

2. ATTACHMENT 2 – STATUTORY FRAMEWORK

2.1. Relevant Planning Documents

2.1.1. National Policy Statement – Urban Development (NPS-UD)

The proposed rezoning at Kaiapo Road is broadly consistent with the objectives and policies of the NPS-UD. It supports Objective 1 by contributing to a well-functioning urban environment through the provision of additional housing capacity adjoining existing development in Acacia Bay, enabling social and economic wellbeing.

It also aligns with Objective 2 by increasing the supply of residential land and improving market responsiveness, particularly in addressing the identified demand for low density and lifestyle housing. While private vehicle use will remain the primary mode, this is characteristic of the Acacia Bay environment. The proposal incorporates internal walking and cycling connections and is of a scale that can support future public transport provision over time, thereby improving accessibility within the wider urban area. The proposal is consistent with Objective 3 on the basis that it responds to high demand for residential land in this part of Taupō. It also supports Objective 4 by facilitating the outward expansion and evolution of the urban edge in a manner consistent with strategic growth directions. In relation to Objective 6, the proposal adopts a staged development approach linked to infrastructure capacity, including transport and water upgrades, ensuring integration with infrastructure planning over time.

The proposal is consistent with Policy 1 by enabling a greater diversity of housing types and improving connectivity through walking and cycling links, contributing to a well-functioning environment. It also gives effect to Policy 2 by providing additional development capacity to meet future demand. Under Policy 5, the proposed low-density form is appropriate given the site's accessibility and reflects strong market demand for lifestyle development.

Finally, the proposal aligns with Policies 6 and 8, as the proposal represents a logical and contiguous extension of the existing urban area and provides significant development capacity, and is therefore an appropriate and responsive addition to planned growth. The benefits of increased housing supply and development capacity outweigh potential adverse effects, which are assessed as minor and manageable.

Overall, the proposal is consistent with the intent of the NPS-UD, providing additional housing capacity in a manner aligned with market demand, infrastructure provision, and the planned growth of Taupō.

2.1.2. National Policy Statement – Freshwater Management (NPS-FM 2020).

The proposal is consistent with the NPS-FM, as it will not result in significant adverse effects on freshwater and enables development to be managed in accordance with Te Mana o te Wai. The transition from pastoral to residential land use is expected to reduce nutrient inputs, with modern wastewater and stormwater systems ensuring effects are managed. Sufficient nitrogen credits are available to enable compliant wastewater discharge. Overall, freshwater effects can be appropriately managed at later consenting stages.

2.1.3. National Policy Statement – Indigenous Biodiversity (2023)

The proposal is consistent with the NPS-IB, as the site is highly modified and does not contain significant indigenous biodiversity. Effects are limited and can be managed through subdivision design, including planting and buffers. There are opportunities to enhance biodiversity and connectivity with adjacent reserve land.

2.1.4. National Policy Statement – Natural Hazards (2025)

The proposal is consistent with the National Policy Statement for Natural Hazards (NPS-NH), which requires a risk-based approach to identifying and managing natural hazards. The CMW geotechnical assessment provides a comprehensive evaluation of hazards affecting the site, including fault rupture, slope instability, erosion, and subsidence, and assesses both their likelihood and consequences.

The assessment identifies that while some hazards particularly slope instability and erosion present moderate to high inherent risk, these can be effectively avoided or mitigated through appropriate design measures, including hazard setback areas, site layout controls, and detailed geotechnical investigation. This is consistent with the NPS-NH direction to avoid development in areas of very high risk and reduce other risks to acceptable levels.

Following implementation of these mitigation measures, the residual risks across the site are generally reduced to low levels. Other hazards, including fault rupture, liquefaction, geothermal activity, and flooding, are assessed as low or negligible in either likelihood or consequence, and can be appropriately managed through standard planning controls.

Overall, the assessment demonstrates that natural hazard risks are well understood and can be effectively managed through site-specific design and staged development. As such, the proposal is consistent with the intent of the NPS-NH, ensuring that significant risks are avoided and remaining risks are mitigated to acceptable levels.

2.1.5. National Policy Statement – Highly Productive Land 2022

The Site contains LUC 4 and 6, and therefore the NPS has no implications for the proposed rezoning and development.

2.1.6. National Environmental Standards

Relevant National Environmental Standards include:

- National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health (NES-Contamination 2011);

A Contaminated Land Assessment has been undertaken, which concludes that the majority of the site is suitable for the proposed residential development. Contaminant levels across most of the site comply with applicable soil guideline values and do not pose an unacceptable risk to human health or the environment.

The only exception is a small, localised area within a runoff paddock near the stockyards at 37 Kaiapo Road, where elevated concentrations of arsenic and lead (with associated

copper and zinc) exceed residential guideline values. This contamination is highly confined and is considered most likely to be associated with historic storage or handling of hazardous substances, rather than widespread site activities. This area is located within the proposed Neighbourhood Shops zoning, and any potential effects can be addressed through further assessment and, if required, consent at the subdivision or development stage.

- National Environmental Standards for Freshwater 2020 (**NES-FW**)
If any natural inland wetlands or streams are identified, the relevant rules of the NES FW will apply to manage adverse effects.

2.1.7. Regional Policy Statement

The Waikato Regional Policy Statement (RPS) is a high-level, broad-based document containing objectives and policies the purpose of which is to provide an overview of the resource management issues of the region and to achieve integrated management of the natural and physical resources of the Region.

WRPS Plan Change 1 was notified on 18 October 2022. The hearing was held on 8 and 9 May 2023, and was adjourned until 23 May 2023. Decisions were publicly notified on 15 November 2023, and are still subject to appeal. This plan change incorporates the requirements of the National Policy Statement on Urban Development 2020 (NPS-UD). The plan change deletes the specific provisions relating to growth strategies prepared by territorial authorities outside of the Future Proof subregion (ie Taupō 2050). These have been replaced with generic provisions to guide preparation of, and give weight to, growth strategies.

Greater weight has been given to the proposed plan change than the operative RPS because it has proceeded through to the decisions stage of the statutory process, and the operative RPS is out of date with the current statutory requirements.

Issues

Key issues that relate to this proposal are the state of resources (Issue 1), managing the built environment (Issue 4), relationship of tangata whenua within the environment (Issue 5).

Objectives

There are a number of overlapping objectives under each of these relevant to this proposal. These are:

IM-O1 Integrated Management

Natural and physical resources are managed in a way that recognises:

1. the inter-relationships within and values of water body catchments, riparian areas and wetlands, the coastal environment, the Hauraki Gulf and the Waikato River;
2. natural processes that inherently occur without human management or interference;
3. the complex interactions between air, water, land and all living things;
4. the needs of current and future generations;
5. the relationships between environmental, social, economic and cultural wellbeing;
6. the need to work with agencies, landowners, resource users and communities; and
7. the interrelationship of natural resources with the built environment.

