

2004

# Taupo Town Centre Structure Plan



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# MOVING FORWARD

*A Structure Plan for the Taupo Town Centre*

prepared for:



prepared by



March 2004

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# Taupo Central Business District – Moving Forward

## A Structure Plan for the Taupo Town Centre

### Accompanying Report

The Structure Plan for the town centre of Taupo seeks to guide development and reinvestment from 2004 to 2024.

#### 1.0 INTRODUCTION

1.01 The Taupo District Council ('the Council') wishes to establish a Structure Plan to guide the continued development of the town centre of Taupo (the 'Town Centre') for the next 20 years (2004 to 2024). The Structure Plan will complement the strategic directives that have already been developed and adopted by the Council, and will implement the philosophy and direction promoted within the Taupo Town Structure Plan (Taupo District Council, July 2001).

1.02 Diagram 1, which follows overleaf, shows the linkages that will exist between the Structure Plan and the Council's other processes/documents.

#### 1.1 Report Contents

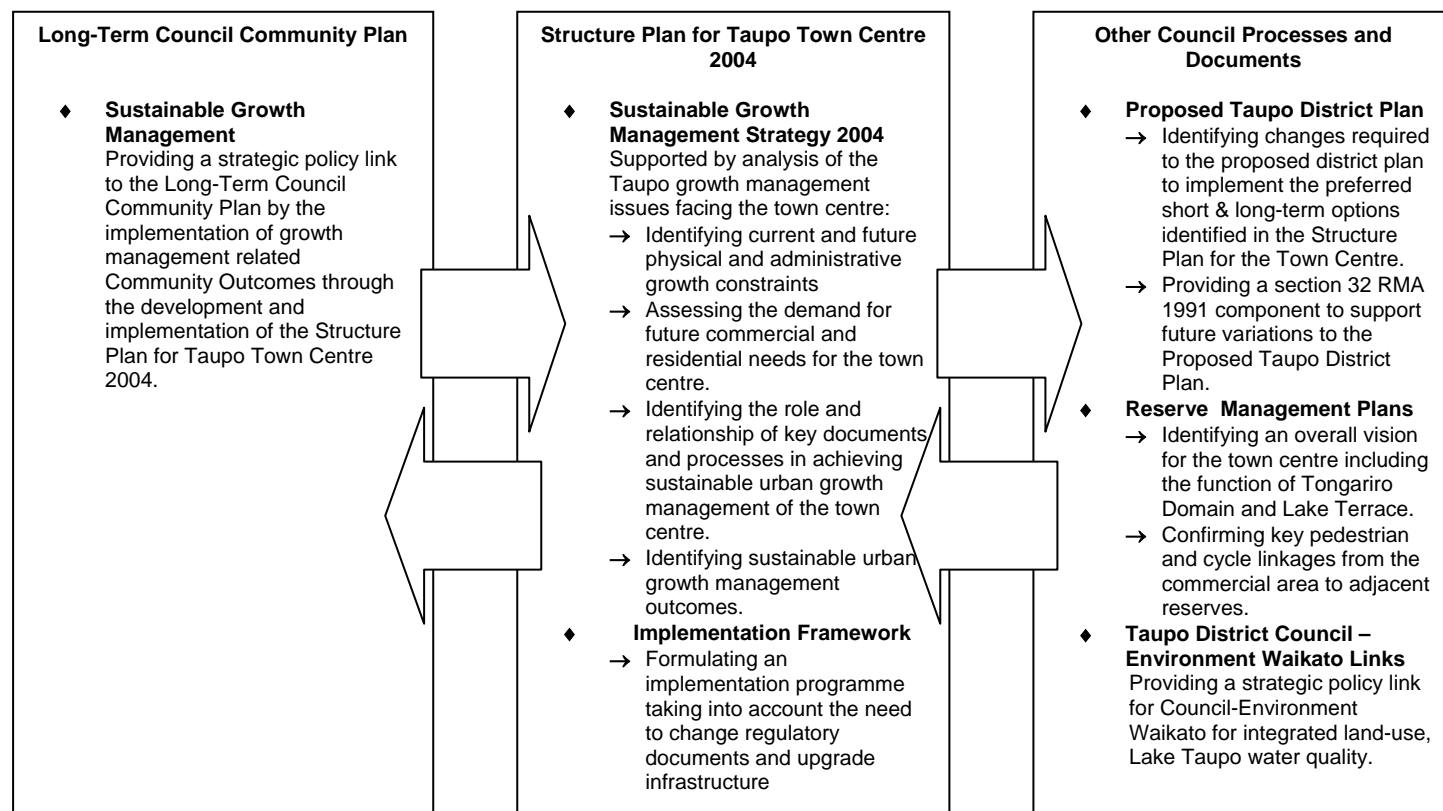
1.1.1 Sub-sections 1.2 to 1.4 of this Report define the Town Centre, discuss the 'Scope of Work' applying to the Project and establish the 'key drivers' behind the production of a Structure Plan for Taupo's central business district.

1.1.2 Section 2.0 introduces the methodology employed to action the Scope of Work, highlights the outcomes of the same, describes the key elements of the Preferred Structure Plan, and discusses its advantages/disadvantages.

1.1.3 Section 3.0 considers the various 'Tools' available to implement the Preferred Structure Plan and recommends a 'toolbox' for implementation by the Council.

1.1.4 Section 4.0 draws the conclusions of this study.

Diagram 1: Structure Plan for Taupo Town Centre 2004 – Key Document and Process Linkages



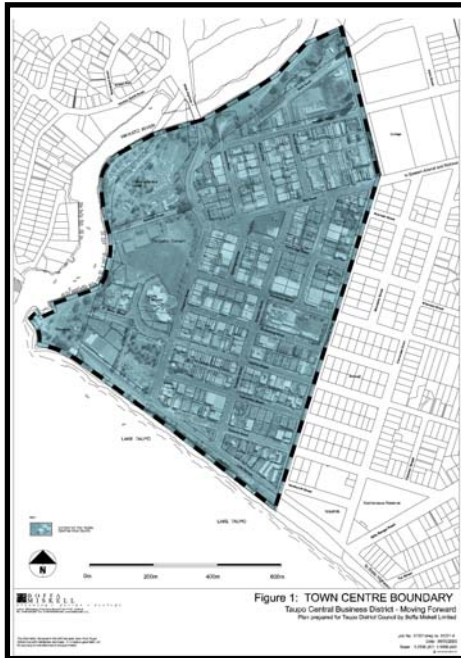


Figure 1: Town Centre Boundary

## 1.2 Extent of the Town Centre

1.2.1 The Town Centre of Taupo was initially defined (for the purpose of this study) as incorporating:

1. Tongariro Domain (including the Tongariro Domain Camping Ground, the Taupo Boat Harbour, the Great Lake Centre, the Taupo Police Station and Taupo District Court, the Taupo Public Library, the Lake Taupo Museum, the Cultural Centre, and the Information Centre);
2. The land zoned Commercial 1 and 2 within the Transitional Taupo District Plan (the 'Transitional Plan') and identified as 'Town Centre Environment' within the Proposed Taupo District Plan (the 'Proposed Plan');
3. The two (2) parcels of land bounded by Titiraupenga Street, Roberts Street and Lake Terrace.

1.2.2 Figure 1 shows the extent of the Town Centre.

1.2.3 The above definition was adopted to provide 'focus' to the Structure Plan development process. Importantly, however, (and as noted in Section 2.2 of this Report) the extent of the Town Centre highlighted on Figure 1 was reassessed as part of this Study.

## 1.3 Scope of Work

1.3.1 The guiding objective (as initially set by the Taupo District Council) for the Project was:

*"To prepare a Structure Plan which ensures the continued growth and development of Taupo's Town Centre in a manner which:*

- (a) advocates a desirable urban form and an enhanced level of amenity;*
- (b) is sustainable, economically viable and promotes continued investment; and*
- (c) enables accurate and structured financial planning/resource allocation".*

The need for a Structure Plan has been recognised since the mid-1980's.

Taupo is a key tourist node and a growing population centre. The Town Centre needs to be redeveloped to cater for the level of growth anticipated.

- 1.3.2 To facilitate the achievement of the above objective, the following 'Scope of Work' was set by the Project Team and issued to Boffa Miskell Limited ('BML'):

*"The Council requires BML's assistance to:*

- (i) Provide advice as to how the Council can promote the on-going development of the Taupo Town Centre so that it is vibrant, possesses a high level of amenity and has an 'urban form' that is inherently sustainable and supports the evolving nature of the town; and*
- (ii) Analyse and recommend mechanisms (or 'tools') that could be employed to achieve the urban form sought."*

#### 1.4 Key Drivers

- 1.4.1 The need to establish and implement a clear guide for the continued development of the Town Centre has been recognised for some years and is reflected in the considerable number of reports that already address this issue (refer to Appendix 1 for a précis of the reports already available). Publications prepared for other organisations also reinforce the need for a robust Structure Plan to be developed and implemented (a notable example being the 'Taupo Town Centre Assessment' undertaken for Shop Taupo by the Town Centres Association - New Zealand). Significantly, most of the drivers for the development of a Structure Plan have remained constant since the mid-1980's.

- 1.4.2 There are five central drivers behind the production and implementation of a Structure Plan for the Town Centre. The drivers are briefly introduced as follows:

*Retaining a Viable and Vibrant Town Centre in the Face of Growth*

- 1.4.3 Taupo's central location within the North Island, proximity to nationally significant resources (Lake Taupo and the Tongariro National Park) and climate have resulted in it becoming one of New Zealand's key tourist centres and destinations. In this respect, Taupo attracts some 676,000 visitors annually (Town Centres Association - New Zealand, February 2002). Continued growth in this sector is predicted and is evidenced by the projected number of new households in Taupo growing faster than the town's resident population (the difference being attributed to dwellings constructed by absentee owners) (Taupo District Council, 2001).



To enhance the urban form of the Town Centre, it will be important to reconnect it with the key natural and recreational assets that lie adjacent. The construction of the East Taupo Arterial is critical if this objective is to be achieved.

- 1.4.4 As is apparent from the Taupo Town Structure Plan, Taupo is also expected to experience reasonable population growth in the short to medium term.
- 1.4.5 Over time these factors are expected to assert considerable pressure upon the Town Centre, in terms of the capacity of its infrastructure, its level of amenity and the natural and cultural resources which abut and sustain the Town Centre. Successfully managing and offsetting this pressure is the key to Taupo maintaining a viable and vibrant core. Such an outcome is critical if new commercial centres are to be discouraged from suburban locations and to reinforce the primacy of the Town Centre.

*Embracing a Sustainable Urban Form*

- 1.4.6 A vibrant town centre is essential to the local economy, community and environment, the three (3) cornerstones of 'sustainable development'. Adherence to a desirable long-term vision involving careful planning and urban design (followed by systematic implementation and management) is the key to achieving this objective.
- 1.4.7 A number of the studies summarised in Appendix 1 have identified that the Town Centre is failing to capitalise on its assets (especially the adjacent lakefront and the Tongariro Domain), that it has grown in a haphazard fashion and lacks a defined vision and character. The most obvious obstacles are the separation of the Town Centre from the lakefront by State Highway 1 (Lake Terrace) and an existing roading hierarchy that facilitates vehicle domination (rather than pedestrian priority) within the Town Centre.
- 1.4.8 The decision to proceed with the East Taupo Arterial (the 'ETA'), the community's objective to promote Taupo as a year-round destination and "... [t]he best shopping destination in New Zealand.. " (Town Centre Association – New Zealand, February 2002), and the accepted need that Taupo's urban form needs to be redeveloped for it to be sustainable provide the opportunity to create a more successful and sustainable town centre through:
  - *Reconnecting* the Town Centre, lakefront, and surrounding residential and visitor accommodation areas in terms of vehicular, pedestrian/cyclist, and visual links;
  - *Repositioning* the Town Centre from a utilitarian service centre to an attractive, high quality, year-round destination for residents and visitors;

To retain a vital Town Centre, it is necessary to facilitate and promote continued investment within the same. If this is not achieved, there is the strong likelihood that new (competing) commercial areas will be developed elsewhere in Taupo.

A Structure Plan will facilitate improved budgeting and resource allocation by the Council.

- *Revitalising* the Town Centre by focussing commercial (especially retail) development in a central, compact and pedestrian-friendly area; and
- *Restoring* the environmental quality of the Town Centre and lakefront and better integrating the natural, recreational, historical and urban environments.

#### *Facilitating Private Investment*

- 1.4.9 Continued investment is essential if the Town Centre is to be maintained as the key focal point of commercial growth and development within the greater Taupo area (which, as noted previously, is highly desirable and consistent with the concept of urban sustainability). A Structure Plan that seeks to progressively accommodate growth pressures, improve urban form, facilitate improved pedestrian / cyclist access and enhance local character and amenity is also likely to consolidate investment within the Town Centre.
- 1.4.10 A Structure Plan provides a long-term vision and strategy that businesses and investors can understand and make investment decisions based upon. The Council itself should lead the way in implementing the Structure Plan through direct Annual Plan expenditure, District Plan initiatives and joint ventures with established organisations and stakeholders.
- 1.4.11 Private investment in the Town Centre can also be stimulated by providing a clear and consistent message to property owners and investors that the Council:
- (i) is supportive of appropriate redevelopment and reinvestment in a well-defined and upgraded town centre; and
  - (ii) will actively discourage the creation of new centres elsewhere.
- 1.4.12 By developing this Structure Plan the Council is seeking to provide this level of certainty for investors.

The Structure Plan will also strengthen the foundation for the Council's town centre environmental policy initiatives.

#### *Planning Council Expenditure*

- 1.4.13 Having a Structure Plan that sets a clear development framework for the Town Centre will facilitate improved budgeting, resource allocation and coordinated infrastructure investment by the different departments/divisions of the Council.

#### *Guiding Environmental Policy Creation*

- 1.4.14 While the Proposed Taupo District Plan establishes a Town Centre Environment (which is derived from the Commercial 1 and 2 Zones prescribed within the Transitional Taupo District Plan), the geographical limits and development controls that apply therein may not be the most appropriate/best means of facilitating sustainable development in the medium to long term (in this respect, the Proposed Plan was developed prior to a vision for the Town Centre being agreed).
- 1.4.15 As the process associated with the development of the Structure Plan will (i) either confirm or redefine the Town Centre's boundaries, and (ii) provide an insight into the type of development that should be accommodated, it follows that it will also provide a robust and appropriate foundation from which to commence a review of the applicable sections of the Proposed Taupo District Plan and other relevant Council policy.

An experienced and diverse project team was appointed to progress the Structure Plan.

Nine key findings arose out of the research and consultation undertaken.

## 2.0 RESEARCH OUTCOMES AND STRUCTURE PLAN OPTIONS

### 2.1 Methodology

2.1.1 An experienced project team was assembled at the outset of the Project to establish the project parameters and agree the methodology for the development of the Structure Plan. The Project Team drew upon the Council's resources to ensure that the Structure Plan reflected the considerable knowledge already available. The methodology employed by the Project Team sought to obtain and build upon the available information from within the Council and to present it to the public in a manner that stimulated discussion, input and 'ownership' of the resulting Structure Plan. The methodology employed and the make up of the Project Team are outlined in Appendix 2 of this Report.

### 2.2 Discussion

2.2.1 Considerable information was distilled from the available reports, project meetings and stakeholder consultation. The key findings of the research and analysis undertaken are as follows:

#### *Guiding Objective*

2.2.2 That the guiding objective for the project needed to be refined and expanded to acknowledge (in a more explicit manner) the significance of the cultural and historic resources to the Town Centre and its redevelopment.

2.2.3 The refined / expanded objective follows:

*"That the Structure Plan ensures the continued growth and development of Taupo's Town Centre in a manner which:*

- (i) recognises, respects and, where practicable, enhances the natural, cultural and historic resources that sustain the central business district, the Lake Front Reserve and the Tongariro Domain;*
- (ii) advocates a sustainable urban form and an enhanced level of amenity;*
- (iii) promotes continued investment; and*

Infrastructure should not be viewed as an impediment to the redevelopment of the Town Centre.

Construction of the ETA is central to the successful redevelopment of the Town Centre.

*(iv) enables accurate and structured financial planning / resource allocation."*

#### *Stormwater, Water and Sewage Infrastructure*

- 2.2.4 While the capacity remaining within the Town Centre's stormwater, water and sewage infrastructure is limited, this does not, in itself, represent an impediment to the implementation of a Structure Plan (provided that it is progressively implemented over a reasonable time frame). While the costs of upgrading the infrastructure within the Town Centre will not be insignificant, these costs need to be assessed against the cost of providing and maintaining new (duplicate) services at alternative commercial nodes. The Project Team agreed that it was likely to be more cost effective to upgrade the existing infrastructure within the Town Centre than to construct new networks. It is accepted, however, that this assumption needs to be confirmed prior to the full implementation of the Structure Plan.

#### *Traffic Flow and Roding Hierarchy*

- 2.2.5 The existing State highway/arterial status of Tongariro Street and Lake Terrace form an effective barrier between the Town Centre and Tongariro Domain / Lake Taupo. The construction of the ETA provides a fundamental and significant opportunity to address this situation. In this respect it will enable the Council to alter the roading hierarchy, thus allowing vehicles to be directed via more appropriate routes both to and around the Town Centre. Without the development of the ETA, it will be very difficult and expensive to directly link (for pedestrians and cyclists) the Town Centre to the Domain and the Lake.
- 2.2.6 An essential component of the improved hierarchy is the construction of a second river crossing. In this respect, such a crossing is required to provide motorists with a direct means of avoiding the Town Centre. In this regard, once constructed, a second crossing would reduce the number of vehicles that traverse through the Town Centre, thus enabling its development as a pedestrian dominated area.
- 2.2.7 A logical adjunct to an improved roading hierarchy is the relocation and redevelopment of the existing bus depot at Gascoigne Street. In this respect, not only is the existing bus depot poorly located, the services it provides are limited and do not reflect those demanded of modern transportation centres, particularly those servicing significant tourist destinations. The redevelopment of the roading hierarchy provides a unique opportunity to address this issue. Having considered the alternative locations available, it was concluded that any new

The redevelopment and relocation (to Titiraupanga Street) of the transportation centre will improve traffic flows within the central business district while also enabling the development of a facility that is better suited to a key tourist destination.

The existing (generous) road reserves provide an effective foundation for the redevelopment of the Town Centre.

Redeveloping the Domain to ensure it makes the most effective use possible of the resources existing therein (historical, cultural, recreational and aesthetic) is critical if the Domain is to 'counter balance' and complement the built form of the Town Centre.

transportation centre should be situated generally to the western side of Titiraupanga Street as this would ensure (i) that the centre is easily accessed (by vehicles and pedestrians alike), and (ii) that buses are not drawn into the pedestrian core of the Town Centre. It is also probable that a suitably sized parcel of land could be acquired in this general location to enable the development of a transport centre that offers (i) a covered waiting area and/or café, (ii) ticketing, timetabling and promotional material, (iii) ablution facilities, and (iv) parking and drop off/pick up facilities.

#### *Road Reserve Width*

- 2.2.8 The generous road reserves within the Town Centre (many of which are some 30 metres wide) will facilitate the redevelopment of the pedestrian and cyclist environments in a manner that improves amenity levels and promotes accessibility. The recent streetscape improvements at Tuwharetoa Street are a reasonable example of what can be achieved. It is noted, however, that a 'theme' that can be applied throughout the Town Centre must be developed before any further streetscape enhancements are commissioned.

#### *Tongariro Domain Enhancement*

- 2.2.9 While a significant asset, Tongariro Domain does not fully capitalise on its amenity, cultural, historic and open space values. As a consequence, it does not function as an integral part of, or critical counterbalance to the built core of the Town Centre. Increased accessibility both to and within the Domain (for pedestrians, cyclists and, as appropriate, for vehicles), and the implementation of a robust design rationale and vision that seek to make the most efficient and appropriate use of the values contained therein would add significant value to this resource and contribute positively to the continued growth of the Town Centre.
- 2.2.10 The relocation of most of the existing uses of the Domain would also add to the attractiveness and value of the Domain to the public. Of note, however, is that the relocation of the Great Lake Centre and the Taupo Museum from the Tongariro Domain is not proposed. In this regard their retention retains a strong civil presence within the Town Centre which is appropriate to the functioning of this open space. The Museum will also act as a central focus for the further development of (at least) the historic resources present within the Domain.
- 2.2.11 While the Police Station and District Court are not situated upon land classified as 'recreation reserve', their appearance and location detract from both the functionality and amenity of the Domain. Council will continue to

A pedestrian and cyclist connection across the Waikato River would do much to enhance the accessibility of the Domain while addressing longstanding safety concerns.

Pressure on landholdings within the Town Centre means that multi-storey car parks will be necessary to accommodate the increased parking demand.

proactively negotiate with both the New Zealand Police and the Justice Department to encourage the relocation of the both the Police Station and Court House to a practical alternative site.

- 2.2.12 The prospect of constructing a pedestrian/cyclist bridge that connects the Domain/Boat Harbour with the heavily developed western bank of the Waikato River has the potential to enhance pedestrian access to the Town Centre while addressing an existing conflict between pedestrians/cyclists/motor vehicles at the Control Gates Bridge and its approaches. As a consequence, the development of such a bridge is strongly favoured. Of note, however, is that the pedestrian accessways within the Domain will need to be enhanced to facilitate improved access to both the river and the bridge.

#### *Car Parking*

- 2.2.13 Car parking and traffic congestion presently detract from the Town Centre's appearance and pleasantness. Parking and walking, or simply walking to a destination, whilst more frequently accepted by visitors, is not said to be acceptable to the majority of the local resident community. Be this as it may, as the population grows (or is boosted by higher year round visitor numbers) the desirability of providing well located and convenient parking surfaces and/or multi level car park facilities will also increase.
- 2.2.14 While Council owns considerable landholdings within the Town Centre (most of which are currently used for surface car parking – refer to Figure 2) this resource is unlikely to be sufficient to accommodate the continued growth of the Town Centre without the construction of multilevel parking buildings (above and below ground). Consequently, managing, providing and funding strategically located multi-level car parking facilities within the Town Centre was identified by the Project Team as being central to enhancing its attractiveness, viability and 'walkability'. Improved signage was also identified as being required to enhance the public's awareness of the car parking facilities that both exist, and that will be developed. It is accepted that ensuring the security of both patrons and the public generally will need to be key objectives for the design of all multi-storied car park buildings.
- 2.2.15 Particular care will need to be paid to the location and appearance of any additional/multi level car parking buildings. It would be inappropriate for such facilities to be located with their access point(s) from the streets earmarked for development as pedestrian precincts (such as Tuwharetoa, Tongariro and Horomatangi streets).

A new car parking strategy has been developed and must be systematically implemented through a defined programme of property acquisition.

The extent of the Town Centre, as documented on Figure 1, will be adequate to accommodate the projected short to medium term levels of commercial growth. More efficient use of the existing commercial land will, however, be required.

2.2.16 Given the above, the following parking strategy is recommended:

- (i) all new and/or multi-level car parking facilities within the pedestrian dominated component of the Central Business District should have their vehicle ingress and egress points on Heuheu, Tamamutu or Titiraupenga streets;
- (ii) the remaining roads within the pedestrian dominated component of the Central Business District should only provide short-term on-street parking.

2.2.17 In light of the above, a review of Council's existing land holdings and carparks needs to be completed and an acquisition/development strategy formulated. Once formulated, the strategy will need to be systematically implemented (and funded).

2.2.18 In order to facilitate pedestrian access from the car park facilities on the eastern side of Ruapehu Street to the retail core it will be necessary to carefully design and locate pedestrian crossing places. While it is possible that access across Ruapehu Street could be provided in the form of pedestrian over bridges, more 'typical' measures (being pedestrian crossings and refuge islands) are anticipated in the short to medium term. It is recognised that the view corridors from the Town Centre to the Lake are an important feature that contributes to the unique character of the Town Centre. It is important that design guidelines identify the preservation of these view corridors as a desirable outcome when creating new or improved pedestrian linkages.

#### *Town Centre Definition*

2.2.19 When defining the extent of a town centre there are two significant considerations, these being the nature of the existing land use patterns and the availability of additional land to accommodate growth (should it occur). Significantly, the existing boundaries of the Town Centre Environment presently encapsulate most of the land uses expected of a town centre. In this respect, they accommodate the accepted centre of commercial activity within Taupo, the major civic buildings (with the exception of the District Council Offices) and the largest retail outlets. There is also a high degree of local recognition that the land represented on Figure 1 is the Town Centre (Town Centres Association - New Zealand, February 2002).

2.2.20 As a consequence of the above, it is concluded that the boundaries documented on Figure 1 are appropriate for, at least, the short to medium term. Whether they can accommodate the anticipated long-term growth is not yet



Development guidelines should be drafted and implemented before higher intensity development is enabled within the Town Centre.

Fragmented ownership represents an impediment to further development within the Town Centre.

Taupo's building stock supports low amenity levels and thus, requires enhancement.

certain. In this respect, and as noted previously, while the necessary infrastructure can be provided to accommodate growth within the Town Centre, uncertainty exists over the amount of additional land required. What is apparent, however, is that the existing land resource can be utilised more effectively by allowing (and indeed promoting) appropriately designed higher intensity development. It is important to note that the term 'higher intensity' does not need to result in buildings exceeding four stories (which equates to, approximately, 12 metres) in height.

- 2.2.21 Development guidelines are successfully being applied in other centres (such as Waitakere City) to facilitate more intensive development while maintaining amenity, attractiveness and accessibility. As further intensification of the Town Centre is favoured, the development and implementation of guidelines is recommended. A variation to the Proposed Taupo District Plan may be necessary to give regulatory effect to the guidelines.

#### *Land Tenure*

- 2.2.22 The pattern of land ownership within the Town Centre is fragmented, and thus represents an impediment to the development of large retail outlets/commercial premises. Consequently, there is significant potential for investment to either be diverted to new centres or focussed towards outlying areas, neither of which are optimal. As it is not realistic to expect that the Council can dramatically affect the tenure pattern without implementing an ambitious land acquisition program it will be important for Council (i) to minimise impediments to development, particularly the ability to build 'up' rather than out, and (ii) to lead development initiatives in key areas of the Town Centre.

#### *Amenity*

- 2.2.23 While not being devoid of amenity, the attractiveness of the Town Centre's built environment requires enhancement. In this respect, much of the building stock is poorly maintained, particularly above the verandah line, and thus presents an unattractive face to residents and visitors. While the proposed improvements to the streetscape and roading hierarchy will do much to enhance the appearance and attractiveness of the Town Centre, they need to occur concurrently with improvements to the building stock. It will be important for the Council to proactively encourage improvements to the building stock through Council led development initiatives and, potentially, financial assistance / incentives.

Two preliminary Structure Plans were developed and submitted for public consultation. Both Structure Plans were subjected to traffic modelling and projected cost assessments.

## 2.3 Structure Plan Options

- 2.3.1 Two Structure Plan options (identified as the 'preferred' and 'alternative' structure plan options) were developed by the Project Team to address the key drivers highlighted within Section 1.4 of this Report. Both options were illustrated, subjected to public scrutiny and consultation, and assessed against the key drivers. The Structure Plan options and the concepts they promote are illustrated in Figures attached as Appendix 3. A description of the Alternative Structure Plan option is also contained within Appendix 3. In each case a short term and medium / longterm scenario was developed; these relating to the urban form prior to and post construction of a second crossing over the Waikato River.
- 2.3.2 Gabites Porter Limited modelled the traffic effects induced by the Structure Plan options (in both their short and medium/long term forms). The associated traffic model diagrams are appended to this Report (refer to Appendix 4).
- 2.3.3 Opus International Consultants Limited prepared preliminary cost estimates for the implementation of both Structure Plan options to aid with their assessment by the Project Team. The estimates provided are attached on Appendix 5 of this report.
- 2.3.4 In developing the Structure Plan options, a number of assumptions were made. The key assumptions adopted were:
1. that the ETA proceeds and attracts the numbers of vehicle trips projected by the Council;
  2. that a second crossing of the Waikato River proves feasible and achieves the funding criteria established by the Council and/or Transfund by no later than 2016;
  3. that all facilities, with the exception of the Great Lake Centre and the Taupo Museum are removed or relocated from the Tongariro Domain at the earliest opportunity;
  4. that Taupo continues to grow at the rates predicted within the Taupo Town Centre Structure Plan.

