of this reading be considered to finding an alternative route

I/we wish to be heard in support of my/our submission: Yes No
 If others make a similar submission, I will consider presenting a joint case with them at a hearing: Yes No

Signed: P. Smith Date: 28.2.2021
(A signature is not required if you make your submission by electronic means.)

Please return this form no later than 17:00 5 March 2021 to:
 • Taupō District Council, 33 Tongariro Street, Private Bag 2005, Taupō Mail Centre, Taupō 3302; or
 • e-mail PublicPlanChange@taupo.govt.nz

Submitters are advised that the information included in written submissions may contain personal information within the meaning of the Privacy Act 2020. By taking part in this public submission process, submitters have agreed to any personal information (including names and contact details) which is contained in their submission being made available to the public as part of the consultation and decision-making process. All information collected will be held by Taupō District Council. Submitters have the right to access and correct personal information. Following the submission period, a summary of submissions will be available on the Taupō District Council website.

Carrie Robinson

From: Maureen and Peter <
Sent:
To: Thursday, 25 February 2021 4:37 PM
Subject: Nukuhau Plan Change
Re plan change to re route main road from pohipi rd to watene way
Follow Up Flag:
Flag Status: Follow up
Categories: Completed

Red Category

CAUTION: This email originated from outside of the organisation. Do not click links, open attachments, or respond unless you recognise the sender and know the content is safe

I would like to make a submission on behalf of my husband Peter smith and myself Maureen smith. We are objecting to to the rerouting of pohipi rd to send main traffic down watene way. The road is busy enough at present and the xtra traffic it will have to serve will not support that small road. The traffic coming from the control gate bridge is horrendous and having to sit at the top of Norman Smith street is getting rediculous with long waits and with the proposed no of xtra cars adding to that is going to make it worse. With the flyover now being flagged that brings another problem Pohipi rd should be left as is and another entrance further down near the quarry should be considered We are not against new housing as such but the access to them needs to be much more considered without inconvenience to the surrounding area Also wat will happen to the berm on watene way ie will it be left as is if the proposal goes ahead as at present it is a well used walkway for a lot of people.
Regards
Maureen smith
Peter smith

Sent from my iPhone

First name: Emma

Last name: Waugh

- I could
- I could not

Gain an advantage in trade competition through this submission

- I am
- I am not

directly affected by an effect of the subject matter of the submission that :

- a. adversely affects the environment, and
- b. does not relate to the trade competition or the effects of trade competitions.

Note to person making submission:

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Would you like to present your submission in person at a hearing? *

I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Attached Documents

File
Emma Waugh Form5
Emma Waugh



Proposed Private Plan Change 37- Nukuhau Taupō District Plan Submission Form

GREAT LAKE TAUPŌ
Taupō District Council

RMA Form 5

Office use

*This form will be copied. Please do not print outside the frame.
If you need more space please attach additional pages to this form.*

Submitter:

Name: Emma Waugh

Organisation / On Behalf of:

Address for correspondence:

Nukuhau

I could /could not gain an advantage in trade competition through this submission.

If you could gain an advantage in trade competition through this submission please answer the following question:

I am /am not directly affected by an effect of the subject matter of this submission that:

- (a) adversely affects the environment; and
- (b) does not relate to trade competition or the effects of trade competition.

This is a submission on Private Plan Change 37 – Nukuhau

Please use a separate form for each provision of the Plan Change you wish to submit on

The specific provision of Plan Change 37 that my submission relates to is all of it

Other identification e.g. attachment/appendix/paragraph

I/We support oppose seek amendment to the provision named above (please tick one).

Reason for my/our views are:

see attached as not enough space for full objections
insufficient road structures + capability
lack of town facilities to support additional residents
insufficient public parking
Lack of medical facilities to sustain current population

I/We seek the following decision from the Taupō District Council:

Decline the plan

I/we wish to be heard in support of my/our submission:

Yes No

If others make a similar submission, I will consider presenting a joint case with them at a hearing: Yes No

Signed: EWaugh

Date: 2/3/21

(A signature is not required if you make your submission by electronic means.)

Please return this form no later than 17:00 5 March 2021 to:

- Taupō District Council, 30 Tongariro Street, Private Bag 2005, Taupō Mail Centre, Taupo 3352; or
- e-mail NukuhauPlanChange@taupo.govt.nz

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Proposed Private Plan Change 37 Nukuhau

I object in full to the proposed development of the plan change 37.