IM-O2 – Resource Use and Development

Recognise and provide for the role of sustainable resource use and development and its benefits in enabling people and communities to provide for their economic, social and cultural wellbeing, including by maintaining and where appropriate enhancing:

1. access to natural and physical resources to provide for regionally significant industry and primary production activities that support such industry;
2. the life supporting capacity of soils, water and ecosystems to support primary production activities;
3. the availability of energy resources for electricity generation and for electricity generation activities to locate where the energy resource exists;
4. access to the significant mineral resources of the region; and
5. the availability of water for municipal and domestic supply to people and communities

In relation to the Integrated Management objectives (IM-O1, IM-O2), the proposal recognises the interrelationship between land use, freshwater systems, and infrastructure, with assessments confirming that environmental effects, including transport and contamination, are limited and can be appropriately managed. The development also provides for sustainable use of land to support housing demand, contributing to social and economic wellbeing while maintaining environmental safeguards.

IM – O5 – Climate Change

Land use is managed to:

- 1) Avoid the potential adverse effects of climate change induced weather variability and sea level rise on:
 - a. Amenity;
 - b. The built environment, including infrastructure;
 - c. Indigenous biodiversity;
 - d. Natural character;
 - e. Public health and safety; and
 - f. Public access
- 2) Support reductions in greenhouse gas emissions within urban environments and ensure urban environments are resilient to the current and future effects of climate change.

The proposal is consistent with IM-O5 (Climate Change), as development is proposed in a staged and planned manner, enabling future design to incorporate resilience and support reductions in emissions through improved connectivity and potential active transport links.

IM-O6 – Ecosystem services

The range of ecosystem services associated with natural resources are recognised and maintained or enhanced to enable their ongoing contribution to regional wellbeing.

The proposal is consistent as there is no identified loss of key ecological functions, and opportunities exist to enhance ecological values through planting and design.

IM-O7 – Relationship of Tangata Whenua with the Environment

The relationship of tangata whenua with the environment is recognised and provided for, including:

1. the use and enjoyment of natural and physical resources in accordance with tikanga Māori, including mātauranga Māori; and
2. the role of tangata whenua as kaitiaki.

The proposal does not preclude recognition of tangata whenua values, with further engagement and consideration to occur at subsequent stages. The archaeological and environmental assessments acknowledge the importance of whenua values and support ongoing consultation.

IM-O9 – Amenity

1. The qualities and characteristics of areas and features, valued for their contribution to amenity, are maintained or enhanced; and
2. Where intensification occurs in urban environments, built development results in attractive, healthy, safe and high quality urban form which responds positively to local context whilst recognising that amenity values change over time in response to the changing needs of people, communities and future generations, and such changes are not of themselves an adverse effect.

The proposal represents an extension of the existing Acacia Bay environment and enables change over time in response to community needs, while maintaining overall amenity through low density design and appropriate servicing.

ECO-O1 – Ecological integrity and indigenous biodiversity

The full range of ecosystem types, their extent and the indigenous biodiversity that those ecosystems can support exist in a healthy and functional state.

The site is highly modified and does not contain significant indigenous biodiversity, meaning ecological integrity is maintained.

UFD-O1 – Built environment

Development of the built environment (including transport and other infrastructure) and associated land use occurs in an integrated, sustainable and planned manner which enables positive environmental, social, cultural and economic outcomes, including by:

1. promoting positive indigenous biodiversity outcomes;
2. preserving and protecting natural character, and protecting outstanding natural features and landscapes from inappropriate subdivision, use, and development;
3. integrating land use and infrastructure planning, including by ensuring that development of the built environment does not compromise the safe, efficient and effective operation of infrastructure corridors;
4. integrating land use and water planning, including to ensure that sufficient water is available to support future planned growth;
5. recognising and protecting the value and long-term benefits of regionally significant infrastructure;
6. protecting access to identified significant mineral resources;
7. minimising land use conflicts, including minimising potential for reverse sensitivity;
8. anticipating and responding to changing land use pressures outside the Waikato region which may impact on the built environment within the region;
9. providing for the development, operation, maintenance and upgrading of new and existing electricity transmission and renewable electricity generation activities including small and community scale generation;

10. promoting a viable and vibrant central business district in Hamilton city, with a supporting network of sub-regional and town centres; and
11. providing for a range of commercial development to support the social and economic wellbeing of the region.
12. strategically planning for growth and development to create responsive and well-functioning urban environments, that:
 - a. support reductions in green house gas emissions and are resilient to the current and future effect of climate change;
 - b. improve housing choice, quality, and affordability;
 - c. enable a variety of homes than enable Māori to express their cultural traditions and norms;
 - d. ensure sufficient development capacity, supported by integrated infrastructure provision, for identified housing and business needs in the short, medium and long term;
 - e. improves connectivity within urban areas, particularly by active transport and public transport;
 - f. take into account the values and aspirations of hapū and iwi for urban development.

The proposal provides for integrated and planned urban development. The proposal adjoins existing low density residential areas and will not introduce significant reverse sensitivity effects on established rural activities. It aligns land use with infrastructure capacity through staging, supports housing supply, and recognises the need to integrate transport, water, and servicing. It also contributes to a well-functioning urban environment by providing housing choice and aligning with strategic growth patterns on the western side of Taupō.

Policies

The key objectives are achieved through a range of policies in the RPS. Those of most relevance to this particular proposal have been listed below:

ECO-P1 – Maintain or enhance indigenous biodiversity

Promote positive indigenous biodiversity outcomes to maintain the full range of ecosystem types and maintain or enhance their spatial extent as necessary to achieve healthy ecological functioning of ecosystems, with a particular focus on:

- working towards achieving no net loss of indigenous biodiversity at a regional scale;
- the continued functioning of ecological processes;
- the re-creation and restoration of habitats and connectivity between habitats;
- supporting (buffering and/or linking) ecosystems, habitats and areas identified as significant indigenous vegetation and significant habitats of indigenous fauna;
- providing ecosystem services;
- the health and wellbeing of the Waikato River and its catchment;
- contribution to natural character and amenity values;
- tangata whenua relationships with indigenous biodiversity including their holistic view of ecosystems and the environment;
- managing the density, range and viability of indigenous flora and fauna; and
- the consideration and application of biodiversity offsets.

The proposal is consistent with ECO-P1, as it avoids adverse effects on significant indigenous biodiversity and enables opportunities for enhancement.

UFD-P1 – Planned and co-ordinated subdivision, use and development

Subdivision, use and development of the built environment, including transport, occurs in a planned and co-ordinated manner which:

1. has regard to the principles in APP11;
2. recognises and addresses potential cumulative effects of subdivision, use and development;
3. is based on sufficient information to allow assessment of the potential long-term effects of subdivision, use and development; and
4. has regard to the existing built environment.

