

OUR REF 240407L23

25 September 2025

Taupō District Council
Private Bag 2005
Taupō Mail Centre
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ATTENTION: RACHEL HELME

Email: rhelme@taupo.govt.nz

Dear Rachel

29 CHARLES CRESCENT, TAUPŌ : FURTHER INFORMATION RESPONSE

Thank you for your Further Information letter on 23 July 2025. This letter responds to matters raised in your request with associated information. Also provided alongside this letter is an amended application document (Cheal ref 240407AP2), a full set of amended plans as Appendix 2 (JT Design plans), and an amended Appendix 3 (District Plan Assessment).

Amendments to infringements has been noted in the Amended District Plan Assessment in grey shading. It is noted that these changes do not alter the activity status of the application. Amendments to Application Document are also noted in grey shading for your reference.

Information Required:

1. Photo montages which show the proposed development in the context of the surrounding area.

Please see front page of plans in Appendix 2 of application and Enclosure 1 to this letter. This photo montage shows the view from Lake Terrace.

2. Shading diagrams

As assessed in Sections 6.4, 6.5 & 6.7.5 of the application there is very minimal shading infringements to Charles Crescent frontage which sits to the north of the site, and some shading which occurs to the northeast of the site on Rainbow Drive. Given the widths of the roads and the orientation of the site to these roads and adjoining property, private property is not affected. The one private property is 29 Charles Crescent where H2B is compliant.

The main affected property is the Lake Terrace road reserve parcels, which are used for passing recreational use. Given the orientation of the site to the sun's travel path, this area will be shaded in the afternoons only. Due to the wide width of the road reserve parcels, the road carriage itself will not be affected.

Due to the orientation of the site to the roads, road reserves and adjoining properties, and the degree of non-compliance to these areas respectively, adequate information is provided in the application to date to assess this effect.

3. Landscaping and permeable surfacing details

RC5 has been updated with more information to assist Council's understanding of the landscape outcomes. A condition requiring a detailed planting plan prior to construction is recommended.

4. Duration of earthworks stage and proposed hours of work for earthworks stage and construction stages.

Earthworks (including the construction of the southern and eastern retaining walls) is likely to take up to 4 weeks. Although no higher than 1.1m, retaining walls will be constructed shortly after the complete of earthworks to stabilise these areas.

Regarding hours of work, the following conditions are offered:

1. *Construction shall be undertaken in accordance with the Construction Management Plan required by Condition 2 (below) including hours of operation Monday to Saturday 7am to 7pm with deliveries occurring during the hours of 7am to 5pm only. No piling, excavating, paver saw cutting, rattle guns for the structural steel bolt tightening and hammer drilling, and other loud noise operations are to occur prior to 8am or after 5pm. No works will occur on Sunday or public holidays.*
2. *The consent holder shall prepare and submit a Construction Management Plan for approval to Taupō District Council's Resource Consents Manager prior to any site works commencing. The Construction Management Plan shall include, but not be limited to:*
 - a. *name and contact details of the site manager*
 - b. *proposed access locations and construction vehicle parking locations*
 - c. *sediment & erosion control plan including dust management methods*
 - d. *timing of construction phases (earthworks and order of housing construction)*
 - e. *hours of general construction in accordance with Condition 1 (above)*

5. Earthworks plan with existing contours, showing areas of cuts/fills, identifying areas of infringements and heights of earthworks and retaining walls in each area, and showing finished ground levels on the site.

RC3 details the earthworks. As detailed in Sections 3.6 & 6.7.6 of the application and Amended District Plan Assessment Appendix 3, there is only cut with two retaining walls resulting in a Finished Ground Levels (FGL) of RL 371.6 - RL 372.00 for the whole site:

- The first being the full length of the southern boundary with 27 Charles Crescent being a maximum height of 1.1m
- The second being the full length of the eastern boundary with Lake Terrace Road Reserve being a maximum height of 1.1m dropping to 0.8m adjoining Unit 16, then lowering to 0m at Rainbow Drive frontage.

As detailed in the application 100% of the site will be earthworked will be required to remove topsoil and other material from the site and undertake development works. The cut material will be removed from the site via truck or truck trailer units during the first 2-3 weeks of the earthworks phase. The

construction effects generated by redevelopment of this site are those which will normally occur in the redevelopment of the site. The offered condition detail in Point 4 above can assist to mitigate effects of construction including earthworks.