Following consultation the two Structure Plan options were reassessed and the Preferred Structure Plan was re-confirmed by the Project Team.



Figure 2: Preferred - Short Term

2.3.5 As alluded to above, once developed, the Structure Plan options were issued for public consultation. The outcomes of the consultation conducted and the response of the Project Team to the same are summarised in Appendix 6. The consultation methodology employed is summarised in Appendix 2. After completing the consultation, the Preferred Structure Plan was confirmed by the Project Team. Of note is that no design refinements or modifications were considered necessary to the Preferred Structure Plan. The Preferred Structure Plan is described below.

### The Preferred Option

2.3.6 The Preferred Structure Plan and the key concepts it promotes are illustrated on Figures 2 to 5. A description of the Structure Plan follows.

#### Description

##### *Short Term:*

2.3.7 This option realigns Lake Terrace to enhance the open space and recreational amenity values of the lakefront and to strongly downplay its vehicular function as an access into the Town Centre (west of the Titiraupenga Street intersection in particular). The small triangular reserves currently located along the lakefront are reconfigured to provide additional parkland at the lake edge and to create a curved alignment of Lake Terrace.

2.3.8 Traffic travelling from the south into the Town Centre would be encouraged to access the Centre via Mere Road, Heuheu and Tamamutu Streets (these streets would be upgraded to cater for the increased traffic volumes) by travelling up Titiraupenga Street from Lake Terrace. It is noted that this will have the effect of changing the character of the residential areas abutting these routes. Titiraupenga Street is promoted as the primary north/south distributor and thus will delineate the separation between the Town Centre to the west and the (primarily) residential sector to the east. Kaimanawa and Ruapehu streets will, however, play a secondary role in this respect.

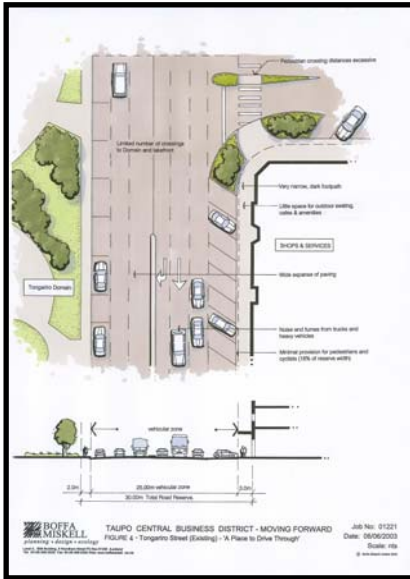


Figure 4: Tongariro Street (Existing) - 'A Place to Drive Through'



Figure 5: Proposed Improvements to Tongariro Street

- 2.3.9 Traffic travelling south across the Waikato River (on the existing Control Gates Bridge) would be encouraged to head east via Spa Road or down the first block of Tongariro Street before accessing parking in the blocks between Ruapehu and Titiraupenga streets.
- 2.3.10 The four (4) blocks delineated by Lake Terrace, Tongariro, Ruapehu and Tamamutu streets would be developed as the pedestrian orientated core of the Town Centre. As a consequence, Horomatangi Street, Tuwharetoa Street, Ruapehu Street, Lake Terrace and Tongariro Street (south of Tamamutu Street) would be appropriately traffic calmed, with their footpaths widened to create a high level of pedestrian amenity. On street parking will be retained in the pedestrian core but multi-storey car park buildings / surface parking would be located in the remainder of the Town Centre (thus maintaining the tight commercial frontage and density of the pedestrian orientated portion of the Town Centre) or within the Town Centre where access to those facilities can be gained from Heuheu, Tamamutu and Titiraupenga streets. Appropriately placed pedestrian crossing facilities will be provided across Ruapehu Street.
- 2.3.11 The significantly reduced traffic volumes on Tongariro Street allow the reconfiguration of this carriageway and the removal of the associated traffic lights. Significantly widened pedestrian footpaths on both sides of the carriageway (which is reduced to two lanes with angle and / or parallel parking) will also be provided. On the eastern side of the road (against the retail frontage) the footpath is further widened to allow space for café tables along the newly created pedestrian boulevard. These alterations reinforce the changed nature of Tongariro Street, enhance the pedestrian and visual connection between the Town Centre and the Domain, and significantly enhance the amenity of this key streetscape. Figures 6 and 7, which show a comparison of the existing and the proposed road treatments, illustrate these concepts as they apply to Tongariro Street. Figure 10 (refer overleaf) is an artist's impression of Tongariro Street following its redevelopment.
- 2.3.12 Increased development intensity (up to 4 stories in height) is encouraged throughout the Town Centre where it can meet development guidelines established by the Council (following community consultation). The development guidelines address matters such as built form, the street frontage relationship, overshadowing, appearance and signage.
- 2.3.13 The building stock is progressively upgraded/enhanced through Council led development initiatives, incentives and the application of the development guidelines.



Figure 3: Preferred – Medium / Long term

- 2.3.14 The widened Lakefront Reserve (refer Figures 8, 9 and 11 overleaf) would be supported by a broad pedestrian boulevard/promenade (this would build upon the existing lakefront walkway), providing for pedestrians, cyclists and recreational activities (such as rollerbladers) in an enhanced lakefront environment.
- 2.3.15 Vehicular access to Tongariro Domain and the Boat Harbour is via an improved link from Lake Terrace. This realignment provides for the continuation of the pedestrian dominated lakefront reserve westward (thus providing a better connection to the boat harbour and the Waikato River).
- 2.3.16 A pedestrian/cyclist bridge would also be constructed to link the Domain with the western bank of the Waikato River. This would be supplemented by a redeveloped and expanded network of pedestrian accessways within the Domain to facilitate improved access to and along the Waikato River.
- 2.3.17 The key roading initiative within the Domain is the creation of a complete crescent road connecting Heuheu and Tamamutu streets. This roadway would be a new formation, rationalising the confusing existing alignment and creating a strongly treed boulevard (with a traffic calmed lane) and parking along each side of the roadway. Specimen trees would break up the parking bays. This road alignment will define a further development site within the crescent adjacent to the Great Lake Centre. It is envisaged that this site would be developed to provide an additional community facility.
- 2.3.18 To the north of the crescent a large open space area is created providing for the events/activities that Taupo has successfully hosted in recent years. This open space would combine with the redevelopment of the Domain, so that it appropriately and efficiently draws upon the significant historic, cultural, recreational and aesthetic values supported therein. An improved network of paths, when coupled with strategically placed viewing platforms and interpretive signage, would be key components of this redevelopment.
- 2.3.19 The Tongariro Domain Camping Ground and several other structures (including the bowling and tennis clubs) would be progressively relocated from the Domain to facilitate its redevelopment.

*Medium/Long Term:*

- 2.3.20 In the medium to long term the Preferred Option involves a new crossing (bridge) of the Waikato River connecting Norman Smith Street/the existing State Highway to Spa Road/Opepe and Titiraupenga streets. This

Both of the Structure Plan options were assessed against the key drivers to ensure that they achieved the fundamental requirements of the project. This assessment was repeated for the Preferred Structure Plan option following its confirmation by the Project Team. The Preferred Structure Plan achieves the requirements established by the key drivers.

new connection will provide a link for the inter-regional east-west traffic wanting to travel to the ETA and will strengthen the role of Titiraupenga Street as an arterial / principal route into the Town Centre. The provision of a significant number of car parks (within multi level car park facilities) in the block between Titiraupenga and Ruapehu streets will facilitate access to the retail activities both within this block and within the pedestrian based core further to the west.

- 2.3.21 With the construction of the second river crossing, a reasonable proportion of the traffic flows will be removed from Tamamutu Street, thus allowing retail and pedestrian orientated commercial development to also be directed towards the portion of the Town Centre bounded by Tamamutu, Ruapehu, and Tongariro streets and Spa Road. Intensification of the Town Centre (which conforms to agreed development guidelines) and the enhancement of the building stock would continue to be promoted and lead by the Council.
- 2.3.22 The Bowling Club, Tennis Club, Camp Ground, Senior Citizens Club, Police Station and Court House will all have been relocated from the Domain. This will free the prime lakefront land for more appropriate passive activities whilst also redeveloping and amalgamating the community facilities within Taupo.
- 2.3.23 Lastly, a new transportation centre is constructed generally in the vicinity of the west of Titiraupenga Street. The transportation centre will provide services such as cafés, a covered waiting area, day storage, ablution facilities and general timetabling/promotional information. The opening of the transport centre will be followed by the closure of the existing bus depot at Gascoigne Street.
- 2.3.24 A local transportation terminal located within the CBD will be developed to service the local public passenger transport system. The exact location will be determined following an assessment of the likely long term passenger transport routes (including future non-road public transport routes).

### Assessment of Options

- 2.3.25 While the Project Team concluded that both of the Structure Plan options initially promulgated achieved the overarching Project Objective (refer to paragraph 2.2.3), clear distinctions between the two (2) options became apparent when they were assessed against the key drivers highlighted within Section 1.4 of this Report. A summary of the comparative assessment is attached as Appendix 7.

2.3.26 Once identified, the Preferred Structure Plan (as outlined in paragraphs 2.3.7 to 2.3.23 previously) was re-assessed against the key drivers. As is apparent from Table 1, which follows, the Preferred Structure Plan achieves the objectives established for this project.

Table 1: Summary of the Most Notable Advantages and Disadvantages – Preferred Structure Plan Option

<i>Criteria One: Retaining a viable and vibrant Town Centre in the Face of Growth/Embracing a Sustainable Urban Form</i>	
<b>Advantages</b>	<b>Disadvantages</b>
A. Parking precinct concentrated within the vehicle dominated component of the Town Centre, which is situated to the east of the pedestrian orientated core – ensures easy access to the central business district.	A. Requires pedestrians to cross Ruapehu Street – which will have high traffic volumes.
B. Improved building stock, streetscape and roading hierarchy resulting in enhanced amenity levels.	B. Relies on the long-term benefits derived from an additional river crossing and the construction of the ETA.
C. Domain redevelopment fulfils the objective of creating a high amenity lakefront parkland integral to the Town Centre - this promotes increased access to the Waikato River and boat harbour while also building upon the Domain's significant existing cultural, historic, recreational and amenity values.	C. Significant volumes of traffic will be directed along Tamamutu and Heuheu Streets, thus (potentially) necessitating significant upgrades and detracting from the existing level of residential amenity.
D. More efficient land use accommodates growth within the Town Centre and significantly hinders the establishment of duplicate/competing town centres within suburban Taupo.	D. Pedestrian access across Tamamutu and Heuheu streets (in the short-term) is constrained by high traffic flows.

*Criteria One: Retaining a viable and vibrant Town Centre in the Face of Growth/Embracing a Sustainable Urban Form*

Advantages	Disadvantages
<p>E. Development of a pedestrian orientated environment, improving the existing pedestrian/motor vehicle conflict.</p> <p>F. Stormwater, potable water and sewage infrastructure progressively upgraded to accommodate growth.</p> <p>G. Short-term intensification of the pedestrian orientated core is promoted within the South (below Tamamutu Street) - reinforcing the Town Centre's connection to the Lake and Domain.</p> <p>H. The short-term bisection of the pedestrian core by high traffic flows on Tamamutu Street is likely to promote the need for a second river crossing – thereby achieving the desired urban form more promptly.</p> <p>I. In the long-term, traffic flows on Lake Terrace (east of Titiraupenga Street) are dramatically reduced enabling its development as pedestrian orientated parkland. On street parking within the pedestrian core supports retail and retains accessibility.</p> <p>J. Low traffic volumes access the Domain on the Crescent Road.</p>	<p>E. In the short-term, Lake Terrace (to the east of Titiraupenga Street) retains its arterial status, which hinders/prevents the development of a pedestrian connection.</p>



*Criteria One: Retaining a viable and vibrant Town Centre in the Face of Growth/Embracing a Sustainable Urban Form*

Advantages	Disadvantages
<p>K. The addition of the pedestrian/cyclist bridge across the Waikato River improves access both to and from the Domain, while also separating pedestrian/cyclist flows from vehicular traffic.</p> <p>L. The addition of the pedestrian/cyclist bridge across the Waikato River provides a more direct connection into the commercial core, thus improving the 'permeability' of the urban core.</p> <p>M. The relocation and redevelopment of the Transportation Centre provides an improved and more functional / attractive 'hub' for public transport.</p> <p>N. The development of the Domain builds upon the existing cultural, historical and recreational values supported by the same and acts as an effective counterbalance to increased development within the Town Centre.</p> <p>O. Pedestrian access within the Domain and to the boat harbour and the Waikato River is enhanced.</p>	

<i>Criteria Two: Facilitating Private Investment</i>	
<b>Advantages</b>	<b>Disadvantages</b>
<p>A. Improves opportunities for landowners adjacent to the lakefront and within the Town Centre to capitalise on enhanced amenity.</p> <p>B. More lenient controls on intensity are imposed, reducing the requirement for large developers to acquire numerous small properties, or acquire resource consents.</p> <p>C. The ability for the Council to require 'parking in lieu' contributions enables more intensive development upon the existing titles while ensuring that the parking needs of the central business district are met.</p>	<p>A. Property prices increase as more intensive land use is facilitated.</p> <p>B. Increased intensity, if inappropriately regulated, can detract from the appearance of the Town Centre and diminish its attractiveness to residents and tourists alike.</p>
<i>Criteria Three: Council Expenditure</i>	
<b>Advantages</b>	<b>Disadvantages</b>
<p>A. Improved direction is provided to focus Council's expenditure.</p> <p>B. Systematic and planned urban development ensures that Council's expenditure is efficient and effective.</p>	<p>A. Infrastructural improvements are more expensive than those required for the alternative Structure Plan option although it is noted that the difference is not considered significant (refer to Appendix 6).</p>

*Criteria Four: Guiding Environmental Policy Creation*

**Advantages**

A. A sound basis is provided to commence a review of the Council's environmental policy as it applies to the Town Centre.

**Disadvantages**

A. The changes that may be required to the Proposed District Plan have the potential to be expensive and prolonged.

### 3.0 IMPLEMENTATION

#### 3.1 Implementation Guidelines

3.1.1 There are numerous tools available to the Council to implement the Preferred Structure Plan. Table 2, which follows, briefly describes the tools available and outlines the advantages / disadvantages associated with the implementation of the same. It is important to note that no one tool will achieve all of the outcomes sought by the Preferred Structure Plan. In this respect, a combination of tools will be needed to achieve the outcomes sought.

Table 2: Alternative Tools to Implement the Preferred Structure Plan

Available Tools	Advantages	Disadvantages
<p>1. Reduce the level of regulation / restriction imposed (by the Proposed Taupo District Plan) on the redevelopment / development of the commercial properties within the central business district so that more 'efficient' use can be made of the available land resource.</p> <p>The Rules requiring particular attention are:</p> <p>a. 4c.3.1 (up to 12m would be a more appropriate maximum height limit within the central business district);</p>	<p>A. Higher density development can be achieved, thus reducing the likelihood of investment being directed to other centres.</p> <p>B. Developers can choose to maximise their site for commercial, retail and tourist purposes while still ensuring that monies are provided for the development of multi-level car parking buildings.</p> <p>C. Any changes to the Proposed District Plan will, out of legislative necessity, require the public to be involved in the implementation of the Structure Plan. This should promote further 'buy in' to what is being promoted.</p>	<p>A. The existing levels of environmental quality and amenity can be degraded if the planning controls are made too lenient.</p> <p>B. Private development may occur without the necessary Council infrastructure being in place, resulting in the environment being degraded.</p> <p>C. Any variations to the Proposed District Plan would delay it becoming operative and require the commitment of additional funds and resources from the Council. This may, in turn, increase the rates burden faced by the public of Taupo.</p>

Available Tools	Advantages	Disadvantages
<ul style="list-style-type: none"> <li>b. 4c.3.45 / 6.3 (this provision should be relaxed to enable car parking spaces to be provided off-site (particularly within the vehicular dominated component of the Town Centre) or for 'cash in lieu' payments to be made);</li> <li>c. 5b (provision should be made for development contributions in lieu of providing on-site car parking spaces contributions to be made where the development occurs within the pedestrian dominated component of the Town Centre;</li> <li>d. 4c.3.45 / 6.4 (this provision should be relaxed to enable loading spaces to be provided 'off-site').</li> </ul>		
<p>2. Amend the Proposed Taupo District Plan to reinforce the primacy of Town Centre and to discourage the establishment of 'satellite' commercial nodes elsewhere in Taupo.</p>	<ul style="list-style-type: none"> <li>A. Reconfirms the role of the existing Town Centre and thus assists in maintaining it as the centre of investment.</li> <li>B. Any changes to the Proposed District Plan will, out of legislative necessity, require the public to be involved in the implementation of the Structure Plan. This should achieve further 'buy in' to what is being promoted.</li> </ul>	<p>A. The Environment Court has, since the enactment of the Resource Management Act in 1991, been dismissive of attempts to prevent the establishment of commercial centres or retail attractions outside of the established urban core on the basis of best practice and retail/commercial hierarchy arguments. As, however, noted in, amongst others, <i>Imrie Family Trust v the Whangarei District</i></p>

Available Tools	Advantages	Disadvantages
		<p><i>Council (A057/94)</i> it is possible to establish district plan mechanisms to protect a town centre on the basis of the environmental effects (traffic, infrastructure, economic, social and so forth) that may be induced by a new centre establishing in suburban centres. While it will be possible to develop such a defence in this instance, it would be potentially costly and time consuming to do so.</p> <p>B. If insufficient local development opportunity exists within the established Town Centre, and if there is no realistic alternative provided within the Proposed District Plan, investment is likely to by-pass Taupo.</p> <p>C. Any variations to the Proposed District Plan would delay it from becoming operative, while also requiring the commitment of funds and resources from the Council. This may, in turn, increase the rates burden faced by the public of Taupo.</p>
<p>3. The Council proactively identifies development opportunities and explores joint venture opportunities and/or financial incentives for developers, the intention being to</p>	<p>A. Enables the Council to facilitate re-investment within the Town Centre by leading by example – the intention being to highlight what can be achieved.</p>	<p>A. Requires investment from the Council and an associated acceptance of commercial risk.</p>

Available Tools	Advantages	Disadvantages
<p>facilitate the early completion of a 'pilot development' for the Town Centre that accords with the design principles promoted by the Preferred Structure Plan. This development could then be used as an example of the benefits of joint ventures and used as a yard-stick to assess future development proposals.</p>	<p>B. Initiates redevelopment within the Town Centre more promptly than if it is left to purely market devices.</p> <p>C. Improves the level of amenity existing within the Town Centre while providing some of the facilities demanded by the community and visitors to the District.</p>	<p>B. A poorly considered redevelopment initiative could have the effect of discouraging development or weakening public confidence in the Structure Plan.</p>
<p>4. Implementation of development guidelines in advance of higher intensity subdivision being permitted.</p>	<p>A. If accepted by the development community the guidelines should have the effect of improving the appearance and amenity within the Town Centre, while ensuring that any increases in development intensity do not induce adverse environmental effects.</p>	<p>A. Imposes another layer of 'regulations' that may be viewed (by some) as limiting private property rights and discouraging investment.</p> <p>B. Requires an amendment to the Proposed District Plan (if the guidelines are to have legal effect). Aside from the costs involved in this process, development may occur which does not accord with the guidelines in the period that the plan change is afforded little weight.</p> <p>C. If introduced as a 'non-statutory' document, there is no ability to require compliance with the guidelines.</p> <p>D. Requires upskilling of existing Council staff in urban design principles, the retention (on staff) of an urban designer, or the formulation of a close</p>

Available Tools	Advantages	Disadvantages
		working relationship with an urban design practice. As a consequence, an additional funding commitment would be required of the Council.
<p>5. Initiate a full assessment of the streetscape and associated potable water, stormwater and sewerage infrastructure upgrade projects for the Town Centre to ensure that the anticipated growth in the residential and visitor populations can be accommodated in a manner that accords to the principles that underpin the Structure Plan. The design process would include the development of a detailed staging plan for the works required, the development of a 'theme' or character that is to be applied to the whole of the Town Centre, and a detailed cost estimate for the implementation of the projects assessed. Once developed, the assessment would be progressively implemented by the Council.</p>	<p>A. Ensures that a defined character is established for Taupo, thus avoiding the propensity for the streetscape works to be undertaken in a 'piecemeal' fashion.</p> <p>B. Provides the Council with an effective staging strategy that can be progressively implemented.</p> <p>C. Will result in the amenity of the Town Centre being progressively improved.</p> <p>D. Ensures that the infrastructure serving the Town Centre is (i) upgraded at the same time as the streetscape improvements (which is efficient), and (ii) is at a capacity so as to accommodate the anticipated increases in population and tourist growth. This should ensure that the existing environmental quality is, at least, maintained and, where possible, enhanced.</p>	<p>A. Necessitates an annual funding commitment over the long term from the Council. This could have the effect of increasing the rates and / or debt burden placed upon the public of Taupo.</p>



Available Tools	Advantages	Disadvantages
<p>6. Initiate a comprehensive parking and transportation strategy to determine (reconfirm) the existing level of parking demand and the projected increase in demand (to 2004), identify the key parcels of land for development as 'ground level' or 'multi-storey' car parks and ensure the necessary roading infrastructure is in place. Once identified the car parks and road improvement works would be 'costed' and their development prioritised. Excess Council owned land would then be disposed of or 'landbanked' for future development.</p>	<p>A. Ensures that patrons seeking 'long-stay' car parks are directed away from the pedestrian core.</p> <p>B. Enables the Council to proactively plan and budget for anticipated parking demands, and thus for a high level of amenity to be provided.</p> <p>C. Facilitates the taking of 'development contributions (cash) in lieu of parking' thus enabling the more efficient utilisation of the small landholdings existing within the Town Centre.</p>	<p>A. Necessitates an annual funding commitment from the Council which could have the effect of increasing the rates and / or debt burden placed upon the public of Taupo.</p>
<p>7. Develop and implement a collaborative approach to securing the necessary funding for the ETA from Central Government (Transfund).</p>	<p>A. If successful, this should have the effect of speeding the development of the ETA, thereby reducing the traffic volumes on Lake Terrace and Tongariro Street.</p> <p>B. The reduced traffic volumes will enable the redevelopment of the Town Centre, and will facilitate its reconnection to Lake Taupo and the Domain.</p>	<p>A. Will induce additional cost while only offering a low to moderate probability of success.</p>

Available Tools	Advantages	Disadvantages
8. The Council accept the full funding burden for the ETA.	<p>A. This would have the effect of reducing traffic volumes on Lake Terrace and Tongariro Street earlier (as the ETA would be constructed sooner) and increasing public confidence that the Structure Plan will be implemented.</p> <p>B. The reduced traffic volumes will enable the redevelopment of the Town Centre, and will facilitate its reconnection to Lake Taupo and the Domain.</p>	A. Will cause (i) significant additional costs to be incurred by the Council; with the consequential impact that this would have on the debt burden faced by the public of Taupo, and (ii) could result in the implementation of measures such as 'tolling' the ETA.
9. Initiate a comprehensive scheme assessment for the roading network upgrade envisaged by the Structure Plan (including the second river crossing) that details the improvements / modifications required, the logical staging for the same and provides cost estimates for the associated construction and maintenance works.	<p>A. Establishes an effective budgeting and asset management framework from which to build.</p> <p>B. Will ensure that traffic is progressively directed towards the roading hierarchy highlighted in the Preferred Structure Plan, thus enabling the redevelopment of the Town Centre to proceed in earnest.</p>	A. Requires an annual funding commitment from the Council which could have the effect of increasing rates and / or the debt burden faced by the public of Taupo.
10. Complete a redesign for Tongariro Domain which seeks to, amongst other things, promote improved pedestrian access (both within and to the same) and build up the significant recreational, cultural and historic resources it supports. Once completed, the existing Reserve	<p>A. Ensures that the Domain is redeveloped so as to act as a essential counter-balance to, and vital component of the Town Centre.</p> <p>B. The relocation of most of the existing facilities off site would, by itself, promote improved accessibility.</p>	<p>A. Amending the existing reserve management plan has the potential to be costly and require a reasonable commitment of resource and funding from the Council.</p> <p>B. The commitment of funding from the Council could have consequential</p>

Available Tools	Advantages	Disadvantages
<p>Management Plan will be amended to be consistent with and implement the design promulgated. A relocation strategy would also be developed for the organised sports and clubrooms currently accommodated within the Domain.</p>	<p>C. The modification of the existing reserve management plan and the development of a 'relocation strategy' would enable active public involvement in the detailed planning phase of the structure plan project.</p> <p>D. Enables the Council to proactively plan and budget for the redevelopment of the Domain.</p>	<p>impacts on the debt / rates burden facing the public of Taupo.</p>
<p>11. Initiate a re-design for Lake Terrace that seeks to enhance amenity levels and improve access from the Town Centre to Lake Taupo. Once completed, prepare a reserve management plan for the Lake Front Reserve that encapsulates and seeks to implement the design developed.</p>	<p>A. Ensures that Lake Terrace is developed so as to act as a key component of the Lake Front Reserve.</p> <p>B. The preparation of the design and reserve management plan ensures public input into the detailed planning phase of the structure plan project.</p> <p>C. Enables the Council to proactively plan and budget for the redevelopment of the Lake Front Reserve.</p>	<p>A. Preparing the design and reserve management plan has the potential to be costly and require a reasonable commitment of time and resource from the Council.</p> <p>B. Requires the commitment of funding from the Council which could have consequential impacts on the debt / rates burden facing the public of Taupo.</p>
<p>12. Council commits to funding the implementation of the Structure Plan from rates / debt.</p>	<p>A. This would increase public confidence that the Structure Plan (in its entirety) would be implemented and would add a high degree of certainty to the initiatives being promoted.</p>	<p>A. Would almost certainly increase the rates / debt burden faced by the public of Taupo.</p>

Available Tools	Advantages	Disadvantages
13. Council commits to funding part of the Structure Plan from rates / debt and implementing a regime of 'user charges' to fund the remainder.	A. Provides a high degree of certainty while reducing the amount of any increase in the rates / debt burden faced by the public of Taupo.	<p>A. Would almost certainly increase the rates burden faced by the public of Taupo.</p> <p>B. Dependent upon there being facilities / activities provided where a 'user charge' can be charged.</p> <p>C. The proportion of income coming from the user charges is variable and uncertain. Consequently, a reduced level of certainty would face the implementation of the Structure Plan.</p>
14. Council commits to funding part of the Structure Plan from rates / debt and seeks further funding through development contributions and/or Central Government.	A. Provides a reasonable degree of certainty for the implementation of the Structure Plan while reducing the increase in the rates / debt burden faced by the public of Taupo.	<p>A. Would almost certainly increase the rates burden faced by the public of Taupo;</p> <p>B. Dependent upon there being 'sponsoring' bodies willing to contribute funding.</p> <p>C. Will necessitate a fund raising drive, and the consequential commitment of resource to this activity.</p> <p>D. Increases the level of uncertainty facing the implementation of the Structure Plan.</p>

3.1.2 As is apparent from Table 2, there are a significant number of tools available to implement the Preferred Structure Plan. Of those tools outlined, only 2 (Town Centre protection) is considered inappropriate to the circumstances faced. In this respect, the likelihood of the Council preparing and implementing a legally robust amendment to the Proposed Taupo District Plan which seeks to reinforce the 'primacy' of the existing Town Centre appears slight. Given this and the cost of preparing and defending such an initiative, it is not recommended in this instance.

