

## Darren Petry

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**From:** Sarah Hunt <Sarahh@cheal.co.nz>  
**Sent:** Friday, 9 February 2024 5:47 pm  
**To:** Louise Wood  
**Subject:** [#220225] Seven Oaks s92 response

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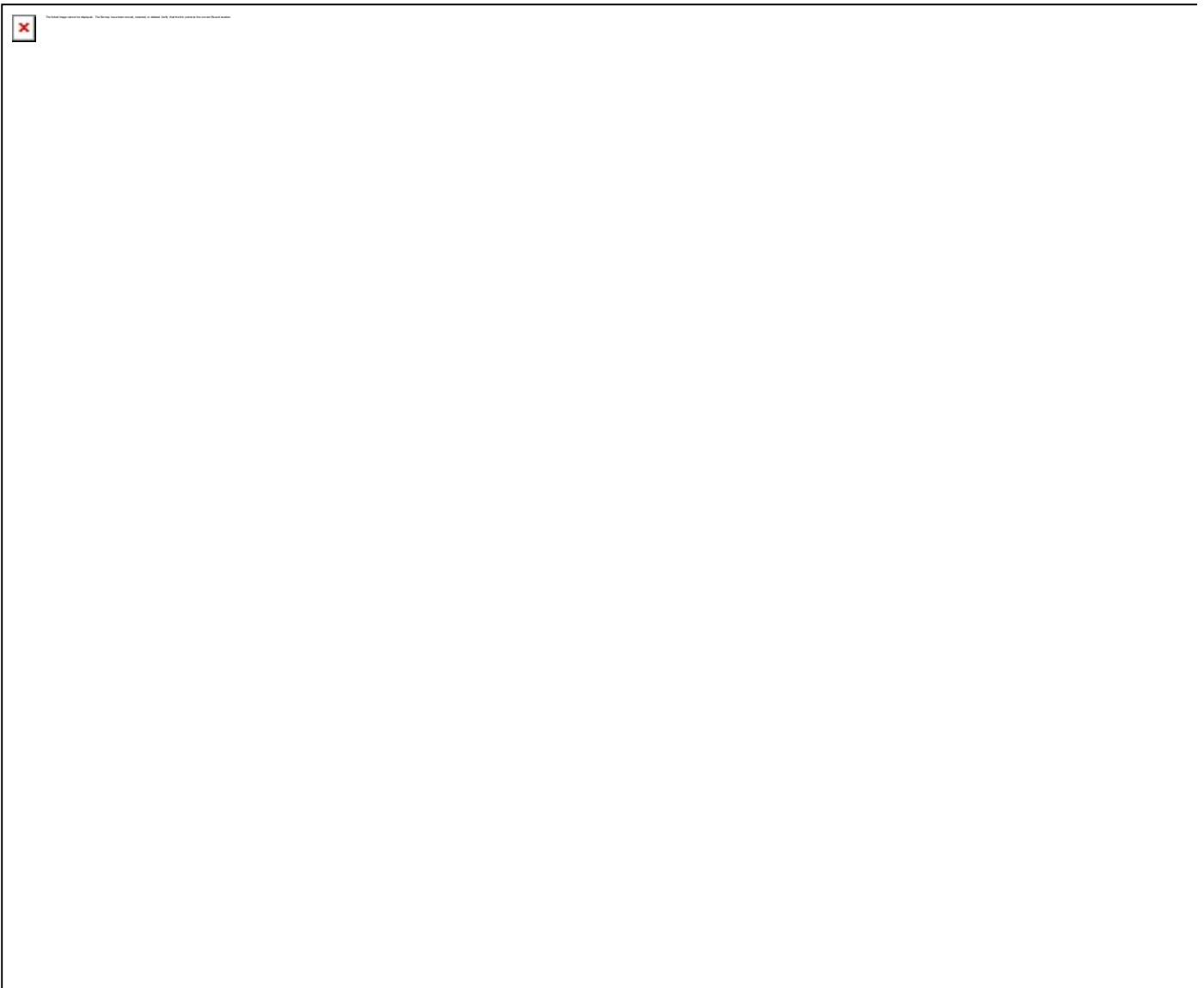
Hi Louise  
See below and attached the s92 response.

### Scheme Plans

***The application text refers to there being four stormwater reserves and one recreation reserve yet on the scheme plan it should two recreation reserves and two stormwater reserves. Can this be corrected please? Also, it would be very helpful to see the Terraces subdivision layout shown on the adjoining land to the north to provide a clear picture of how the proposed subdivision and the Terraces align.***

Apologies – the incorrect version of the scheme plan was lodged. It should have been 220225 – SC001 version F. – see attached.

The difference is this includes Lot 124 recreation reserve. (4 stormwater reserves, and one recreation reserve).