Please note that on RC5 the blue and yellow refer to different height fences with the heights taken from natural ground level. Below those fences is the 0.8 – 1.1m retaining wall.

6. **Check future lot sizes shown on sheet RC2 - provided amend plan if incorrect. If there are changes to the lot sizes, please also amend coverage and plot ratio calculations, amend infringements etc accordingly.**
7. **A. The calculation tables on sheet RC3 refer to building coverage. Please ensure that the calculations have used maximum combined coverage, and amend calculations if necessary.**

RC2 & RC3 have been checked. The calculations did use Maximum Combined Coverage as illustrated in the images in RC3.

The consent applied for is a landuse consent for 16 units on the parent title being over the four parcels, therefore the key and relevant figures for coverage calculations relate to the parent allotment size of 3316m². The matter of coverages on future parcels is a matter for the future subdivision consent, not this consent application. The provision of nominal allotments and boundaries is not required by the District Plan information requirements.

However for clarify, the size and coverage on the nominal allotments have been provided, noting these as reflecting the nominal boundaries shown in RC2. Of note in relation to the coverages in the tables on RC3 include driveway areas ie Unit 7 is 125m² excluding driveway and 185m² including 1/7 share of driveway. The inclusion of 1/7th of the driveway area will make Units 7 to 13 more compliant with maximum combined coverage however non-compliance with plot ratio coverage is only marginally improved.

B. Identify on a site plan, the driveway areas, which have been included in total coverage calculation.

The definition of Total Coverage is *The maximum amount of the allotment permitted to be covered, regardless of the surface material, which is required in complying with the Standards in relation to vehicle movements, parking and building coverage but excluding any land used for right-of-way or access lots.*

Therefore the RC3 has been amended to include the Total Coverage figure with and without the driveways, as in the future subdivision these areas will be excluded from total coverage as per the definition.

Total Coverage including common driveways	56.73%
Total Coverage excluding common driveways	42.55%

8. **Please provide existing contours or show existing ground levels and finished ground levels on the site plan and elevation plans.**

This detail is now provided on a range of plans:

- Existing and proposed ground levels is shown on RC3
- Elevations plans in RC9, 9a, 10 include finished ground level of RL 372.00, where relevant infringements are shown in relation to existing ground levels.

9. Please add dimensions to show each height infringement, on elevation plan RC9.

Please see plan RC9a.

10. a. Please add height recession planes to the north-east elevation to check height in relation to boundary for the rear of unit 16, and for units 11-12 from the Rainbow Crescent perspective (see highlighted points at boundary in snip).

Unit 16 Height to Boundary is already shown in RC9 & 10 by HRB E in the NE elevation

Unit 11 & 12 Height to Boundary is already shown in RC9 & 10 by HRB D in the SE elevation

b. Please add to the elevations, a height recession plane from the front boundary with Rainbow Crescent to units 14 or 15.

Unit 14 & 15 Height to Boundary is already shown in RC9 & 10 by HRB F.

c. Please show accurately the existing ground level at each height in relation to boundary point.

Heights at Boundary are shown in RC3

d. Please label each height recession plane point where infringements occur eg HIRB A, on elevation plan RC9.

See RC2 & 9.

e. Please add a dimension to each sheet of the elevation drawings and ensure existing ground level and finished ground level is shown accurately (RC12, 14, 18, 20, 21). This information is required in order to check height.

The detail required is provided in RC9, 9a & 10. For the purpose of your understanding, the scale on each page is provided already in the bottom title block of the plans. Please use RL372.00 as detailed in RC3 as the Finished Ground Level as shown below.



Image 1 : Location of Finished Ground Level

f. Please add a dimension to each sheet of the floor plans (RC11, RC13, RC15, RC17, RC19). This information is required in order to check plot ratio.

For the purpose of your understanding, the scale on each page is provided already in the bottom title block of the plans.

g. Please add a dimension to show building setbacks from future internal boundaries.