3.1.3 The remaining (and majority) of the tools listed are appropriate to varying degrees. The recommended mix of tools and a preliminary implementation schedule follows in Section 3.2.

### 3.2 Recommendations

Having considered the relative merits of the tools available and in light of the budgetary constraints facing the Council, the staged implementation of the Preferred Structure Plan is recommended:

#### First Implementation Period (2004 to 2006)

1. That the Preferred Structure Plan option outlined in Section 3.6 be adopted by the Council and progressively implemented through inclusion in Council's Long Term Council Community Plan;
2. That the Council explore the prospect of entering into a joint venture for the development (for commercial purposes) of its existing land holdings (which is presently a ground level car park) on Tuwharetoa Street. The process would be initiated by inviting registrations of interest from suitably experienced and respected developers. The intent of the joint venture would be to generate an income stream for the Council while setting a development benchmark for the remainder of the Town Centre;
3. That the Council engage a reputable design firm (or consortium of design firms) to:
  - (a) develop a theme / character for the streetscape improvements proposed for the central business district and prepare a conceptual suite of designs for the same;

- (b) prepare a detailed design for the Tongariro Domain (Note: the detailed design phase for the Lake Front Reserve is already under way) and a relocation strategy for any activities to be removed from the Domain; and
  - (c) cost the construction of the designs (excluding the infrastructural costs which we recommend be undertaken as a separate project – refer to point 5 which follows).
4. That the Council engage a reputable engineering consultant (or consortium of engineering consultants) to:
- (a) quantify and / or project the additional demand (on the various infrastructural networks) that would be generated by the redevelopment of the Town Centre in the manner envisaged by the Preferred Structure Plan;
  - (b) identify the modifications / enhancements that would need to be made for the infrastructural networks to cater for the projected level of demand;
  - (c) assess the engineering and environmental feasibility of completing all of the modifications / enhancements identified; and
  - (d) cost the modifications / enhancements identified and present a logical and robust staging plan for the works.
5. That the Council engage a reputable traffic engineering consultant to:
- (a) project the parking demand that will be generated by the implementation of the Preferred Structure Plan;
  - (b) recommend how and where this demand should be accommodated;
  - (c) identify the parcels of land that could be acquired / developed as strategic car parking resources (be they at grade or multi-storey buildings) and ascribe a priority to the recommendations made;

- (d) recommend how and where a future local passenger transportation terminal should be developed; and
  - (e) cost the acquisition and construction of the properties and facilities recommended.
6. That following the completion of Recommendations 3 to 5, a comprehensive report should be prepared and presented to the Council for its review and consideration. The report would:
- (a) summarise and present the work completed;
  - (b) identify the costs and associated staging of the work necessary to implement the Preferred Structure Plan;
  - (c) identify, assess and recommend a funding structure for the implementation of the preferred plan. In this respect, the report would consider the alternative funding mechanisms highlighted in Table 2 (refer to points 8, 12, 13 and 14 of Table 2 in particular), and determine which mechanism (or combination of mechanisms) is the most appropriate and make a recommendation as to which avenue should be pursued;
  - (d) quantify the cost of implementing the Preferred Structure Plan to the Council and, consequently, project the impact that the structure plan project would have on the ratepayers; and
  - (e) recommend amendments (as and where necessary) to the Preferred Structure Plan.

Following its assessment of the report, it is envisaged that the Council would articulate (to the general public) the manner in which the structure plan is to be implemented, the staging of the proposed works and the rating implications of the same.

7. That (following the completion of Recommendation 6) a variation to the Proposed Taupo District Plan be promulgated to enable:
- (a) a regime of 'cash in lieu of car parking' (development contributions) to be implemented where development is to occur within the pedestrian dominated component of the Town Centre;

- (b) off site car parking to be provided for development occurring within the pedestrian dominated component of the Town Centre;
  - (c) the height of buildings within the Town Centre to be increased from 9 metres to up to 12 metres; and
  - (d) the implementation of development guidelines for all new buildings greater than 9 metres in height to ensure these larger buildings fit within their surrounding urban context and avoid negative visual effects.
8. That (again following the completion of Step 6) the reserve management plan for Tongariro Domain be amended and updated to reflect the detailed design arising out of Recommendation 3(b) and the objectives conveyed by the Preferred Structure Plan.
  9. That a reserve management plan be prepared for the length of the Lake Front Reserve that lies within the Town Centre.
  10. That other than the expenditure required to complete Recommendations 1 to 9, no significant capital or operational expenditure be committed to the implementation of the Preferred Structure Plan until after the construction of the ETA.

#### Second Implementation Period (2007 to 2024)

11. That the Preferred Structure Plan and the report arising out of Recommendation 6 be subjected to a rigorous review following the construction of the ETA and prior to the Plan being significantly implemented. A central outcome of the review will be a revised / confirmed staging and expenditure plan.
12. That the staging and expenditure plan arising out of Recommendation 11 be progressively implemented, and the consequential land acquisition, lobbying and capital / operational programmes commenced.



#### 4.0 CONCLUSION

The Taupo District Council has, since the 1980's, recognised the need to develop and implement a Structure Plan for the commercial business district / town centre of Taupo. In order to address this need, a project team was appointed in 2001. The team appointed subsequently completed considerable research and public consultation in order to derive a Preferred Structure Plan for the area under consideration.

The Objective of the Structure Plan is to improve the functionality of the Town Centre for both current and future generations, while enhancing its amenity and 'sustainability'. This has been achieved by developing a Structure Plan that seeks to better connect the central business district to the surrounding natural, cultural and historic resources and values; better delineate between the pedestrian and vehicular dominated components of the Town Centre; promote the redevelopment of the infrastructure to service the same; and enable the logical expansion of the Town Centre so that it can better attract commercial / retail investment and continue to service both its growing population and the tourist market.

A logical 'path ahead' and tool box have been recommended to the Council with the intention of ensuring that the Structure Plan is implemented in a manner that promotes continued public ownership and participation of the Town Centre redevelopment, while ensuring that the costs induced do not impose an unnecessary burden on the rate payers of Taupo.

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*Taupo District Council, July 2001, "Taupo Town Structure Plan" (Urban Structure Plan 2001)*

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*Town Centres Association - New Zealand, February 2002, "Taupo Town Centre Assessment"*

*Woodward Clyde Limited, April 1998, "Integrated Urban Design and Traffic Engineering Study – Taupo Town"*

*Works Consultancy Services, November 1989, "Taupo District Council: Tongariro Street Huehue Street Story Place Intersection – Scheme Assessment" a report prepared for the Council*





## APPENDIX 1

Précis of Previous Reports

1. Gabites Porter and Partners, Taupo Borough Central Area Environmental Factors - Report 83/5, March 1984

a) Image of Taupo Central Area

- Taupo is a pleasant and convenient town in which to live, work and do business
- Overall image of town centre is favourable, although there are unrelieved expanses of roadway kerbing and channelling.
- Growth potential for tourism, with visitors being attracted to the town by both the built environment and the abundant natural setting.

Existing characteristics of the central area

Good Characteristics	Bad characteristics
Relationship with natural features and parkland	Need for improved pedestrian amenity
View lines to hills, mountains and Lake	Lack of trees and landscaping central area
Low building height	Lack of focal points
Good amenity (no power poles / little advertising)	Lack of variety and innovation in building type.

b) Objectives and Policies for the Improvement of the Central Area

- Improved provision for pedestrians once they leave their vehicles
- Greater variety in the detailed design of buildings and their arrangement on their sites

Achieving these objectives will only occur as a result of close collaboration between the public and private interests at the formative stage of design.

c) New Elements within the Central Area

The report lists a number of features that any new development in the Taupo central area may want to include. These are:

- Shopping Malls (*these are identified as closed off streets. The report notes that these malls could be logically applied to the Tongariro Street – Ruapehu Street blocks in the central area*).
- Arcades (*the report notes that these must be located on a throughway between blocks of shops and should be attractively laid out to entice shoppers in. It quotes Horomatangi Mall and Tuwharetoa Mall as being applicable examples*).
- Pedestrian-orientated features (*i.e. features to add interest and enjoyment to the shopping excursion – eg. trees and planting, pavilions, fountains and pools, moveable street stalls*).

2. **Hasselmann. A, Taupo Central Business District and Horomatangi Street- The Future!, February 1989**

The aim of this report was to suggest ways in which Horomatangi Street could be improved for pedestrians, and reduce pedestrian / vehicle conflict.

Problems identified in Horomatangi Street:

- Wide streets contributing to greater pedestrian exposure to moving vehicles
- Lack of vegetation to soften the town centre, and add variety and colour
- No 'places for people' in the central area.



- Existing pedestrian access ways are not linked, and are separated from the street by parked cars. The report identified 3 access ways for greater consideration – Marama Arcade, Tuwharetoa to Heuheu Accessway and Suncourt

The report noted a need for a 'theme' to guide any redevelopment in the central area – it suggests the local environment as an inspiration.

#### Suggested Design Concept:

- Horomatangi Street should be seen as the central area with pedestrian access ways feeding into it. There should be sculptural features and an area for outdoor activities. An information kiosk and area for stalls should be provided. No through roads should be provided to ensure that the 'pedestrian' feel is maintained.

#### Parking and Access

- parking and access are recognised as major issues to the success of any future redevelopment of the central area.
- The main access roads into the central area are considered to be State Highway 1, Spa Road and Heuheu and Tamamutu Streets.

### 3. **Gabites Porter and Partners, Taupo Borough Council Central Traffic Access and Parking – Planning Report 84/4, December 1983**

This report discusses the impact development can have on the parking, traffic flow and congestion of the town (and the central area).

Recommendations:

- Council's policy on the purchase of land for off-street parking should be an incremental programme to purchase several sites on the east of Ruapehu Street (totally for up to a total

of 1.5 hectares of land). A purchase rate of 0.5ha of land in each five-year period would be appropriate.

- That the central road network includes the upgrading of Paora Hapi Street to a minor arterial.
- Tongariro Street should be developed with a single central median and that advantage be taken of the road widening to provide angled parking on both sides of the road.

The Council estimated that by the year 2000, 4100 car parking spaces would be needed. This was based on a central business floor area of 110,000m<sup>2</sup>, and a population of 30,000. The spaces were to be provided in the following ratios:

- Street parking: 1700 spaces
- Private off-street parking: 1250 spaces
- Public off-street parking: 1500 spaces

The report noted that areas should be set aside for parking outside the central '3 block' core, yet still inside the one block walking distance range. Also, parking restrictions were to be initiated. A 60 minute restriction to be applied to all street parking in Tongariro Street, Ruapehu Street and the streets in-between.

#### 4. Taupo District Council, Review of Council's Parking Policy, 1986

This report notes that there are a large number of deficiencies in Council's present (1986) parking policy.

Points raised:

- On-site car parking requirements are such that they work against the objectives of both the Council and developers.
- Parking requirements either reduce the amount of floor space available to developers or requires them to pay a significant cash-in-lieu fee. Both are disincentives to development.

The report recommends adopting a new policy that would:

- Require 25% on-site parking with the remainder to be publicly provided through rates

5. **Beca Carter Hollings and Ferner Ltd, Peddle Thorpe and Aitken Limited, LA4 Landscape Architects, and C B Morrison, Taupo Urban Design Study (Phase Two), May 1991**

This report offers an urban design concept for Taupo.

The report includes a landscape analysis and notes that:

- It would be possible to make a real impact on arrival in the town through the use of landscaping and planting. The entranceway to the town is very important – i.e. first impressions.
- That development in the town centre focuses closely on the waters edge. The routing of traffic flow through this area creates conflict between those passing through and those sightseeing.
- There is conflict in the town centre between pedestrians and traffic flow.
- There are good views along the north-south axis roads, but these streets are also exposed in winter.
- The most important area of open space in the town centre is the Tongariro Domain. This space is currently diminished by unnecessary buildings, the encroachment of roads and parking and its general presentation.
- The Domain is isolated from the built core of the Town Centre by the roading network.

The report notes that changes in traffic flow and traffic management are needed.

It suggests:

- Route through traffic down Paora Hapi Street into Ruapehu Street.
- Remove traffic islands in Ruapehu Street and place compulsory stops at all intersections.

- Close off streets to create a block bounded by Lake Taupo, the Tongariro Domain, and Tuwharetoa and Ruapehu Streets. This would become the pedestrian focus for the central area.
- The north-south roads will be developed as lake orientated view shafts, while the east-west roads will be developed as domain orientated view shafts.

Outcomes:

- Develop the town centre as a pedestrian centre – compact, attractive and interesting.
- Create a strong sense of identity with natural surroundings.

Recommendations

- Develop an urban design strategy for Taupo.
- Involve the public in developing the strategy.
- Confine the retail centre of the town between Tongariro and Ruapehu streets. High rise development could be permitted at the northern end of the town.
- Provide for a greater range of housing types and densities in the District Plan.

**6. Taupo District Council, Parking Study 2001 (extract from Planning and Regulatory Minutes: Meeting 15 March 2001), March 2001**

This study outlines some of the issues any Urban Structure Plan for the Taupo Town Centre would have to address, being:

- Most new development in the town centre over the last 10 years has occurred at the northern end of the Town Centre.
- Whilst commercial core parking remains most popular, increasingly people have to seek parks on the commercial fringe.

- There has been an increase in the range of activities provided north of Spa Road. Traditionally a service industrial area, changes in the activity mix mean that more people are visiting the area, and utilising parking that was once used as overspill for people visiting the retail core.
- High usage parking areas are recognised as the Heuheu Street car park, and the Taniwha / Paora Hapi Streets area. These areas are pressure points, and therefore key parking areas need to be developed and utilised to their full potential. In this respect, there is Council land off Taniwha Street that could be developed for a long-term car park.

Recommendations:

- There is a need for future priority development of additional car parking in Taniwha street.
- Future purchase of land for car parking purposes in the wider commercial fringe area is required for efficient long term planning for the CBD.

#### 7. Taupo District Council, Urban Development Issues: CBD Discussion Paper, August 1998

This report relates to the development of the Taupo District Plan (the 'DP'), and how it should encompass issues relevant to the central area. Its intention is mainly to provoke feedback to assist help in the development of the Proposed District Plan in the Town Centre.

The report notes that there are a number of factors that affect the Town Centre:

- Population growth or decline.
- Market growth trends.
- Effects of the visitor industry.
- Access to the CBD.
- The East Taupo Arterial proposal.
- Physical and man-made features.

This report contains a SWOT analysis on pages 6 and 7.

Future growth could involve:

- Retaining the status quo.
- Merging the existing C1 and C2 zones.
- Expanding CBD by including Residential C.
- Expanding CBD by including Res C and Res B.

It notes that there are several different alternatives for managing traffic flow through the town centre, and that all alternatives will have positive and negative effects. Infrastructural issues are also discussed.

It does not contain any recommendations, but rather poses questions.

#### 8. **Woodward Clyde Limited, Integrated Urban Design and Traffic Engineering Study – Taupo Town, 1998**

This report offers an urban design concept for Taupo.

The report notes that Taupo faces a number of transport issues that will determine its future development. It points out that:

- Urban amenities and continued development of the Town Centre are constrained by the effects of through traffic (to be alleviated by the Council's East Taupo Arterial proposal).
- Residents and visitors need good access to the Town Centre.

The report notes that the Town Centre has been tightly constrained by the extent of commercial zoning in the Transitional Taupo District Plan. Greater flexibility in terms of activities provided for is needed. Growth in the Town Centre may be best met in the east.

- Other matters to consider: the development of mixed use activities, pedestrian circulation etc.
- Relationship between the Town Centre and the arterial road network.

- Methods to better integrate business, civic and recreational activities with one another and the Lake shore.

9. **Works Consultancy Services, Tongariro Street / Heuheu Street/Story Place Intersection: Scheme Assessment, November 1989**

This report discusses the changes to vehicle delays due to a re-channelising the Heuheu Street intersection from a 'Tee' junction, into a 4-legged junction, as proposed by the Taupo District Council.

- Tongariro Street is a divided 4 lane arterial catering for moderately high traffic flows, with parking along both sides.
- Pedestrians are attracted to the eastern side of this street because of the shopping facilities, resulting in a pedestrian demand across Tongariro and Heuheu streets.

This report discusses traffic data for various intersections and delays for traffic due to pedestrian crossings.

10. **Taupo District Council, Urban Development Issues - Discussion Paper, 1997**

This report aims to obtain a global view of the planning issues that need to be addressed in the Taupo Urban Structure Plan. These issues relate primarily to urban infrastructure and amenity values.

- Urban development in Taupo is difficult as nearly all the land on the urban periphery is subject to severe constraint (eg. geothermally affected ground, recreation reserve, airport, Lake Taupo and the Waikato River).
- Infrastructural constraints include limited water supply, limited sewerage capacity.
- Inadequate road linkages to the Town Centre exist.

The report notes that the urban 'core' of Taupo includes the existing commercial Residential B Zone land within the Transitional Taupo District Plan. The key issues as being:

- The need to accommodate growth in the commercial sector.

- To integrate traffic links between the east and the west.

It also poses a number of questions, such as:

- How will access to the urban core be maintained for a growing population?
- How will traffic circulation in the urban core be managed?
- How should parking provision in the urban core be managed?
- Is the cost of parking provision more or less expensive than the provision of a subsidised public transport system?

The report notes that the development of the urban core is difficult given that rigid planning constraints apply.

#### *Recommendations*

- That an open approach be taken to the development of commercial, office and retail space in the core. It was strongly recommended that the Council allow more opportunity for urban expansion by making a greater area of land available.
- That proposals relating to greater site coverage and on-street parking be endorsed.
- That the proposal to provide an area of land for residential scale office development adjacent to the town centre be accepted and implemented through the review of the Transitional Taupo District Plan.

#### **11. Kingston Morrison Ltd, TTM Taupo Town Integrated Urban Design and Traffic Engineering Study, October 1998**

This report's vision for the town centre is:

- There would be strong connections between the western growth area and the CBD to ensure that a second competing CBD area is not formed.



- There is intensive retail and commercial development in the CBD utilising Ruapehu Street where there is space for significant expansion with new high profile commercial development.
- There is opportunities for a wider range of tourist and leisure retail to locate along Tongariro Street and Lake Terrace where these activities can gain benefits from the proximity of the high amenity values in the Tongariro Domain and Lake Taupo.

Realisation of the vision is impossible with a constant flow of heavy traffic along the interface between areas of greatest intensity of urban activity (the Town Centre) and the areas of greatest amenity value (Lake Taupo and the Tongariro Domain). The proposed East Taupo Arterial would obviously reduce this traffic loading and lead to enhanced amenity conditions with the CBD.

Conclusions:

- Implement a road network infrastructure plan, including the need to create an ETA, or alternative options if this is not possible, by increasing river-crossing facilities, which would allow sustainable growth patterns to the west.
- Encourage development intensification within walking distance of the town Centre.

These conclusions are specifically related to the traffic issue created by growth.

**12. Taupo District Council, Taupo Town Structure Plan, July 2001**

Key points that arise from the Taupo Town Structure Plan are:

- that the Structure Plan is not intended to cover the specific detail of areas such as the Town Centre since these issues are better left to investigations that take in to account the specific nuances of these areas.
- The report lists a number of objectives and goals that the Council seeks to achieve.

The report contains a large amount of population statistics information, and comments on existing development constraints. In relation to the Town Centre it notes that:

- A constraint on future development is the ability of the Council to provide the most direct route possible to the Town Centre.
- The Council considers that future growth will occur mostly in the Taupo central and north area. This is because this area contains the most substantial amount of current housing and its proximity to the Town Centre leads to it becoming more desirable for infill type housing.

The Report states that the Council expects Taupo to be a key urban area in the North Island. It notes that to achieve this, Taupo needs a critical mass and density of population. A strong and vibrant Town Centre with good levels of access is important to this. Urban form issues are very important in the long term planning for Taupo.

13. **Selected Submissions for the 'Urban Design Project – Taupo' design competition held by the Taupo District Council.** The design competition was held from December 1990 to September 1991 and attracted a number of entrants. The entries of the four (4) finalists were reviewed; being the entries from (i) Pascoe Linton Sellers Limited and Sheppard Rout Limited, (ii) Sandy Geddes and Associates Limited, Bengé Cornthwaite Limited, Jenkins Roberts and Associates Limited and Harrison Grierson Consultants Limited, (iii) Barry Rae Consultants Architects and Planners Limited, Halstead and Adams Limited, KRTA Limited and Willmott Associates Limited, and (iv) Peddle Thorp and Montgomery Limited and Environmental and Planning Associates Limited [refer to the bibliography in Section 5.0 of the Report from the full citations of the submissions reviewed].

The submissions all promote urban design concepts focussed upon, but not constrained to the Town Centre. While the approaches/designs advocated differed between the authors the following points summarise the key findings of the submissions:

- Taupo has sufficient land available to accommodate a significant level of future development, with some of the entrants (most notably Pascoe Linton Sellers et al) indicating

that the town centre zoning prescribed by the Transitional Taupo District Plan is adequate to cater for all of the anticipated commercial demand. All of the entrants identified the need for conference and/or hotel facilities within the Town Centre, with many proposing that this type of facility be developed within the Domain;

- Taupo was not considered to be one of New Zealand's major tourist destinations although the predictions were that the visitor numbers would double between 1991 and 2001. It was anticipated that such an increase would impact upon the natural and physical resources available if not appropriately addressed;
- The predicted growth (residential and tourist induced) would necessitate the need for increased retail floor space within Taupo (with a focussed development strategy, Peddle Thorp and Montgomery et al predicted that an additional 14169m<sup>2</sup> of retail floor space could be supported);
- The redevelopment of the Town Centre to promote better integration between the water and land and to provide additional public facilities was seen as being desirable. Further the establishment of additional (complementary) retail nodes was also promoted by some of the entrants (most notably Peddle Thorp and Montgomery Ltd et al);
- All parties saw significant merit in improving the reserve/town centre interface, with most stressing the need to promote pedestrian accessibility between the Town Centre and the Domain/Lake Taupo. Notably, some of the entrants promoted a pedestrian bridge linking the Domain with the western bank of the Waikato River;
- Sunlight, access, shelter for pedestrians, the preservation of existing views and increased density/height within the Town Centre were promoted by all parties;
- Some of the parties (most notably Peddle Thorp and Montgomery Limited et al) stressed the need for a transport centre to be situated at Gascoigne Street. It was envisaged that the

centre would accommodate a range of facilities (cafes, restrooms, and so forth) and act as a key nodal point for Taupo;

- The reorientation of the Town Centre so that it takes advantage of the available views and interacts better with the Tongariro Domain was promoted by all of the parties, although the precise nature of the re-orientation varied depending upon the urban design principles being advocated;
- All of the entrants proposed a revised roading hierarchy, the central objective of which was to divert the most significant flows away from the Town Centre. Many advocated the need for a second river crossing (most notably Barry Rae et al who promoted four possible crossing locations) down stream of the existing Control Gates Bridge and promoted better vehicular access to and within the Tongariro Domain;
- While the suggested design approaches for the Domain differed (again, depending upon the urban design principles being advocated) all parties agreed that there was a need for its relationship with the Town Centre to be enhanced (thus promoting a 'counter balance' to the built retail core);
- All of the entrants noted the infrastructural constraints apparent within Taupo and recommended that the quantity/quality of storm water/treated sewage effluent being discharged to Lake Taupo be reduced, if not eliminated. All parties also acknowledged (either explicitly or implicitly) that the enhancement/upgrades necessary to accommodate could be made to the existing infrastructure (in this respect, they did not see it as a 'fatal flaw');
- While all entrants proposed different roading hierarchy's, there was general acceptance that the existing traffic flow on Lake Terrace and Tongariro Street needed to be reduced to facilitate better connectivity and to minimise the potential for pedestrian/vehicle conflicts. Notably, all but Pascoe Linton Sellers et al identified Ruapehu and Titiraupenga streets as the alternative routes to Tongariro Street, with the majority favouring Ruapehu Street;

- Notably, while the majority of the entrants promoted a more intensive design philosophy for Tongariro Domain, most supported the relocation of many of the existing facilities (such as the Court House, Police Station, the Tongariro Domain Camping Ground etc) off this reserve;
- The majority of entrants promoted the development of pedestrian jetties (with associated facilities) out onto Lake Taupo (to the south of Roberts Street) as a means of facilitating a better connection between the Town Centre and Lake Taupo;
- The entrants consistency highlighted the need for increased streetscaping/landscaping and the more efficient use of the Town Centre's ample road reserves in a manner that enhances both amenity and pedestrian accessibility.



## APPENDIX 2

### The Project Team and Methodology

### The Project Team

The primary purpose of the Project Team was to identify the constraints and opportunities to development existing within the Town Centre and to collectively develop and progress the structure plan options for the consideration by the community at large. The members of the Project Team were:

Project Manager:	Mr Richard Gibbs, Taupo District Council [replaced by Mr Chris Kimpton of Taupo District Council in January 2003]
Infrastructural Engineers:	Mr Mike Keys and Mr John Minchington, Taupo District Council
Traffic Engineers:	Mr Bob Hopkins and Ms Else Tutert, Taupo District Council and Mr John Winter, Gabites Porter Ltd
Reserve and Facilities Officers:	Mr Carl Jones, Mr Barry Hickling and Mrs Marilyn Collins, Taupo District Council
Project Landscape Architects:	Ms Rachel de Lambert and Mrs Rebecca Ryder, Boffa Miskell Limited
Project Urban Designer:	Mr Doug Leighton, Boffa Miskell Limited
Project Planner:	Mr Gavin Kemble, Boffa Miskell Limited [replaced by Mr Richard Coles of Boffa Miskell Limited in July 2003]
Engineering Cost Estimates:	Mr. Paul Clarkson, Opus International Ltd

### Methodology

Following the appointment of the Project Team, a seven (7) step methodology was implemented. The work undertaken for each of the Steps implemented is summarised as follows:

*Step 1            Desk Top Analysis*

*This saw the reports previously produced reviewed and summarised (refer to Appendix 1 for a copy of the summary)*

*Step 2            Project Team Meetings and Structure Plan Development*

*With the baseline information summarised, the entire Project Team met on the 23<sup>rd</sup> of October 2001 to discuss and agree the key drivers of the Project and to define the key constraints to further development within the Town Centre. Following this, three (3) meetings were held with sub-groups of the Project Team, being:*



- (i) a meeting was held with the Traffic and Infrastructural Engineers on the 12<sup>th</sup> of November 2001;
- (ii) a meeting was held with the Reserve and Facilities Officers on the 10<sup>th</sup> of December 2001; and
- (ii) a meeting was held with Gabites Porter Ltd (a firm of Consulting Engineers responsible for maintaining the Council's traffic model) on Thursday the 21st of February 2002.