I fail to understand or force how the town can cope with more housing.

1. The Norman Smith/control gates bridge traffic is not going to be able to cope with an additional amount of traffic. The traffic is bottle necked already at peak times trying to get through the lights and upto the Countdown/spa road roundabout. Spa road is gridlocked at rush hour in the afternoons as the main street coming through the lights. The addition of this development will cause serious congestion.

2. There is a lack of large supermarket facilities in town and another 700 + houses is not going to help. Sometimes you cannot even get a park at the supermarket.

3. There is insufficient public parking in town to cope with the additional development. It is very difficult for employees to find a car park space to park in for a day at work.

4. The medical facilities - doctors surgeries - are struggling to cope with the current amount of people. Sometimes having to wait for 3 -4 weeks just to get an appointment.

5. The Taupo Hospital is simply too small for a town whose population has already exploded. The hospital cannot cope as it is and there will be even more serious strain on the ambulance services, emergency department, wards, day to day consultation facilities.

The Taupo council need to focus in injecting money into the facilities in town - allowing large supermarket to be built on the outskirts of town, rather than just buying sculptures, changing town roads. The town is bursting at the seams and cannot cope now.

Therefore I object to the proposal.

First name: Gary & Rebecca

Last name: Brandon

On behalf of:

Ripeka Ma Trust

I could

I could not

Gain an advantage in trade competition through this submission

I am

I am not

directly affected by an effect of the subject matter of the submission that :

a. adversely affects the environment, and

b. does not relate to the trade competition or the effects of trade competitions.

Note to person making submission:

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991

Would you like to present your submission in person at a hearing? *

I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Attached Documents

File
G and R Brandon Form5



Proposed Private Plan Change 37- Nukuhau Taupo District Plan Submission Form

Office use

RMA Form 5

*This form will be copied. Please do not print outside the frame.
If you need more space please attach additional pages to this form.*

Submitter:

Name: Gary & Rebecca Brandon

Organisation / On Behalf of: Ripeka Ma Trust

Address for correspondence:

Phone:

E-mail:

I could /could not gain an advantage in trade competition through this submission.

If you could gain an advantage in trade competition through this submission please answer the following question:

I am /am not directly affected by an effect of the subject matter of this submission that:

- (a) adversely affects the environment; and
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This is a submission on Private Plan Change 37 – Nukuhau

Please use a separate form for each provision of the Plan Change you wish to submit on

The specific provision of Plan Change 37 that my submission relates to is

Other identification e.g. attachment/appendix/paragraph

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Reason for my/our views are:

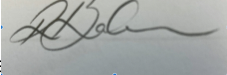
We are seeking to have our property included in the urban plan change for the area. This will tie us in with the neighbours at 59 Watene Lane which that property is included in the plan change. The proposed life style blocks going in there the developer is going to seal the drive and put all services in up the private road. Develop land for people to build homes closer to the township

I/We seek the following decision from the Taupo District Council: Approve the plan. Include our land

63 Watene Lane to the plan. The layout of the gullies should be marked as preliminary for applicable stormwater design at a later stage

I/we wish to be heard in support of my/our submission: Yes No

If others make a similar submission, I will consider presenting a joint case with them at a hearing: Yes No

Sign Gary Brandon  Date: 1-03-2021
(A signature is not required if you make an electronic means.)

Please return this form no later than 17:00 5 March 2021 to:

- Taupo District Council, 30 Tongariro Street, Private Bag 2005, Taupo Mail Centre, Taupo 3352; or
- e-mail NukuhauPlanChange@taupo.govt.nz

Submitters are advised that the information supplied in written submissions may contain personal information within the meaning of the Privacy Act 2020. By taking part in this public submission process, submitters have agreed to any personal information (including names and contact details) which is contained in their submission being made available to the public as part of the consultation and decision making process. All information collected will be held by Taupo District Council. Submitters have the right to access and correct personal information. Following the submission period, a summary of submissions will be available on the Taupo District Council website.

First name: Peter

Last name: Marshall

On behalf of:

Tukairangi Trust

- I could
- I could not

Gain an advantage in trade competition through this submission

- I am
- I am not

directly affected by an effect of the subject matter of the submission that :

- a. adversely affects the environment, and
- b. does not relate to the trade competition or the effects of trade competitions.