UFD-P2 – Co-ordinating growth and infrastructure

Management of the built environment ensures:

1. the nature, timing and sequencing of new development is co-ordinated with the development, funding, implementation and operation of transport and other infrastructure, in order to:
 - a. optimise the efficient and affordable provision of both the development and the infrastructure;
 - b. maintain or enhance the operational effectiveness, viability and safety of existing and planned infrastructure;
 - c. protect investment in existing infrastructure; and
 - d. ensure new development does not occur until provision for appropriate infrastructure necessary to service the development is in place;
2. the spatial pattern of land use development, as it is likely to develop over at least a 30-year period, is understood sufficiently to inform reviews of the Regional Land Transport Plan. As a minimum, this will require the development and maintenance of growth strategies where strong population growth is anticipated or as required for tier 3 local authorities as set out in UFD-P18 and its associated methods;
3. the efficient and effective functioning of infrastructure, including transport corridors, is maintained, and the ability to maintain and upgrade that infrastructure is retained; and
4. a co-ordinated and integrated approach across regional and district boundaries and between agencies; and
5. that where new infrastructure is provided by the private sector, it does not compromise the function of existing, or the planned provision of, infrastructure provided by central, regional and local government agencies.

UFD-P18– Tier 3 local authority areas outside the Future Proof Strategy

New urban development in tier 3 local authority areas shall be managed in a way that:

1. recognises and provides for the intended urban development pattern as set out in any agreed council-approved growth strategy or equivalent council-approved strategies and plans;
2. contributes towards sufficient development capacity required to meet expected demand for housing and for business land over the short term, medium term, and long term as set out in the National Policy Statement on Urban Development;
3. focuses new urban development in and around existing settlements;
4. prevents a dispersed pattern of settlement and the resulting inefficiencies in managing resources that would arise from urban and rural residential development being located in the rural environment outside of identified urban growth areas;

5. avoids the cumulative effect that subdivision and consequent fragmented land ownership can have on the role of identified urban growth areas in providing a supply of land for urban development;
6. ensures that any development is efficient, consistent with, and supported by, appropriate infrastructure necessary to service the area;
7. has particular regard to the principles in APP11;
8. recognises environmental attributes or constraints to development and addresses how they will be avoided or managed including those specifically identified in UFD-M8, highly productive land, and planning in the coastal environment as set out in CE-M1;
9. in relation to urban environments:
 - (a) concentrates urban development through enabling heights and density in those areas of an urban environment with accessibility by active or public transport to a range of commercial activities, housing and community services, and where there is demand for housing and business use;
 - (b) provides for high-quality urban design which responds positively to local context whilst recognising and allowing for amenity values of the urban and built form in areas planned for intensification to develop and change over time, and such change is not, in and of itself, an adverse effect;
 - (c) enables a diverse range of dwelling types and sizes to meet the housing needs of people and communities, including for:
 - (i) households on low to moderate incomes; and
 - (ii) Māori to express cultural traditions and norms;
 - (d) enables a variety of site sizes and locations in urban environments suitable for different business sectors;
 - (e) supports reductions in greenhouse gas emissions including through providing for an increasingly compact urban form that supports less carbon intensive transport modes such as active and public transport.

UFD-P19– Being responsive to significant unintended and out-of-sequence growth within tier 3 local environments

Where alternative urban land release patterns are promoted through district plan and development area processes, either out-of-sequence or unanticipated by a council-approved growth strategy or equivalent council strategies and plans, justification shall be provided to demonstrate consistency with the principles in APP11, and particular regard shall be had to the proposed development capacity only where the local authority determines that the urban development proposal is significant, by assessing the proposal for consistency with the criteria in APP14.

The proposal aligns with UFD-P1 and UFD-P2, as development is planned and coordinated with infrastructure, with staging ensuring servicing and transport upgrades keep pace with growth. Importantly, the proposal is consistent with UFD-P18, as it focuses development adjacent to an existing settlement, avoids dispersed rural subdivision, provides long-term development capacity, and can be supported by infrastructure. It also enables a diversity of housing types and maintains an efficient urban form relative to demand.

Finally, the proposal is consistent with UFD-P19, as it can be considered a logical and responsive extension to the urban boundary that adds significant development capacity, aligns with strategic growth patterns, and does not undermine infrastructure planning or environmental outcomes.

Overall, the proposal is consistent with the relevant Waikato RPS objectives and policies, representing an integrated, efficient, and appropriately managed urban expansion that balances development needs with environmental and cultural considerations.

2.1.8. Iwi Management Plans

The site is located within the areas of interest for Ngāti Tūwharetoa and Raukawa.

Ngāti Tūwharetoa Iwi Management Plan

The Ngāti Tūwharetoa Environmental Iwi Management Plan provides a background to and identifies key resource based issues for Ngāti Tūwharetoa. The vision of the management plan is for Ngāti Tūwharetoa to 'assert their custodial and customary right of tino rangatiratanga over their respective taonga, and Tūwharetoa collectively, will sustain and protect the life force of all tribal and inherited taonga.'

As the site is within an existing modified rural area, with no waterbodies, no identified waahi tapu, waahi taonga sites, in terms of the relevant chapters *Papatuānuku*, and *Ngā Wāhi Tapu*, it is considered that the proposal is not inconsistent with those policies and is consistent with this iwi management plan.

Raukawa Environmental Management Plan 2015

Te Rautaki Taiao a Raukawa is a statement of Raukawa issues, aspirations, and priorities in relation to the environment.

The proposal is consistent with Land – Whenua chapter in that the land use is suitable for the soil type, the nitrogen discharge from the property will decrease with the removal of farmed animals, and the future landscaping on the lots will improve the biodiversity of the property. The large lots enable self-sufficiency in terms of vegetable gardening, and alternative energy sources eg solar. The proposed road linkages provide connection to existing roads to the north.

Generally, the proposal is consistent with the relevant objectives.

2.1.9. Regional Plans

Any development within the Kaiapo Road Development Area will need to accord with the provisions of the Waikato Regional Plan, including for any matters associated with land development and subsequent discharges (including stormwater and wastewater), air quality, excavation.

2.1.10. Taupō District Future Development Strategy

The Waikato Regional Policy Statement requires that there must be a growth strategy for the Taupō District and prescribes what the strategy should contain. Council has named its growth strategy the 'Taupō District Future Development Strategy' to align with the terminology in the NPS-UD. The Taupō District Future Development Strategy (FDS) was adopted in March 2025. It is the third growth strategy for the district. TD2050 was adopted in 2006 and updated in 2018 (which is referenced in the Taupō District Plan). The FDS uses population projections to identify how many additional people will call the district home over the period to 2060 and how many homes and business land are required to accommodate these people. The FDS identifies the new residential and industrial growth areas to accommodate this growth.

The FDS implementation plan identifies two actions that relate to the residential chapters–

1. *Review the Residential Chapters of the District Plan to ensure that they enable different typologies and allow for intensification. Public transport routes are to be taken into account when considering intensification provisions.*
2. *Each time we review the Residential Chapters of the District Plan, undertake an assessment to determine whether future growth areas need to be rezoned.*

Taupō District Council engaged Property Economics to undertake an assessment, which determined there is a projected demand for LRZ properties that would not be met by existing supply. An options analysis undertaken by Taupō District Council concluded that this type of development did not contribute significantly to overall growth and is inherently an inefficient use of land proximate to urban amenities, so it is not proposed to zone greenfield areas to low density residential, and instead any person may submit for their landholding to be included in LRZ where it meets certain criteria. It is considered that the Kaiapo Road Development Area meets those criteria.