*The meetings considered and refined the preferred and alternative structure plan options.*

*Step 3 Initial Council Workshop*

*At the completion of Step 2 preliminary versions of both structure plan options were prepared, as was a draft version of the Accompanying Report. All of these documents were subsequently presented to the Councillor's for their consideration and comment. Appropriate amendments (to all documents) were made to reflect the feedback obtained during the workshop.*

*Step 4 Key Stakeholders Consultation*

*Copies of the Accompanying Report were then distributed to 24 Key Stakeholders (including the current lessees within the Tongariro Domain, Shop Taupo, Destination Lake Taupo, the Department of Conservation and New Zealand Police). Where requested, meetings were held to discuss the relative merits of the two (2) structure plan options. The feedback provided was limited and is recorded in Appendix 7.*

*Step 5 Structure Plan Review*

*At the completion of Step 4, the preferred and alternative structure plans were reviewed in light of the feedback provided and a Preferred Structure Plan identified by the Project Team. The costs and traffic flow implications of this structure plan model were then updated and finalised. The Accompanying Report was also updated. The comments were also summarised with a response provided to the points made.*

*Step 6 Hearing*

*Those parties who stated that they wished to be heard in support of their comments were invited to make a presentation to the Council in September 2003. Of the parties invited X attended and spoke to their comments. The Committee of Council subsequently recommended amendments (as*

*appropriate) and confirmed the Preferred Structure Plan option.*

*Step 7*

*The Preferred Structure Plan and the Accompanying Report were updated to reflect the outcomes of the hearing. The completed version of the Accompanying Report and the Preferred Structure Plan, and the Committee's findings and recommendations were then presented to full Council who subsequently accepted them and passed a resolution adopting both documents as Council policy.*

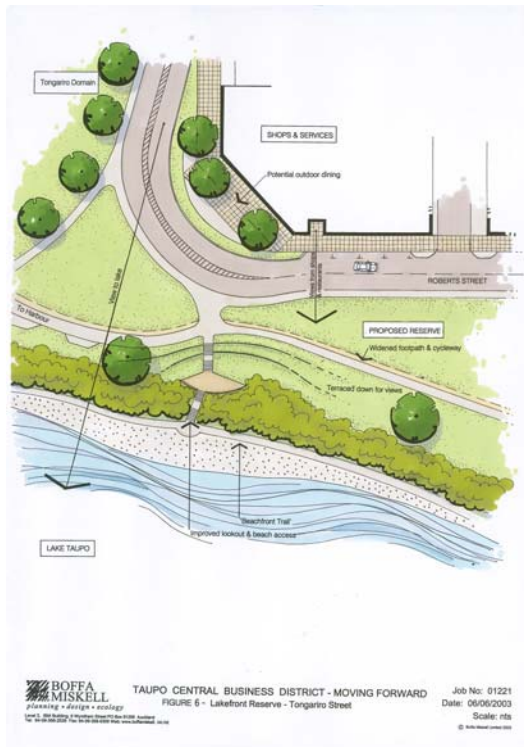
As is apparent from the above, the methodology adopted was transparent, robust and comprehensive.



## APPENDIX 3

### Structure Plan Options Presented As Part of the Consultation Process

*The Preferred Option – Short Term  
- Medium/Long Term  
The Alternative Option – Short Term  
- Medium/Long Term*



## The Preferred Option

### Description

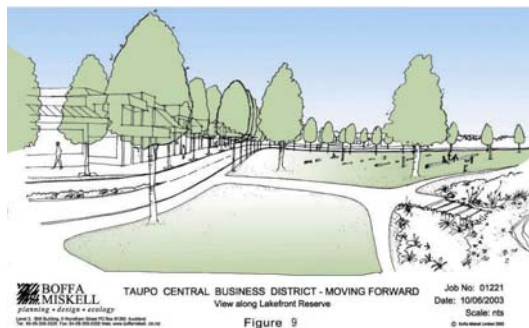
#### Short Term:

- A3.1 This option realigns Lake Terrace to enhance the open space and recreational amenity values of the lakefront and to strongly downplay its vehicular function as an access into the Town Centre (west of the Titiraupenga Street intersection in particular). The small triangular reserves currently located along the lakefront are reconfigured to provide additional parkland at the lake edge and to create a curved alignment of Lake Terrace.
- A3.2 Traffic travelling from the south into the Town Centre would be encouraged to access the Centre via Mary Road, Heuheu and Tamamutu Streets (these streets would be upgraded/widened to cater for the increased traffic volumes) by travelling up Titiraupenga Street from Lake Terrace. It is noted that this will have the effect of changing the character of the residential areas abutting these routes. Titiraupenga Street is promoted as the primary mprtj/south distributor and thus will delineate the initial separation between the Town Centre to the west and the (primarily) residential sector to the east. Kaimanawa and Ruapehu streets will, however, play a secondary role in this respect.
- A3.3 Traffic travelling south across the Waikato River (on the existing Control Gates Bridge) would be encouraged to head east via Spa Road or down the first block of Tongariro Street before accessing parking in the blocks between Ruapehu and Titiraupenga streets.
- A3.4 The four (4) blocks delineated by Lake Terrace, Tongariro, Ruapehu and Tamamutu streets would be developed as the pedestrian orientated core of the Town Centre. As a consequence, Horomatangi Street, Heuheu Street, Tuwharetoa Street, Ruapehu Street, Lake Terrace and Tongariro Street (south of Tamamutu Street) would be appropriately traffic calmed, with their footpaths widened to create a high level of pedestrian amenity. On street parking will be retained in the pedestrian core but multi-storey car park buildings or surface parking would be located in the remainder of the Town Centre, thus maintaining the tight commercial frontage and density of the pedestrian based retail portion of the Town Centre, or within the Town Centre where access to those facilities can be gained from



Heuheu, Tamamutu and Titiraupehu streets. Appropriately placed pedestrian crossing places will be provided (at grade) across Ruapehu Street.

- A3.5 The significantly reduced traffic volumes on Tongariro Street allow the reconfiguration of this carriageway and the removal of the associated traffic lights. Significantly widened pedestrian footpaths on both sides of the carriageway (which is reduced to two lanes with both angle and parallel parking) will also be provided. On the eastern side of the road (against the retail frontage) the footpath is further widened to allow space for café tables along the newly created pedestrian boulevard. These alterations reinforce the changed nature of Tongariro Street, enhance the pedestrian and visual connection between the Town Centre and the Domain, and significantly enhance the amenity of this key streetscape. Figures 6 and 7, which show the proposed road treatments, illustrate these concepts.
- A3.6 Increased development intensity (up to 4 stories in height) is encouraged throughout the Town Centre where it can meet development guidelines established by the Council (following community consultation). The development guidelines address matters such as built form, the street frontage relationship, overshadowing, appearance and signage.
- A3.7 The building stock is progressively upgraded/enhanced through Council led development initiatives and/or the application of the development guidelines.
- A3.8 The widened Lakefront Reserve (refer Figures 8 and 9) would be supported by a broad pedestrian boulevard/promenade (this would build upon the existing lakefront walkway), providing for pedestrians, cyclists and recreational activities (such as rollerbladers) in an enhanced lakefront environment.
- A3.9 Vehicular access to Tongariro Domain and the Boat Harbour is reconfigured to link with Tuwharetoa Street (rather than Lake Terrace). This realignment provides for the continuation of the pedestrian dominated lakefront reserve westward and removes the existing vehicular dominance from this portion of the Domain. Redevelopment of the existing children's train would facilitate this road realignment.



- A3.10 A pedestrian/cyclist bridge would also be constructed to link the Domain with the western bank of the Waikato River.
- A3.11 The key roading initiative within the Domain is the creation of a complete crescent road connecting Heuheu and Tamamutu streets. This roadway would be a new formation, rationalising the confusing existing alignment and creating a strongly treed boulevard (with a traffic calmed lane) and angle parking along each side of the roadway. Specimen trees would break up the parking bays. This road alignment will define a further development site within the crescent adjacent to the Great Lake Centre. It is envisaged that this site would be developed to provide an additional community facility.
- A3.12 To the north of the crescent a large open space area is created providing for the events/activities that Taupo has successfully hosted in recent years. This open space would combine with the redevelopment of the Domain, so that it appropriately and efficiently draws upon the significant historic, cultural, recreational and aesthetic values supported therein. An improved network of paths, when coupled with strategically placed viewing platforms and interpretive signage would be key components of this redevelopment.
- A3.13 The Police headquarters, Tongariro Domain Camping Ground and several other structures (including the bowling and tennis clubs) would be progressively relocated from the Domain.

*Medium/Long Term:*

- A3.14 In the medium to long term the Preferred Option involves a new crossing (bridge) of the Waikato River connecting Norman Smith Street/the existing State Highway to Spa Road/Opepe and Titiraupenga Streets. This new connection will provide a link for the inter-regional east-west traffic waiting to travel from Paora Hapi Street to the ETA and will strengthen the role of Titiraupenga Street in feeding vehicles into the Town Centre. The provision of a significant number of car parks (within multi level car park facilities) in the block between Titiraupenga and Ruapehu Streets will facilitate access to the retail activities both within this block and within the pedestrian based core further to the west.



- A3.15 With the construction of the second river crossing, a reasonable proportion of the traffic flows will be removed from Tamamutu Street, thus allowing retail and pedestrian orientated commercial development to also be directed towards the portion of the Town Centre bounded by Tamamutu, Ruapehu, and Tongariro streets and Spa Road. Intensification of the Town Centre (which conforms to agreed development guidelines) and the enhancement of the building stock would continue to be promoted and lead by the Council.
- A3.16 The Bowling Club, Tennis Club, Camp Ground, Police Station, District Court and Senior Citizens Club will all have been relocated from the Domain. Importantly, however, the Taupo Museum and Great Lake Centre will remain in their current location. This will free the prime lakefront land for more appropriate passive activities whilst also redeveloping and amalgamating the community facilities within Taupo.
- A3.17 Lastly, a new transportation centre is constructed to the east of Titiraupenga Street. The transportation centre will provide services such as cafés, a covered waiting area, day storage, ablution facilities and general timetabling/promotional information). The opening of the transport centre will be followed by the closure of the existing bus depot at Gascoigne Street.

**The Alternative Option**

Description

*Short Term:*

- A3.18 This structure plan option is the same as the short-term preferred option, with the exception of the following differences.
- A3.19 The Alternative Structure Plan promotes the removal of the section of Lake Terrace between Titiraupenga and Tongariro Streets, with Roberts Street now providing for the east/west traffic. This change creates a pocket park uninterrupted by vehicles adjacent to the pedestrian orientated Town Centre. Titiraupenga Street and Lake Terrace remain as the main north/south feeders into the Town Centre, with Heuheu and Tamamutu Streets feeding to/from the east. In this option Paora Hapi Street





forms the main connection between the existing State Highway to the north and the Town Centre. This will require the realignment of the roadway through the triangle of surface car parking at the western end of Paora Hapi Street. Spa Road is connected into Ruapehu Street rather than extending through to the Tongariro Street intersection.

- A3.20 In the Domain, the crescent road is not extended through to connect with Tamamutu Street (that is, it remains as it is) although the vehicular entry to the south is realigned off Tuwharetoa Street.
- A3.21 Pedestrian orientated retail and commercial uses are focussed towards the block bounded by Lake Terrace, Tongariro and Ruapehu streets and Spa Road, with the vehicle-orientated activities being directed to the remainder of the Town Centre.
- A3.22 No direct pedestrian/cyclist connection across the Waikato River (linking the Domain with the western bank of the River) is proposed.

*Medium/Long Term:*

- A3.23 The Alternative Option also involves the formation of a second crossing of the Waikato River (the bridge would connect Norman Smith Street/State Highway 1 (as it currently exists) and Opepe / Titiraupenga Street) in the long term.
- A3.24 The relocation/redevelopment of the activities within the Domain and the enhancement of the public lakefront parkland/waterfront activities is also proposed (with open space retained for use during events) in the long term.



## APPENDIX 4

### Traffic Flow Diagrams

*Preferred Short Term*  
*Preferred Medium/Long Term*  
*Alternative Short Term*  
*Alternative Medium/ Long Term*

