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Tēnā koe,

Waikato Regional Council Staff feedback on the Application from Seven Oaks Kinloch for a Resource Consent for Subdivision and Land Use, and Change of Conditions at Okaia Drive, Kinloch

Thank you for the opportunity to provide feedback on the Application from Seven Oaks Kinloch for a Resource Consent for Subdivision and Land Use, and Change of Conditions at Okaia Drive, Kinloch. Please find attached the Waikato Regional Council staff's feedback, signed out under delegated authority.

We look forward to future consultation at the stage of land use change and development.

Should you have any queries regarding the content of this document please contact Sarah Knott, Policy Advisor, Policy Implementation directly on (07) 949 7503 or by email Sarah.Knott@waikatoregion.govt.nz.

Ngā mihi nui,

A handwritten signature in black ink that reads "Lisette Balsom".

Lisette Balsom
Manager Strategic Policy Implementation

Feedback from Waikato Regional Council staff on the Application from Seven Oaks Kinloch for a Resource Consent for Subdivision and Land Use, and Change of Conditions at Okaia Drive, Kinloch

Introduction

1. Waikato Regional Council (WRC) staff appreciate the opportunity to provide feedback on the publicly notified Application from Seven Oaks Kinloch for a Resource Consent for Subdivision and Land Use, and Change of Conditions at Okaia Drive, Kinloch.
2. Our primary interest is in relation to the Waikato Regional Policy Statement (WRPS), through which we advocate for an integrated approach to resource management and maintenance and enhancement of indigenous biodiversity, and the Waikato Regional Plan (WRP) through which we provide clear, practical guidelines for people who use and manage natural and physical resources in the Waikato region.
3. This staff feedback provides comments on matters related to earthworks, stormwater discharge, transport, and ecological considerations. Detailed points of feedback are provided in the *table of specific points* (attached below).
4. WRC staff highlight that Seven Oaks recently received regional resource consents for earthworks and diversion of overland flowpaths for the Terraces site to the north of the site relevant to this application. There is some discussion in the Appendix 3 Engineering Services Report about these flowpaths, however, it is unclear how the flows will be diverted through this proposed development, or around it. As part of the conditions of the regional consent for Earthworks and Diversions for the Terraces (AUTH145879.02.01), detailed design plans will need to be provided to demonstrate where the flowpaths will be and that there will be no adverse effects. In the absence of these plans and details, WRC staff cannot comment on any implications of the flowpaths on this stage of the development.

Table of specific points: WRC staff feedback on the proposed Application from Seven Oaks Kinloch for a Resource Consent for Subdivision and Land Use, and Change of Conditions at Okaia Drive, Kinloch

Feedback point	Provision	Comments	Relief sought
Earthworks			
1.	Section 7.8	<p>WRC staff consider that the proposed earthworks activities are located within a high-risk erosion area (HREA). As per Section 5.1 of the Waikato Regional Plan (WRP), any pumice soils that have insufficient vegetation cover are considered highly erodible and therefore a high risk:</p> <p><i>“5.1 Accelerated Erosion</i></p> <p><i>... Erosion Prone Areas</i></p> <p><i>..... In addition, some soils such as pumice soils are more prone to erosion than others... Erosion prone areas in the Waikato can be grouped as follows:</i></p> <p><i>a. The Central Volcanic Area</i></p> <p><i>Includes the pumice land around Taupo, Kaingaroa and Mamaku. The soils lack coherence, making them prone to severe gully, sheet, rill, stream bank and wind erosion in situations where there is insufficient vegetative cover or water control. It is only when there is insufficient vegetative cover or water control that these soils are high erosion risk soils.</i></p> <p><i>... 5.1.1 Issue</i></p> <p><i>... The High Risk Erosion Areas* of the Region that are particularly at risk from these activities are:</i></p> <p><i>i. Steep hill country throughout Region</i></p> <p><i>ii. coastal sand country on the west coast and coastal frontal dunes on the east coast</i></p> <p><i>iii. areas adjacent to estuaries</i></p> <p><i>iv. areas of high intensity rainfall or areas of light unconsolidated soils, where there is insufficient vegetative cover, insufficient surface water control, or intensive cultivation</i></p> <p><i>v. the banks of rivers, lakes and wetlands across the Region</i></p>	<p>That any decision regarding this application takes into consideration the WRC staff assessment of the earthworks activities as a Discretionary activity under the WRP, so that effects can be managed accordingly.</p>