Note to person making submission:

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991

Would you like to present your submission in person at a hearing? *

I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Attached Documents

File
Peter Marshall Form5
Peter Marshall



Proposed Private Plan Change 37- Nukuhau Taupō District Plan Submission Form

GREAT LAKE TAUPŌ
Taupō District Council

Office use

RMA Form 5

This form will be copied. Please do not print outside the frame. If you need more space please attach additional pages to this form.

Submitter:

Name: Peter Marshall

Organisation / On Behalf of: Tukairangi Trust

Address for correspondence: R. [Redacted]

I could /could not gain an advantage in trade competition through this submission.

If you could gain an advantage in trade competition through this submission please answer the following question:

I am /am not directly affected by an effect of the subject matter of this submission that:

- (a) adversely affects the environment; and
- (b) does not relate to trade competition or the effects of trade competition.

This is a submission on Private Plan Change 37 – Nukuhau

Please use a separate form for each provision of the Plan Change you wish to submit on

The specific provision of Plan Change 37 that my submission relates to is In General

Other identification e.g. attachment/appendix/paragraph Submis

I/We support oppose seek amendment to the provision named above (please tick one).

Reason for my/our views are:

Insufficient infrastructure, restriction of peri urban sprawl.
Environmental considerations. See attached.

I/We seek the following decision from the Taupō District Council:

Carefully consider the proposal & decline if not cost neutral to rate payers.

I/we wish to be heard in support of my/our submission:

Yes No

If others make a similar submission, I will consider presenting a joint case with them at a hearing: Yes No

Signed: Peter Marshall

Date: 3/3/2021

(A signature is not required if you make your submission by electronic means.)

Please return this form no later than 17:00 5 March 2021 to:

- Taupō District Council, 30 Tongariro Street, Private Bag 2005, Taupō Mail Centre, Taupo 3352; or
- e-mail NukuhauPlanChange@taupo.govt.nz

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Carrie Robinson

From: Nukuhau Plan Change
Subject: FW: Nukuhau Private plan Change

From: Peter & Vanda Marshall <>
Sent: Monday, 1 March 2021 5:30 PM
To: Hilary Samuel <hsamuel@taupo.govt.nz>; Connect <connect@taupo.govt.nz>; TDC Info Email Queue <info@taupo.govt.nz>
Subject: Re: Nukuhau Private plan Change

CAUTION: This email originated from outside of the organisation. Do not click links, open attachments, or respond unless you recognise the sender and know the content is safe

Submission on

Nukuhau Private plan Change Proposed Plan Change 37 to the Taupō District Plan: Request to rezone Rural Land to Residential

The Proposed Plan Change should not cost current ratepayers for upgrading sewage and potable water infrastructure in Taupo which is inadequate to cope with the extra load.

Large planted soil conservation areas should be set aside using existing gullies and overland water flow patterns to cope with increased run off from hard surfaces and stormwater.

Rainwater harvesting for domestic use should be required to reduce piped water requirements.

Street lighting should be kept to minimum or negligible to reduce light pollution.

The plan change needs to have “particular regard” to the effects of climate change, and should pre-empt Zero Carbon Amendment Bill and be as close to Zero Carbon as possible, if necessary through off setting.

Ease of Cycle and pedestrian movement should be given priority over vehicular movement. This would contribute to reducing CO2 emissions.

For amenity and visual purposes , the mature trees and vegetation on the old Landcorp Wairakei Block Manager's house property needs to be retained.

A plan change such as this requires particular consideration by Council, so that ratepayers who submitted on the plan it would change do not become disillusioned with the process.

Peter Marshall

First name: Pamela

Last name: Riha

- I could
- I could not

Gain an advantage in trade competition through this submission

- I am
- I am not

directly affected by an effect of the subject matter of the submission that :

- a. adversely affects the environment, and
- b. does not relate to the trade competition or the effects of trade competitions.

Note to person making submission:

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991

Would you like to present your submission in person at a hearing? *

I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Attached Documents

File
Pamela Riha Form5
Pamela Riha



Proposed Private Plan Change 37- Nukuhau Taupō District Plan Submission Form

GREAT LAKE TAUPŌ
Taupō District Council

Office use

RMA Form 5

*This form will be copied. Please do not print outside the frame.
If you need more space please attach additional pages to this form.*

Submitter:

Name: PAMELA RIHA

Organisation / On Behalf of: _____

Address for correspondence: ...
TAUPO 3

I could /could not gain an advantage in trade competition through this submission.