*Prepared by Gabites Porter*



GABITES PORTER  
CONSULTANTS

TAUPO CBD STUDY  
ALL DAY VOLUMES 1999 - BASE NETWORK dmn

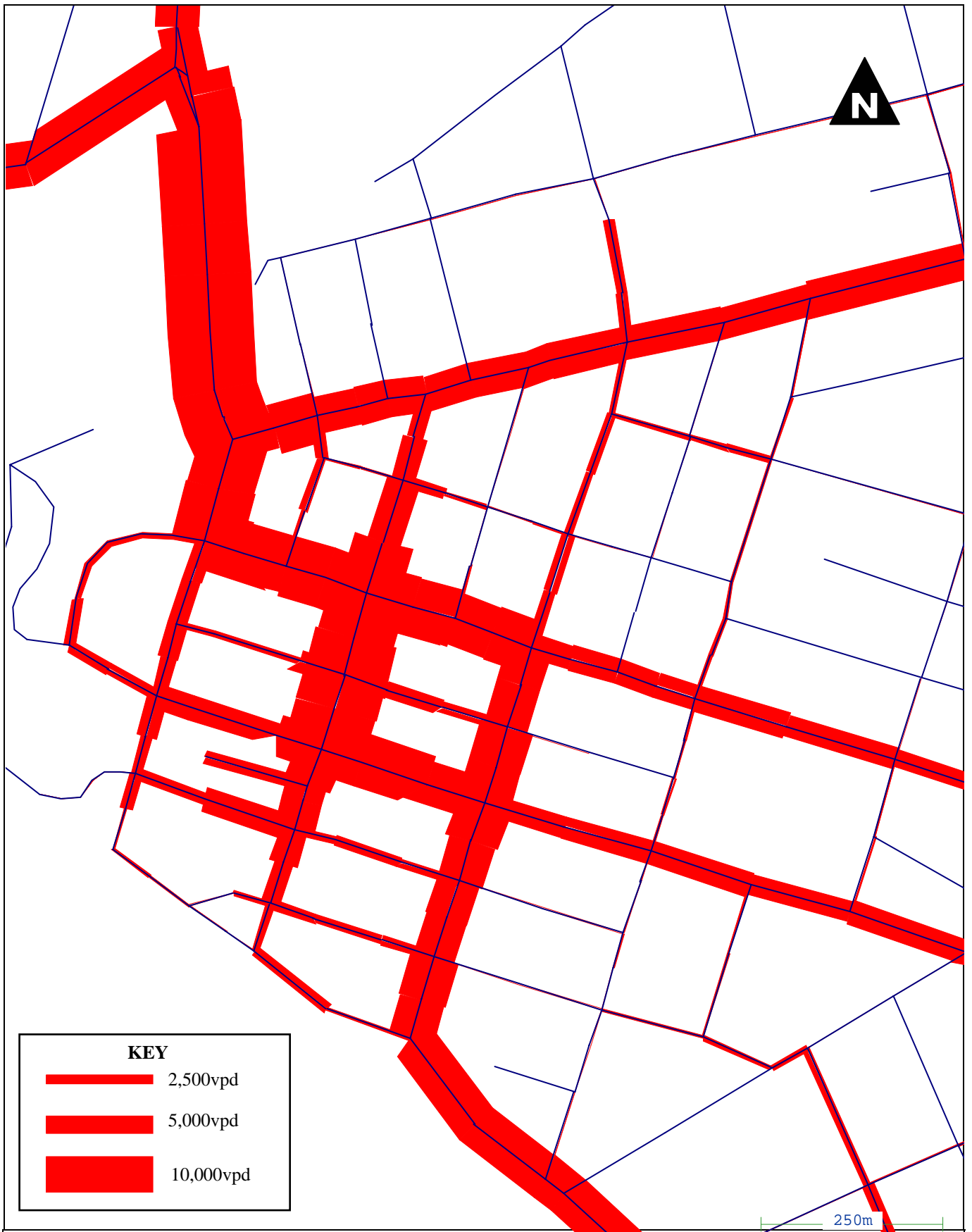
Figure 1a



GABITES PORTER  
CONSULTANTS

TAUPO CBD STUDY  
ALL DAY VOLUMES 2016 - BASE NETWORK dmn

Figure 2a



GABITES PORTER  
CONSULTANTS

TAUPO CBD STUDY  
ALL DAY VOLUMES 1999 - NETWORK 001

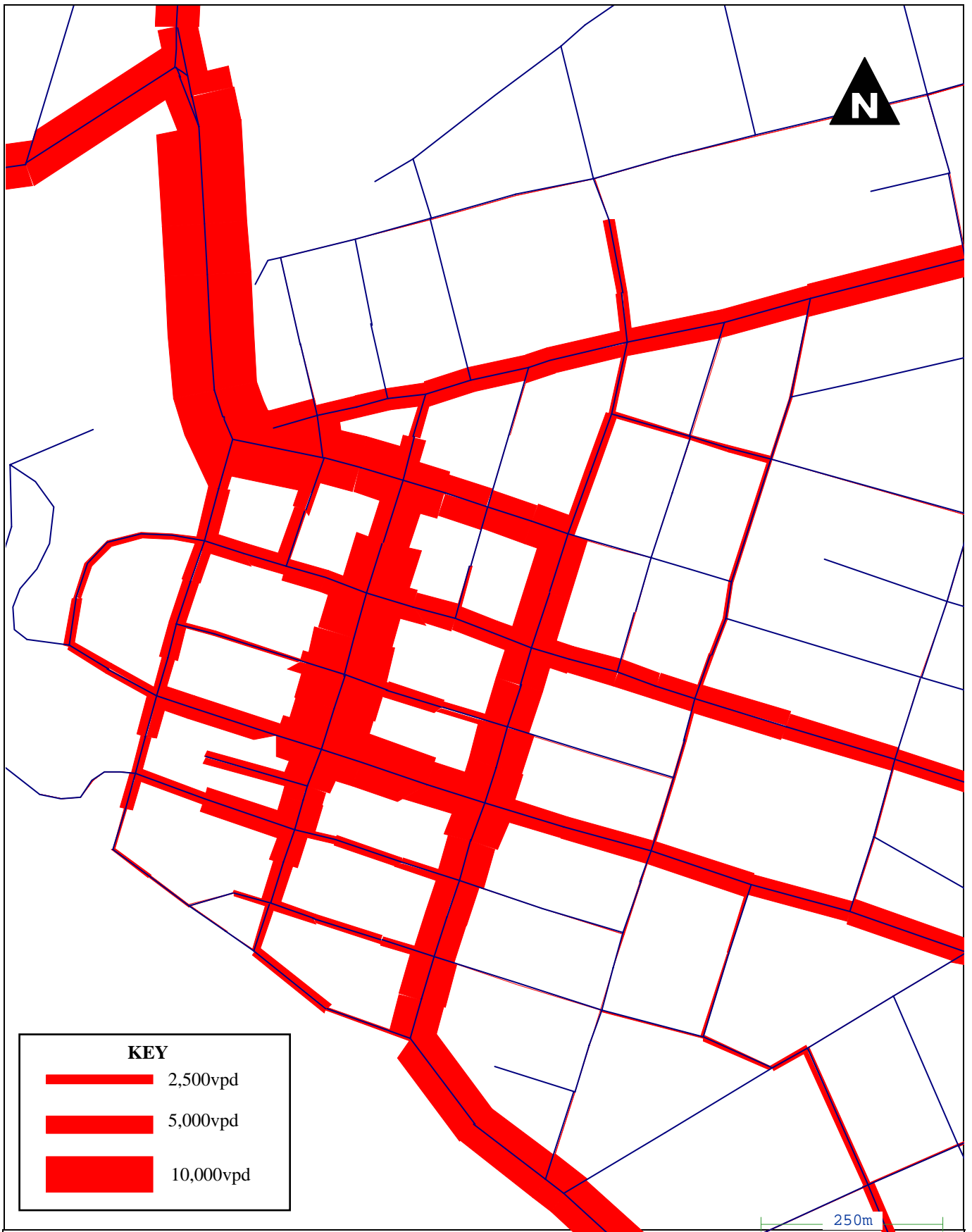
Figure 3a



GABITES PORTER  
CONSULTANTS

TAUPO CBD STUDY  
ALL DAY VOLUMES 2016 - NETWORK 011

Figure 4a

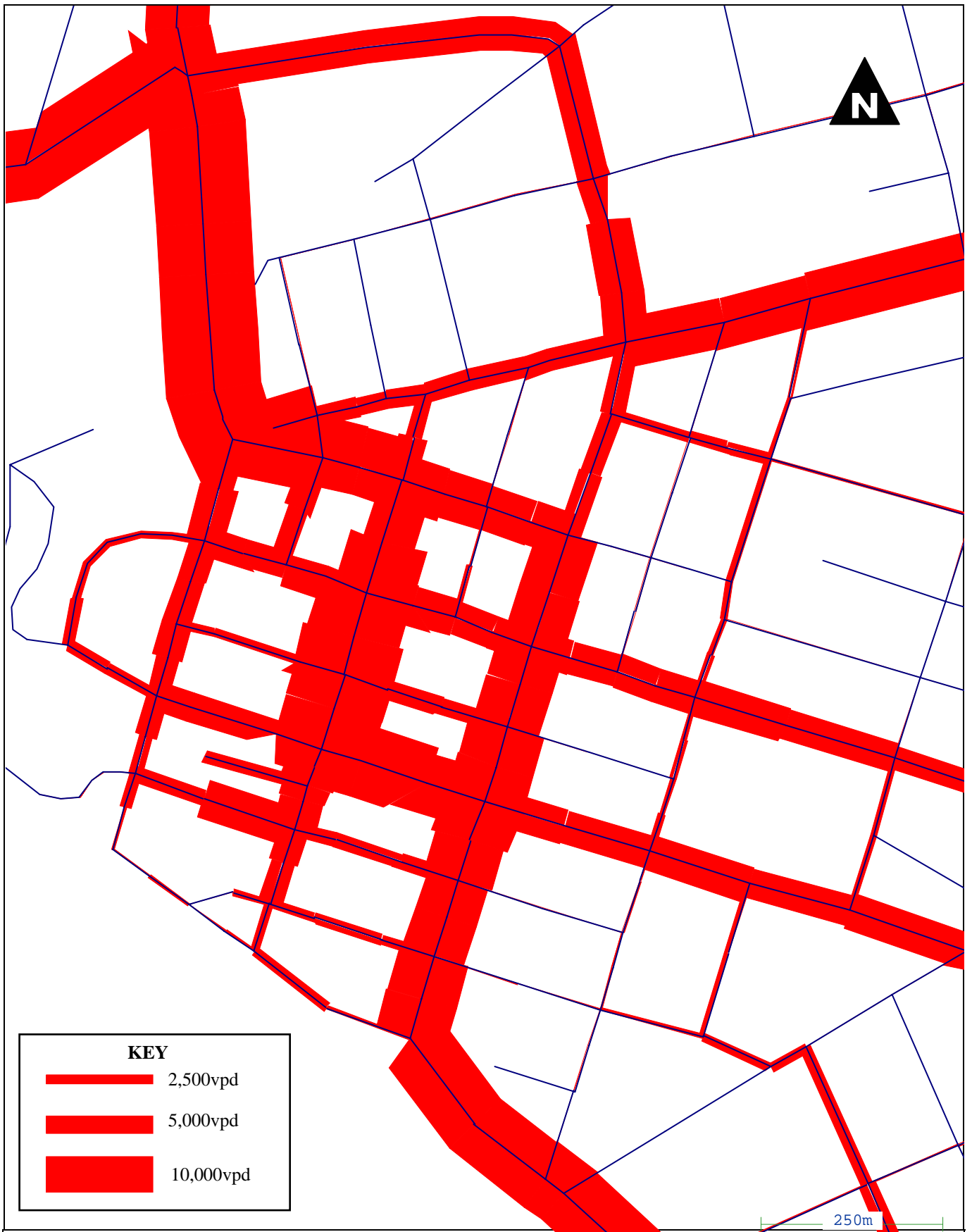


GABITES PORTER  
CONSULTANTS

TAUPO CBD STUDY  
ALL DAY VOLUMES 1999 - NETWORK 002

Figure 5a

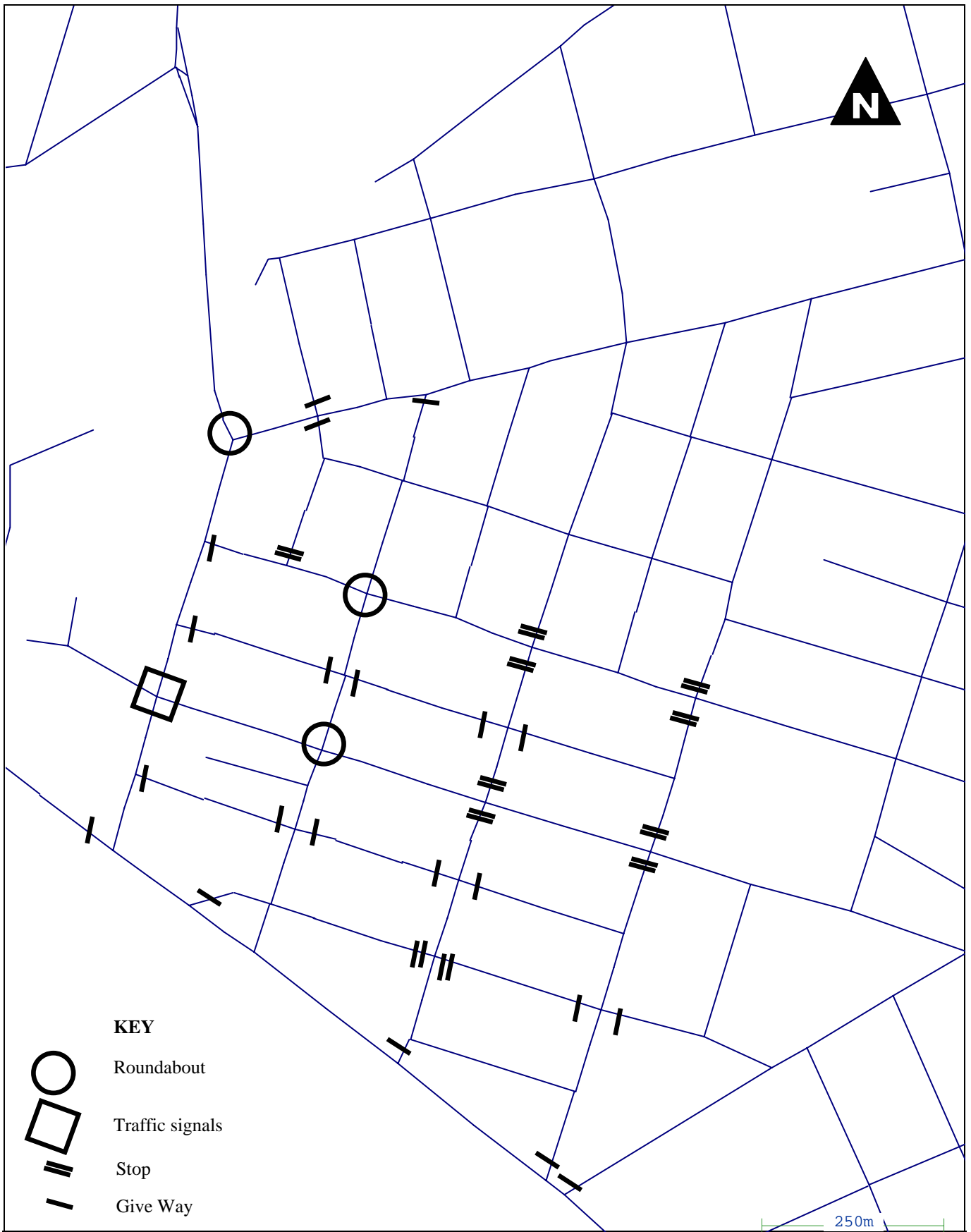




GABITES PORTER  
CONSULTANTS

TAUPO CBD STUDY  
ALL DAY VOLUMES 2016 - NETWORK 012

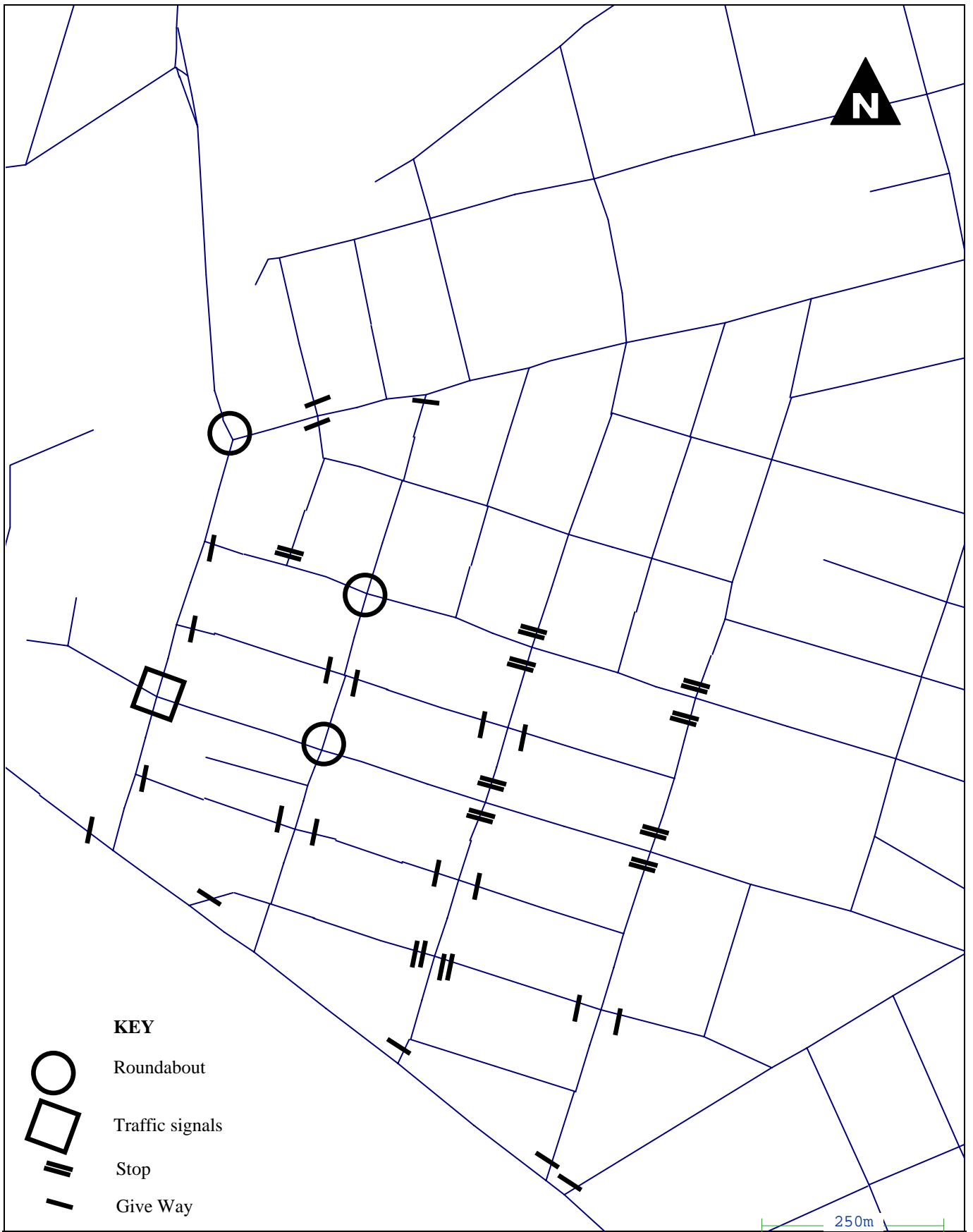
Figure 6a



GABITES PORTER  
CONSULTANTS

TAUPO CBD STUDY  
ALL DAY VOLUMES 1999 - BASE NETWORK dmn

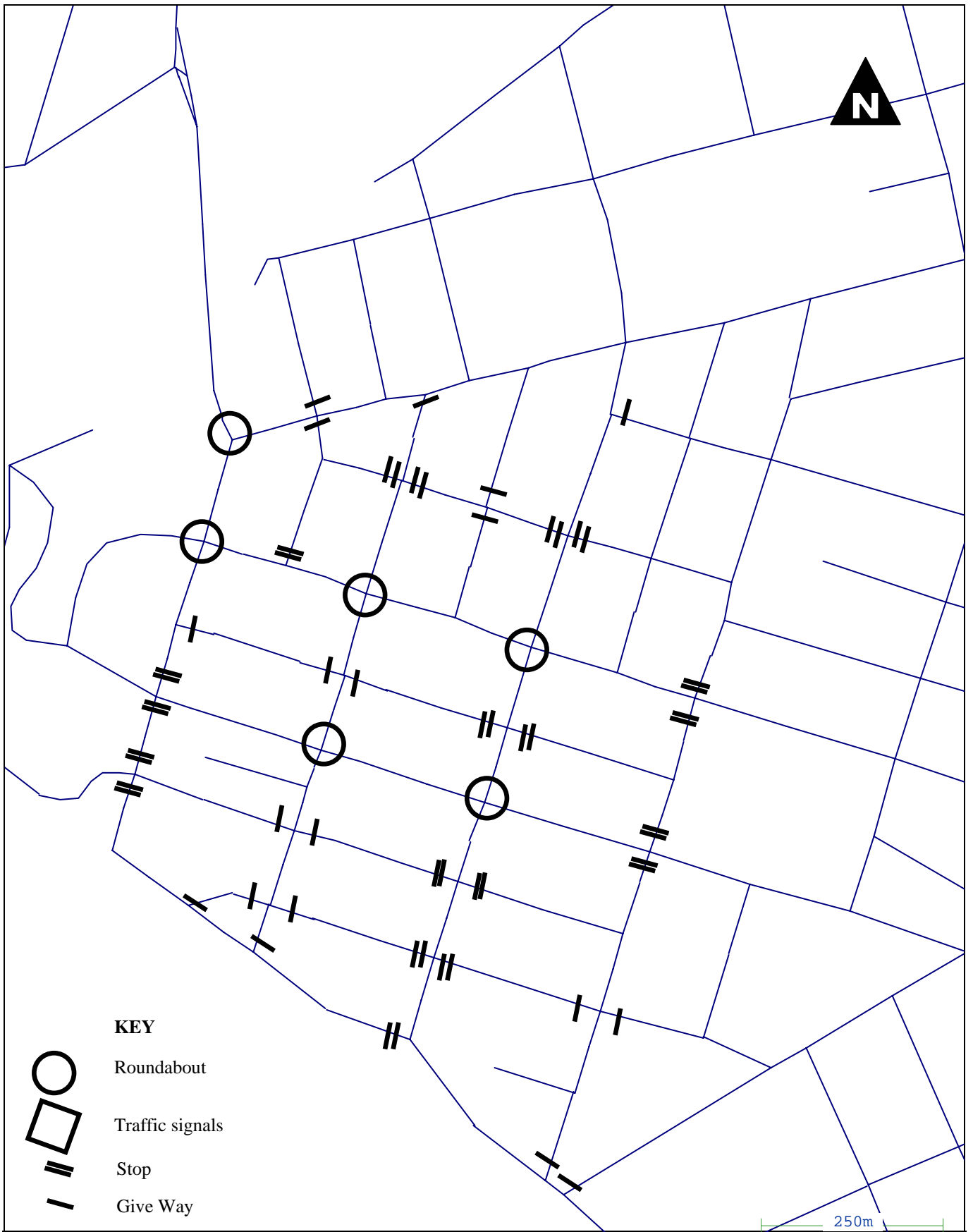
Figure 1b







GABITES PORTER  
CONSULTANTS

TAUPO CBD STUDY  
ALL DAY VOLUMES 2016 - BASE NETWORK dmn

Figure 2b



**KEY**

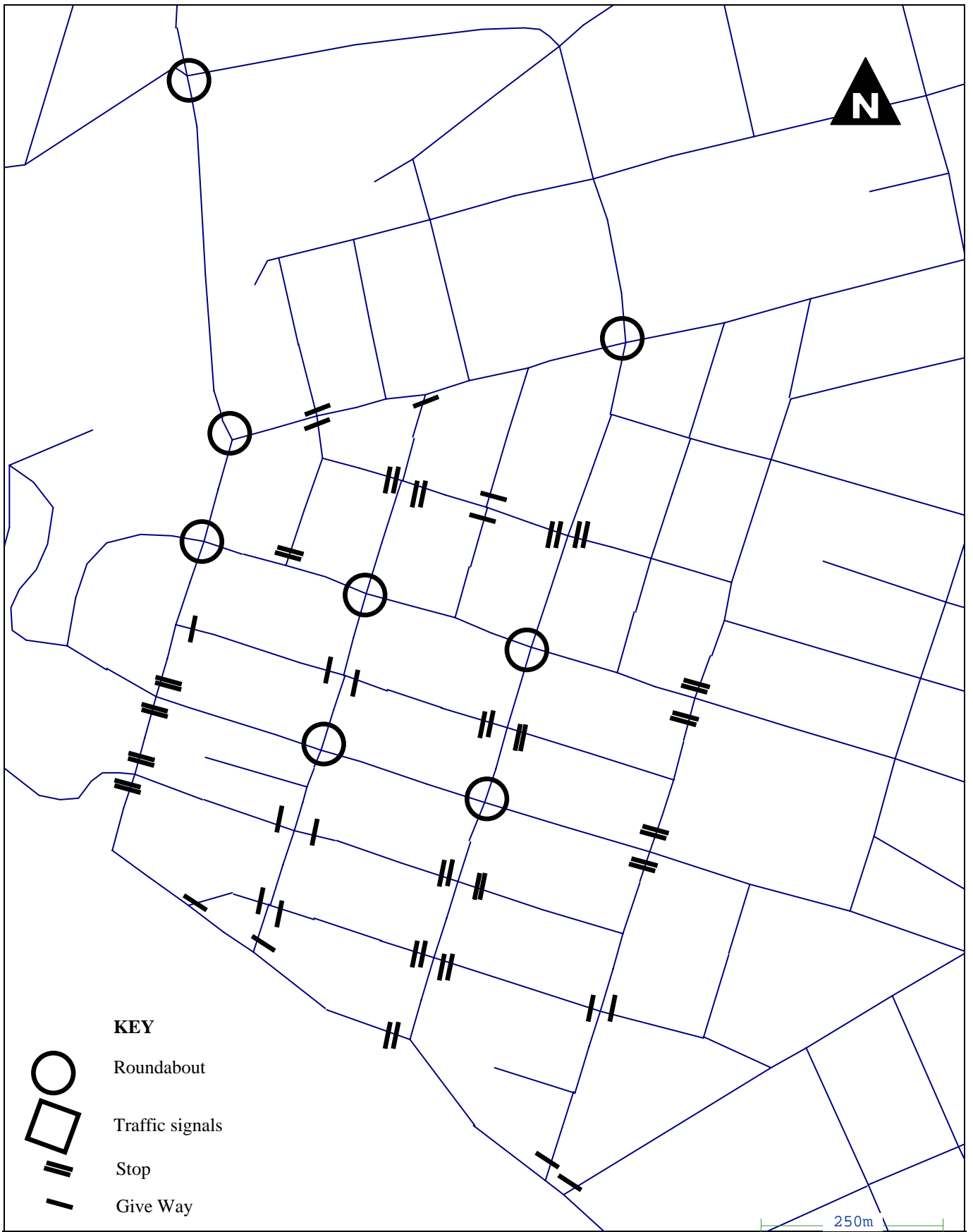
-  Roundabout
-  Traffic signals
-  Stop
-  Give Way



GABITES PORTER  
CONSULTANTS

TAUPO CBD STUDY  
ALL DAY VOLUMES 1999 - NETWORK 001

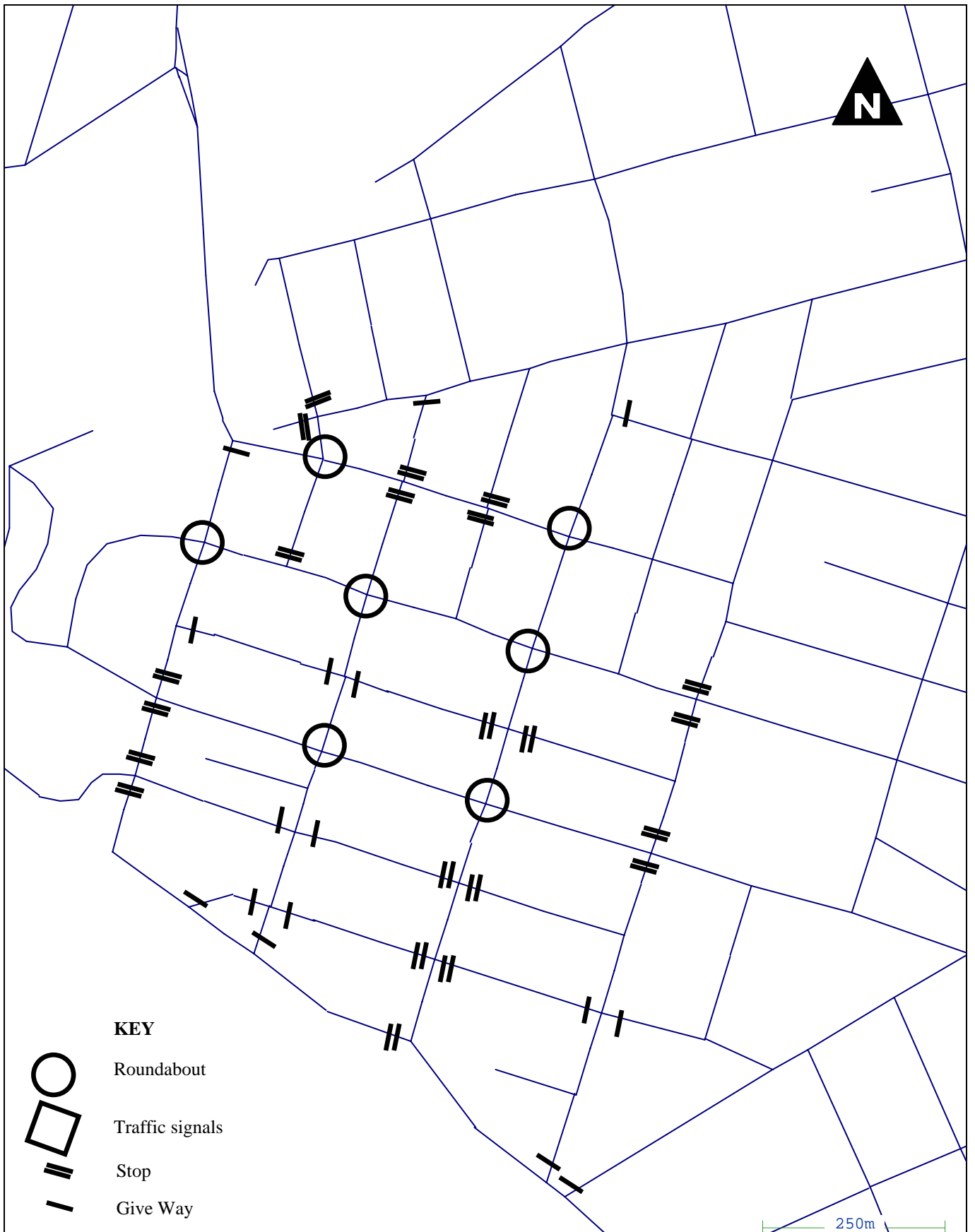
Figure 3b



 **GABITES PORTER  
CONSULTANTS**

**TAUPO CBD STUDY  
ALL DAY VOLUMES 2016 - NETWORK 011**

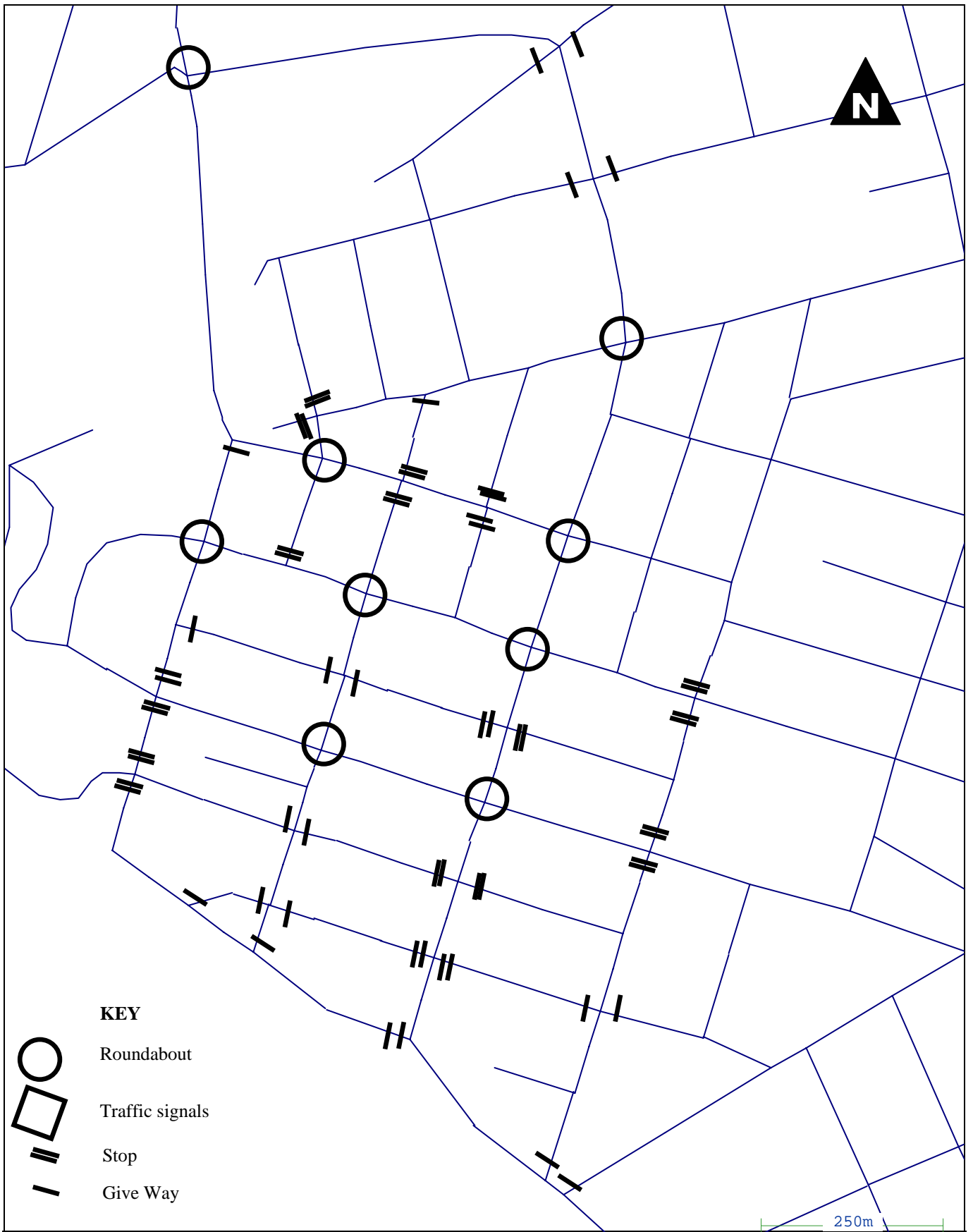
**Figure 4b**



GABITES PORTER  
CONSULTANTS

TAUPO CBD STUDY  
ALL DAY VOLUMES 1999 - NETWORK 002

Figure 5b



 **GABITES PORTER  
CONSULTANTS**

**TAUPO CBD STUDY  
ALL DAY VOLUMES 2016 - NETWORK 012**

**Figure 6b**

## APPENDIX 5

### Preliminary Cost Estimates

*Prepared by Opus International Consultants Ltd*



**Taupo Town Centre Structure Plan**  
**Cost Evaluation for Town Centre Options**

<b>Proposed Changes to Town Town Centre</b>		<b>Item</b>	<b>Quantity</b>	<b>Rate</b>	<b>Cost</b>
<b>Generic Changes</b>					
1.1	New pedestrian walkway from the edge of Lake Taupo to Lake Terrace via the lake edge reserve. Walkway would be adjacent to the corner of Tongariro Street and Lake Terrace (approx 50m).	Cobbled Footpath	70	\$ 40	\$ 2,800
1.2	New pedestrian walkway from the edge of Lake Taupo to Lake Terrace via the lake edge reserve. Walkway would be adjacent to the intersection of Roberts Street and Lake Terrace (approx 30m).	Cobbled Footpath	45	\$ 40	\$ 1,800
1.3	New pedestrian walkway from the edge of Lake Taupo to Lake Terrace via the lake edge reserve. Walkway would be adjacent to the intersection of Lake Terrace and Tutiraupenga Street (approx 30m).	Cobbled Footpath	45	\$ 40	\$ 1,800
1.4	New roundabout at the intersection of Spa Road and Tutiraupenga Street.	Roundabout 2 Lane	1	\$ 35,000	\$ 35,000
1.5	New roundabout at the intersection of SH1 and Norman Smith Street.	Roundabout 2 Lane	1	\$ 35,000	\$ 35,000
1.6	Create 'promenade' on the 'Great Lake Centre' Road.	Paving / Cut to Waste / Lighting	1	\$ 250,000	\$ 250,000
1.7	Conveyance and treatment of stormwater in the block encompassing Lake Terrace, Tongariro Street, Tutiraupenga Street and Spa Road.	Pipe Upgrade and Treatment	1	\$ 1,310,000	\$ 1,310,000
1.8	Conveyance and treatment of Stormwater in the block encompassing Spa Road, Opepe Street, Ricket Street and State Highway One.	Pipe Upgrade and Treatment	1	\$ 1,290,000	\$ 1,290,000
1.9	Realign the entrance into Redoubt Street from the intersection of Tongariro Street and Tuwharetoa Street, rather than from the corner or Tongariro Street and Lake Terrace (approx 125m).	New Road	125	\$ 1,000	\$ 125,000

1.10	New pedestrian walkway from the Waikato River walkway to Story Place in the Tongariro Domain (approx 75m).	Cobbled Footpath	105	\$ 40	\$ 4,200
1.11	New pedestrian walkway from the intersection of Tongariro Street and Heuheu Street to Redoubt Street (parallel to Lake Taupo), via the Tongariro Domain (approx 100m).	Cobbled Footpath	140	\$ 40	\$ 5,600
1.12	New pedestrian walkway from the intersection of Kaimanawa Street and Lake Tce to the Lake Edge (approx 100m).	Cobbled Footpath	140	\$ 40	\$ 5,600
1.13	New pedestrian walkway from Waikato River edge (by Control Gate Bridge) to the western side of State Highway One (approx 100m).	Cobbled Footpath	140	\$ 40	\$ 5,600
<b>TOTAL</b>					<b>\$ 3,061,200</b>
<b>Contingencies</b>				30%	\$ 918,360
<b>TOTAL</b>					<b>\$ 3,979,560</b>

#### Exclusions (from estimate)

An increased number of Council owned and privately owned car parks (with some potentially multi-storey) will be required in the Taupo Town Centre;

All existing buildings in the Tongariro Domain, excluding the 'Great Lake Centre', will be removed over time.

#### All Landscaping

**Taupo Town Centre Structure Plan**  
**Cost Evaluation for Town Centre Options**

Proposed Changes to Town Centre		Item	Quantity	Rate	Cost
<b>Preferred – short term</b>		-	-	-	
2.1	New roundabout at the intersection of Tamamutu Street and Tongariro Street.	Roundabout 1 Lane	1	\$ 32,000	\$ 32,000
2.2	Upgrade Spa Road from a Secondary Road to a Primary Road from its intersection with State Highway One and Titiraupenga Street (approx 500m).	Pavement Marking & Signage	1	\$31,250.0	\$ 31,250
2.3	New pedestrian and cycle bridge from the western side of the Waikato River to Tongariro Domain (approx 100m).	100m Pedestrian / Cycle Bridge	1	\$ 300,000	\$ 300,000
2.4	New pedestrian walkway linking the new pedestrian and cycle bridge with the 'Great Lake Centre' via Tongariro Domain (approx 100m).	Cobbled Footpath	200	\$ 40	\$ 8,000
2.5	Construct new Secondary Road from the intersection of Tongariro Street and Tamamutu, through Tongariro Domain, to the intersection of Tongariro Street and Heuheu Street. The new Secondary Road would convey traffic behind the 'Great Lake Centre' and would be approx 425m long.	New Road	425	\$ 1,000	\$ 425,000
2.6	Upgrade Tamamutu Street from a Secondary Road to a Primary Road from its intersection with Tongariro Street to its intersection with Titiraupenga Street (approx 450m long).	Altered Pavement Marking & Signage	1	\$ 22,000	\$ 22,000
2.7	Construct a new roundabout at the corner of Tamamutu Street and Titiraupenga Street.	Roundabout 2 Lane	1	\$ 32,000	\$ 32,000
2.8	Construct a new roundabout at the corner of Heuheu Street and Titiraupenga Street.	Roundabout 2 Lane	1	\$ 32,000	\$ 32,000
2.9	Upgrade Titiraupenga Street from a Tertiary Road to a Primary Road from its intersection with Tamamutu Street to its intersection with Heuheu Street (approx 200m long).	Altered Pavement Marking & Signage	1	\$ 30,500	\$ 30,500

2.10	Downgrade the section of Tongariro Street from its intersection with Tamamutu Street and its intersection with Tuwharetoa Street from a Primary Road to a Tertiary Road (approx 325m).	Widened Footpaths / Road Marking / Lighting / Signage	325	\$ 1,000	\$ 325,000
2.11	Downgrade Tongariro Street / Lake Terrace from a Primary Road to a Tertiary Road. The section of road to be downgraded would extend from the intersection with Tuwharetoa Street to Titiraupenga Street. Would involve works and landscaping to make it meandering (approx 1025m).	Widened Footpaths / Road Marking / Lighting / Signage	1025	\$ 1,000	\$ 1,025,000
2.12	Upgrade Titiraupenga Street from a Tertiary Street to a Primary Street from its intersection with Heuheu Street to Lake Terrace (approx 350m).	Altered Pavement Marking & Signage	1	\$ 21,000	\$ 21,000
2.13	Downgrade Ruapehu Street from a Primary Road to a Tertiary Road from its intersection with Spa Road to its intersection with Roberts Street (approx 700m).	Altered Pavement Marking & Signage	700	\$ 850	\$ 595,000
2.14	Construct new section of Tertiary Road that connects Roberts Street with Lake Terrace past its intersection with Ruapehu Street.	New Road	50	\$ 1,000	\$ 50,000
2.15	New roundabout would be constructed on the intersection of Lake Terrace and Titiraupenga Street.	New Major Roundabout	1	\$ 32,000	\$ 32,000
2.16	Removal of a section of Redoubt Road from Tongariro Domain. The section that will be removed runs perpendicular to the Waikato River and State Highway One (approx 250m).	Road Removal	250	\$ 50	\$ 12,500
2.17	Construct new Tertiary Road ('dead end') from Redoubt Street into the existing camping ground site (close to the edge of the Waikato River) (approx 150m).	New Road	150	\$ 1,000	\$ 150,000
<b>SUB TOTAL</b>					<b>\$ 3,123,250</b>
<b>Continencies</b>				30%	\$ 936,975
<b>TOTAL</b>					<b>\$ 4,060,225</b>

**Taupo Town Centre Structure Plan**  
**Cost Evaluation for Town Centre Options**

	<b>Proposed Changes to Town Town Centre</b>	<b>Item</b>	<b>Quantity</b>	<b>Rate</b>	<b>Cost</b>
	<b>Preferred – long term</b>	-	-	-	
3.1	Construct additional Waikato River crossing (bridge and approaches) approx 275m downstream of the existing Control Gate Bridge (approx 400m).	100m Bridge + 200 m Approaches	1	\$2,450,000	\$ 2,450,000
3.2	Construct new section of Primary Road through the block bordered by Rickit Street, Opepe Street, Waikato Street and Runanga Street (approx 175m).	New Road	175	\$ 1,200	\$ 210,000
3.3	Upgrade and realign Opepe Street from a Tertiary Road to a Primary Road from its intersection with Waikato Street to its intersection with Spa Road (approx 200m).	Widening and Pavement Marking	1	\$ 130,000	\$ 130,000
3.4	Upgrade Spa Road from a Secondary Road to a Primary Road from its intersection with State Highway One to its intersection with Tutiraupenga Street (approx 500m).	Minor Widening	1	\$ 50,000	\$ 50,000
3.5	Upgrade Tutiraupenga Street from a Tertiary Road to a Primary Road from its intersection with Spa Road to its intersection with Lake Terrace (approx 1000m).	Widening and Pavement Marking	1	\$ 350,000	\$ 350,000
3.6	New roundabout would be constructed on the intersection of Lake Terrace and Tutiraupenga Street.	Roundabout 2 Lanes	0	\$ 32,000	\$ -
3.7	Construct a new roundabout at the corner of Tamamutu Street and Tutiraupenga Street.	Roundabout 2 Lane	0	\$ 32,000	\$ -
3.8	Construct a new roundabout at the corner of Heuheu Street and Tutiraupenga Street.	Roundabout 2 Lane	0	\$ 32,000	\$ -
3.9	New pedestrian and cycle bridge from the western side of the Waikato River to Tongariro Domain (approx 100m).	100m Pedestrian / Cycle Bridge	0	\$ 300,000	\$ -
3.10	New pedestrian walkway linking the new pedestrian and cycle bridge with the 'Great Lake Centre' via Tongariro Domain (approx 100m).	Walkway	0	\$ 8,000	\$ -