Feedback point	Provision	Comments	Relief sought
		<p>vi. <i>catchments of estuaries that are areas of significant conversation value on the Coromandel Peninsula</i></p> <p>vii. <i>karst and cave systems</i></p> <p>Further, the site contains several shallow gullies that likely have slopes that could meet the HREA criteria and once vegetation is removed, they become even more erodible.</p> <p>WRC staff consider that the site is located within a HREA and involves soil disturbance activities exceeding 1,000 cubic metres in volume and two hectares in area. Therefore, the proposed earthworks have been assessed against the WRP as a Discretionary activity under Rule 5.1.4.15 - Soil Disturbance, Roothing, Tracking, Vegetation Clearance, Riparian Vegetation Clearance in High Risk Erosion Areas.</p>	
2.	Section 6.2	There are issues with managing dust that would need to be considered due to the close proximity of the site to other residential areas.	Consider the potential issues related to the management of dust in close proximity to residential areas.
3.	Appendix 3, Section 4	It is proposed that a number of sediment retention ponds and decanting earth bunds will be constructed to treat total suspended solids (TSS) for the site. Even with properly designed and maintained treatment devices, treated sediment laden discharges are likely to have difficulty meeting the regional Permitted Activity standard of 100 g/m ³ TSS (Standard 3.2.4.6).	That any decision regarding this application takes into consideration the WRC staff assessment that treated sediment laden discharges are likely to have difficulty meeting the Permitted Activity standard of the WRP so that effects can be managed accordingly.
4.	Appendix 3, Section 4	As discussed in the report provided, the adjacent area where the treatment devices are to be placed are on Department of Conservation (DOC) land and this land is acknowledged to be of significant environmental importance and is to be protected. There will be three main areas of the site which will require significant attention to sediment control during construction – the Kahikatea Drive extension access and the construction of Lots 1 to 17 including cul-de-sac Road 3.	That significant attention to sediment control will be necessary during construction of the Kahikatea Drive extension access, and the construction of Lots 1 to 17 including cul-de-sac Road 3, to prevent adverse effects on the DOC land.

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Stormwater Discharge			
5.	Appendix 3, Section 5	<p>Stormwater discharge can be undertaken as a Permitted Activity under Rule 3.5.11.5 of the WRP, provided all the conditions of the rule can be met. Given the pumice soils, soakage to a 10-year requirement is achievable. However, WRC staff's concern is ensuring there is pre-treatment for water quality prior to soakage in the soakage basins – in particular for the roading network, as opposed to private lots.</p> <p>We note that Section 5.1 Primary Disposal System of the Engineering Services Report (Appendix 3 of the application) states that: <i>"In line with the previous stages of development, these pond systems will consist of a smaller, low flow coarse sediment pond (first flush), with larger flows then directed to the primary detention pond via a large diameter pipe. A suitable overflow spillway (vegetated weir) will also be incorporated into the first flush pond for large flows."</i></p> <p>This current level of information is unsuitable to support the application.</p>	<p>Provide further information and plan designs for this proposed methodology to ensure that it is intended that water quality pre-treatment is addressed, as per best practices.</p> <p>That any decision regarding this application takes the WRC staff recommendation to pre-treat stormwater from the roading network prior to soakage in the soakage basins into consideration, so that effects can be managed accordingly.</p>

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Transport			
7.	Whole document	<p>The application does not provide sufficient transport options and links with amenities that reduce reliance on cars and promote inclusiveness. The proposed residential activity at this location will perpetuate the use of cars as the dominant mode of transport in the area, further contributing to emissions that cause climate change.</p> <p>Transport is one of the largest sources of greenhouse gas emissions in New Zealand. In the Waikato region it accounts for approximately 16% of total regional greenhouse gas emissions. Taupō district accounts for 8% of the total regional transport emissions.¹</p> <p>It is a national priority (as identified in the Emissions Reduction Plan) to increase walking and cycling in order to reduce transport emissions. While the application does include provision for walking and cycling paths, these will only be within the township itself, and not link to a wider network. They are of limited use in providing alternatives to car travel in the wider area.</p> <p>At a regional level, Objective UFD-O1 and Policies UFD-P1, UFD-P2, and UFD-P18 of the WRPS refer specifically to integrated land use and transport. Regard must also be had to the General Development Principles in APP11 of the WRPS, which include:</p> <ul style="list-style-type: none"> <i>i. promote compact urban form, design and location to:</i> <i>ii. minimise energy and carbon use;</i> <i>iii. minimise the need for private motor vehicle use;</i> <i>iv. maximise opportunities to support and take advantage of public transport in particular by encouraging employment activities in locations that are or can in the future be served efficiently by public transport;</i> <i>v. encourage walking, cycling and multi-modal transport connections; and</i> <i>vi. maximise opportunities for people to live, work and play within their local area;</i> <p>Due to the location of the subdivision site, it will be very difficult for any future development to be consistent with the general development principles, because it is not well connected to</p>	<p>WRC staff do not support the application for residential development in this area due to its inconsistency with national, regional and local integrated land use and transport priorities and objectives.</p>

