

APPENDIX C KINLOCH BACKGROUND

1 BACKGROUND

Kinloch Development

- 1.1 A large part of what was the Whangamata No 1 block (originally 2764ha) was acquired from the original Maori owners in March 1884 through the Maori Land Court to a merchant from Melbourne and a farmer from Cambridge. It was on sold a number of times until Sir Keith Holyoake, the then Deputy Prime Minister purchased the land in 1953. The land was then a block of 2179ha that was largely covered in scrub and fern. It was then developed into a farming unit known as Whangamata Station.
- 1.2 The first sections in Kinloch were sold in 1959, with the village being renamed to Kinloch from Whangamata (Station) to differentiate from Whangamata in the Coromandel. These sections were at the end of Kinloch Road, Nisbet Terrace and start of Mata Place as shown at [Figure 1](#). The area along Mata Place near the lakeshore was set aside for commercial development and this is where the Kinloch Store is located today.

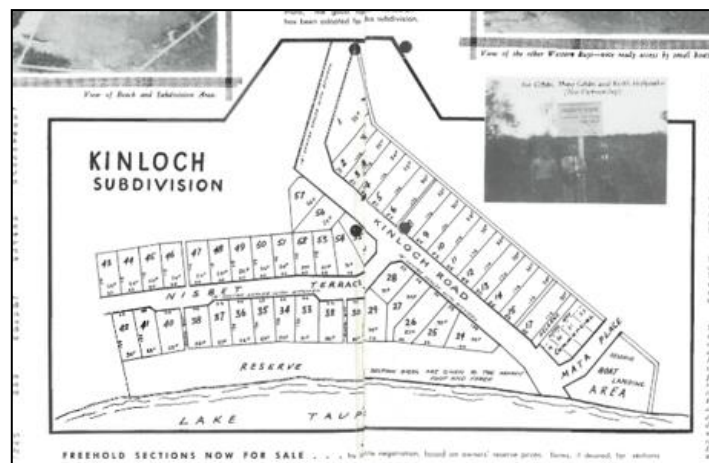


Figure 1: First Subdivision Plan for Kinloch

- 1.3 In 1962, the Kinloch Marina was developed at a cost of £35,000. It was the first of its type in NZ with an 'L-shaped' inland waterway for up to 90 boats, carved out of land near the lake, surrounded by holiday homes with individual jetties for each section. Throughout the 1960s and 1970s the village grew with multiple residential lots, reserves and roads being developed around the marina and along the central valley area of Kinloch. The original part of Kinloch is shown by the red outline at [Figure 2](#) below.



Figure 2: Original Kinloch

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- 1.4 There was a slow down in development through the 1980s and then a significant increase again in late 1990s and early 2000s with the Lisland (or Holy Oakes), Locheagles and Kinloch Golf areas being consented via master plan land use or subdivision consents with the subdivisions being implemented in stages over the following decade(s). Notably, these large scale subdivisions are all located over the central, eastern area of Kinloch and the majority of the area was then zoned Rural Environment.
- 1.5 Given the considerable growth experienced during the late 1990s and early 2000s, in 2002, Council initiated the structure plan process with the Kinloch community in order to:
- Have a vision for future growth and development
 - Identify the amenity values / characteristics of Kinloch
 - Work out the infrastructure requirements for that future growth (three waters & roading)
- Kinloch Community Structure Plan***
- 1.6 The Kinloch Community Structure Plan (KCSP) was adopted in September 2004¹ and was developed through community consultation with the purpose of providing guidance and direction to developers and the community regarding new subdivision development within the Kinloch area and to enable sustainable management of future growth.
- 1.7 The KCSP background information states that the purpose of the structure plan is to provide direction for existing and future development within the Kinloch area for landowners, developers and the community. It will allow for development proposals to work within the implementation recommendations to achieve certain outcomes while still providing flexibility within the design of developments and subdivision.
- 1.8 The KCSP identifies:
- The areas of growth
 - The major infrastructural elements to be provided and the pattern for development
 - The key natural features to be protected
 - Amenity values and characteristics
- 1.9 The KCSP recommends a radial density pattern of higher density to the south shown by the pink colour, medium density through the central band shown by the orange colour and low density to the north and east shown by the light yellow colour (as shown on Figure 3 below).
- 1.10 The KCSP provides an indicative collector road layout and the application site has an indicative road through the central western portion of the site in a north-south alignment. The KCSP states that the layout of roading infrastructure should be consistent with this indicative pattern.

¹ [Kinloch Community Structure Plan - Taupō District Council](#)

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- 1.11 The KCSP also provides strong direction towards the landscape context of Kinloch referring specifically to the headlands at either end of Kinloch bay, the eastern hill slopes of the Kinloch valley, the skyline, the Whangamata, Okaia and Otaketake Stream scenic reserves and the Lake Taupō waterfront. These areas are to be protected from the effects of development.