3.11	Construct new Secondary Road from the intersection of Tongariro Street and Tamamutu, through Tongariro Domain, to the intersection of Tongariro Street and Heuheu Street. The new Secondary Road would convey traffic behind the 'Great Lake Centre' and would be approx 425m long.	New Road	0	\$ 425,000	\$ -
3.12	Downgrade Ruapehu Street from a Primary Road to a Tertiary Road from its intersection with Spa Road to its intersection with Roberts Street (approx 750m).	Widened Footpaths / Road Marking / Lighting / Signage	0	\$ 595,000	\$ -
3.13	Connect Roberts Street with Lake Terrace past its intersection with Ruapehu Street.	New Road	0	\$ 50,000	\$ -
3.14	Downgrade the section of Tongariro Street from its intersection with Spa Road and its intersection with Tamamutu from a Primary Road to a Tertiary Road (approx 150m).	Widened Footpaths / Road Marking / Lighting / Signage	150	\$ 900	\$ 135,000
3.15	Downgrade Tongariro Street / Lake Terrace from a Primary Road to a Tertiary Road. The section of road to be downgraded would extend from the intersection with Heuheu Street to Tutiraupenga Street. Would involve works and landscaping to make it meandering (approx 1075m).	Widened Footpaths / Road Marking / Lighting / Signage	0	\$1,025,000	\$ -
3.16	Remove section of Redoubt Street that runs through Tongariro Domain, on the border of the existing camping ground site.	Road Removal	0	\$ 12,500	\$ -
3.17	Extend Redoubt Street (as a Tertiary Road) along the edge of the Waikato River bank through the existing camping ground site (approx 550m).	New Road	550	\$ 1,000	\$ 550,000
3.18	New pedestrian walkway from the end of Redoubt Street (adjacent to the Control Gate Bridge) to State Highway One (approx 50m).	Cobbled Footpath	70	\$ 40	\$ 2,800
<b>TOTAL</b>					<b>\$ 3,877,800</b>
<b>Continiencies</b>				30%	\$ 1,163,340
<b>TOTAL</b>					<b>\$ 5,041,140</b>

**Taupo Town Centre Structure Plan**  
**Cost Evaluation for Town Centre Options**

	<b>Proposed Changes to Town Town Centre</b>	<b>Item</b>	<b>Quantity</b>	<b>Rate</b>	<b>Cost</b>
	<b><u>Alternative – short term</u></b>	-	-	-	
4.1	Remove section of Spa Road from the intersection of State Highway One and Tongariro Street up to Nukuhau Street (approx 100m).	Remove Road	100	\$ 50	\$ 5,000
4.2	Upgrade Spa Road from a Secondary Road to a Primary Road from its intersection with Ruapehu Street to its intersection with Tutiraupenga Street (approx 250m).	Altered Pavement Marking & Signage	1	\$ 25,000	\$ 25,000
4.3	Upgrade Ruapehu Street from a Secondary Road to a Primary Road from its intersection with Paora Hapi Street to its intersection with Spa Road (approx 125m).	Altered Pavement Marking & Signage	1	\$ 5,500	\$ 5,500
4.4	Construct a new section of Primary Road to convey traffic from the intersection of Spa Road, State Highway One and Tongariro Street to the intersection of Paora Hapi Street and Gascoigne Street (approx 100m).	New Road	100	\$ 1,000	\$ 100,000
4.5	Upgrade Paora Hapi Street from a Tertiary Road to a Primary Road from its intersection with Gascoigne Street to its intersection with Tutiraupenga Street (approx 350m).	Upgrade Pavement / Markings / Signage	1	\$ 110,000	\$ 110,000
4.6	New roundabout at the intersection of Paora Hapi Street and Ruapehu Street.	New Roundabout 2 Lane	1	\$ 32,000	\$ 32,000
4.7	New roundabout at the intersection of Paora Hapi Street and Tutiraupenga Street.	New Roundabout 2 Lane	1	\$ 32,000	\$ 32,000
4.8	Upgrade Tutiraupenga Street from a Tertiary Road to a Primary Road from its intersection with Spa Road to its intersection with Lake Terrace (approx 1000m).	Upgrade Pavement / Markings / Signage	1	\$ 42,500	\$ 42,500
4.9	Downgrade Ruapehu Street from a Primary Road to a Secondary Road from its intersection with Paora Hapi Street to its intersection with Heuheu Street (approx 375m).	Downgrade / Cobbles etc	375	\$ 850	\$ 318,750

4.10	Downgrade Ruapehu Street from a Primary Road to a Tertiary Road from its intersection with Heuheu Street to its intersection with Roberts Street (approx 200m).	Downgrade / Cobbles etc	200	\$ 850	\$ 170,000
4.11	Remove section of Ruapehu Street from its intersection with Roberts Street to its intersection with Lake Terrace (approx 50m).	Remove Road	50	\$ 50	\$ 2,500
4.12	Downgrade the section of Tongariro Street from its intersection with Paora Hapi Street to its corner with Lake Terrace from a Primary Road to a Tertiary Road (approx 600m).	Downgrade / Cobbles etc	1	\$ 550,000	\$ 550,000
4.13	Remove Lake Terrace from its corner with Tongariro Street to its intersection with Tutiraupenga Street (approx 500m).	Remove Road	500	\$ 50	\$ 25,000
4.14	New pedestrian walkway from the 'Great Lake Centre' Road, through the Tongariro Domain, to the intersection of Tamamutu Street and Tongariro Street (approx 100m).	Cobbled Footpath	140	\$ 40	\$ 5,600
4.15	Remove section of Redoubt Street that runs through Tongariro Domain, on the border of the existing camping ground site.	Remove Road	1	\$ 12,500	\$ 12,500
<b>TOTAL</b>					<b>\$ 1,436,350</b>
<b>Continiencies</b>				30%	\$ 430,905
<b>TOTAL</b>					<b>\$ 1,867,255</b>

Priced in Pref Short



**Taupo Town Centre Structure Plan**  
**Cost Evaluation for Town Centre Options**

	<b>Proposed Changes to Town Town Centre</b>	<b>Item</b>	<b>Quantity</b>	<b>Rate</b>	<b>Cost</b>
	<b><u>Alternative – long term</u></b>				
5.1	Construct additional Waikato River crossing (bridge and approaches) approx 275m downstream of the existing Control Gate Bridge (approx 400m).	100m Bridge + 200 m Approaches	1	\$ 2,450,000	\$ 2,450,000
5.2	Construct new section of Primary Road through the block bordered by Rickett Street, Opepe Street, Waikato Street and Runanga Street (approx 175m).	New Road	1	\$ 210,000	\$ 210,000
5.3	Upgrade and realign Opepe Street from a Tertiary Road to a Primary Road from its intersection with Waikato Street to its intersection with Spa Road (approx 200m).	Widening / Pavement Marking / signs	1	\$ 130,000	\$ 130,000
5.4	Remove section of Spa Road from the intersection of State Highway One and Tongariro Street up to Nukuhau Street (approx 100m).	Remove Road	0	\$ 5,000	\$ -
5.5	Upgrade Spa Road from a Secondary Road to a Primary Road from its intersection with Ruapehu Street to its intersection with Tutiraupenga Street (approx 250m).	Minor Widening	1	\$ 25,000	\$ 25,000
5.6	Upgrade Ruapehu Street from a Secondary Road to a Primary Road from its intersection with Paora Hapi Street to its intersection with Spa Road (approx 125m).	Already 15m Wide	1	\$ -	\$ -
5.7	Upgrade Tutiraupenga Street from a Tertiary Road to a Primary Road from its intersection with Spa Road to its intersection with Lake Terrace (approx 1000m).	Widening to 4 lane	1	\$ 350,000	\$ 350,000
5.8	Extend the reserve that is bordered by Spa Road, Ruapehu Street, and Paora Hapi Street by approximately 2500m <sup>2</sup> .	New Reserve	2500	\$ 200	\$ 500,000
5.9	Construct a new section of Primary Road to convey traffic from the intersection of Spa Road, State Highway One and Tongariro Street to the intersection of Paora Hapi Street and Gascoigne Street (approx 100m).	New Road	0	\$ 100,000	\$ -

5.10	Upgrade Paora Hapi Street from a Tertiary Road to a Primary Road from its intersection with Gascoigne Street to its intersection with Tutiraupenga Street (approx 350m).	Widening to 4 lane	1	\$ 100,000	\$ 100,000
5.11	New roundabout at the intersection of Paora Hapi Street and Ruapehu Street.	Roundabout 2 Lane	0	\$ 32,000	\$ -
5.12	New roundabout at the intersection of Paora Hapi Street and Tutiraupenga Street.	Roundabout 2 Lane	0	\$ 32,000	\$ -
5.13	Extend and realign Redoubt Street (as a Tertiary Road) through Tongariro Domain to connect with the intersection of State Highway One, Tongariro Street, Spa Road (approx 200m).	New Road	200	\$ 1,500	\$ 300,000
5.14	Construct new Tertiary Road ('dead end') from Redoubt Street into the existing camping ground site (approx 150m).	New Road	150	\$ 1,500	\$ 225,000
5.15	New pedestrian walkway from the 'Great Lake Centre' Road, through the Tongariro Domain, to the intersection of Tamamutu Street and Tongariro Street (approx 100m).	Cobbled Walkway	0	\$ 5,600	\$ -
5.16	Downgrade the section of Tongariro Street from its intersection with Paora Hapi Street to its corner with Lake Terrace from a Primary Road to a Tertiary Road (approx 600m).	Downgrade / Cobbles etc	0	\$ 550,000	\$ -
5.17	Downgrade Ruapehu Street from a Primary Road to a Secondary Road from its intersection with Paora Hapi Street to its intersection with Heuheu Street (approx 375m).	Downgrade / Cobbles etc	0	\$ 318,750	\$ -
5.18	Downgrade Ruapehu Street from a Primary Road to a Tertiary Road from its intersection with Heuheu Street to its intersection with Roberts Street (approx 200m).	Downgrade / Cobbles etc	0	\$ 170,000	\$ -
5.19	Remove section of Ruapehu Street from its intersection with Roberts Street to its intersection with Lake Terrace (approx 50m).	Remove Road	0	\$ 2,500	\$ -
5.20	Remove Lake Terrace from its corner with Tongariro Street to its intersection with Tutiraupenga Street (approx 500m).	Remove Road	0	\$ 25,000	\$ -
5.21	Construct new Tertiary Road ('dead end') from Redoubt Street into the existing camping ground site (close to the edge of the Waikato River) (approx 150m).	New Road	150	\$ 1,000	\$ 150,000
<b>TOTAL</b>					<b>\$ 4,440,000</b>

<b>Contingencies</b>			30%	\$ 1,332,000
<b>TOTAL</b>				<b>\$ 5,772,000</b>

Priced in Pref Long

Priced in Alt Short

**Preferred Option Total**                    \$10,062,250  
**Preferred Option + Contingencies**    \$13,080,925

**Alternative Option Total**                \$ 8,937,550  
**Alternative Option + Contingencies**   \$11,618,815

**Preferred option short term**                \$ 6,184,450  
**Preferred option short term +contingencies**    \$ 8,039,785

**Alternative option short term**                \$ 4,497,550  
**Alternative option short term +contingencies**    \$ 5,846,815

## APPENDIX 6

### Summary of Submissions

TAUPO TOWN CENTRE STRUCTURE PLAN – RECOMMENDED DECISIONS REPORT 2004

Sub #	Name	Support	Oppose	Point #	Category	Summary of Comments Made	Project Team Comments	Recommended Decision & Report Reference
7.	Taupo Bowling Club W Murdock Secretary	Not stated.	Not stated.	7.1	Bowling Club	Requests advice on various matters relating to the possible relocation of their Club.	This submission is not relevant to this phase of the process as it relates to matters of detail that will be addressed in the detailed planning phase of the Structure Plan process.	That the Accompanying Report be amended to recommend the preparation of a relocation strategy.  (See 3.2(3(b)))
4.	Lake Taupo Development Company B Delany CEO			4.1	Building Density	For various reasons densification will not actually be achieved in practice as intended.	While it is accepted that promoting 'densification' ('intensification') is likely to pose challenges, we do not agree with the rationale conveyed. In this respect, we are proposing amendments to the PDP which enable increased densification (refer to the Accompanying Report), while we note that retail and commercial / visitor accommodation are succeeding on first floors of buildings in other locations where appropriate attention is being paid to the design of these facilities.	That the Accompanying Report be modified to recommend that the Proposed Taupo District Plan be amended to allow increased building intensity (greater building coverage and so forth) within the Central Business District (both the pedestrian and vehicular dominated components).  (See 2.3.12, Table1 (Criteria Two)(b), Table 2(1))
20.	M Blackburne	Not stated	Not stated	20.1	Building Density	Both current and proposed District Plan appear contradictory to some of the objectives. Requests an urgent review of the site coverage restriction towards something that is more compatible with the objectives outlined.	We accept that the implementation of the Structure Plan will require modifications to be made to the PDP. Further, we concur that the site coverage restrictions (be they implicit or explicit) need to be amended to enable the more efficient utilisation of the existing land resource. This can be achieved by allowing off-site car parking and 'cash in lieu of car parking' contributions in the CBD.	That the Accompanying Report be amended to recommend the modification of the Proposed Taupo District Plan to allow off-site car parking and 'cash in lieu of car parking' contributions in the Central Business District.  (See 3.1.1, Table 2, 3.2(5&7))
22.	C A Voyce	Not stated	Not stated	22.1	Building Density	Both current and proposed District Plan appear contradictory to some of the objectives. Requests an urgent review of the site coverage restriction towards something that is more compatible with the objectives outlined.	We accept that the implementation of the Structure Plan will require modifications to be made to the PDP. Further, we concur that the site coverage restrictions (be they implicit or explicit) need to be amended to enable more efficient utilisation of the existing land resource. This can be achieved by allowing off-site car parking and 'cash in lieu of car parking' contributions in the CBD.	That the Accompanying Report be amended to recommend the modification of the Proposed Taupo District Plan so as to allow off-site car parking and 'cash in lieu of car parking' contributions in the Central Business District.  (See 3.2(7), Table 1 Criteria Two (C), Table 2(1))
26.	SANDO Quantity Surveyors and Project Managers – T Sando			26.1	Building Density	Structure Plan suggests buildings of up to four stories in height (Cl.2.3.14). District Plan (Cl.4c.2.1) lists a number of generalities that the building must fit within but has no defined height other than conforming with the recession plane from the front boundary (Cl.4c.3.1). In so doing four stored buildings would be possible.	It is accepted that the Structure Plan and the PDP do not accord in all respects. As a consequence, we have recommended a number of modifications to the PDP in the Accompanying Report. The on-site car parking and financial contributions provisions identified by the submitter are addressed within this recommendation.	That the Accompanying report be amended to recommend that the Proposed Taupo District Plan be varied to enable increased building intensity within the Central Business District.  (See 3.2(7), Table 2(1))
18.	V Smith			18.1	Building Density / Design Guidelines	Please do not go the Queenstown way with 3-4 storey buildings.	While increased intensity within the Central Business District is being promoted, guidelines are recommended to ensure that the level of amenity is maintained and enhanced. As a consequence, we do not support Mr Smith's request for building height to be limited to 2 stories.	That the submitter be thanked for the submission and advised that while the intensive regime proposed includes provision for 3-4 storey buildings guidelines are also proposed to ensure amenity is maintained or enhanced (See 3.2.7(c)). No change is required to the Structure Plan.
1.	G Allen			1.1	Car parking	Increase parking time limit to 3-4 hours.	This is a matter of detail that will require consideration when the parking strategy is developed and implemented. Of note, however, is that the Central Business District is being promoted as a 'high turnover' area, with those seeking to stay longer being directed to the vehicular dominated component of the Town Centre. Lengthening the parking time, as suggested in this	That the submitter be thanked for the submission and advised that Table 2(6) of the Structure Plan identifies the need for a car parking and transportation strategy to assess the existing and future parking demand. It is considered that this study would address the maximum time limit for carparking. No change

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							submission, would defeat this desired outcome and is therefore not supported.	is required to the Structure Plan.
1.	G Allen			1.2	Car parking	Security issues in car parking buildings need addressing.	We agree and note that this will be a fundamental consideration in the detailed planning phase of the Structure Plan process. Of note is that the Council is already installing security cameras within the Central Business District where demand warrants.	That the Accompanying Report be modified to reinforce the need for car parking building security to be a key element of all design processes.  (See 2.2.14)
4.	Lake Taupo Development Company B Delany CEO			4.2	Car parking	Parking operation specialists could be asked to submit proposals for a feasible parking solution that brings parking closer to the shops.	As noted within the Accompanying Report, allowance is to be made for car parking buildings within the pedestrian dominated component of the CBD (off Tamamutu and Heuheu streets). This allows the Company's suggestion to be considered and (if appropriate) implemented. The consideration of this matter should occur during the development of the car parking strategy.	That the Accompanying Report be modified to recommend the production of a car parking strategy as a key deliverable of the detailed planning phase.  (See Table 2(6))
4.	Lake Taupo Development Company B Delany CEO			4.3	Car parking	Give thought to underground parking under the Tongariro Domain along frontage to Tongariro Street.	This suggestion has some merit and should be explored in the preparation of the car parking strategy.	That the Accompanying Report be modified to recommend the production of a car parking strategy as a key deliverable of the detailed planning phase.  (See Table 2(6))
4.	Lake Taupo Development Company B Delany CEO			4.4	Car parking	As part of the Structure Plan consideration should be given now to calling tenders for control on parking to persuade longer-term parkers to go to area designated for future parking emphasis.	While having merit, we believe that conducting this work now would be premature. In this respect, it should follow the preparation of the car parking strategy recommended within the Accompanying Report.	That the Accompanying Report be modified to recommend the production of a car parking strategy as a key deliverable of the detailed planning phase.  (See Table 2(6))
4.	Lake Taupo Development Company B Delany CEO			4.5	Car parking	What does the team propose to do to control parking in front of shops if the parking facilities to the East are to become viable?	While parking would be maintained within the pedestrian dominated component of the CBD, time restrictions are proposed to make the parking facilities constructed to the east of Ruapehu Street more attractive to patrons.	That the Accompanying Report be modified to recommend the production of a car parking strategy as a key deliverable of the detailed planning phase.  (See Table 2(6))
9.	Boon Goldsmith Bhaskar P Goldsmith, Director			9.1	Car parking	It is easier and safer to negotiate the manoeuvres for angle parking which is preferred over 90° parking.	The project team agrees with this statement but notes that this is a matter of detail which should be considered as part of the detailed planning phase of the project.	That the submitter be thanked for the submission and advised that Table 2(6) of the Structure Plan identifies the need for a carparking strategy, which will address safety design issues. No change is required to the District Plan.
16.	J Waters			16.1	Car parking	Parking meters will have to be installed before any multi-level parking buildings are developed.	This is a relevant matter that requires consideration when the car parking strategy is being formulated.	That the Accompanying Report be amended to recommend the preparation of a car parking strategy prior to the Structure Plan being significantly implemented.  (See Table 2(6))
16.	J Waters			16.2	Car parking	Multi-level car parking facilities tend to be ugly, unless parking levels are below ground with shops/offices over.	We accept this comment but note that the development guidelines proposed as part of the Structure Plan will ensure that the appearance of such facilities does not detract from the amenity of the Town Centre.	That the Accompanying Report be amended to recommend the preparation of a car parking strategy prior to the Structure Plan being significantly implemented.  (See Table 2(6))
25.	P W M Battersby			25.1	Car parking	Parking is a major issue for the community. We cannot continue to expect to park near or opposite the shop we want. These parking	Other than agreeing with these statements, no comment is required.	That the submitter be thanked for the submission and advised that Table 2(6) identifies the need for a carparking strategy

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						buildings are a sign of the extent of this community's growth into a city.		including a needs analysis for ground level and multi storey carparking. The submitter makes a valid point, which supports the Structure Plan.
26.	SANDO Quantity Surveyors and Project Managers – T Sando			26.2	Car parking	Structure Plan calls for a reduction in the provision of vehicle parking in 'pedestrian precinct' and a reduced traffic flow whereas the District Plan refers to Section 6 "Any increase in GFA will be required to supply 1 per 30m <sup>2</sup> " (Cl.6.2.2. A parking space requires 25-30m <sup>2</sup> per vehicle, therefore a new single storied building development can only occupy 50% of the site in order to provide the requisite number of car parks.	It is accepted that the Structure Plan and the PDP do not accord in all respects. As a consequence, we have recommended a number of modifications to the PDP in the Accompanying Report. The on-site car parking and financial contributions provisions identified by the submitter are addressed within this recommendation.	That the Proposed Taupo District Plan be relaxed to enable increased building intensity within the Central Business District.  (See 3.2(7))
26.	SANDO Quantity Surveyors and Project Managers – T Sando			26.3	Car parking	When applying the one park for 30m <sup>2</sup> requirement to existing buildings it will be found that since a number are single storied and the parking requirement is such that it is impractical to provide the additional parking on site and design an economical or cost efficient development.	It is accepted that the Structure Plan and the PDP do not accord in all respects. As a consequence, we have recommended a number of modifications to the PDP in the Accompanying Report. The on-site car parking and financial contributions provisions identified by the submitter are addressed within this recommendation.	That the submitter be advised that changing the maximum height and density requirements for buildings will also require a revision of the carparking rules in the District Plan. The Structure Plan identifies the need for this revision in Sections 2.3.12, 3.2.(7) and Table2(1). No change is required to the Structure Plan.
27.	J I Gillespie			27.1	Car parking	The vehicle parking problem which is evident now could be solved for all time by purchasing the land which the Taupo Primary School is situated on. A car park of several stories could be planned for in the future but to alleviate the present problem a two-storey car park would suffice.	It is recommended that a carparking demand survey be undertaken and the requirements, including the need for a carparking building determined at this time taking into account the expected changes to the available on-street parking and increase in visitor.	That the submitter be advised that the Structure Plan includes a carparking demand study as an implementation recommendation (see 3.2(5)). No change is required to the Structure Plan.
28.	Shop Taupo and Chamber of Commerce (ST & TCC) Jim McWilliams			28.1	Car parking	Carparking: The location and form of future carparking to support the CBD is critical and requires further consideration at this planning stage. Concentrated public carparking should be strategically located around the CBD to generate cross-flow pedestrian movement.	No comment required	That the submitter be advised that the Structure Plan includes a carparking demand study as an implementation recommendation (see 3.2(5)). This study will address the location requirements for a multi-storey carpark building. No change is required to the Structure Plan. (See Table 1 Criteria One)
28.	Shop Taupo and Chamber of Commerce (ST & TCC) Jim McWilliams			28.2	Car parking	ST & TCC reject the approach of the District Plan that provision of carparking is the responsibility of private landowners in the CBD. ST & TCC take the view that carparking is a public utility which supports the CBD as the physical heart of the community.	No comment required	That the submitter be advised that the Structure Plan includes a carparking demand study as an implementation recommendation (see 3.2(5)). This study will address the location requirements for a multi-storey carpark building and also address financial contributions towards the same. No change is required to the Structure Plan.  (See also Table 1 Criteria One, Table 2(2))
22.	C A Voyce			22.2	Carparking	Provision of car parking facilities should be addressed now with adequate provision made for the long term. Well-placed parking facilities could enhance the business and retail growth in the CBD.	We agree with this statement and have recommended (refer to the Accompanying Report) the development and implementation of a formal car parking strategy.	That a car parking strategy be prepared prior to the Structure Plan being significantly implemented.  (See Table 1 Criteria 1, Table 2(6), 3.2(5))
1.	G Allen			1.3	CBD	Kaimanawa Street should mark the outer boundary to the Town Centre.	While having some merit (from a traffic engineering perspective) extending the Town Centre boundary to Kaimanawa Street would result in the Central Business District losing its focus and would undermine the attempt	That the submitter be thanked for the submission and advised that one of the key drivers identified by the Structure Plan is to "retain a viable and vibrant Town Centre in the



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							to increase building intensity within the same. As a consequence this suggestion is not supported.	face of growth". Intensification and redevelopment of buildings within the town centre is considered to be enhanced by confining the CBD to the boundaries identified in the Structure Plan.
23.	R Hoadley			23.1	CBD	Primary school site should become the new 'heart of the CBD'. A new Taupo Town Centre on this site allows for future expansion to the east for new commercial and retail uses and the existing green areas to the south and west bordering onto the lake and river can be enhanced and linked into one large public area.	We disagree with this statement as it would require considerable (unwarranted) investment in new infrastructure and would likely negate the concept of developing at least part of the CBD into a pedestrian precinct.	That the submitter be thanked for the submission and advised that while it is acknowledged that the School is located in a prime location, shifting the focus of the town is considered to be contrary to the key drivers identified by the Structure Plan.
4.	Lake Taupo Development Company B Delany CEO			4.6	Design Guidelines	Emphasis in plan and design guidelines needs to be more in keeping with a tourist town scale.	We agree with this statement. It is an underlying precept of the Structure Plan.	That the submitter be thanked for the submission and advised that design guidelines are recommended to be developed as an outcome of the Structure Plan. Retaining a 4 storey maximum height will also ensure that the scale of the buildings within the CBD is consistent with Taupo's status as a provincial centre and tourist destination.
10.	Environment Waikato R MacCulloch Programme Manager, Taupo			10.1	Design Guidelines	With regard to management and enhancement of these areas TDC is asked to make a commitment to using suitable species of indigenous plants.	We support this statement but note that this is a matter for consideration during the detailed planning phase of the Structure Plan option.	That the submitter be thanked for the submission and advised that the Structure Plan includes a requirement that design guidelines be established for the improvements to the CBD. These will address such matters as the type of trees that are suitable for planting and whether native trees are appropriate. No change is required to the Structure Plan document.
13.	New Zealand Police P Vlaanderen Inspector	Not stated	Not stated	13.1	Design Guidelines	As the Plan is progressed some research needs to be done to ensure that the design optimises opportunities to ensure public safety including providing open well-lit areas; walkways and alleyways can become crime corridors if not designed properly; where vegetation is planted (particularly around car parks) this can increase the opportunity for criminal behaviour.	We agree with this statement but believe that it is a matter for consideration during the detailed planning phase of the Structure Plan process.	That the Accompanying Report be amended so that it stresses the need for public safety to be enhanced by the redevelopment of the Town Centre.  (See 2.2.14, Table 2(4) Design Guidelines)
23.	R Hoadley			23.2	Design Guidelines	Peace meal [sic] design must be avoided and replaced by a comprehensive design based on a specific specification that is complementary to the vision of the new CBD as a whole.	We agree with this statement and have recommended that a comprehensive design be developed for the Central Business District before any further streetscape works are progressed.	That the Accompanying Report be amended to recommend the preparation of a comprehensive design for the Central Business District prior to the preferred Structure Plan being significantly implemented.  (See Table 2 generally and Table 2(4))
26.	SANDO Quantity Surveyors and Project Managers – T Sando			26.4	Design Guidelines	Consideration needs to be given to the stated requirements for both vehicle and pedestrian development to ensure that any conflicts are minimised and that the building development is encouraged to also ensure that it is both desirable and commercially economical.	We agree with this statement and have proposed a Structure Plan to both redress the vehicular domination apparent within the Town Centre and to promote the viability and sustainability of the CBD.	That the submitter be thanked for the submission and advised that the Structure Plan identifies the pedestrian/vehicle conflict as an issue to be addressed and it makes recommendations how to overcome these conflicts through design and establish pedestrian only areas.

