

# Taupo District 2050 District Plan Variations



Omitted Transit New Zealand Submissions  
on Variations 20 and 21 to the Taupo  
Proposed District Plan

Notified 10 May 2007



A Guide to this Summary of Submissions Document.

This document has been formatted to show a summary of submissions made on Variations 20 and 21 to the Taupo Proposed District Plan by Transit New Zealand. This report shows those submissions which were accidentally omitted in the earlier notification of Submissions on these submissions.

The submitter has been given a 'Submitter ID' and each submission point has been given a 'Submission Point ID'. When making a further submission in support or opposition to one of these submissions, both must be referenced. For example "TD2050.63.1" identifies that your further submission is being made on Submitter TD2050.63 and their first submission point.

Submitter Number: TD2050.63

Address for Service for Transit New Zealand:

The Regional Manager  
Transit New Zealand  
P O Box 973  
HAMILTON

## **Submitter TD2050.63 Transit NZ**

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### **Submission Point TD2050.63.10**

**Plan Section** 3a.2.2 Objective 2

#### **Submission**

Generally Transit is supportive of the proposed variation, however greater emphasis and inclusion of the local and national road network as forming part of the supporting infrastructure is being sought. Clarification of the road network is necessary to ensure that the proposed variation clearly requires developers to consider the potential effects of a development upon both local roads and State highways. Currently there is a lack of consideration by developers to the State highway network, particularly in the circumstance of subdivision and landuse applications which access directly onto the local road network. Yet many of these applications are solely reliant upon the State highway network for connectivity to adjacent towns.

It is essential that developers avoid, remedy or mitigate any adverse effects on the environment. Thus the road network, local roads and State highways must be specifically acknowledged as forming a part of the infrastructure that comprises the surrounding environment of a development.

Acknowledgement and inclusion of the state highway network within the proposed variation will make the provisions of the Proposed District Plan more robust and also provide support to the purpose of the Land Transport Management Act. The purpose of which is to contribute to the aim of achieving an integrated, safe, responsive, and sustainable land transport system.

#### **Relief Sought**

Approve the proposed variation with the submitted amendments that are considered to provide greater emphasis and clarification of the roading network and hierarchy, for inclusion in the Proposed Taupo District Plan.

Amend 3a.2.2 to read:

To ensure that development in the Residential Environment takes into account the capacity of the supporting infrastructure, inclusive of the roading network and hierarchy, and avoids, remedies or mitigates adverse effects.

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### **Submission Point TD2050.63.11**

**Plan Section** 3a.2.2.i Policy

#### **Submission**

Generally Transit is supportive of the proposed variation, however greater emphasis and inclusion of the local and national road network as forming part of the supporting infrastructure is being sought. Clarification of the road network is necessary to ensure that the proposed variation clearly requires developers to consider the potential effects of a development upon both local roads and State highways. Currently there is a lack of consideration by developers to the State highway network, particularly in the circumstance of subdivision and landuse applications which access directly onto the local road network. Yet many of these applications are solely reliant upon the State highway network for connectivity to adjacent towns.

It is essential that developers avoid, remedy or mitigate any adverse effects on the environment. Thus the road network, local roads and State highways must be specifically acknowledged as forming a part of the infrastructure that comprises the surrounding environment of a development.

Acknowledgement and inclusion of the state highway network within the proposed variation will make the provisions of the Proposed District Plan more robust and also provide support to the purpose of the Land Transport Management Act. The purpose of which is to contribute to the aim of achieving an integrated, safe, responsive, and sustainable land transport system.

#### **Relief Sought**

Approve the proposed variation with the submitted amendments that are considered to provide greater emphasis and clarification of the roading network and hierarchy, for inclusion in the Proposed Taupo District Plan.

Amend Policy i to read:

Subdivision and development in the Unserviced Residential Environment should be able to be effectively serviced without creating adverse effects on the supporting infrastructure, inclusive of the roading networks and hierarchy.

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## **Submission Point TD2050.63.12**

**Plan Section** 4e.1.5 Rule

### **Submission**

The long-term sustainability of the road networks needs to be included as a matter for Councils discretion as the demand for development is exceeding the capacity of the existing road networks. To ensure that developers are considering both the immediate and wider effects of their proposal. Transit asks that Council includes consultation with Transit New Zealand as one of the matters over which Council reserves its discretion.

### **Relief Sought**

Amend the proposed variation to include evidence of consultation with Transit New Zealand as a matter over which Council reserves its discretion.

Amend 4e.1.5 as follows:

Any subdivision within unserviced areas of the Residential Environment or any activity which results in a new public road, , extension, or upgrade of existing public (local roads and State Highways) roads....

Amend 4e.1.5 ii as follows:

The impact of the resulting development on the ability of the road networks (local roads and State Highways) to safely and sustainably operate and service the new development.