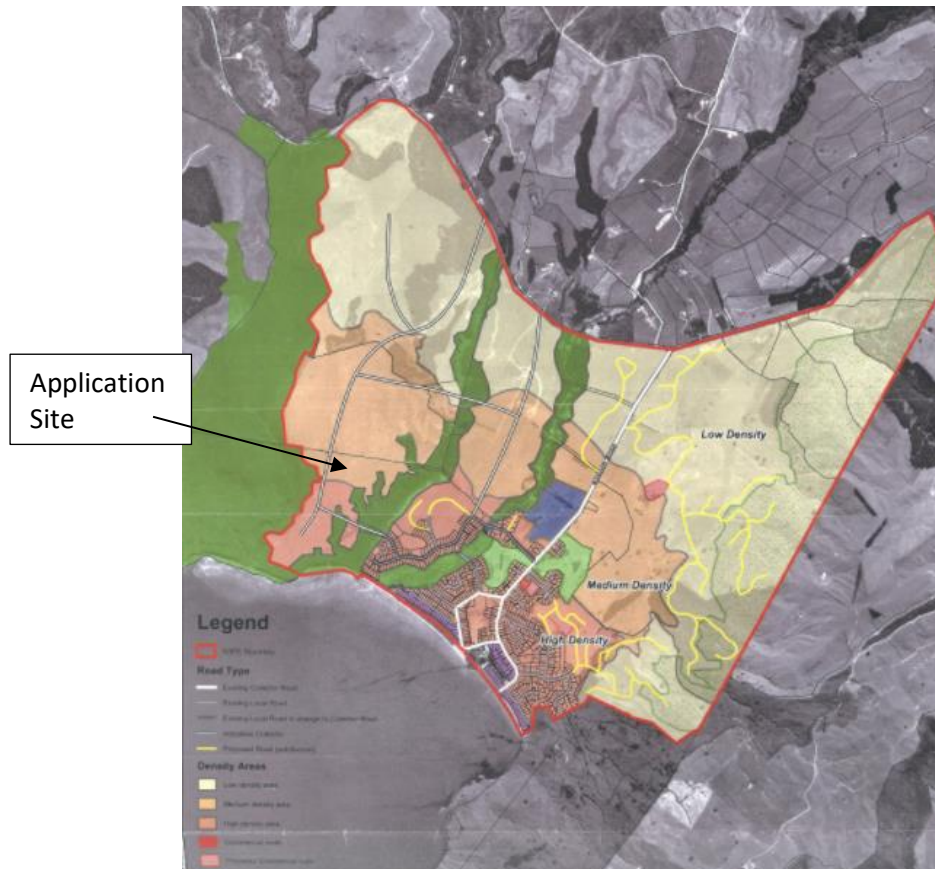


Figure 3: Kinloch Community Structure Plan Map

- 1.12 The KCSP addresses the then developing Variation 5 to the Waikato Regional Plan to address the effects of nitrogen discharges to the catchment of Lake Taupō. The holistic management of water quality in regard to the development of land is one of the central objectives of the KCSP and the reticulation of wastewater to the centralised treatment plant became a requirement for new allotments within the KCSP.
- 1.13 The supporting Infrastructure Costs report to the KCSP prepared by Harrison Grierson addresses the infrastructure expansion concepts to cater for the indicated population growth in the KCSP area. The report anticipates a total number of Household Equivalent Units (HUE) in the KCSP area to reach 2130² based on water provision per lot. See the table below for an extract from this report.

² Kinloch Infrastructure Costs – KCSP.

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KINLOCH WATER AND WASTEWATER FORECAST

Division	Units	Existing Kinloch town	Infill of existing Kinloch lots	Outside Kinloch town	Consented lots (Kinloch Golf Resort, Lisland & Locheagles)	New subdivisions w/o consented lots	Total
No. lots	no.	610	140	200	649	531	2130
Water demand per lot	m ³ /lot	2.20	2.20	2.20	2.20	2.20	
Total water demand	m ³	1342	308	440	1427.8	1168.2	4686

- 1.14 Part 1 of the KCSP states that the primary mechanism for enabling development in the Kinloch area is through the District Plan. As such, the KCSP main issues and recommended density areas were incorporated into the District Plan via Variation 16 and the provisions became operative in 2007. It is noted that the 'high', 'medium', and 'low' density areas of the KCSP were incorporated into the District Plan as the Kinloch Residential, Kinloch Low Density and Kinloch Rural Residential Environment – now General Residential, Low Density and Rural Lifestyle Zones within the Kinloch Development Area.

- 1.15 For new subdivision and development, minimum and average lot sizes were determined for each density area with 800m² minimum and 1000m² average lot size expected within the high density area, 1ha minimum and 1.5ha average lot size expected within the medium density area and 2ha minimum and 2.5ha average lot size expected within the low density area.

Kinloch Recent Years

- 1.16 Kinloch has grown significantly since the mid-2000s with a number of developments including the completion of the Locheagles subdivision, development of Oakdale Downs, the Cottage Block, the Larches (southeast of Oakdale), Lochridge, Seven Oaks (to south) and the first stages of Seven Oaks Terraces. The various Kinloch subdivisions are shown on at [Figure 4](#) below. Kinloch has a population of 1191 (at the 2023 Census). The village still has a large proportion of properties that are holiday homes, rather than permanent residences.
- 1.17 In terms of commercial facilities, there is the Kinloch Store on Mata Place, and a café at the Kinloch Club. Land use consent was recently approved for the establishment of a early childhood education centre at 44 Okaia Drive adjoining proposed recreation reserve Lot 124 of the proposed subdivision. There is also an application for land use consent RM250055 still in progress for a commercial redevelopment of the corner of Kenrigg and Kinloch Roads for a small supermarket, café / restaurant and seven as yet unknown retail tenancies.

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Figure 4: Kinloch Subdivision Areas