3. ATTACHMENT 3 – ASSESSMENT AGAINST LRZ CRITERIA

3.1.1. Location Relative to Existing LRZ or GRZ / Consistent Existing Development Pattern

The subject land is located immediately adjacent to existing Low Density Residential land and forms a logical continuation of established urban development.

The surrounding development pattern is characterised by large residential allotments, low dwelling densities, detached housing on larger sections consistent with low density residential and rural lifestyle character.

Rezoning would consolidate the urban edge, and avoid dispersed or sporadic development, aligning with the intent of PC44.

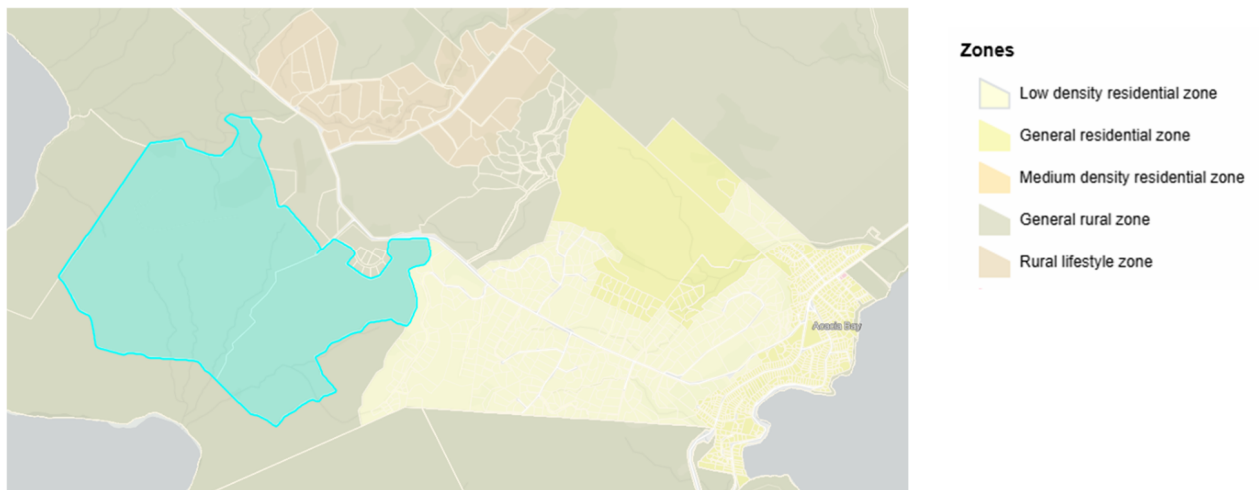


Figure 1: Subject site (Blue) adjoining LRZ

3.1.2. Infrastructure Servicing – Council Water Supply

In terms of water supply servicing, while the existing network does not currently have sufficient capacity to service the full development under peak demand conditions, hydraulic modelling confirms that these constraints can be addressed. Identified limitations within the Mapara Road and Kaiapo Road network, and at the Blueridge Reservoir and Cherry Lane pump station, can be resolved through network upgrades and operational improvements.

The proposed development will utilise a trickle feed system supported by on-site storage, reducing peak demand pressures on the network, and can be staged to align with infrastructure upgrades. Development contributions will be payable to support the necessary upgrades and ensure capacity is provided in a timely and coordinated manner.

Overall, water supply constraints are understood and are able to be resolved through defined upgrades, with staging ensuring capacity is available at each stage of development.

3.1.3. Land Transport Effects

The development of allotments enabled by LRZ zoning would not result in more than minor adverse effects on the supporting land transport network. Access is gained from local roads, not high-order transport corridors. Traffic generation associated with low density residential development is modest and consistent with surrounding residential activity. Any site-specific roading or intersection upgrades can be appropriately addressed at the subdivision stage. This aligns with PC44's effects-based approach to managing transport impacts.

3.1.4. Outstanding Natural Landscape and Significant Natural Areas

The majority of the site (96.5%, 312.45ha) is not identified as an Outstanding Natural Landscape nor as a Significant Natural Area in the Taupō District Plan. There are four small segments (totalling 3.5%, 11.45ha) on the southern and western side of the site subject to Outstanding Natural Landscape which future development can avoid. The overlay is considered to be a mapping anomaly, as the landscape assessment did not identify outstanding natural features or significant natural features within the site.

The rezoning will therefore avoid adverse effects on nationally or regionally significant landscapes or ecological areas, and be consistent with the environmental limits recognised in PC44 and higher-order planning documents.

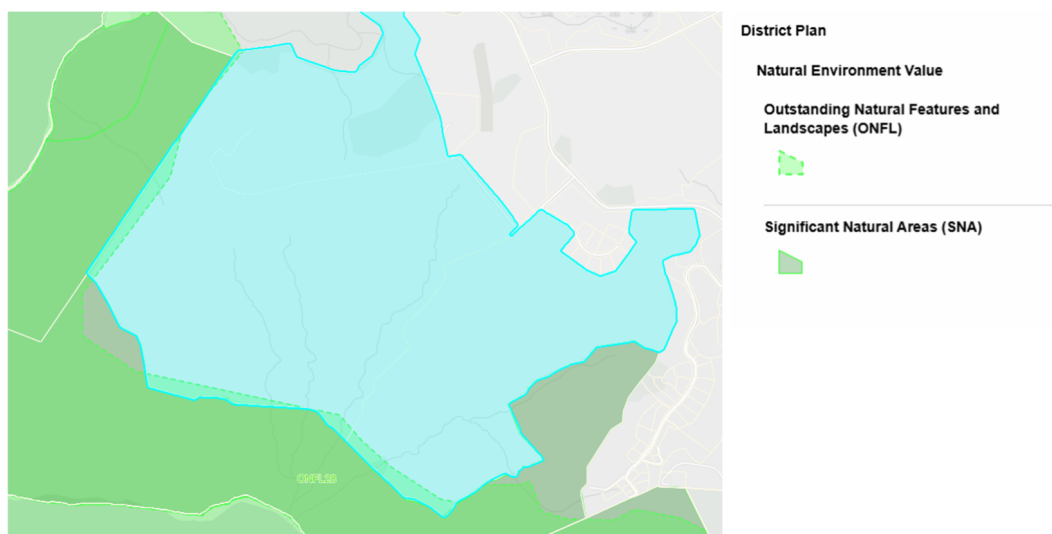


Figure 2: Outstanding Natural Features and Landscapes overlay on the subject site

3.1.5. Proximity to Taupō Township and/or Existing LRZ

The subject land is 10km to the Taupō township and adjoins existing LRZ land, meaning future residents will have reasonable access to employment, education, services, and community facilities. This proximity contributes to a well-functioning urban environment, consistent with the National Policy Statement on Urban Development (NPS- UD).