If you could gain an advantage in trade competition through this submission please answer the following question:

I am /am not directly affected by an effect of the subject matter of this submission that:

- (a) adversely affects the environment; and
- (b) does not relate to trade competition or the effects of trade competition.

This is a submission on Private Plan Change 37 – Nukuhau

Please use a separate form for each provision of the Plan Change you wish to submit on

The specific provision of Plan Change 37 that my submission relates to is _____

Other identification e.g. attachment/appendix/paragraph _____

I/We support oppose seek amendment to the provision named above (please tick one).

Reason for my/our views are:

SEE ATTACHED

I/We seek the following decision from the Taupō District Council:

.....
.....
.....

I/we wish to be heard in support of my/our submission: Yes No

If others make a similar submission, I will consider presenting a joint case with them at a hearing: Yes No

Signed: P. Riha Date: 23/03/2021
(A signature is not required if you make your submission by electronic means.)

Please return this form no later than 17:00 5 March 2021 to:

- Taupō District Council, 30 Tongariro Street, Private Bag 2005, Taupō Mail Centre, Taupo 3352; or
- e-mail NukuhauPlanChange@taupo.govt.nz

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Carrie Robinson

From: Nukuhau Plan Change
Subject: FW:

CAUTION: This email originated from outside of the organisation. Do not click links, open attachments, or respond unless you recognise the sender and know the content is safe

SUBMISSION ON

"REQUEST TO REZONE RURAL LAND TO RESIDENTIAL"

"PRIVATE PLAN CHANGE 37 TO THE TAUPO DISTRICT COUNCIL"

The Taupo District Council should not approve any further rezoning of rural land to residential development/commercial development until such time as a SECOND bridge has been built over the Waikato River to supplement the current Control Gate Bridge.

The current bridge affords the only direct access into town and already carries an extremely high volume of heavy vehicles and cars.

Unless an additional bridge is operational before the proposed rezoning takes place Taupo residents north of the Control Gate Bridge will encounter problems of aged infrastructure similar to those currently being experienced on the Auckland Harbour Bridge.

Many towns and cities in New Zealand are experiencing problems regarding deterioration of aged water pipes and maintenance of roads, etc. Taupo is no exception and the Council should place the emphasis on maintenance of current infrastructure before any further developments.



Pamela Riha



01.03.2021

[Sent from Yahoo Mail on Android](#)

Organisation:

Heritage New Zealand Pouhere Taonga

First name: Sherry

Last name: Reynolds

- I could
- I could not

Gain an advantage in trade competition through this submission

- I am
- I am not

directly affected by an effect of the subject matter of the submission that :

- a. adversely affects the environment, and
- b. does not relate to the trade competition or the effects of trade competitions.

Note to person making submission:

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991

Would you like to present your submission in person at a hearing? *

I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Attached Documents

File
Submission of HNZPT to Private Plan change 37



16/02/2021

File ref: LA054

Taupo District Council,
Private Bag 2005,
Taupo Mail Centre,
Taupo,
3352.
ATTN: Hilary Samuel

Dear Hilary

SUBMISSION OF HERITAGE NEW ZEALAND POUHERE TAONGA TO PRIVATE PLAN CHANGE 37

TO: TAUPO DISTRICT COUNCIL

FROM: HERITAGE NEW ZEALAND POUHERE TAONGA

1. This is a submission on the following notified Private Plan Change 37:

The private plan change request seeks to change the zoning of 77.78 hectares of Rural Environment zoned land to a mix of General Residential and Medium Density Residential. It also seeks to provide a Neighbourhood Shopping Centre (Shops) overlay over an area in the proposed General Residential Zone and areas of stormwater and recreation reserves. These proposed zone changes will enable the future development of approximately 780 dwellings in an area identified in the Taupō District 2050 - Growth Management Strategy (TD2050) as a northern growth area.

- 2. Heritage New Zealand Pouhere Taonga could not gain an advantage in trade competition through this submission.**
- 3. The specific provisions of the proposal that Heritage New Zealand Pouhere Taonga 's submission relates to are:**

The proposed rezoning that would allow the intensification of the density of the land uses within the Plan Change area.