For the purpose of your understanding, the scale on each page is provided already in the bottom title block of the plans. Furthermore the application is only for a landuse consent over the parent title, not a subdivision. The matter of internal setbacks is irrelevant to the landuse consent, particularly as there are no provisions in the Taupō District Plan relating to nominal lot, or boundaries. Furthermore the building code addresses required separation distances for fire purposes.

However in regard to the relationship of each unit to each other for the matter of privacy and orientation, this matter is covered in the amended application in Section 6.1.

h. Please add the areas of each outdoor living court

For the purpose of your understanding, the scale on each page is provided already in the bottom title block of the plans. Currently Taupō District Plan does not require a minimum outdoor space or service area. Each unit has some outdoor space with paving, landscaping, grass and service areas identified on RC5, and therefore this information is adequate.

11. Please check and correct the Permitted Baseline for the site, described in section 6.2 of the AEE.

Please see the amended application document Cheal ref 240407AP2 for updated information in Section 6.2 & 6.6.

It is noted that the scenarios provided in Appendix 7 are better described as Controlled Activity Scenarios whereby the four parcels within the existing Record of Title can be subdivided into three titles each resulting in twelve titles and twelve dwellings, as a controlled activity. Such a subdivision could result in 4 – 7 access crossings as demonstrated by the plans in Appendix 7.

No specific vehicle movement history is held for the site, which is common for these properties and historical uses. As noted in Amended District Plan Assessment and Section 6.6 of application, we have already provided vehicle movement calculations based on the Taupō District Plan allowance of 4evms per unit (x13) and 9evms for the managers unit as detailed in Amended District Plan Assessment Appendix 3.

With regard the footpath on Charles Crescent, as already detailed in Sections 3.1, 6.6, 8.7.4, the current footpath only occurs part of the way along the Charles Crescent frontage. Due to the extent of works necessary to remove existing crossings (x3), construct new crossings (x3), and a desire to provide safe pedestrian connection, the existing footpath is proposed to be replaced and extended as illustrated on RC2 & 5. We note that this will provide safe pedestrian connection from 2 Mile Boat Ramp to Aubrey Crescent.



Images 2 & 3 : Images of current footpath extent



Image 4 : Pedestrian connection past the site

12. Written approvals

Four sets of owners have provided written approval to date being

- 6 Rainbow Drive
- 8 Rainbow Drive
- 1/24 Charles Crescent
- 2/24 Charles Crescent

The duplication of 1/24 Charles Crescent written approval is an error.

Written approval documents will be forthcoming from the following owners after the lodgement of this S92 Further Information Response with Council and receipt by them:

- 3 Rainbow Drive
- 27 Charles Crescent.

To our knowledge and as advised by owners, the following status applies regarding tenants:

6 Rainbow Drive	Family member lives there
8 Rainbow Drive	No tenant – holiday house
1/24 Charles Crescent	No tenant – holiday house
2/24 Charles Crescent	No tenant – holiday house
3 Rainbow Drive	Operated by owner
27 Charles Crescent	Family member lives there

Please see amendments in the application regarding two non-respondents. Yes we have the rating addresses which have been used in all postal correspondence, with no response provided.

13. Access/Traffic

- a. Please provide vehicle tracking curves and dimensions on a plan to show parking and manoeuvring space on the site in compliance with TRANR4.1 for units 1 – 4 and units 7 – 13.**

TRAN-R4.1 requires Parking and manoeuvring space shall be of a sufficient size and suitable layout to accommodate vehicles described in TRAN Figure 1 and Figure 3. It does not require tracking curves specifically to be used.

Figure 1 details :

- o A minimum hard surface area of 2m width
- o An internal radius of 3.6m
- o An external radius of 7m

Figure 3 requires a minimum of 6.6m to 7m of manoeuvring length behind any carpark.

As measurable on the plans, the following manoeuvring length is provided.

- o Units 1 to 4 – 7m (rear of garage to fence)
- o Units 7 to 12 – 11.7m to reverse, 6.6m to turn (rear of garage to northern nominal allotment)
- o Unit 13 – 11.5m to reverse and 6.6m to turn (rear of garage to Unit 12 nominal allotment)

- b. The District Plan Assessment table provided, page 6, does not identify all of the units which will reverse onto the road. Units 14 and 15 onto Rainbow Drive are identified. Will units 5, 6, and 16 not reverse onto the street? (this may be answered by provision of tracking curves requested above.

