

6 Key growth management assumptions

6.1 Key Assumptions

Volume Two of Taupo District 2050 – Options - details the process that has been used to identify potential future urban growth options. These locations were identified utilising a range of tools:

- ➔ Those matters specified in Part II of the Resource Management Act 1991
- ➔ Physical site investigations
- ➔ Previous structure plans developed by Taupo District Council
- ➔ An analysis of constraint maps using a geographic information system

To further guide the selection of potential options a set of assumptions was established.

The following assumptions have been made:

- 1. Land owned by the Department of Conservation (DOC) will not be used for urban development.**

The Department of Conservation both owns and leases land for conservation purposes. Land which is owned by DOC is held in perpetuity for conservation purposes and therefore will not be utilised to accommodate urban growth.

- 2. Land tenure does not preclude an area from potential growth although it may impact on the timing of growth.**

All forms of land tenure are considered as having potential for growth, with the exception of land owned by the Department of Conservation. A significant proportion of land in the District is Maori owned land which may become available over time. This land may be suitable for both residential and commercial land uses; however legislation and ownership constraints can mean that Maori owned land is developed at a different rate and with different title arrangements compared to privately held freehold land.

- 3. Growth within Kinloch and the Taupo Urban Area will continue in accordance with the adopted structure plans.**

A significant amount of public consultation was undertaken in regards to these two documents. They reflect the community's concerns and aspirations for these areas. As the intention of Taupo District 2050 is to build on past planning it is logical that growth in these areas will be promoted as proposed in the structure plans.

- 4. The East Taupo Arterial road will be built.**

The concept of the East Taupo Arterial has a long history as outlined earlier in the document. The construction of the arterial will provide certainty to Taupo's urban form and it will



divert through traffic away from Taupo Town and the lakefront. The arterial will help to improve the character and amenity of the town and will also have significant positive environmental effects.

5. The second Taupo Town river crossing across the Waikato River will be constructed.

This assumption is made in conjunction with Assumption 4. By constructing a second Taupo Town river crossing across the Waikato River, development opportunities become increasingly viable to the north and west of Taupo Town. The reliance on the Control Gates Bridge is also reduced.

6. Taupo District Council will not promote future residential urban growth to the east of the East Taupo Arterial, consistent with the Taupo Urban Structure Plan 2004 (TUSP).

TUSP 2004 described the Wairakei-Tauhara geothermal system encompassing the Taupo Urban Area. In turn this means that there are large tracts of land which are unavailable for conventional urban development due to hot ground, differential land subsidence, surface and subsurface encumbrances, and potential reverse sensitivity conflicts with geothermal electricity generation activities. Given this knowledge it is considered prudent that the East Taupo Arterial is utilised as the urban fence and that residential growth is not promoted to the east of the arterial.

7. A risk adverse approach will be taken to new areas of residential development on land adversely affected by geothermal systems, or located on flood plains.

Where knowledge is available regarding geothermal systems and flood plains Council will make use of the precautionary principle and will avoid locating areas of new residential development in these locations. These are considered to be significant constraints and will weigh heavily when considered as potential growth locations. The exception is Taupo Town where development has already been determined through the Taupo Urban Area Structure Plan.

8. The Taupo airport will remain at its current location until at least 2026.

The Taupo airport will continue to develop in accordance with the Taupo Airport Master Plan (1996) and as such it is intended that the airport will remain in its current location until 2026. This assumption allows decisions to be made on urban form, transportation linkages and economic matters. It does not, however, prevent Council from further investigating changes in air travel and the location of the airport before 2026.

9. All new residential and low density residential development will be fully reticulated (serviced) with water and wastewater services.

New residential and low density growth will occur in a coordinated manner which will allow infrastructure requirements to be determined prior to any form of



construction. This will include consideration of low impact urban design principles. With increasing concern about the amount of nitrogen entering Lake Taupo, it will be important for discharges from urban land uses are controlled as much as possible. There is also an increasing awareness of the value of water and the allocation of this resource. This issue also requires consideration when making decisions regarding infrastructure and servicing.

- 10. Three different approaches will be used to manage growth in the Taupo District. These approaches are intensification, dispersal, the development of new urban settlements, or a combination of these.**

The different areas of the District have developed over time and consequently each area has unique characteristics and amenity values. To ensure that these amenity values and the character of areas are maintained different approaches will be adopted in each. These different approaches are outlined in section 10 of Volume Two - Options.

- 11. Some development will occur outside of the areas identified by the Strategy, but in a manner and at a rate not considered of significance to the overall implementation of the Strategy.**

It is expected that there will be some small scale development in isolated pockets throughout the District. It is anticipated that this development will not have a detrimental effect on the overall growth and urban form of the District and that it will be controlled by the Proposed District Plan. This assumption

provides for land uses such as tourist facilities and papakainga housing.

- 12. The market is considered an important mechanism in the transformation of agricultural land within the Lake Taupo water catchment with regulation recognised as only one of the potential alternatives.**
- 13. Variation 5 to the Regional Plan to address the water quality of Lake Taupo will not change from the anticipated target of a 20% reduction in the discharge of nitrogen into Lake Taupo.**

The public debate of the best way to address the water quality issues for Lake Taupo is currently underway through the proposed Variation 5 to the Regional Plan. That variation identifies a target of 20% reduction in nitrogen discharges into the Lake. A number of groups involved in the debate have suggested that this target should be higher; however Taupo District 2050 has been developed on the basis that the target remains at 20%. This is because Taupo District Council has a statutory obligation to follow the lead provided by Environment Waikato and support the Regional Council in that approach. If as a result of the formal process that target is revised that new information will be able to form part of the future reviews of this strategy.

These assumptions have been used to help select the growth options. They will be taken forward into the Proposed District Plan in the form of objectives and policies to help guide future assessment of resource consent applications.