4. Heritage New Zealand Pouhere Taonga's submission is:

There is likelihood that the proposed activity could have adverse effects on historic heritage, in particular archaeology and cultural values. Heritage New Zealand Pouhere Taonga (HNZPT) is not opposed to the proposed activities subject to the appropriate ongoing management of historic heritage, in particular archaeology and cultural values.

5. The reasons for Heritage New Zealand's position are as follows:

HNZPT is an autonomous Crown Entity with statutory responsibility under the Heritage New Zealand Pouhere Taonga Act 2014 for the identification, protection, preservation and conservation

of New Zealand's historical and cultural heritage. HNZPT is New Zealand's lead historic heritage agency. The Heritage New Zealand Pouhere Taonga Act 2014 protects both recorded and unrecorded archaeology.

The Resource Management Act requires that the protection of historic heritage should be *recognised and provided for* as a Matter of National Importance (Section 6(f) & (f)). Land development including earthworks has the potential to destroy historic heritage values. It is therefore important that before the structure plan design is formalized as part of this Plan Change process that an Archaeological Assessment and a Cultural Impact Assessment are undertaken to inform the design of the Plan Change and any future subdivision to ensure that any future earthworks do not adversely affect these important historic heritage values.

Archaeological values

The Plan Change application, at Assessment of Environmental Effects (AEE) -Appendix K, has included an "Arch Check" prepared by Opus consultants, with the Project name "*Nukuhau Plan Change*"¹. The recommendation of the Archcheck is that an archaeological assessment is required and is to be undertaken within either the subdivision or resource consent processes that are to be undertaken after the Plan Change.

HNZPT is concerned at the proposed approach, where the information from the ArchCheck has been interpreted within the AEE at page 37², with the following conclusion:

"Other environmental effects such as geotechnical, archaeological³ and land contamination are minor and can be managed through further site investigation at the time of development and avoided, remedied or mitigated as required."

However HNZPT considers that the "ArchCheck" is inadequate for the purposes of informing the consideration of archaeology within the Plan Change. The ArchCheck clearly advises that the whole site was not visited-"*the size of the project area meant that the full area was unable to be comprehensively surveyed*"⁴ and that the site is located within "*the wider landscape (that) was extensively used prior to 1900 by Maori*"⁵. Therefore insufficient information has been obtained to determine the effects on archaeology at this time. HNZPT considers that a full archaeological assessment should be undertaken by a suitability qualified person, familiar with the Plan Change location, prior to decision making on Plan Change 37.

HNZPT considers that provision of a full archaeological assessment to inform decision making on this Plan Change is appropriate, whereas the AEE suggests that the provision of the assessment at this time is premature and it should be supplied at the time of future subdivision or resource consents. HNZPT considers that as many of the layout details have been included into the structure plan within Appendix C⁶ to the AEE, such as roading, zone locations, storm water and recreation reserves and cycle ways, now is the time to confirm through an archaeological assessment that these key features will not cause adverse effects to archaeological values. The assessment will also assist to inform the most appropriate locations for the remainder of the infrastructure

¹ Appendix K, Opus International Consultants, ArchCheck, Project Name: Nukuhau Plan Change.

² AEE- Nukuhau: Private Plan Change request to the Taupo District Council, 26 Jan 2021, version 2, WSP, Project Number 2-37400.00, page 37.

³ Writers own emphasis

⁴ Appendix K, Opus International Consultants, ArchCheck, Project Name: Nukuhau Plan Change, page 5 of 6, Results

⁵ Appendix K, Opus International Consultants, ArchCheck, Project Name: Nukuhau Plan Change, page 5 of 6, Results

⁶ AEE- Appendix C-Proposed Plan Change Provisions & Structure Plan Map, 9.7 Nukuhau Structure Plan

requirements and confirm the location of the proposed Medium Density and General Residential zones

Cultural values

The Plan Change application includes AEE-Appendix L Open Day and Consultation Material, that indicates that consultation with Tangata Whenua is incomplete at the time of notification. The outcome/s of the consultation are still to be provided to inform the Plan Change process. HNZPT also notes that Plan Change material including the ArchCheck report had been supplied to Tangata Whenua as part of the consultation process.

HNZPT considers that there would be benefit in a Cultural Impact Assessment (CIA) being undertaken to collate possible impacts on Tangata Whenua and the measures that should be undertaken to ensure the retention of cultural values. The revised archaeological assessment should be provided to Tangata Whenua to inform the CIA as required.