Please see amended Appendix 3 – District Plan Assessment.

- c. Please provide a dimensioned plan to show each proposed vehicle crossing width and driveway width (legal width and formed carriageway).

For the purpose of your understanding, the scale on each page is provided already in the bottom title block of the plans. If this is not clear, please see Images 5 & 6 below, relating to the shared southern and central driveway. This information is already included in Amended District Plan Assessment.

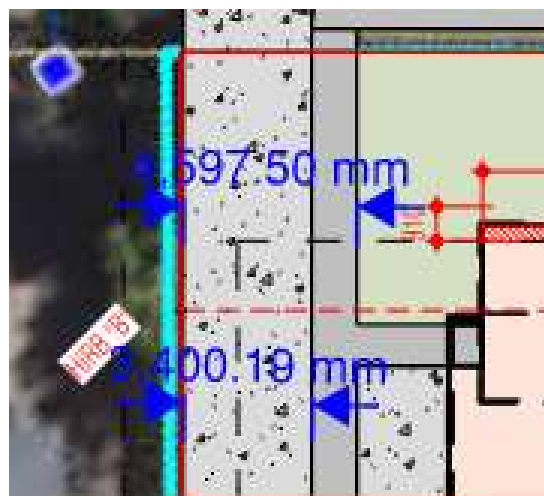


Image 5 : Southern Driveway (4 users)

4.6m legal - noncompliant

3.4m physical (excluding footpath)/4.6m physical (including walkway) – compliant

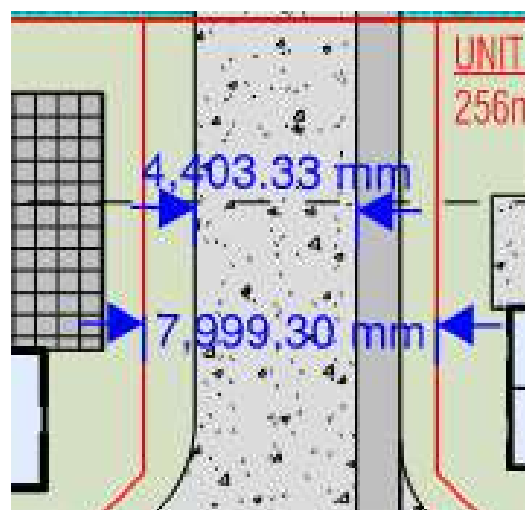


Image 6: Central Driveway (7 users)

8m legal - compliant

4.4m physical (excluding walkway)/5.6m physical (including walkway) - compliant

- d. **Please provide additional assessment of traffic effects if there are additional infringements to the Transportation standards. Approval from TDC Transportation or the emails showing the consultation with TDC Transportation would also be useful.**

Additional infringements have been identified being Units 5, 6 & 16 reversing onto the road rather than turning on site. The current assessment within Section 6.6 is considered appropriate to cover these additional infringements.

Please see Enclosure 2 – emails with TDC Transportation to date. Concerns from TDC Transportation relate only to the relocation of the bus stop with no concerns raised in prior discussions regarding road safety from the proposal.

14. Other Engineering/Services

- a. **Please provide a plan (or add to services plan) to show: existing street features, asset covers, bus stop, street trees, vehicle and pedestrian crossings, existing footpaths, proposed footpaths (existing, proposed for removal and any proposed planting) on both affected street frontages.**

Question 11 above and RC2 & 4 shows the information required in addition to the aerial photography that Council already has access to.

- b. **Please provide engineers calculations in support of the proposed supply of soak-holes on the overall development, which show compliance with the Code of Practice for Development of Land (September 2009).**

As noted on RC4, stormwater disposal has been designed in accordance with NZ Building Code and TDC Code of Practice and Guidelines. As illustrated there is sufficient area for additional soakholes in accordance with Council distance requirements, should these be required. Further this matter can be addressed via a condition of consent requiring detailed calculations be provided with engineering approval prior to construction and/or with building consent and/or again in the likely subsequent subdivision consent.