Feedback point	Provision	Comments	Relief sought
		<p>Taupō and the amenities and services it supplies. Overall, WRC staff consider the future land use of the subject site to be low density sprawling urban development.</p> <p>Next, considering Taupō strategic documents, TD2050 outlines where Taupō District Council anticipates future urban growth to occur and the nature and scale of such growth. The strategic directions for the ongoing management of growth in the Taupō district that are of particular relevance to integrated land use and transport include:</p> <ul style="list-style-type: none"> <i>i. plan for a district characterized by contained urban communities, bordered by a productive, functional rural environment</i> <i>ii. design and plan compact, walkable and adaptable urban areas ...</i> <i>iii. integrate sustainable infrastructure provision, land use and funding</i> <p>Further, the Taupo Transport Strategy identifies the significant transport challenges facing the district, and commitments and priorities to achieve the transport outcomes sought. The priorities include safety, inclusiveness, being walking and cycling friendly, resilient and reliable. The future land use of the subject site as low density sprawling urban development, will not support delivery of the vision articulated in the transport strategy.</p> <p>The site is located approximately 20km from Taupō. There are no services or amenities such as schools or shops (excluding the general store) to support the increased population in the area. The Taupō District 2050 – Growth Management Strategy (TD2050) indicates that the population is ageing and is expected to start declining beyond the late 2030s. An ageing population has particular transport needs, particularly as individuals drive less or completely stop driving. Elderly people, and others within the group known as the transport disadvantaged (which also includes children), rely on other means of transport such as walking or public transport. The current Kinloch bus service is only 1 day/week. This infrequent public transport service could not therefore be relied on to provide a real transport alternative for people living in the area to access work, shopping and education.</p>	

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Ecological Considerations			
8.	Whole document	<p>The footprint of the development borders DOC administered protected natural areas/SNAs – Okaia Stream Scenic Reserve and Otaketake Stream Scenic Reserve. WRC staff are not aware of any attempt to survey the presence of threatened fauna species, including long-tailed bats, in the vicinity.</p>	<p>That the applicant undertakes a more detailed ecological assessment and survey for threatened fauna species, including long-tailed bats. Surveys should be undertaken at seasonally appropriate times of year for these species as per best practice.</p>
9.	Section 6	<p>The Assessment of Environmental Effects (AEE) falls short in describing the impact on local ecological values. The opening sentence in the AEE states: <i>“The proposal will not generate adverse effects which will extend beyond the wider Kinloch Environment”</i>, however, the applicant has not provided any data to support this.</p> <p>WRC staff are not aware of any attempt to survey potential impacts of the subdivision on neighbouring taxa. Staff raise concern that:</p> <ul style="list-style-type: none"> • If bats are present in these reserves, the neighbouring subdivision will impact on their commuting and foraging grounds. • Any pets (particularly cats) associated with residential development will influence populations of threatened fauna species, including lizards, bats, and birds. • Increased disturbance on neighbouring taxa (including from noise and light) from construction in the short term, and the subdivision community in the long term, have not been considered. • It is evident that properties bordering gullies are a constant source of exotic floral infestations, partly from seed sources and dumping, and this adverse scenario may play out in this subdivision bordering Scenic Reserves. <p>WRPS Policy ECO-P1 seeks to maintain or enhance indigenous biodiversity. For the application for land use to give effect to this policy, positive indigenous biodiversity outcomes should be promoted.</p>	<p>To give effect to WRPS biodiversity policies, WRC staff seek the applicant undertakes an updated ecological assessment and for results of surveys identifying species present and potential impacts of development to inform appropriate amendments to scale and intensity of development at the site.</p>

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		Policy ECO-P2 seeks to protect significant indigenous vegetation and significant habitats of indigenous fauna, as identified by the criteria for determining ecological significance in Appendix APP5. In order to give effect to the WRPS biodiversity policies, the application for resource consent needs to ensure that the characteristics that contribute to the wider area's significance are not adversely affected.	

Further information and hearings

WRC **wishes to be heard** at the hearing for the proposed Application from Seven Oaks Kinloch for a Resource Consent for Subdivision and Land Use, and Change of Conditions at Okaia Drive, Kinloch in support of this submission.

WRC **could not** gain an advantage in trade competition through this submission.

Submitter details

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I could not gain an advantage in trade competition through this submission

I am not directly affected by an effect of the subject matter of the submission that:

- (a) does not adversely affect the environment; and
- (b) does not relate to trade competition or the effects of trade competition.