6. Heritage New Zealand seeks the following decision from the local authority:

7. HNZPT considers that for the purposes of an assessment against s6(f) of the RMA, that archaeological matters have not been sufficiently assessed, therefore HNZPT cannot support the conclusion in the AEE that the effects on archaeology are no more than minor. HNZPT seeks that this concern is addressed by the application being placed on hold and the applicant undertaking an archaeological assessment prior to the decision making process on to the Plan Change. Consideration should be given to its findings and how any concerns can be addressed through amendments to the proposed Structure Plan and associated provisions.
8. HNZPT considers that for the purposes of an assessment against s6(e) of the RMA that cultural values have not been sufficiently assessed. HNZPT seeks that this concern is addressed by the application being placed on hold and that a CIA is undertaken and consideration be given to its findings and how any concerns can be addressed through amendments to the proposed Structure Plan and associated provisions.

9. Heritage New Zealand wishes to be heard in support of our submission.

Yours sincerely



Sherry Reynolds
Director-Northern

Address for Service
Heritage New Zealand Pouhere Taonga
Lower Northern Area Office
P O Box 13339

Tauranga
3141
Telephone: 07 577 4530
Email: plannerln@heritage.org.nz
Contact person: Carolyn McAlley

First name: Robert

Last name: McKenzie

On behalf of:

Family

I could

I could not

Gain an advantage in trade competition through this submission

I am

I am not

directly affected by an effect of the subject matter of the submission that :

a. adversely affects the environment, and

b. does not relate to the trade competition or the effects of trade competitions.

Note to person making submission:

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991

Would you like to present your submission in person at a hearing? *

I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Attached Documents

File
Robert McKenzie Form5 and Submission

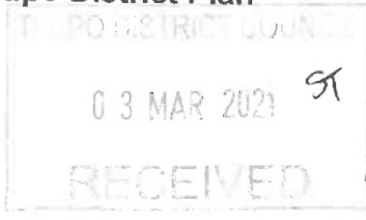


GREAT LAKE TAUPŌ
Taupo District Council

RMA Form 5

Proposed Private Plan Change 37- Nukuhau Taupō District Plan

Submission Form



Office use

This form will be copied. Please do not print outside the frame.
If you need more space please attach additional pages to this form.

Submitter:

Name: ROBERT MCKENZIE

Organisation / On Behalf of: FAMILY

Address for correspondence:



I could /could not gain an advantage in trade competition through this submission.

If you could gain an advantage in trade competition through this submission please answer the following question:

I am /am not directly affected by an effect of the subject matter of this submission that:

- (a) adversely affects the environment; and
- (b) does not relate to trade competition or the effects of trade competition.

This is a submission on Private Plan Change 37 – Nukuhau

Please use a separate form for each provision of the Plan Change you wish to submit on

The specific provision of Plan Change 37 that my submission relates to is whole concept

Other identification e.g. attachment/appendix/paragraph

I/We support oppose seek amendment to the provision named above (please tick one).

Reason for my/our views are:

ATTACHED

I/We seek the following decision from the Taupō District Council:

REUSE REQUEST IN ITS ENTIRETY

I/we wish to be heard in support of my/our submission:

Yes No

If others make a similar submission, I will consider presenting a joint case with them at a hearing: Yes No

Signed: R.H. McKenzie

Date: 03.03.21

(A signature is not required if you make your submission by electronic means.)

Please return this form no later than 17:00 5 March 2021 to:

- Taupō District Council, 30 Tongariro Street, Private Bag 2005, Taupō Mail Centre, Taupo 3352; or
- e-mail NukuhauPlanChange@taupo.govt.nz

Submitters are advised that the information supplied in written submissions may contain personal information within the meaning of the Privacy Act 2020. By taking part in this public submission process, submitters have agreed to any personal information (including names

I do not support the request to rezone rural land to residential because:

*Roading infrastructure and access to Taupo C.B.D. is already inadequate.

*Acacia Bay, Kinloch and Nukuhau subdivisions are continuing to grow and provide residential housing options, without the need for new subdivisions. There is potential for intensification of housing in Taupo.

*This residential rezone proposal contributes to further urban sprawl and it impacts negatively on the environment including but not restricted to visual, sound, atmospheric/air and water pollution.

*Water pressure is already questionable at certain times in this area.

*There is insufficient provision for recreational areas.

* Limited education facilities (one special character school only) exist in this area necessitating travel for students over the inadequate bridge to the town. Schools where road congestion at critical times is already problematic.