- c. **Please provide details of the proposed bus stop relocation. Are the works/costs included in the proposed development? Will the footpath crossing point/pram crossing on the south side of Rainbow Drive (outside the site) and inline with the footpath crossing point to the shops opposite, also be relocated? TDC Transportation has also advised that WRC public transport operations and Tranzit should both be involved in discussions on bus stop relocation. Please provide evidence of this consultation if it has been carried out or provide update on discussions, and any proposed conditions of consent relating to these works.**

Bus stop relocation is under discussion with TDC Transportation, and further information on that matter will be provided shortly.

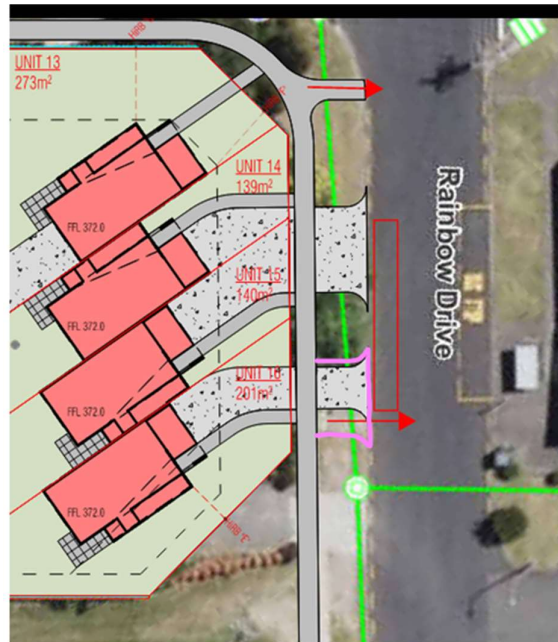


Image 7 : Unit 16 crossing with pram crossing

It is noted that between Lake Terrace and Charles Crescent there are three crossing points over Rainbow Drive. TDC Transport has confirmed that they would like to retain all three crossings. The crossing adjoining Unit 16, can be accommodated by widening Unit 16 crossing slightly in place of a separate pram crossing. TDC Transport has suggested this as a suitable outcome as per Image 7. A condition of consent on this matter is therefore anticipated.

15. Please apply for any additional infringements resulting from the above matters and provide assessment of effects accordingly.

See amended application AP2.

16. Fencing with 27 Charles Crescent

Please note the inclusion of R22 being a fencing diagram for the proposed fencing between the subject site and 27 Charles Crescent. Due to the 1.1m cut occurring on this boundary, and it being a boundary fence with an existing dwelling, this detail is included in the application. Further more the applicant offers an Augier condition relating to this fence being as detailed below (or something similar):

A new fence shall be constructed between the site and 27 Charles Crescent in accordance with JT Design Plan RC22 dated 28 August 2025 and

- a. The associated retaining wall shall be constructed as soon as practicable after earthworks occur,*
- b. Materials shall be completed in agreement with the owners of 27 Charles Crescent.*
- c. The fence shall be completed prior to the commencement of construction of the first unit of Units 1 to 4.*

17. Land Covenant in favour of 1 Rainbow Drive

To address reverse sensitivity matters raised in consultation with the owner of 3 Rainbow Drive, the applicant offers an Augier condition as follows (or words similar)

The applicant shall impose a reverse sensitivity land covenant specific to Units 13 to 16, in favour of Lot 2 DPS 71658 that prevents any complaints or objections to future development of the shops, where that future development is for up to 316m² of building coverage, 632m² of plot ratio (to allow the squaring off of the existing building), height to boundary encroachments, any increase in general vehicle movements and signage, but still complies with the maximum building height of 8m.

We trust that this response addresses the matters raised.

Please note we are continuing discussions with TDC Transportation regarding the bus stop relocation, and we are continuing to seek written approvals from 27 Charles Crescent and 1 Rainbow Drive which are likely to be provided within 5-10 days of the date of this letter.

Accordingly we request the application remain on hold under S88E(4) to allow the provision of these written approvals. We would appreciate ongoing discussions regarding the provided information during this period to enable the resolution of any outstanding matters. We hope to hear from you soon.

Yours sincerely



CATRIONA EAGLES
TECHNICAL LEAD - PLANNING
Email: catriona@cheal.co.nz

Enclosures:

1. Photo
2. Correspondence with TDC Transportation June 2025