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27.	J I Gillespie	Not Stated	Not Stated	27.2	Design Guidelines	Lake Front Terracing: The lake front in my view should be terraced as it is at the end of Tongariro Street. The terrace could be lit with floodlights at night thus giving people a view of what is there. They also could have native and exotic fauna which would be quite attractive in the summer time to keep the general public within the town centre.	We agree that Lake Terrace should be redesigned and have recommended this within the accompanying report.	That a detailed redesign of Lake Terrace be included in the implementation section of the Plan.  (See 3.2.3(b), Table 2(11))
27.	J I Gillespie			27.3	Design Guidelines	The problem with building up, rather than spreading, is that to service such a building over two stories high you really need a basement for service vehicles and traffic congestion for the general public around these buildings can be costly in time and vehicle running costs.	We agree the Proposed District Plan has some rules that prevent the implementation of the Structure Plan. The accompanying report recommends that these provisions be reviewed and design guidelines established.	That the Proposed District Plan be reviewed in light of the proposed intensification of the CBD and that design guidelines are established to ensure a design theme is achieved.  (See Table 2(2 & 4), 3.2.7)
4.	Lake Taupo Development Company B Delany CEO			4.7	Development Contributions	The practice of allowing developers to pay money in lieu of parking should be put in the Structure Plan as formally adopted as an option for all core retail areas so that parking may be paid for and provided elsewhere in the CBD.	We agree with this statement and have recommended the same within the Accompanying Report.	That the Accompanying Report be modified to recommend that the Proposed Taupo District Plan be amended to allow development contributions to be taken in lieu of new car parking spaces.  (See 3.2.7(a))
26.	SANDO Quantity Surveyors and Project Managers – T Sando			26.5	Development Contributions	Financial contributions have been agreed in lieu of providing car parks in the past but in Section 5 of the District Plan cannot find where provision has been included for a Parking Contribution. Likewise there is no mechanism by which to calculate the contributions' value.	It is accepted that the Structure Plan and the PDP do not accord in all respects. As a consequence, we have recommended a number of modifications to the PDP in the Accompanying Report. The on-site car parking and financial contributions provisions identified by the submitter are addressed within this recommendation.	That the Proposed Taupo District Plan be amended to enable cash in lieu of providing on-site car parking spaces.  (See 3.2.7(a))
4.	Lake Taupo Development Company B Delany CEO			4.8	Funding	What consideration has been given to these additional facilities provided by the structure plan being funded by 'users' and not solely ratepayers?	As is apparent from the Accompanying Report, consideration has been given to 'user pays' funding for at least part of the Structure Plan's implementation. The development and implementation of such strategies is favoured by the Project Team.	That the Accompanying Report be amended to recommend that the prospect of 'user pays' funding strategies be explored prior to the Structure Plan being significantly implemented.  (See Table 2(13))
4.	Lake Taupo Development Company B Delany CEO			4.9	Funding	What consideration has been given to the consequential costs associated with the redevelopment of the town centre?	This is a relevant consideration that has been considered by the Project Team. Intuition and experience has lead us to conclude that the redevelopment of the Town Centre will induce more benefits than costs. An economic assessment is required, however, to confirm this.	That the submitter be thanked for the submission and advised that the Structure Plan identifies that there will be significant costs involved in implementing the plan and several funding methods are recommended. No change is required to the Structure Plan.
16.	J Waters			16.3	Funding	Costs should be contained within the limits as defined in the LTFS.	We do not agree with this statement. The LTFS (now LTCCP) was drafted without the benefit of a structure plan, and therefore this project should not be bound by its contents. In this respect, a more appropriate approach is to treat the LTFS (LTCCP) as a 'living document' that should embrace initiatives (such as the structure plan currently before the Council) which provide additional certainty and reflect the preferences of the wider Taupo community.	That the submitter be thanked for the submission and advised that the Structure Plan recommended several methods for funding the implementation phase of the Structure Plan. The existing LTFS will be replaced with Council's LTCCP and appropriate funding can be included within this plan.
23.	R Hoadley			23.3	Funding	Re existing and past pedestrian counts and traffic patterns – the past is just that and what is needed is reality. Roads and underground	We agree with this statement and can confirm that the Structure Plan proposed seeks to build upon the infrastructure that exists (to the greatest extent possible)	That the Accompanying Report be amended to recommend the preparation of a comprehensive design for the Central Business District prior to

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						services exist and any changes will be costly and can be avoided. Council needs to concentrate on what can be achieved with what is already established by creating an environment for future land uses and new development options.	rather than approaching the redevelopment from a 'greenfield' perspective.	the preferred Structure Plan being significantly implemented.  (See Table 2 (13))
3.	Taupo Camp Campers Association Mrs L Simonsen Secretary/Treasurer			3.1	General	Red Paper should be rescinded on the grounds of the lack of impact survey support information and conflict with Destination Lake Taupo.	No comment required.	That the submitter be thanked for the submission.
5.	McDonald's Restaurants	✓		5.1	General	Supports overarching aims of the Structure Plan.	No comment required.	That the submitter is thanked for their formal support for the Structure Plan.
6.	R Mac			6.1	General	Feels that the Accompanying Report should be made more 'ratepayer friendly' so everyone can understand it.	We accept this statement and have revised the Accompanying Report with this in mind.	That the Accompanying Report be reviewed and its grammar modified (as appropriate) so that it is easily understood by the public.  Note the report has been amended to make it easier to read. However there remains jargon that is technical.
10.	Environment Waikato R MacCulloch Programme Manager, Taupo			10.2	General	Both the Preferred and Alternative Structure Plan options appear attractive options. No preference for either at this stage.	No comment required.	That the submitter be thanked for their formal support for the Structure Plan.
10.	Environment Waikato R MacCulloch Programme Manager, Taupo			10.3	General	The document provides alternatives which EW would support with no preference at this stage. Core themes such as the clear identification of a core business/town centre with options to provide for varying intensification of this area, the increasing of the lake front reserves and greater and safer pedestrian access to these areas are supported.	No comment required.	That the submitter be thanked for their formal support for the Structure Plan.
10.	Environment Waikato R MacCulloch Programme Manager, Taupo			10.4	General	Resource consent may be required and the proposal should be discussed in more detail with EW's Resource Use Group staff once final plans have been drafted.	No comment required.	That the submitter be thanked for the submission and advised that resource consents may well be required from Environment Waikato. Council will liaise with Environment Waikato staff through the implementation process.
15.	S Barnicoat	✓		15.1	General	It is good that the public are being encouraged to suggest ideas for future improvements to Taupo town.	No comment required.	That the submitter be thanked for the submission in support of the Structure Plan and the consultation process undertaken.
17.	Residents and Friends of Kinloch Ass Mr P McLaren Chairman	Not stated	Not stated	17.1	General	Correspondence between R&FKA and Taupo District Council not relevant to this Structure Plan.	No comment required.	That the submitter be thanked for their formal support for the Structure Plan.
18.	V Smith	Not stated	Not stated	18.2	General	Submitted concept and drawing for a "carless" idea for visitors to Taupo.	No comment required as the submission relates more to sub-regional transportation strategies than to the redevelopment of the Town Centre. Significantly, however, the Structure Plan will not prevent the implementation of the concepts promoted by Mr Smith,	That the submitter be thanked for the submission and advised that Council acknowledges the need for a transportation strategy and that the Structure Plan has been amended to recommend such a study be

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							although the prospect of a gondola connecting the western and eastern sides of the Waikato River would require serious consideration before it could be implemented.	undertaken.
19.	A F Piper	Not stated	Not stated	19.1	General	Asked whether the Structure Plan dated 4 <sup>th</sup> July 2001 and alternatives and provisos passed at that Council meeting have been redrawn and publicly notified. Not relevant to this Plan.	No comment required as the questions posed are not relevant to the Structure Plan process.	That the submitter be thanked for the formal support for the Structure Plan.
21.	B Tinworth	✓		21.1	General	Attended Shop Taupo meeting. Thinks it is a great forward thinking concept.	No comment required.	That the submitter be thanked for the formal support for the Structure Plan.
23.	R Hoadley	✓ (in part)		23.4	General	An overall plan that creates a UNIQUE TAUPO town centre can only be done once and that is in 2003/2004. The plan must not be rushed.	No comment required other than we agree with this statement.	That the submitter be thanked for the formal support for the Structure Plan.
23.	R Hoadley			23.5	General	Supports the five drivers.	No comment required.	That the submitter be thanked for the formal support of the 5 Structure Plan drivers.
23.	R Hoadley			23.6	General	Shop Taupo members views should not take precedence over views of the people that are the customers and clients of the shops and other businesses.	We agree with this comment and confirm that all views expressed have been considered without prejudice to the organisation making the comment.	That the submitter be thanked for the submission and reassured that all submissions are assessed on content.
24.	K Williams			24.2	General	Key elements missing from the Plan – Region's strong Maori history; Waikato River as a specific asset; Views from Tongariro Domain to the river or lake; Taupo's early European origins or connections. It should not be assumed that everyone is aware of these important features.	We accept this statement and have made amendments to the Accompanying Report that reflect the need for the Council to better utilise the cultural and historic resources present within the Domain. We do not accept the comment that the Structure Plan does not seek to make best use of the Waikato River and Lake Taupo. These are underlying precepts of the redevelopment being promoted within the Town Centre.	That the Accompanying Report be amended so that the 'mission statement' acknowledges the need to enhance the cultural, historic and recreational opportunities available within the Town Centre.  (See 2.2.3)
26.	SANDO Quantity Surveyors and Project Managers – T Sando			26.6	General	By definition believe the District Plan provides for vehicles to take precedence over pedestrians, whereas the Structure Plan is encouraging pedestrian interface with the attributes of the area.	It is accepted that the Structure Plan and the PDP do not accord in all respects. As a consequence, we have recommended a number of modifications to the PDP in the Accompanying Report. The on-site car parking and financial contributions provisions identified by the submitter are addressed within this recommendation.	That the Structure Plan be amended to include a recommendation to initiate a Plan Change to align the District Plan with the Structure Plan.
28.	Shop Taupo and Chamber of Commerce (ST & TCC) Jim McWilliams			28.3	General	Estimations of the anticipated growth: The physical extent of the town centre being planned for, and support facilities such as carparking, need to be based on a reasonable growth expectation so that a long term vision can be appropriately planned for.	No comment.	That the submitter be thanked for the submission and advised that growth predictions have been included in the Structure Plan supporting documents.
28.	Shop Taupo and Chamber of Commerce (ST & TCC) Jim McWilliams			28.4	General	Beautification: ST & TCC support an overall consistent townscape theme (or character) taking into account the commercial mix of specific areas.	No comment.	That the submitter be thanked for the submission.
28.	Shop Taupo and Chamber of Commerce (ST & TCC)			28.5	General	Bulk Retail: ST & TCC support bulk retail type activities in the area north of Spa Road, but comment	This comment is accepted and the Accompanying Report has been amended accordingly.	That the accompanying report be amended to recommend joint ventures, incentives and design guidelines to guide development.

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	TCC) Jim McWilliams					that the provision of bulk retail in the area immediately south of Spa Road may compromise the long term proposal that this area should be available for intensive pedestrian oriented commercial activities.		(See Table 2(3 & 5))
24.	K Williams			24.3	Lake Taupo Museum	1.2.1 The Lake Taupo Museum should be mentioned in point 1.	This comment is accepted and the Accompanying Report has been amended accordingly.	That the accompanying report be amended to reflect the submitter's request.  (See 1.2.1.1)
24.	K Williams			24.1	Mission Statement	Maps also need to be changed to show the whole boat harbour and the outlet of Lake Taupo.	The appropriate plans have been amended to reflect this statement.	That all figures within the Accompanying Report be amended to show the boat harbour and river mouth.
24.	K Williams			24.4	Mission Statement	Page 6, 1.47 – of the plan talks about Taupo as a year-round destination & (The best 'shopping destination' in NZ!). Let's not focus on shopping but on arts and culture. I believe the "mission statement" or aim should be: "To be the best town centre in New Zealand – not only from a shopping but also from a cultural, landscape, heritage and recreational point of view.	This comment is accepted and the Accompanying Report has been amended accordingly.	That the Accompanying Report be amended so that the 'mission statement' acknowledges the need to enhance the cultural, historic and recreational opportunities available within the Town Centre.  (See 2.2.3(i))
24.	K Williams			24.5	Mission Statement	"Mission Statement" should be "To be the best town centre in New Zealand – not only from a shopping but also from a cultural, landscape, heritage and recreational point of view.	This statement is accepted and the Accompanying Report has been amended accordingly.	That the Accompanying Report be amended so that the 'mission statement' acknowledges the need to enhance the cultural, historic and recreational opportunities available within the Town Centre.  (See 2.2.3(i))
1.	G Allen			1.5	Pedestrian Cycle linkage	Linking of lake to the town not facilitated by Structure Plan.	We disagree with this statement as this is an underlying precept of the Structure Plan.	That the submitter be thanked for the submission and advised that pedestrian linkages have been proposed in both the Preferred Short Term and Medium/Long Term Plans. No change is required to the document.
1.	G Allen			1.6	Pedestrian Cycle linkage	Pedestrian and cycle walkway over the Boat Harbour a poor suggestion.	We disagree with this statement. The pedestrian bridge over the Waikato River will improve pedestrian access to both the CBD and the Domain. It will also resolve a long-standing pedestrian / cyclist / vehicular point of conflict.	That the submitter be thanked for the submission but advised that there will be significant benefits associated with constructing a pedestrian/cycle bridge to the western bank of the Waikato River, e.g. reducing vehicle / pedestrian conflict.
6.	R Mac			6.2	Pedestrian Cycle linkage	Supports idea for a beachfront walk for the lake.	No comment required.	That the submitter be thanked for the submission supporting a lakefront walkway.
12.	Department of Conservation Tongariro Taupo Conservancy P Green Conservator			12.1	Pedestrian Cycle linkage	Concerned with the bridge crossing of the Waikato River downstream of the control gates. No demonstrated demand for the pedestrian bridge in the harbour vicinity which will have a major visual impact.	We do not agree with this statement. In this regard, the experience of project team members (particularly those employed by the Council) and the verbal feedback received during the presentations on this matter support the need for the pedestrian connection proposed. Further, the Project Team believe that neither bridge will induce adverse environmental effects that cannot be avoided, remedied or mitigated.	That the submitter be thanked for the submission but advised that there will be significant benefits associated with constructing a pedestrian/cycle bridge to the western bank of the Waikato River. Adverse effects are considered to be able to be mitigated through location and design.
14.	C Forster	✓ (in part)		14.1	Pedestrian Cycle linkage	Bring North Shore residents into Taupo by constructing a walkway across the river. The present footpath is too dangerous.	We agree with this statement but feel the location of the pedestrian / cyclist bridge suggested by Mrs Forster is inappropriate as it would provide a relatively indirect connection to the CBD and civic / recreational (passive)	That the submitter be thanked for her submission and advised that there is a need for a pedestrian /cycle bridge but the ultimate location of the bridge will be assessed as part of

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							activities within the domain.	the Tongariro Domain Reserve Management Plan process and will also require resource consents prior to any physical works.
24.	K Williams			24.6	Pedestrian Cycle linkage	Questions the need for the new pedestrian / cyclist bridge and promotes the need for improved access to the Waikato River in the short-term.	For the reasons detailed above, the new bridge is considered to be an essential component of the Structure Plan. We agree with the statement that improved pedestrian access needs to be facilitated to the Waikato River and have amended the Accompanying Report to reinforce this need. How this is achieved is a matter for the detailed planning phase of the Structure Plan process.	That the submitter be thanked for the submission and advised that there is an identifiable need for a pedestrian /cycle bridge but the ultimate location of the bridge will be assessed as part of the Tongariro Domain Reserve Management Plan process. Improved access along the Waikato River will be addressed as part of the Reserve Management Plan process but is identified in the Preferred Short Term Structure Plan Option (Figure 2).
24.	K Williams			24.7	Pedestrian Cycle linkage	Strong connections with pathways and attractive landscape should be added leading through this area to the old Tapuaeharuru Redoubt site, river and other facilities in the area.	We agree with this statement but note that it is a matter for the detailed planning phase of the project.	That the submitter be thanked for the submission and advised that landscaping design will be addressed at the detailed planning phase of the project.
15.	S Barnicoat			15.2	Pedestrian Cycle linkages	Description of the walkways and facilities around the Swan River in Perth.		That the submitter be thanked for the submission, which draws on examples of river walkways in Australia. The concepts and design of the pedestrian walkways may well provide useful examples to consider during the detailed planning phase.
16.	J Waters	✓ (in part)	✓ (in part)	16.4	Pedestrian Cycle linkages	Considers pedestrian/cycle bridge across the boat harbour an unnecessary extravagance. Would pose practical problems, would dominate (spoil) the view across the boat harbour towards the lake from the existing lookout platform.	We disagree with this statement insofar as the bridge will provide a much needed improvement to the walkway network (which underlies the concept of sustainable development) and will address a long recognised point of cyclist / pedestrian / vehicular conflict. The project landscape architect has also confirmed that the bridge can be developed in a manner that does not induce significant adverse effects and complements the existing lookout(s) within the Domain.	That the submitter be thanked for the submission and advised that there is an identifiable need for a pedestrian /cycle bridge, however the ultimate location of the bridge will be assessed as part of the Tongariro Domain Reserve Management Plan process. The project landscape architect has indicated that with sympathetic design and appropriate positioning the bridge can be accommodated into the river landscape without resulting in significant adverse effects. No change is required to the document.
24.	K Williams			24.8	Pedestrian Cycle linkages	Walking links – “sheep tracks” through the gardens now between us and the Great Lake Centre All key assets should have clear connections, be direct and link in multi-directions Reconnect the town centre, with both the river/boat harbour area and the lake front No mention of the rose garden Better pedestrian access to the River necessary from the town centre – note we feel this is more of a priority than building a footbridge over the river We support improved pedestrian links to the Boat Harbour – in fact the cul de sac that runs past the Museum was once the main thoroughfare from the town centre to the post office (1911-1940) which is still on site and	As indicated above, while we agree that improved pedestrian access within the Domain and between the various components of the Town Centre needs to be promoted, determining the alignments of the pathways / walkway network is a matter of detail and thus one that needs to be addressed in the detailed planning phase of the Structure Plan process.	That the Accompanying Report be amended to highlight the need to promote pedestrian access along the margins of the Waikato River.  (See 2.2.12, Table 1 Criteria One (C) (Figures 2 and 3))

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						part of our Museum. Townspeople came to the post office and went on to the wharf to link with the ferry (Taupo to Tokaanu). Pathways should be linked past the Museum and run over the brow of the hill to the boat harbour and wharf. Another path could link into this from the Rose Garden itself. The Rose Garden should be signposted as well.		
24.	K Williams			24.9	Pedestrian Cycle linkages	Page 1 – new pedestrian walkway linking to museum and Great Lake Centre. New pedestrian walkway from Waikato River edge – by Control Gate Bridge.	While the project team accept that a greatly improved level of pedestrian accessibility between the Central Business District and the lake front / domain needs to be promoted within the Structure Plan, the alignment of the various pathways is a matter of detail that needs to be considered in the implementation phase of the project.	That the Accompanying Report be amended to highlight the need to promote pedestrian access along the margins of the Waikato River.  (See Table 1 Criteria 1 (c))
28.	Shop Taupo and Chamber of Commerce (ST & TCC) Jim McWilliams			28.6	Pedestrian Cycle linkages	Second River Crossing: ST & TCC support a second river crossing and regard this as vital in providing safe and convenient access for the growing Acacia Bay/ Mapara and Nukuhau areas into the town centre.	This concept was identified in the draft document for public release (Version 3).	That the submitter be thanked for the submission supporting the creation of a second river crossing to create a pedestrian and cycle linkage to the CBD.  (See Table 2 (9))
6.	R Mac			6.3	Police Station	Police could occupy the large building in Horomatangi St next to the RSA.	No comment required as the police have confirmed that they are willing to negotiate with Council regarding an alternative site provided the site meets the practical needs of the Police.	That the submitter be thanked for their submission and advised that the Accompanying Report be amended to highlight ongoing negotiation between Council the Police and the Justice Department for the potential relocation of the police station and the court house.  (See 2.2.11)
8.	Taupo Community Arts Council A Welch Chairman	Not stated	Not stated	8.1	Police Station	If Police Station and District Court building are relocated could provision then be made on land in this vicinity for a site designated for an Art Centre and a Civic Art Gallery.	The suggestion made by the Arts Council has merit, and should the Police and Court house be removed from the Domain alternative uses may be considered through the Reserve Management Plan process	That the submitter be thanked for their submission and advised that the Accompanying Report be amended to highlight ongoing negotiation between Council, the Police and the Justice Department for the potential relocation of the police station and the court house. Future use of the land would be determined through the Reserve Management Plan process with regard to suitable activities and concessions.  (See 2.2.11)
24.	K Williams			24.10	Police Station	Pg 8, 2.2.9 As mentioned above we support the removal of the Police Station and District Court from the Domain – also do not forget the ‘house’ to the rear of the Court property – a prime location. We strongly suggest the whole site should be cleared of buildings, fencing, parking areas and the old courthouse (sometimes called the Ac Hall) be restored to its original position (currently the tarsealed area immediately to the rear of the Courthouse.	The police have confirmed that they are willing to negotiate with Council regarding an alternative site provided the site meets the practical needs of the Police.	That the submitter be thanked for their submission and advised that, should the Police Station be relocated, the detailed design of future activities would be addressed through the Tongariro Domain Reserves Management Plan process.

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28.	Shop Taupo and Chamber of Commerce (ST & TCC) Alan Payne (Verbal Submission)	✓		28.10	Police Station	Mr Payne was in attendance and presented the Shop Taupo and Taupo Chamber of Commerce submission which supported the relocation of the Police Station and Court House.	The submission made by Mr Payne has merit and the Police Station and Court House should be removed if appropriate alternative sites can be found.	That the submitter be thanked for their submission and advised that, should the Police Station be relocated, the detailed design of future activities would be addressed through the Tongariro Domain Reserves Management Plan process. (See 2.2.11)
6.	R Mac			6.4	Power Lines	Power lines should be under grounded in Norman Smith St, Noble St, Patriot area.	We agree with this statement but note that it is a matter for consideration in the detailed planning phase of the Structure Plan process.	That the submitter be thanked for the submission and advised that the relocation and/or undergrounding of overhead power lines is a matter that will be addressed through the detailed design phase of the Structure Plan in consultation with the network utility operator.
4.	Lake Taupo Development Company B Delany CEO	✓ (in part)	✓ (in part)	4.10	Process	Proposed District Plan and Structure Plan should be done in conjunction one with the other so that legal responsibilities are finitely given.	We agree with this statement. Unfortunately, however, the Structure Plan process was commissioned many years after the district plan review process commenced. Every effort is being made to bring the two documents into line as quickly as possible.	That the Accompanying Report be amended to include a recommendation that a District Plan review be initiated to assess and where necessary vary the District Plan to align with the Structure Plan.
4.	Lake Taupo Development Company B Delany CEO			4.11	Process	There is a need for a Structure Plan in the immediate 5-year period and until the completion of the ETA.	While this statement has merit, considerable work is required before the Structure Plan can be implemented (refer to the Recommendations section of the Accompanying Report). Consequently, there is no need for a 'pre-ETA' Structure Plan scenario.	That the submitter be thanked for the submission and advised that there is considerable work required to investigate and change other statutory documents (such as the District Plan) prior to the implementation of the Structure Plan. Recommended works and studies are identified in the recommendations section of the Structure Plan.  (See Table 2)
26.	SANDO Quantity Surveyors and Project Managers – T Sando	Not stated	Not stated	26.7	Process	Found that the proposed Structure Plan highlights a conflict with the Proposed District Plan.	It is accepted that the Structure Plan and the PDP do not accord in all respects. As a consequence, we have recommended a number of modifications to the PDP in the Accompanying Report. The on-site car parking and financial contributions provisions identified by the submitter are addressed within this recommendation.	That the Accompanying Report recommend a variation to the Proposed District Plan to take into account the proposed intensification of the CBD.  (See 3.2.7 (c & d))
1.	G Allen			1.4	Reserve	Nukahau Reserve should be designated a boating reserve.	No comment required - The nature of the 'designation' applying to the site in question is a matter for the Nukahau Reserve Management Plan.	That the submitter be thanked for their submission but advised that Nukahau Reserve is outside the study area for the Town Centre Structure Plan but is subject to a separate study. No change is required to the Structure Plan.  (See Table 2(10))
6.	R Mac			6.5	Reserve	Does not think it is necessary to provide extra playing area for children on lakeside.	The notation made on the Structure Plan highlights an example of what could be implemented on this portion of the Domain. The precise nature of the development that will occur is a matter for the detailed planning phase of the Structure Plan process.	That the submitter be thanked for their submission and advised that the exact detail of development on the reserve will be subject to a redesign which will be ratified through the Reserve Management Plan process.  (See Table 2(10))
6.	R Mac			6.6	Reserve Development	Some thought should also be given to terracing the area to the town side and above the harbour marina.	While having merit, this statement is relevant to the detailed planning phase of the Structure Plan process.	That the Accompanying Report be amended to recommend the implementation of a detailed design for the streetscape improvements within the Town Centre.



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								(See Table 2(10))
1.	G Allen			1.7	Roading	Traffic lights should be set and positioned differently.	This is a matter of detail. Whether roundabouts or traffic lights will be implemented to alter the traffic flows is a matter that will need to be considered in the detailed planning phase of the Structure Plan process.	Recommend that a detailed roading design be undertaken as part of the detailed planning phase of the Structure Plan process.  (See Table 2(9))
1.	G Allen			1.8	Roading	Roading and carpark problems not addressed.	We disagree with this statement. They are matters that underlie the Structure Plan and are adequately addressed within the Accompanying Report.	That the submitter be thanked for their submission and advised that the Structure Plan identifies several steps to address the existing roading and parking problems including developing a roading and transportation strategy.  (See Table 2(9))
2.	National Trading Company of New Zealand Ltd			2.1	Roading	Option of including Ruapehu St as a main north-south arterial route for easier and more balanced access to the town centre should be considered.	The use of Ruapehu Street for this purpose has been considered and discarded by the Project Team as this would lead to the CBD effectively being dissected by traffic flows. It was also considered that promoting significant flows down this street would impose an increased impediment to pedestrian access to the pedestrian dominated component of the Town Centre. It is noted that such an impediment will already occur. The objective of the Project Team is not, however, to promote this impediment any more than necessary.	That the submitter be thanked for their submission but advised that the use of Ruapehu Street as a main north-south arterial has been considered and discarded by the Project Team as this would lead to the CBD effectively being dissected by traffic flows. It was also considered that promoting significant flows down this street would impose an increased impediment to pedestrian access to the pedestrian dominated component of the Town Centre. No change is required to the Structure Plan.
2.	National Trading Company of New Zealand Ltd			2.2	River Crossing	Possible new river crossing option connecting with Oruanui and Ruapehu Sts.	This option would reinforce Ruapehu Street as an arterial route and thus run contrary to the objective of the Structure Plan. As a consequence it is not supported.	That the submitter be thanked for their submission but advised that a new river crossing from Oruanui and Ruapehu Streets would reinforce Ruapehu Street as the main arterial route, which runs contrary to the objective of the Structure Plan (to promote pedestrian access into a central core) as it would effectively dissect the CBD into two halves. No change to the Structure Plan is required.
3.	Taupo Camp Campers Association Mrs L Simonsen Secretary/Treasurer			3.2	Roading	Earmarked land for roading be rethought.	We disagree with this Statement. The project team sought to build from the existing roading network and to only promote modifications to the same where deemed necessary to facilitate an improved level of amenity and urban sustainability. After considerable deliberation, it was concluded that it is necessary to remove the intra/inter regional traffic from the Town Centre to the greatest degree possible. A second river crossing is required to do this. The retention of the control gates bridge will ensure that those seeking to access the Town Centre from the north will be able to do so with the minimum of difficulty.	That the submitter be thanked for the submission and advised that a second river crossing was considered necessary to implement the improvements identified to meet the Structure Plan objectives. No change to the Structure Plan is required.  (See 2.3.21)
4.	Lake Taupo Development Company B Delany CEO			4.12	Roading	ETA not yet a done deal – finance still appears to be the hurdle to overcome. It will be at least 5 years before the SH1 designation can be removed from Tongariro Street.	It is accepted that the ETA still needs to traverse several hurdles before it can be constructed. Unfortunately, however, there is little prospect of making the structural changes needed to the Town Centre's roading network without the ETA first being in place. In this respect, the changes that could be made are largely cosmetic and	That the submitter be thanked for the submission.