3.1.6. Access from State Highway

The site does not take direct access from a State Highway. Accordingly, rezoning would avoid reverse sensitivity effects on state highway infrastructure, and align with district-wide objectives relating to the safe and efficient functioning of nationally significant infrastructure.

3.1.7. Geothermal Systems

The land is not located within the Wairakei Tauhara or Ōhāaki Geothermal Systems shown on Map D1. There are therefore no geothermal constraints that would preclude Low Density Residential zoning.

3.1.8. Natural Hazard Risk

The land can be demonstrated to be free of significant natural hazard risk. Any localised or site specific hazard considerations can be identified through LIM and PIM processes, and appropriately managed at subdivision and building consent stages, consistent with the National Policy Statement for Natural Hazards and Council's risk based planning approach.

4. ATTACHMENT 4 – SECTION 32 FURTHER EVALUATION

4.1. Legislative Requirements

Section 32 of the RMA requires that before giving effect to a proposed plan change, an evaluation must be undertaken to:

- Examine whether the objectives of the proposal are the most appropriate way to achieve the purpose of the RMA; and
- Examine whether the provisions are the most appropriate way to achieve those objectives, including:
 - Identifying reasonably practicable alternatives,
 - Assessing efficiency and effectiveness, and
 - Summarising reasons for the preferred option.

In accordance with section 32(1)(c), the level of detail contained in this evaluation reflects the scale and significance of the anticipated environmental, economic, social and cultural effects.

The proposal is an amending proposal under section 32(3), as it seeks amendment to the proposed Plan Change only. Section 32(6) clarifies that where no actual objectives are stated in the proposal, the objective is the purpose of the proposal.

4.2. Identification of the Issue

The core issue is that Rural Zone no longer represents the most appropriate zoning for the Kaiapo Road land, given its location, surrounding land use pattern, infrastructure availability, and the identified need for additional Low Density Residential capacity within Taupō.

Specifically:

- The site is physically and functionally part of the urban edge of Taupō;
- The site adjoins existing Low Density Residential development;
- Council's own PC44 Section 32 analysis acknowledges ongoing demand for LRZ land but does not zone additional areas, instead relying on submissions; and
- Retaining Rural zoning risks inefficient, ad-hoc development through consent pathways rather than coordinated urban growth.

4.3. Taupō District Plan Objectives

This proposal does not seek to amend any Objective or Policy, accordingly the s32A tests for the proposed rezoning and amendments to the subdivision rules is whether the proposal is appropriate to achieve the existing objectives and implementing the policies.

The relevant matters of Strategic Direction in the Taupō District Plan are assessed below.

4.3.1. Strategic Direction - Climate Change

Section 6.1 of the Plan contains the strategic Climate Change policy framework.

The relevant provisions seek positive climate change outcomes (CC-O1), resilience to current and future effects of climate change (CC-O2), and adapt to the risks and effects from climate change (CC-O3).

The proposal supports climate change objectives by enabling a logical urban extension that reduces reliance on dispersed rural development and associated emissions. While low density development typically relies on private vehicles, the proposal reduces emissions relative to dispersed rural development and incorporates active transport opportunities and infrastructure that can support future transport change. Conversion from pastoral land use reduces agricultural emissions, while the low density form enables climate-responsive design and household-level mitigation. The staged approach also supports long-term resilience and adaptability.

4.3.2. Strategic Direction - Fresh Water Quality

Section 6.2 of the Plan contains the strategic Freshwater Quality / Te Mana o Te Wai policy framework.

The relevant provisions seek that subdivision and land use is managed in a way that promotes the positive effects, while avoiding, remedying, or mitigating adverse effects (including cumulative effects) of that development, on the mauri, health and well-being of water bodies, to benefit freshwater ecosystems, the wider environment, and the community.

The proposal supports freshwater objectives by reducing nutrient inputs relative to pastoral use and enabling modern wastewater and stormwater management. Effects can be managed through subdivision design, supporting improved water quality outcomes.

4.3.3. Strategic Direction - Land Development

Section 6.3 of the Plan contains the strategic land development policy framework.

The relevant provisions seek to provide for and manage urban growth (LD-O1) through recognising the appropriateness of Urban Growth Areas as a resource for planned and staged urban growth; and ensuring that any new urban development is predicated by way of Taupō District Development Plan Process and plan change (LD-O2). Any development needs to ensure the maintenance of an appropriate and sufficient level of infrastructure within existing serviced areas (LD-O3). Any development is to avoid degradation of the Lake and waterways (LD-O4), and not detract from the amenity value or qualities of the local environment (LD-O5).

The rezoning of the Kaiapo Road Development Area achieves these provisions by going through this plan change process, demonstrating sufficient servicing, avoiding degradation of water quality, and not detracting from the amenity value or qualities of the local environment. This site is an extension to the Mapara Road Low Density Zoning area and meets the LRZ criteria identified by Council.

It is considered the rezoning of the Kaiapo Road Development Area achieves the objectives and policies in Section 6.3, and while located outside the identified Urban Growth Areas, the proposal

represents a logical and contiguous extension of existing development and is consistent with the intent of enabling planned growth.

4.3.4. Strategic Direction - Natural Environment Values

Section 6.5 of the Plan contains the strategic directions for Natural Environment Values.

The relevant provisions seek to recognise the importance of the District's natural values and landscapes and their significance to the Taupō District's communities and identity (NEV-O1), protect areas of significant indigenous vegetation (NEV-O2), enhance indigenous biodiversity values (NEV-O3), protect outstanding landscape areas from inappropriate subdivision, land use and development (NEV-O5), recognise the relationship of tangata whenua with the natural values of their ancestral lands, waterbodies, cultural landscapes (NEV-O6), and preserve and enhance the natural character of riparian margins (NEV-O7).

The proposal avoids significant natural areas and outstanding landscapes and provides opportunities to enhance ecological values through planting and restoration. Effects are minor and can be managed through design.

Overall, the proposal avoids inappropriate development effects, maintains and enhances natural values where present, and represents a positive and sustainable land use change consistent with the intent of the Natural Environment Values objectives.

4.3.5. Strategic Direction - Tangata Whenua

Section 6.6 of the Plan contains the strategic directions for Tangata Whenua.

The relevant provision seeks that the values, rights and interests of Taupō District mana whenua are recognised and protected.

The proposal acknowledges the importance of mana whenua relationships with land, water and natural values by avoiding identified culturally significant areas and supporting enhancement of natural systems, thereby aligning with kaitiakitanga and the protection of environmental taonga. The submitter has undertaken and will continue engagement with mana whenua consistent with the principles of te Tiriti o Waitangi.

4.3.6. Strategic Direction - Urban Form and Development

Section 6.8 of the Plan contains the strategic directions for urban form and development.

The relevant provisions seek that the district develops in a cohesive, compact and structured way (UFD-O1). The effective functioning of rural zones is protected, and the efficient use of zoned and serviced urban land is co-ordinated with the provision of cost-effective infrastructure (UFD-O2). Development of land in appropriate locations which demonstrates social and/or cultural benefits is recognised and provided for (UFD-O3). The development is serviced by an appropriate level of infrastructure (UFD-O4), and is designed to avoid, remedy or mitigate adverse effects on the environment and occurs in a sequenced and coherent manner (UFD-O7).