See attached the scheme 220225- SC002 showing how the Terraces and Balance Land subdivisions relate.

#### Water Capacity / Servicing

***The engineering services report submitted refers to additional water reticulation modelling which is being carried out by WSP (Section 8.1). The application states that the results of this modelling had not been finalised at time of writing. Currently fire flows are not able to be achieved in Seven Oaks without impacting other areas of the network. The modelling referred to above is presumably looking at solutions for this as well as determining pipe sizes in this development and also concepts for the Terraces area. Fire flows obviously need to be achieved across the whole of the Kinloch water supply network. Please provide an update regarding how this is proposed to be achieved.***

Taupō District Council's consultant has provided two water modelling reports, which demonstrates that fire flows can be achieved with some upgrades to the to Kinloch water supply network. See the attached reports.

- 20240112 3-39692.01 Kinloch Seven Oaks DQ Stage 1
- 20240119 3-39692.01 Kinloch Seven Oaks Stage 2 WS Assessment

#### Recreation Reserves

***Discussions have been had with Council's Parks Operations Manager on the proposed subdivision. It is considered that the layout, position and narrowness of the two proposed recreation reserves is inappropriate and there would be very little public benefit from these reserves. There is also the***

**existing recreation reserve in very close proximity within Seven Oaks just to the south and there is no need for more reserve space within Kinloch.**

**Please consider a revised approach to the layout in this area of the proposed subdivision, noting that removal of those reserves could result in an increase the size of the very small lots that are at present inconsistent with even Kinloch Residential Environment (850m<sup>2</sup> min / 1000m<sup>2</sup> average) lot sizes.**

See the attached email from Andrew Moor stating he is happy with the latest version of the scheme plan, however would require a landscaping plan to be approved. The applicant is happy for this to be a condition.

#### Stormwater Overland Flows

**There is natural overland flow from the paddocks above (soon to be The Terraces). It is unclear how this overland flow will be managed by either this proposed subdivision or within The Terraces subdivision. We know that people's tolerance of flows across residential sections is poor and this matter needs to be adequately addressed. Please provide more engineering detail as to how it is proposed to manage runoff from adjacent land.**

Overland flow from the Terraces development to the north of the Balance Land is proposed to be largely diverted away from the Balance Land. There will be a bund/swale along the perimeter between the two developments and overland flows from the Terraces will pass through the Balance Land in two locations – at locations 2 and 3 as shown in attached sketches 230004-600C and 220225-601A.

For location 2, these overland flows will be collected primarily in a pipe specific for overland flow (separate from the catchpit collection pipe). Note this includes flows off the existing Lots 1 and 2. Greater overland flows can be conveyed in the street itself. The pipe will discharge to the stormwater reserve, as will the greater flows within the street – there will be a dip in Kahikatea Drive to ensure the flows down Road 01 (connecting with the Terraces) pass over Kahikatea and discharge to the Stormwater Reserve and do not divert down Kahikatea towards the Seven Oaks roundabout.

For Location 3, flows from the Terraces will be diverted along the perimeter and then directed into the Balance Land through a stormwater reserve, where flows will pass through a culvert (sized for 100 year event) under Kahikatea.

In both locations, the ultimate discharge points will be within existing flows paths in Department of Conservation land which empty into Okaia Stream.

#### Transportation & Commercial Lots

**In terms of the additional number of lots proposed and the potential impacts on the Control Gates Bridge, please provide further explanation around the potential impacts of additional vehicle trips generated by the proposed subdivision.**

See attached a letter from CKL re the impact of the Seven Oaks subdivision on Control Gates Bridge. This concludes the overall effect of the Seven Oaks Development is negligible to the Control Gates Bridge with a maximum impact to the network of adding 14 seconds delay time or 31m queuing length, equivalent to 5 car lengths.

- B22049-TR-s92 letter control gates bridge impact

#### Commercial Lots

**There are five allotments noted as being 'potential' commercial lots within Stage 11. Are any specific controls to be imposed on these lots to ensure they are developed for that commercial purpose or will the lots be allocated the same controls as residential and it be left to the market to determine? Providing a commercial neighbourhood shopping area will potentially lessen the vehicle trips required by future owners of the proposed lots as trips into Taupo town may not necessarily be as frequent. Has this been taken into account in the transportation assessment?**

No – All lots are residential lots with no specific controls. Any future commercial will be subject to consent.

Local shops, and therefore reduced trips to town have not been considered in the transportation assessment.

Ngā Mihi

**Sarah Hunt (MNZPI)**  
**Senior Planner**  
**Cheal Consultants Ltd**

P: +64 7 378 6405 | M: +64 21 325 103

E: [SarahH@cheal.co.nz](mailto:SarahH@cheal.co.nz)

Level 1, 4 Horomatangi Street, TAUPŌ 3330

Post: PO Box 165, Taupō 3351



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