Add new 4e.5.ii (a) as follows:

Evidence that consultation has been undertaken with and comments have been obtained from Transit New Zealand where an application may have an effect upon the State highway network.

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## **Submission Point TD2050.63.13**

**Plan Section** V20 Change to District Planning Maps

### **Submission**

The proposed new environment for development shown on the amended planning maps that are adjacent to the State highway and proposed Eastern Taupo Arterial requires assessment criteria which adequately addresses the issue of reverse sensitivity.

This is necessary to safeguard both the prospective property owner and the State Highway network, from noise, vibration, pollution and other sensitive issues that may arise from being located close to a major arterial route.

In addition to this consideration of how alternative modes of transport can be incorporated within these areas of new development.

### **Relief Sought**

Within the new residential, industrial and future Acacia Bay Residential Area environments make provision for assessment criteria, which addresses alternative modes of transport and issues of reverse sensitivity in areas of proposed development, which are adjacent to the State highway or proposed Eastern Taupo Arterial.

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## **Submission Point TD2050.63.14**

**Plan Section** 3e.2.3 Objective 3

### **Submission**

Generally supportive of the proposed variation, however seeks the emphasis on the roading network as forming part of supporting infrastructure. As well as clarification of the road network to ensure that this clearly includes both the local roads and State highway.

Emphasis on these two points will provide support to the purpose of the Land Transport Management Act, which is to contribute to the aim of achieving an integrated, safe, responsive, and sustainable land transport system.

It is necessary for developers to avoid, remedy or mitigate any adverse effects on the environment. Thus the road network, local roads and State highways must be clearly acknowledged as forming a part of the infrastructure that comprises the surrounding environment of a development.

### **Relief Sought**

Approve the proposed variation with the above suggested amendments, which are considered to provide greater emphasis and clarification of the roading network, for inclusion in the Proposed Taupo District Plan.

Amend Policy V as follows:

Avoid remedy or mitigate the adverse effects of new development and activities on the safe and efficient functioning of the existing and future roading (local and national) networks including those....

Amend the explanation for Objective 3 as follows:

"...Assessments may be required to determine the extent of the effect on design capacity and identify upgrading of community services where necessary. This may include an assessment of the wider roading network, where a development is reliant upon the State highway as the main connection to destinations."

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## **Submission Point TD2050.63.15**

**Plan Section** 3e.6.1 TD2050 Northern Urban Growth Areas

### **Submission**

Many of the identified Growth Areas have no local roading network that links up with an adjoining township and are reliant upon the State highway to provide that connection. The existing intersections with the State highway may not be able to accommodate the increase in demand brought about by development and as such this must be accounted for in the Structure Plans and through consultation with Transit.

### **Relief Sought**

Make provision for assessments of the wider roading network, particularly where there is a lack of connectivity with the local road network, placing greater demand upon the State highway network. This effect needs to be captured through a traffic impact assessment.

Transit New Zealand must be recognised as a key stakeholder to be consulted with early in the development phase. As development of these areas will have serious consequences upon Transits ability to manage and operate the State highway network in a manner that contributes to an integrated, safe, responsive and sustainable land transport system.

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## **Submission Point TD2050.63.16**

**Plan Section** 3e.7 Infrastructure

### **Submission**

The structure plan process is relatively comprehensive. However many of the areas designated for development are adjacent to the State highway, or reliant upon the State highway network to provide a connection to adjoining towns.

As such it is essential that under infrastructure that a traffic impact assessment be provided that addresses the potential effects that a development may have upon the State highway network. In this way the adverse effects can be identified, avoided, remedied or mitigated.

### **Relief Sought**

Recognise Transit New Zealand as a key stakeholder that needs to be consulted with by individuals and developers where their proposal may impact upon the State highway network.

Add to the following:

A traffic impact assessment for the area to be developed, which covers the potential effects upon the state highway network, including the local road intersection with the State highway network.

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## **Submission Point TD2050.63.17**

**Plan Section** 3e.6.3 TD2050 South Eastern Urban Growth Areas

### **Submission**

Many of the identified Growth Areas have no local roading network that links up with an adjoining township and are reliant upon State highway to provide that connection. The existing intersections with the State highway may not be able to accommodate the increase in demand brought about by development and as such this must be accounted for in the Structure Plans and through consultation with Transit.

### **Relief Sought**

Make provision for assessments of the wider roading network, particularly where there is a lack of connectivity with the local road network, placing greater demand upon the State highway network. This effect needs to be captured through a traffic impact assessment.

Transit New Zealand must be recognised as a key stakeholder to be consulted with early in the development phase. As development of these areas will have serious consequences upon Transits ability to manage and operate the State highway network in a manner that contributes to an integrated, safe, responsive and sustainable land transport system.

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