The proposal supports cohesive, planned urban growth by extending existing low-density development and integrating with infrastructure. It increases housing choice and supply while managing environmental effects through staging and design controls.

It is considered the rezoning of the Kaiapo Road Development Area achieves the objectives and policies in Section 6.8.

4.3.7. Transport

Section 7.3 of the Plan contains the objectives and policies for transport. The relevant objective is the safe and efficient operation of the roading network, and movement of traffic, including cyclists and pedestrian within the District.

The traffic assessment considers matters in relation to effects on the wider transport network, access and safety. The ITA concludes that subject to recommended infrastructure upgrades and staging controls, the proposed rezoning is assessed as generating acceptable transport effects with no more than minor adverse impacts.

Accordingly, the rezoning proposed will achieve Objective TRAN-O1.

4.3.8. Natural Hazards

Section 8.3 of the Plan contains the objectives and policies for natural hazards.

The relevant objectives are the protection of activities, development and life from the adverse effects of natural hazards (NH-O1), and activities and development do not create, accelerate, displace or increase the effects of a natural hazard.

The geotechnical assessment concludes that that natural hazard risks are well understood and can be effectively managed through site-specific design and staged development. Therefore, the proposal is consistent with this objective and associated policies.

4.3.9. Operative District Plan Summary

There are a significant number of objectives and policies that have some bearing on this proposal.

The proposal supports climate change outcomes by enabling a logical urban extension, reducing reliance on dispersed rural development, removing agricultural emissions, and providing for low-carbon living and adaptive, resilient design. It also promotes freshwater quality objectives through the reduction of pastoral nutrient inputs, implementation of on-site wastewater and stormwater management, and opportunities for gully enhancement. In terms of land development, the proposal provides for planned and serviced urban growth through the plan change process, with only minor tension arising from its location outside identified Urban Growth Areas, although it directly adjoins existing Low Density Residential zoning and meets Council's LRZ criteria. The proposal is consistent with natural environment values objectives by avoiding impacts on significant natural areas and outstanding landscapes while enabling biodiversity enhancement and gully restoration. It also recognises tangata whenua values through ongoing engagement, and alignment with kaitiakitanga. Finally, the proposal supports urban form and development objectives by promoting cohesive, serviced growth adjacent to existing development, delivering social and housing benefits, and appropriately managing environmental effects, while achieving transport and natural hazard objectives through safe access and suitability of the land for development.

The proposed rezoning of Kaiapo Road is considered to achieve the respective objectives (and implement the policies) of the ODP.

4.4. Evaluation of benefits and costs (s32(2)(a))

Benefits	Costs
Environmental	
• More efficient land use by consolidating development adjacent to existing urban areas, reducing pressure for dispersed rural subdivision • Opportunities to enhance indigenous biodiversity through native planting, ecological restoration, buffers, and covenant protection • Reduction in agricultural greenhouse gas emissions (methane and nitrous oxide) through the conversion of pastoral farming to residential use • Decrease in nutrient inputs, particularly nitrogen, to the Lake Taupō catchment, contributing to improved freshwater quality	• Potential edge effects on adjacent ecological areas (eg weeds, domestic animals) • Increased impervious surfaces • Continued reliance on private vehicle relative to higher density environments. • Loss of rural character and open landscape values.
Economic	
• Supports housing supply and responds to identified demand for low density residential land. • Generates economic activity through land development and construction, and rates • More efficient use of existing infrastructure networks • Supports local economy including potential neighbourhood centre	• Development costs including infrastructure upgrades • Development contributions and servicing costs • Loss of productive land (albeit low productivity LUC 6 land)
Social	
• Increased housing choice and availability for the community • Supports community growth and wellbeing • Provision for a neighbourhood centre reducing travel for daily needs • Opportunities for self-sufficiency (e.g. vegetable growing, water harvesting)	• Change in local amenity experienced by neighbouring rural residents • Increased activity and human presence in currently rural area • Dependence on private vehicles typical of low density areas

Enhanced recreational opportunities through delivery of pedestrian/cycling link through the site	
Cultural	
- Improved access to otherwise constrained land (including nearby Māori land access) - Opportunity to incorporate kaitiakitanga through ecological enhancement and land management	Potential effects on unidentified cultural values

4.5. Economic Growth and Employment Opportunities (s32(2)(a))

The proposed rezoning and development of the Kaiapo Road land will generate substantial economic growth and employment opportunities at both the local and district level, supported by the Formative economic assessment.

The development is anticipated to deliver approximately 320 low density residential lots, generating around \$540 million in direct development expenditure, and contributing approximately \$262 million in GDP to the Taupō District economy over the same period.

This level of investment will support an estimated 3,600 full-time equivalent (FTE) jobs over the life of the project, with approximately 60% of these roles associated with land development and construction, and the remainder arising through indirect and induced economic activity in supporting sectors such as materials supply, transport, and professional services.

Beyond the construction phase, the proposal will support ongoing economic activity by accommodating population growth and increasing household expenditure within Taupō, thereby benefiting local retail, hospitality and service industries.

The inclusion of a small-scale neighbourhood commercial centre (approximately 170–300m² GFA) will provide additional local employment opportunities and support small business activity, while reducing travel demand for day-to-day services and retaining spending within the local community.

The proposal also contributes to addressing a projected shortfall in low density residential supply, which is estimated to be insufficient to meet long-term demand, thereby supporting labour market attraction, housing affordability, and economic resilience.

4.6. The risk of acting or not acting if there is uncertain or insufficient information (s32(2)(c))

Effects are well understood and supported by comprehensive technical evidence base, so the risk of acting is low. Not proceeding would perpetuate identified development capacity shortfalls.

4.7. The efficiency and effectiveness of provisions (s32(1)(b)(ii))

4.7.1. Efficiency

The rezoning of the Kaiapo Road land to Low Density Residential is considered efficient for the following reasons:

- **Efficient use of land and infrastructure:** The site adjoins existing Low Density Residential development and can utilise and extend established infrastructure networks, avoiding the need for new, standalone infrastructure systems and reducing overall capital and environmental costs to the wider community.
- **Avoidance of inefficient development patterns:** While low density development is less efficient in a purely spatial sense, it responds to a clearly demonstrated and currently unmet demand for this housing typology and therefore contributes to a well-functioning urban environment by improving housing choice. Rezoning enables a planned and coordinated urban expansion, avoiding fragmented and ad hoc rural subdivision that would otherwise occur through the resource consent process, which is typically less efficient and results in poorer outcomes.
- **Net environmental benefits:** The transition from pastoral farming reduces greenhouse gas emissions and nutrient inputs to the Lake Taupō catchment, creating environmental gains at a relatively low societal cost when compared with continued rural land use.
- **Economic returns exceeding costs:** The proposal delivers substantial economic benefits, including approximately \$540 million in development expenditure and \$262 million in GDP, supporting around 3,600 FTE jobs, which significantly outweigh the costs associated with development and infrastructure provision.
- **Alignment with infrastructure funding mechanisms:** Development contributions and staging ensure that growth pays for growth, minimising fiscal burden on the wider community.
- **Enablement of self-sufficiency and reduced environmental demand:** Larger allotments allow for water harvesting, renewable energy generation, and local food production, contributing to reduced long-term demand on municipal systems and external supply chains.