* People living in this area will need to travel to the C.B.D. where there is already inadequate parking for vehicles and essential services/supermarkets, medical facilities etc are stretched.

*Potential productive land will be lost

* How are the concerns of Central Government's Climate Change Commission points to be addressed?

Organisation:

Ministry of Education

First name: Danielle**Last name:** Rogers

- I could
- I could not

Gain an advantage in trade competition through this submission

- I am
- I am not

directly affected by an effect of the subject matter of the submission that :

- a. adversely affects the environment, and
- b. does not relate to the trade competition or the effects of trade competitions.

Note to person making submission:

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991

Would you like to present your submission in person at a hearing? *

I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Attached Documents

File
Ministry of Education Submission on Private Plan Change 37 - Nukuhau

FORM 5**Submission on publicly notified proposal for policy statement or plan change or variation under Clause 6 of Schedule 1, Resource Management Act 1991**

To: Taupō District Council

Name of Submitter: Ministry of Education

Date: 3 March 2021

Address for service: C/- Beca Limited
PO Box 448
Hamilton 3240

Attention: Danielle Rogers

Phone: (07) 838 0510

Email: danielle.rogers@beca.com

Proposed Private Plan Change 37 to the Taupō District Plan

The Ministry of Education is not a trade competitor for the purposes of section 308B of the Resource Management Act 1991.

Background:

The Ministry of Education (the Ministry) is the Government's lead advisor on the New Zealand education system, shaping direction for education agencies and providers and contributing to the Government's goals for education. The Ministry has responsibility for all education property owned by the Crown. This involves managing the existing property portfolio, upgrading and improving the portfolio, purchasing and constructing new property to meet increased demand, identifying and disposing of surplus State school sector property and managing teacher and caretaker housing. The Ministry is therefore a considerable stakeholder in terms of activities that may impact on educational facilities and assets in the Taupō area.

The Ministry's submission on Private Plan Change 37 (PPC37) to the Taupo District Plan is:

Taupō District Council (TDC) has accepted a private plan change request (PPC37) that seeks to change the zoning of 77.78 hectares of Rural Environment zoned land to a mix of General Residential and Medium Density Residential zoned land. PPC37 also seeks to provide a Neighbourhood Shopping Centre overlay in the proposed General Residential Zone and areas for stormwater and recreation reserves. The Ministry understands that PPC37 will enable the future development of approximately 780 dwellings in an area identified in the Taupo District 2050 - Growth Management Strategy (TD2050) as a northern growth area.

While this population growth has been anticipated by the district through TD2050, The Ministry's own National Education Growth Plan identifies Taupo as an area within which the school age population is likely to be in decline. The addition of a large number of dwellings, such as through PPC37, has the potential to significantly change the demands for education in the Taupo District and the Ministry needs to be able to engage with both the applicant and the Council to understand the demographics and rate of growth anticipated in order to plan effectively for these demands.

There are a number of schools¹ reasonably convenient from the development that are likely to be affected by increase in student numbers in the immediate area of the development from the additional housing and/or who offer possible school choices to parents. The nearest primary schools offering an ordinary State education have enrolment zones at this time and additional capacity at existing schools would be needed if the housing

¹ St Patrick's Catholic School (300m from the proposal), TKKM o Whakarewa I Te Reo Ki Tuwharetoa (1.2km from the proposal), Taupo-nui-a-Tia College (1.6km from the proposal), Taupo Primary School (1.7km from the proposal), Mount View School (2.7km from the proposal), Taupo Intermediate (3.8km from the proposal), Tauhara College (4.4km from the proposal) and Wairakei School (7km from the proposal).

was being sold today. Although future school-age population is being closely monitored, the additional housing has the potential to adversely impact the future communities of this area should the provision for education not be carefully managed with enough notice for school property to be delivered to the schools.

Furthermore, given the proximity of the Nukuhau development to surrounding schools, there is a need for the applicant and Council to consider safe transport routes and access to and from schools, including infrastructure to support the schools. The Ministry notes that the Traffic Impact Assessment provided with the application states that the Nukuhau Development will make provision for active modes, such as sidewalks and crossings along internal roads with connectivity to the wider external Taupō Walking and Cycling network. This is a requirement of the National Policy Statement for Urban Development (NPS-UD), Policies 1 and 5, which require that, among other things, good accessibility for all people between housing and community services, which are defined as including education facilities, is achieved. The Ministry also wishes to highlight that Policy 10 of the NPSUD states that local authorities should engage with providers of development infrastructure and additional infrastructure (schools are considered additional infrastructure) to achieve integrated land use and infrastructure planning. In addition to this, subpart 3.5 of the NPS-UD States that local authorities must be satisfied that the additional infrastructure to service the development capacity **is likely to be available**.