While there are costs associated with the loss of rural land, infrastructure upgrades, and potential environmental effects, these are moderate, well understood, and able to be internalised by the developer or mitigated through design and consenting mechanisms.

4.7.2. Effectiveness

The rezoning is considered highly effective for the following reasons:

- Directly addresses housing supply issues: The proposal contributes meaningful low density residential capacity (approximately 320 lots), helping to address identified shortfalls in this housing typology and supporting a well-functioning urban environment.
- Delivers planned urban growth: The rezoning provides a structured and coordinated framework for development through the District Plan, rather than relying on less certain and less integrated consent-based development pathways.
- Strong alignment with strategic objectives: The proposal achieves climate change, freshwater, infrastructure, urban form, and natural environment objectives by enabling development in an appropriate location with manageable effects.
- Effectively manages environmental effects: The scale and nature of effects are well understood and can be avoided, remedied or mitigated through subdivision design, consent conditions, and best practice environmental management.
- Supports resilient and adaptive development: The low-density format enables site-specific responses to natural hazards, climate change, and future adaptability, increasing the long-term effectiveness of the development.
- Provides certainty and clarity: Rezoning provides a clear planning framework for landowners, Council and infrastructure providers, improving certainty and enabling better long-term planning outcomes.

4.8. Options considered s32(1)(b)(i)

Option 1: Status Quo The existing Rural Zone and related provisions applying to the sites would be retained and non-complying consent would be required.	Continuing to apply Rural Zone provisions to the identified areas of land will not assist in achieving the ODP's objectives relating to ensuring sufficient residential development capacity and providing for sustainable growth. Any consent would be high risk, with uncertainty as residential development in rural zones is not supported by the objectives and policies.
Option 2: Rezoning the site as Low Density Residential without the development area plan	This option would not provide a coordinated and integrated framework for development. The development area plan addresses connectivity, ecological protection, local commercial nodes, infrastructure and natural hazards. The development area plan allows environmental constraints to be identified and appropriately managed upfront.
Option 3: Lodge a private plan change request to rezone the site low density residential with a development area plan.	This option was seriously considered, however would be inefficient when the Council has already notified Plan Change 44, and would be much more costly. The same outcomes would be achieved as per this submission for this proposal.

4.9. Reason for option chosen s32(1)(b)(iii)

Submitting on Council's Proposed Plan Change 44 to rezone the Kaiapo Road site, supported by a development plan, is the most appropriate option because it utilises an existing statutory process specifically designed to consider residential zoning changes, ensuring timely and efficient decision-making without the need for a standalone private plan change.

This approach aligns directly with Council's Section 32 evaluation, which anticipates and invites landowner-led submissions for additional Low Density Residential land, thereby reducing duplication of process, cost, and delay.

Incorporating a development plan within this submission further strengthens the proposal by demonstrating comprehensive and coordinated planning, including how infrastructure, access, and environmental constraints will be managed.

Together, this approach provides a balanced and efficient pathway that achieves the benefits of integrated development planning while leveraging the broader strategic and policy framework already being progressed through PC44, making it a practical, effective and cost-efficient method of securing rezoning outcomes.

5. ATTACHMENT 5 – ASSESSMENT OF ENVIRONMENTAL EFFECTS

5.1. Economic Effects

An economic assessment was undertaken by Formative in May 2026. The analysis demonstrates that the proposal responds directly to a significant and quantifiable shortfall in Low Density Residential (LDR) and large-lot residential capacity in the Taupō District, while delivering significant economic benefits, including approximately \$540 million in development expenditure, \$262 million in GDP, and around 3,600 employment-years. These benefits extend beyond construction, supporting ongoing economic activity through increased population, household expenditure, and local service demand.

Taupō has experienced sustained population and employment growth, resulting in increased housing demand and emerging supply constraints. Updated analysis indicates demand for low density residential (LDR) land significantly exceeds available capacity, with existing supply expected to be exhausted within 1–4 years. This demonstrates a clear and immediate shortfall in this housing typology.

The proposal will deliver approximately 320 LDR lots, making a meaningful contribution toward addressing identified capacity shortfalls and improving housing choice within the district. It responds directly to a demonstrated market demand for larger lot residential living that is not adequately provided for under the current planning framework.

Overall, the proposal will provide significant net economic benefits while improving the responsiveness and efficiency of the local housing market.

5.2. Ecological Effects

An Ecological Assessment was undertaken by Singers Ecological in 2024 and updated in May 2026. This report provides a desktop ecological assessment of the proposed rezoning and development of the Kaiapo Bay site at Acacia Bay, Taupō, to enable Low Density Residential (LDR) development of approximately 320 lots. The assessment evaluates existing ecological values, potential adverse effects, and recommended mitigation measures.

The site is predominantly highly modified pastoral land with low inherent ecological value and no identified Significant Natural Areas (SNAs) within the development footprint. Indigenous vegetation is sparse and limited primarily to isolated gullies and small patches, resulting in negligible direct effects on indigenous biodiversity.

The primary ecological considerations relate to the site's proximity to adjacent SNAs, including Kaiapo Bay Scenic Reserve. Potential adverse effects are therefore indirect and include increased predation from domestic animals, weed invasion, habitat disturbance, and potential edge effects

on adjoining ecosystems. There is also potential for limited habitat use by indigenous fauna such as lizards and birds.

These effects can be effectively avoided, remedied, or mitigated through subdivision design and management measures. These include establishment of vegetated buffer zones, restrictions on pest species, ecological planting, and species-specific management where required (e.g. lizard or bat habitat). SUB-R14 (i) allows Council to consider any actual or potential effects on areas or features of cultural, historical, landscape or ecological value as identified in the plan.

With implementation of these measures, ecological effects are expected to be minor overall. In addition, the transition from pastoral land use provides opportunities to enhance ecological values over time through restoration planting and improved land management, resulting in a net positive outcome relative to the existing baseline.

5.3. Landscape and Visual Effects

A Landscape and Visual Assessment was undertaken by Mansergh Graham. This report assesses the landscape, visual amenity, and natural character effects of the proposed rezoning of the Kaiapo Bay site from General Rural Zone to Low Density Residential Zone (LDRZ), with a small Neighbourhood Centre Zone (NCZ). The assessment evaluates the suitability of the site for development and the extent to which potential effects can be appropriately managed.

The proposal will result in a localised change in landscape character through the transition from pastoral land to a low-density residential environment. This will introduce built form, roading, and infrastructure into a currently open rural setting.

However, the site has moderate suitability for development, as it does not contain Outstanding Natural Features and Landscapes (ONFLs) or Significant Natural Areas within the developable area, and is partially screened by topography and vegetation. Visibility is largely confined to nearby elevated viewpoints, with limited wider visual exposure.

Potential adverse effects relate to changes in rural character and visual amenity, particularly in more open or elevated areas. These effects can be appropriately mitigated through a landscape-led design approach, including careful siting of building platforms, retention of open space in sensitive locations, and extensive indigenous planting. These design standards are incorporated into the Development Outline Plan. Matters of Discretion SUB-R2 (e) and SUB-R14(i) enable Council to consider and impose conditions to address actual or potential effects on landscape values.

Over time, mitigation planting will soften built form and integrate development into the landscape. Overall, landscape and visual effects are assessed as no more than minor.

5.4. Geotechnical Effects

A preliminary geotechnical investigation was undertaken by CMW. This assessment evaluates the site's geology, geotechnical constraints, and natural hazard risks.

The site comprises an extensive amphitheatre landform typical of the Taupō Volcanic Zone, with pumice soils, ignimbrites, and volcanic deposits. Overall, the site is considered suitable for residential development, subject to appropriate design and mitigation.

Key geotechnical constraints include active faulting, steep slopes, erosion gullies, and variability in ground conditions due to historical earthworks. The Kaiapo Fault traverses part of the site; however, fault rupture risk is low and can be managed through appropriate setbacks and further investigation.

Slope stability and erosion are the primary considerations, particularly along escarpments and gullies. While these areas present increased risk, they can be effectively managed through site design, hazard zoning, and mitigation measures such as setbacks, earthworks controls, and localised engineering works.

Other hazards, including liquefaction, lateral spreading, and geothermal effects, are assessed as low due to the site's elevation, soil profile, and distance from geothermal systems.

Foundation conditions are generally suitable, although localised risks associated with fill, weak soils, or subsurface voids will require site-specific investigation and design at later stages. The natural hazards assessment indicates that, with appropriate mitigation, residual risks can be reduced to low levels.

Further investigations will be required at subdivision stage to confirm ground conditions and refine design responses. A restricted discretionary rule is proposed which provides Council the ability to specifically consider and impose conditions on development within the hazard overlay.

Overall, the assessment concludes that there are no geotechnical or natural hazard constraints that would preclude rezoning, and that development can proceed subject to standard engineering design and mitigation measures.

5.5. Transportation Effects

A Traffic Assessment was undertaken by CKL. The assessment considers existing transport conditions, future traffic generation, network capacity, and infrastructure requirements.

The proposed development will generate additional traffic on the local road network, with estimated flows of up to approximately 1,100–1,200 vehicle movements per day and peak hour increases consistent with low-density residential activity.

The surrounding transport network, including Mapara Road and its connections to the wider Taupō network, has capacity to accommodate this level of growth, subject to targeted upgrades and staging. The Kaiapo Road / Mapara Road intersection is expected to operate satisfactorily, while improvements to the Mapara / Wakeman intersection may be required at higher levels of development.

Traffic effects on key network constraints, including the Control Gates Bridge, are consistent with growth already anticipated in strategic transport planning. A staged development approach ensures that infrastructure upgrades are implemented in line with increasing demand, maintaining acceptable levels of service and safety. ~~A specific rule has been proposed to address the staged~~

~~development of the subdivision given the limitations of Council's existing roading infrastructure (ie a second bridge). The other roading upgrades~~ **Recommendations** recommended by the traffic assessment can be undertaken by a consent holder, and this can be addressed by the matter of discretion SUB-R2 (a) **and (c)**.

The proposal also provides opportunities to improve active transport infrastructure, including walking and cycling connections, and may support future extension of public transport services.

Overall, transport effects are considered manageable and no more than minor, subject to recommended staging and infrastructure upgrades.

5.6. Infrastructure Effects

An engineering services assessment was undertaken by Cheal Consultants. The assessment considers the ability of the site to be serviced for a staged residential development of approximately 320 lots, together with a neighbourhood commercial area and associated infrastructure.

Overall, the assessment demonstrates that the site can be developed for low density residential purposes, with engineering constraints that are typical of greenfield development and capable of being appropriately managed through detailed design and staged delivery.

From a geotechnical and earthworks perspective, the site is considered suitable for residential development, with anticipated cut and fill requirements generally modest for building platforms and manageable for roading, including crossings over gullies. Earthworks will be undertaken in accordance with relevant standards and supported by detailed geotechnical input at subdivision stage.

Stormwater management can be effectively achieved on-site through a combination of swales, soakage pits, culverts, and stormwater reserves, designed to attenuate flows and maintain natural drainage patterns. Preliminary analysis indicates that sufficient land is available within the development area to accommodate stormwater infrastructure, with capacity significantly exceeding minimum requirements.

Wastewater servicing is proposed via onsite treatment and discharge systems (AWTS with nitrogen reduction), consistent with Waikato Regional Council requirements for the Lake Taupō catchment. The development can comply with permitted activity rules, with sufficient nitrogen allocation available across the parent titles to enable this approach. Site-specific design will be required at the building consent stage.

The proposed roading network can be constructed to meet Taupō District Council standards, with appropriate provision for vehicle access, walkways, and cycle connections. The layout responds to site topography and minimises earthworks where practicable, while maintaining safe and efficient access throughout the development.

In terms of water supply servicing, the assessment confirms that the existing network does not currently have sufficient capacity to service the full development, particularly under peak demand conditions. Hydraulic modelling identifies pressure and headflow limitations within the Mapara Road

6. ATTACHMENT 6 - ENGAGEMENT

Since 2023, communication has been sent to:

Wider Parties	Response
Department of Conservation	Acknowledgement – no prelim issues raised
Waikato Regional Council	Email summary of issues – received list of issues
Taupō DC Asset Managers – Water	Water report provided
Taupō DC Development Engineer	Discussion on key issues
Bike Taupō	Email summary of issues - connection
Ministry of Education	Acknowledgement – no interest in a school
TDC Policy	Several discussions
Neighbours	
Whakaipo 1D Block	No discussion to date – several texts, still discussing
Highland Drive	
Lot 25	Discussions undertaken
104 Highland Drive	Discussions undertaken
Kaiapo Road	
14 Kaiapo Road	Discussions undertaken
22 Kaiapo Road	Discussions undertaken
32 Kaiapo Road - Milvic Equipment Ltd	Discussions undertaken
34 Kaiapo Road – Cosmos Property Ltd	Discussions undertaken

Iwi	
Tūwharetoa Māori Trust Board	Acknowledgement and initial response but no response to request for hui date
Te Kotahitanga O Ngāti Tūwharetoa	As per TMTB
Te Rangiita Marae (Ngāti Ruingarangi)	As per TMTB
Nukuhau Marae	As per TMTB
(Ngāti Rauhoto):	As per TMTB
(Ngāti Te Urunga)	As per TMTB
Raukawa	Acknowledgement, and an in person discussion
Mokai Marae	Requested hui via Raukawa, no response.
Services	
Unison	Acknowledgement