Connectivity of the housing development with the walking and cycling network leading to the schools is supported by the Ministry.

Relief Sought:

In order to address the above concerns, the Ministry requests that TDC and the applicant engage early with the Ministry in terms of the staging and timing of this development to keep them up to date on PPC37 in terms of development programme and target demographics to help it understand the potential impact on the school network and associated school sites and plan for future growth.

Further, the Ministry requests that TDC continue to engage with the Ministry on matters that have the potential to facilitate residential growth of this scale in other areas of the District.

The key Ministry contact person to engage with regarding this development area is Hana Crengle. Contact details for Hana are:

Hana Crengle
Senior Advisor | Sector Enablement and Support
Phone (07) 3497396
Hana.Crengle@education.govt.nz

The Ministry wish to be heard in support of their submission. If others make a similar submission, the Ministry would consider presenting a joint case with them at the hearing.

Should you wish to discuss any aspect of this submission, please do not hesitate to contact the undersigned as the consultant on behalf of the Ministry.



Danielle Rogers
Planner (Beca Limited)
Email: danielle.rogers@beca.com
Ph: 07 838 0510

First name: Lorna

Last name: Chinn

- I could
- I could not

Gain an advantage in trade competition through this submission

- I am
- I am not

directly affected by an effect of the subject matter of the submission that :

- a. adversely affects the environment, and
- b. does not relate to the trade competition or the effects of trade competitions.

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Would you like to present your submission in person at a hearing? *

I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Attached Documents

File
Lorna Chinn Form5



GREAT LAKE TAUPŌ
Taupō District Council

RMA Form 5

Proposed Private Plan Change 37- Nukuhau

Taupō District Plan

Submission Form

04 MAR 2021

75
11.15am

Office use

This form will be copied. Please do not print outside the frame.
If you need more space please attach additional pages to this form.

Submitter:

Name: Lorna CHINN

Organisation / On-Behalf of: RETIRED

Address for correspondence:

I could /could not gain an advantage in trade competition through this submission.

If you could gain an advantage in trade competition through this submission please answer the following question:

I am /am not directly affected by an effect of the subject matter of this submission that:

- (a) adversely affects the environment; and
(b) does not relate to trade competition or the effects of trade competition.

This is a submission on Private Plan Change 37 – Nukuhau

Please use a separate form for each provision of the Plan Change you wish to submit on

The specific provision of Plan Change 37 that my submission relates to is the need for more infrastructure

Other identification e.g. attachment/appendix/paragraph

I/We support oppose seek amendment to the provision named above (please tick one).

Reason for my/our views are:

After reading the proposal to build 780 homes on the area my concern is that the extra traffic required to cross the single bridge into town will become a major problem especially at peak hrs 5:62 AM + 6:63 PM. My other concern are lack of educational facilities on Nukuhau side of the river. No freely available primary school and only 2 pre-schools

I/We seek the following decision from the Taupō District Council:

That the private Plan change 37 - Nukuhau be conditional on there being increased provision for a second crossing to town be made. Further educational facilities be provided in Nukuhau.

I/we wish to be heard in support of my/our submission:

Yes No

If others make a similar submission, I will consider presenting a joint case with them at a hearing: Yes No

Signed: Lorna M Chinn Date: 3 March 2021

(A signature is not required if you make your submission by electronic means.)

Please return this form no later than 17:00 5 March 2021 to:

- Taupō District Council, 30 Tongariro Street, Private Bag 2005, Taupō Mall Centre, Taupō 3352; or
- e-mail NukuhauPlanChange@taupo.govt.nz

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First name: Loic

Last name: van Hille

- I could
- I could not

Gain an advantage in trade competition through this submission

- I am
- I am not

directly affected by an effect of the subject matter of the submission that :

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- b. does not relate to the trade competition or the effects of trade competitions.

Note to person making submission:

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991

Would you like to present your submission in person at a hearing? *

I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Attached Documents

File
Loic Van Hille Form5