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							would not, by themselves, address the significant challenges faced by the Town Centre.	
4.	Lake Taupo Development Company B Delany CEO			4.13	Roading	If alignment of Lake Terrace takes place what other route can be provided for major national events such as the annual cycle challenge?	We envisage that the realigned route could still be employed for this purpose. Indeed, it is expected that Lake Terrace will become more suitable for this purpose as the traffic volumes will be reduced over what currently occurs.	That the submitter be thanked for the submission and advised that any realignment to Lake Terrace would improve the area for national events such as the cycle challenge as traffic volumes would be reduced and open space increased. No change is required to the Structure Plan.
4.	Lake Taupo Development Company B Delany CEO			4.14	Roading	Why not use the previous proposal to widen existing bridge to provide 2-lane carriageway in each direction? What is the justification for the extra crossing once ETA is opened?	Widening of the Control Gates Bridge requires the input of Mighty River Power and thus could potentially face similar challenges to those that could be posed by Contact Energy. Furthermore, such an upgrade would serve to reinforce Tongariro Street's long term functioning as an arterial route and thus would not resolve one of the key issues facing the Town Centre. Lastly, the second crossing proposed will better distribute traffic flows to and around the Central Business District, thus enabling the enhancement of the Town Centre. Without this improved distribution it is unlikely that the Town Centre will function as sought.	That the submitter be thanked for the submission and advised that there are inherent problems widening the control gate bridges. The plan identifies a second river crossing as the best option for controlling traffic to and through the town centre. No change is required to the Structure Plan.  (See 2.3.21)
5.	McDonald's Restaurants			5.2	Roading	Concerned about implications of traffic management proposals for the Town Centre, particularly as they relate to the potential effects on its business. Recommends no change to the roading hierarchy within the Town Centre until effects of the ETA on the lakefront environment can be monitored and assessed.	While being a relevant concern, we do not support the 'no action until the ETA is implemented' recommendation promoted by McDonald's Restaurants. In this respect, and as noted within the Accompanying Report, there are tasks that need to be implemented before any construction works can commence. We believe that these tasks need to be initiated as a matter of priority to ensure that the Council is in a position to redevelop the Town Centre following the construction of the ETA. We also agree, however, that it would be prudent for the Council to review the Structure Plan following the construction of the ETA to ensure that the assumptions made as part of this process are valid.	That the Accompanying Report be amended to recommend that the preferred Structure Plan be comprehensively reviewed following the completion of the ETA.  (See 3.2.11)
6.	R Mac	Not stated.	Not stated.	6.7	Roading	The construction of the 'over bridge' to bring in traffic from Acacia Bay-Nukuhau area would not cause much traffic flow disruption, no more than any resealing or highway work that Transit NZ does all the time.	No comment required.	That the submitter be thanked for the submission but advised that no change to the Structure Plan has occurred as a result of the submission.
9.	Boon Goldsmith Bhaskar P Goldsmith, Director			9.2	Roading	The road looping to the western limits along the Waikato River and harbour will be a great asset in providing aspect, traffic relief and opportunities for access to existing and new community amenities.	No comment required.	That the submitter be thanked for the submission in support of the proposed Structure Plan.
9.	Boon Goldsmith Bhaskar P Goldsmith, Director	✓		9.3	Roading	Geographical nature of Taupo begs the visitor to visit the boundaries of the town centre and then to penetrate the core. Figures 2 and 3 appear to deny this basic need and will cause user and visitor frustration. A ring road system is suggested.	We disagree with this comment, insofar as the roading hierarchy promoted within the Structure Plan seeks to promote accessibility while encouraging patrons to access the Town Centre via its periphery. A one-way ring road (as promoted by the submitter) would not achieve this result. Further, it would necessitate a much higher level of development than currently proposed as it represents a notable departure from the existing situation. Lastly, ring roads are typically only efficient where a town centre is accessible from all directions.	That the submitter be thanked for the submission but advised that the roading hierarchy promoted within the Structure Plan seeks to promote accessibility while encouraging patrons to access the Town Centre via its periphery. A one-way ring road (as promoted by the submitter) would not achieve this result. No change is required to the Structure Plan.

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							This is clearly not the case in Taupo due to the existence of Lake Taupo and the Waikato River.	
10.	Environment Waikato RMacCulloch Programme Manager, Taupo	✓		10.5	Roading	Land Transport Group Development of the Taupo Town Centre Structure plan is consistent with policy within EW's recently approved Regional Land Transport Strategy 2002-2012.	No comment required.	That Environment Waikato be thanked for their submission which recognises that the Structure Plan is consistent with the policies within the recently approved Regional Land Transport Strategy 2002-2012.
10.	Environment Waikato RMacCulloch Programme Manager, Taupo			10.6	Roading	Support early development of the East Taupo Arterial; alteration in roading hierarchy; using 30m wide road reserves for greater use by cyclists and pedestrians; greater access to Tongariro Domain and the Boat Harbour; development of off-street car-parking and carefully designed pedestrian crossings and pedestrian sanctuaries.	No comment required.	That the submitter be thanked for the submission and advised that many of the themes promoted within the submission have been included in the Preferred Short and Medium/Long Term Plans. No change is required to the Structure Plan.  (See Figures 2 & 3)
10.	Environment Waikato RMacCulloch Programme Manager, Taupo			10.7	Roading	Suggest access provisions for a longer-term public transport system be taken into account.	The relocation and redevelopment of the transportation centre reflects the Council's intention to provide for public transportation. Consequently, it is concluded that the Structure Plan is consistent with this requirement.	That the submitter be thanked for the submission and advised that the relocation and redevelopment of the transportation centre reflects the Council's intention to provide for public transportation.  (See 2.2.23)
11.	Zamindar Properties Ltd P Hinton General Manager		✓ (in part)	11.1	Roading	Concerned as to the impact of the proposed changes to Roberts St on their property. Significantly less land will be available outside premises along Roberts St for café/dining purposes. It is more logical to have a greater area of land retained in front of the properties along Roberts Street.	The Structure Plan promotes the addition of extra land adjacent to Roberts Street for commercial uses. It is envisaged that at least part of this will be developed to accommodate outdoor dining.	That the submitter be thanked for their submission and advised that the Structure Plan promotes the addition of extra land adjacent to Roberts Street for commercial uses. It is envisaged that at least part of this will be developed to accommodate outdoor dining.
23.	R Headley			23.7	Roading	Forget the second bridge – traffic flows will balance out after the four stages of the new ETA by-pass have been completed.	We disagree with this statement. For the reasons cited previously, the second road bridge is necessary to direct vehicles from the centre of the CBD to its periphery.	That the submitter be thanked for the submission and advised that the second road bridge is necessary to direct vehicles from the centre of the CBD to its periphery. No change is required to the Structure Plan.
25.	P W M Battersby	✓		25.2	Roading	Has looked primarily at the road alignments and believes the best one is to utilise Paori Hapi Street onto Titiraupenga Street to Lake Terrace. This is the short to medium answer. Roading network inside this should remain the same. Exception of the rerouting of the main road allows the community to reduce the formed road width of Tongariro Street to allow restaurants or cafes which can interface with the Domain more.	As is evidenced by the Alternative Structure Plan, the project team considered the use of Paori Hapi Street as the main east-west route. For the reasons already cited in response to the National Trading Company of New Zealand's submission, this was not supported. This statement is not supported as modifications to the roading network to the south of Paori Hapi Street are necessary to improve the functioning and appearance of the Town Centre. In this respect, without the proposed modifications to this component of the roading network the improvements realised within the Town Centre would be more cosmetic than real.	That the submitter be thanked for the submission and advised that the use of Paora Hapi Street as the main east-west connection was considered by the Project Team (as is evidenced by the Alternative Structure Plan) but was not favoured as: (i) it would prevent the development of the block bounded by Paori Hapi Street, Spa Road and Ruapehu Street as part of the pedestrian core; and (ii) it offers an unnecessarily convoluted route for traffic seeking to bypass the Town Centre in order to access the East Taupo Arterial.
25.	P W M Battersby			25.3	Roading	Impacts on these decisions will primarily be if Council wishes to make Centennial Road/Spa Rd the main access from the ETA. If so, both these medium and long-term options would work very well.	No comment is required.	That the submitter be thanked for the submission in support of the Structure Plan Preferred Medium/Long Term option.
25.	P W M Battersby			25.4	Roading	Long-term solution to roading would be to extend the main through road out to	No comment required given that the projected timeframes are beyond the scope of the Structure Plan.	That the submitter be thanked for the submission and advised that it is considered

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						Kaimanawa St, but this is a 30-year plus option.		that the benefits of extending the main through road to Kaimanawa Street would not be realised until the CBD has reached capacity.
25.	P W M Battersby			25.5	Roading	I don't think the Lake Terrace road should alter in alignment. It can reduce but would be a waste of effort and resources to reopen Roberts St. Better to make the road one way along that part of Lake Terrace. Closer attention to that layout is needed.	We disagree with this statement. With the realignment of Lake Terrace, a more functional area of open space will be created adjacent to the Lake. This will have the effect of greatly enhancing the level of amenity and attractiveness of this area. Retaining the present alignment of Lake Terrace does not afford the same opportunities.	That the submitter be thanked for the submission and advised that with the realignment of Lake Terrace, a more functional area of open space will be created adjacent to the Lake. This will have the effect of greatly enhancing the level of amenity and attractiveness of this area. No change is required to the Structure Plan.
28.	Shop Taupo and Chamber of Commerce (ST & TCC) Jim McWilliams	Yes		28.7	Roading	ETA: The ETA will enable the town centre to join with its two most unique natural assets – the Lake Taupo foreshore, and the Tongagiro Domain. Easy off ramp access from the ETA to the town centre is required, and these should feed into the town centre at strategic locations supported by excellent carparking facilities.	We agree with this statement and confirm that Council has been and will continue to be, in consultation with Transit NZ to express critical requirements for continued access to the CBD.	That the submitter be thanked for the submission and advised that Council will continue to work with Transit New Zealand and Central Government agencies to secure the necessary funding for the ETA.  (See Table 2(7))
29.	Mr J E Branfield	Not Stated	Not Stated	29.1	Roading	ETA: Should Stage 1 commence from Wairakei junction? The only reason I can see why stage 1 would start south of Wharawaka Point is to take the earliest advantage of heavy traffic volumes from the south. Would not that volume from Auckland, Hamilton be heavier?	This comment is outside the scope of this study.	That the submitter be thanked for the submission and advised that the submission recommendation is outside the scope of this study.
29.	Mr J E Branfield			29.2	Roading	Town Centre Structure Plan: The primary route shows the alternative from a roundabout at the town end of Norman Smith Street with a second river crossing allowing to include S.H.1 access to Spa Road by way of the roundabout. It seems obvious to me that the diversion for this should have been made in the vicinity of the radio station. The savings in terms of costs, together with significant traffic congestion reduction at Norman Smith.  The advantages would have been: A large part of traffic heading for Spa Road and beyond from SH 1 and Poihipi Road would not converge into the Norman Smith Street traffic flow into town. The Norman Smith Street access to town would have been nearly exclusively for the Marpara Road, Acacia Bay and Nukuhau users. It would probably not have been necessary to construct a roundabout at Norman Smith Street but could have remained as existing.	The exact location of the river crossing is subject to significant investigation to confirm matters such as geotechnical, visual and noise issues. Your comments are noted and forward to Council's Traffic Engineer.	That the submitter be thanked for the submission regarding the location of the second river crossing and advised that the exact location will be subject to a comprehensive scheme assessment which will include a traffic assessment, geotechnical assessment, and assessment of environmental effects. This analysis will be undertaken as part of the implementation process.  (See Table 2 (9))
11.	Zamindar Properties Ltd			11.2	Space	Lack of provision of additional space in front of Roberts Street does not meet criterion 2		That the submitter be thanked for the submission and advised that with the

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	P Hinton General Manager					“facilitating private investment”.  The reduced land area in front of their Roberts St property will have a significant negative effect on the ability of their property to trade with outdoor seating areas, as it presently can.		realignment of Lake Terrace, a more functional area of open space will be created adjacent to the Lake. This will have the effect of greatly enhancing the level of amenity and attractiveness of this area. No change is required to the Structure Plan.
12.	Department of Conservation Tongariro Taupo Conservancy P Green Conservator	✓ (in part)	✓ (in part)	12.2	Space	Support emphasis in the plan on maintaining public open space for passive use.	No comment required.	That the submitter be thanked for the submission in support of the provision of additional open space by rationalisation of road corridors, reprioritisation of the road hierarchy and removing activities from the Domain that are not considered to be compatible with the overall vision for the CBD.  (See Figures 2 & 3)
28.	Shop Taupo and Chamber of Commerce (ST & TCC) Jim McWilliams			28.8	Strategy	Land: Significant parcels of land which are critical to the future of the town centre of Taupo are owned or administered by public interests (Taupo Boat Harbour, Taupo Primary School and playgrounds, Kura Kaupapa/ Kohanga Reo, Police Station/ Courthouse). ST & TCC urge Council to develop partnerships with these public land stakeholders towards full and optimum achievement of the preferred long term option.	The Structure Plan recognises the benefits of establishing partnerships where there is mutual benefit. It is noted however that the Taupo Primary School is outside the CBD as defined by this Structure Plan, which aims to keep the CBD compact.	That the submitter be thanked for the submission and advised that the implementation strategy recognises the benefits of joint ventures and partnerships where there is an identified mutual gain.  (See Table 2(3))
3.	Taupo Camp Campers Association Mrs L Simonsen Secretary/Treasurer			3.3	Taupo Motor Camp	A further 12-month survey be carried out to establish the fact that the Taupo Motor Camp is invaluable to the infrastructure of Taupo.		That the submitter be thanked for the submission and advised that the overall vision for the Tongariro Domain as public space for passive recreation does not align with the existing camping ground activity. No change is required to the Structure Plan.
3.	Taupo Camp Campers Association Mrs L Simonsen Secretary/Treasurer	✓ (in part)	✓ (in part)	3.4	Taupo Motor Camp	Research shows that to close the Taupo Motor Camp would have a grave impact on the local economy, visitor accommodation and Council income. Recommend that Structure Plan CBD consider extending Taupo Motor Camp lease to the year 2009 to fall into line with the rest of the leases on the Tongariro Domain.	While not questioning the commercial benefits induced by the Motor Camp's existence, its current location prevents the redevelopment of the Domain as a counter-balance to the CBD. In this respect, it occupies land (thus prevents public access into the same) that could be more successfully employed to accommodate a mixture of civic and passive recreational activities, events and riverside public access. Further it is noted that if the camp ground is indeed a viable commercial entity, it should be possible for the proprietors to relocate it to an alternative site.	That the submitter be thanked for the submission and advised that the overall vision for the Tongariro Domain as public space for passive recreation does not align with the existing camping ground activity. No change is required to the Structure Plan.
4.	Lake Taupo Development Company B Delany CEO			4.15	Taupo Motor Camp	Motor camp is a potential source of income to pay for the implementation of the Structure Plan. Call tenders for sale or long-term lease for a tourist development on the land.	We disagree that the area of the Domain which accommodates the Camp Ground should be developed for commercial purposes. In this respect, such development would negate the benefits induced by removing the Camp Ground.	That the submitter be thanked for the submission and advised that the overall vision for the Tongariro Domain as public space for passive recreation does not align with the existing camping ground activity. No change is required to the Structure Plan.
1.	G Allen	✓ (in part)	✓ (in part)	1.9	Tongariro Domain	Facilities should remain on Tongariro Domain. Police Station should not be moved away from town centre.	We disagree with this statement. Presently the Domain accommodates a number of activities that are both inappropriate and detract from its functionality. Unless relocated, the Domain will not effectively act as a counter-balance to the built core of the CBD and cannot	That the submitter be thanked for the submission and advised that the relocation of the police station and Court continue to be negotiated with Council, the Justice Department and Police.

Sub #	Name	Support	Oppose	Point #	Category	Summary of Comments Made	Project Team Comments	Recommended Decision & Report Reference
							be developed as a node for civic and passive recreation activities/events. Council is negotiating with the police and Justice Department to relocate the police station and Court House from the Domain.	(See 2.2.11)
16.	J Waters			16.5	Tongariro Domain	Not sufficient justification for relocation of Senior Citizens Club etc.	We do not agree with this statement. As has been previously stated, the existence of the present facilities (such as the bowling club) prevent the Domain from being developed as a civic / recreational (passive) centre and a counter-balance to the built core.	That the submitter be thanked for the submission but advised that the retention of the Senior Citizens Club within the Domain does not align with the Structure Plan vision for the Domain for passive recreational space and visual relief for the built environment of the Town Centre. No change is required to the Structure Plan.
21.	B Tinworth			21.2	Tongariro Domain	Asked if sporting activities "bowls and tennis" located on the reserve could be incorporated on some of the land where the Motor Camp is located. This would enhance the area with sports associated with leisure activities as opposed to those associated with physical contact. This would appease the two sporting bodies that the plan affects the most; provide an activity for others to watch; both activities are easily contained within their playing space; there are services (electricity, water etc) already in place.	As previously indicated, the relocation of the bowling and tennis clubs is needed if the Domain is to function as a civic centre and recreational (passive) / events 'hub'. Consequently, the suggestion made by Mr Tinworth is not supported.	That the submitter be thanked for the submission but advised that the relocation of the bowling and tennis clubs is needed if the Domain is to function as a civic centre and recreational (passive) / events 'hub'. No change is required to the Structure Plan.
24.	K Williams			24.11	Tongariro Domain	Not a priority to move the motor camp, tennis courts and bowling club.	For the reasons previously stated, we disagree with this statement. The relocation of these facilities is necessary for the improved functioning of the Domain as a civic centre.	That the submitter be thanked for the submission but advised that the relocation of the bowling and tennis clubs is needed if the Domain is to function as a civic centre and recreational (passive) / events 'hub'. No change is required to the Structure Plan.
24.	K Williams	✓ (in part)	✓ (in part)	24.12	Tongariro Domain	Great opportunity to create a unique arts/cultural precinct in the Tongariro Domain with strong links to the shopping centre. As director of the Lake Taupo Museum focus is on the Domain side of the main street. Already have certain elements of an Arts and Cultural precinct in place – it is appropriate to add other uses that fit this theme and to relocate other buildings, particularly the court and police station and Victim Support house, elsewhere.	We agree with the statement and have amended the Accompanying Report and the Preferred Structure Plan to make reference to the Council maximising the use of the cultural and historic resource present within the Domain.	That both the preferred Structure Plan and Accompanying Report be amended to make reference to maximising the use of the cultural and historic resources present within the Domain.  (See 2.2.3, 2.2.10, 2.3.4.3, 2.3.18, Table 1 Criteria 1(N))
24.	K Williams			24.13	Tongariro Domain	Suggest relocating the old Court House back to its original site nearby.	We agree with this statement, particularly if the old Court House can be developed to provide a civic function. If this cannot be achieved, however, we see little merit in this proposal. This is a matter that should be further assessed when the detailed design is being prepared for the Domain.	That the Accompanying Report be amended to recommend the completion of a detailed design for Tongariro Domain which highlights, amongst other things, the alignments of the existing and proposed pathways within the same.  (See 2.3.19, 2.3.22, Table 2 (10))
28.	Shop Taupo and Chamber of Commerce (ST & TCC) Jim McWilliams			28.9	Tongariro Domain	Tongariro Domain: ST & TCC support the plan's proposal that the Tongariro Domain should be free of sporting facilities and camping ground to enable the space to be reclaimed for free public use and access.	No comment required	That the submitter be thanked for the submission in support of the Tongariro Domain being free of sporting facilities and the camping ground to enable space for passive public use and access to the Waikato River and Taupo Lake.

Sub #	Name	Support	Oppose	Point #	Category	Summary of Comments Made	Project Team Comments	Recommended Decision & Report Reference
30.	Art in Action – Creative Development Group Barry Sears Chris Hooton Christiann Friis Vicki Axtens Julia Godfree Kay Paget Peter Cox Robbie Graham Sue Graham Suzie Kuper Kerence Stephen	Not Stated	Not Stated	30.1	Tongariro Domain	<p>The Art In Action Group proposes a Creative Development Centre should be considered for inclusion in the Tongariro Domain recreation reserve area.</p> <p>The Concept: A Community Arts facility that offers courses, workshops, open studios and curated community-focused exhibitions for the benefit of ALL visual artists and crafts people of the Taupo district.</p> <p>Why does Taupo need a creative development centre? There is no "community based" permanent exhibition and workshop space in the Taupo district. A recent survey shows that a majority of Taupo's professional artists exhibit and sell their work outside the Taupo district. The Community Arts Advisor receives a number of queries from artists new to Taupo who are wanting to interact with other local artists, and are looking for somewhere to sell and exhibit their work. The Secretary of the Taupo Society of Arts often has queries from the general public and visitors wanting to know where they can view and purchase locally made art and crafts. The Community Arts Advisor has received calls from professional full time artists who are considering moving to Taupo for the lifestyle but are concerned there is no local Arts Centre suited to their needs. Generally these artists have not been heard from again. If the objective of the community is to promote Taupo as a year-round destination and "the best shopping destination in New Zealand" then our local artists should be contributing as well as benefiting. Visual artists are part of the community, who contribute to the heart and soul of a town and also pay taxes and rates.</p> <p>Contribution to Local Economy: A Creative Development Centre would: Promote local professional/semi professional artists. Many of these people are forced to sell their work in other parts of the country as there is nowhere local for them to sell. Create jobs: tutoring, administration, curating etc. Provide an interactive space for visitors and tourists to purchase locally made art and</p>	There is merit in promoting a community arts facility. However providing such a facility would depend on the size of building and scale of the proposal. The Structure Plan recognises the need to redesign the Domain and it is considered there is sufficient scope within the Structure Plan to promote a Community Arts Facility subject to the above.	That the submitter be thanked for the submission and advised that detailed design requirements are proposed to be developed. (See Table 2(10))

Sub #	Name	Support	Oppose	Point #	Category	Summary of Comments Made	Project Team Comments	Recommended Decision & Report Reference
						craft. It has been proven that people like to by work they have watched being made and by an artist they have met. Create an interesting and interactive venue for local tourism operators to visit.		
1.	G Allen			1.10	Traffic	Volume of traffic should be eased around CBD.	We agree and note that this underlies the Structure Plan.	That the submitter be thanked for the submission in support of easing the traffic around the CBD. No change is required to the Structure Plan.
2.	National Trading Company of New Zealand Ltd			2.3	Traffic	Consider the desirability of using Paora Hapi St as a main east-west route.	The use of Paora Hapi Street as the main east-west connection was considered by the Project Team (as is evidenced by the Alternative Structure Plan) but was not favoured as (i) it would prevent the development of the block bounded by Paori Hapi Street, Spa Road and Ruapehu Street as part of the pedestrian core and (ii) it offers an unnecessarily convoluted route for traffic seeking to bypass the Town Centre in order to access the East Taupo Arterial.	That the submitter be thanked for the submission and advised that the use of Paora Hapi Street as the main east-west connection was considered by the Project Team (as is evidenced by the Alternative Structure Plan) but was not favoured as: (i) it would prevent the development of the block bounded by Paori Hapi Street, Spa Road and Ruapehu Street as part of the pedestrian core; and (ii) it offers an unnecessarily convoluted route for traffic seeking to bypass the Town Centre in order to access the East Taupo Arterial.
2.	National Trading Company of New Zealand Ltd	✓ (in part)	✓ (in part)	2.4	Traffic	Consideration should be given to the environmental implications of using Titiraupenga St as the sole main north/south route.	We agree with this statement and believe that such consideration occurred during the project team meetings conducted as part of this project.	That the submitter be thanked for the submission and advised that the environmental impacts of using Titiraupenga Street as the sole main north/south route have been considered during the project team meetings and there were considerable overall benefits from the roading hierarchy proposed. (See Figures 2 & 3; 2.3.20)
26.	SANDO Quantity Surveyors and Project Managers – T Sando			26.8	Traffic	Intention of the Structure Plan is to reduce the volume of vehicular traffic within the town centre and encourage a pedestrian friendly environ. District Plan states that the future development within this area must provide one car park for each 30m <sup>2</sup> of gross floor area added (Cl. 6.2.2).	It is accepted that the Structure Plan and the PDP do not accord in all respects. As a consequence, we have recommended a number of modifications to the PDP in the Accompanying Report. The on-site car parking and financial contributions provisions identified by the submitter are addressed within this recommendation.	Modify the report to reflect need to revise the proposed District Plan.  (See Table 2(1), Table 2(7), 3.2(7))
1.	G Allen			1.11	Transportation Centre	Bus Station should be integrated deeply into the town (Mr Allen appears to think that the bus station will be located to the east of Titiraupenga Street).	We agree with this statement and believe that this will be achieved by relocating the transportation centre to the vehicle-orientated component of the CBD. If located to the west of Titiraupenga Street (as is proposed), the transportation centre will be easily accessible and will form a fundamental component of the Town Centre.	That the submitter be thanked for the submission supporting the bus station (transportation centre) be integrated into the vehicle orientated component of the CBD. No change is required to the Structure Plan.
4.	Lake Taupo Development Company B Delany CEO			4.16	Transportation Centre	Existing location is satisfactory for the Transportation Centre.	We disagree with this statement, insofar as the existing location and facility is neither appropriate nor sited in a manner that is conducive to creating an effective pedestrian core. Further still, it is highly unlikely that the Council will not be able to acquire the land necessary to accommodate a transportation centre. Further, of those who have attended the presentations given in relation to the Structure Plan, the overwhelming majority have (verbally) supported the relocation and redevelopment of the transportation centre. Lastly, the proposed location of the transportation centre (being within the vehicular dominated component of the Town Centre) will ensure	That the submitter be thanked for the submission and advised that the relocation of the transportation centre is considered an integral component of the Preferred Medium/Long Term Structure Plan.



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							that this facility remains accessible to the public and tourists alike.	
27.	J I Gillespie			27.4	Transportation Centre	Taupo has no facilities in the town centre for coaches. What is needed is parking for 20 or so coaches under cover and appropriate facilities for the tourist eg toilets, maps of eating houses and souvenir shops. The location for such a facility could be the car park in Heu Heu Street behind BP Taupo.	We agree with this statement in part and confirm the importance of a Transportation Centre for the Taupo CBD.	That the submitter be thanked for the submission in support of the relocation of the transportation centre and advised that it is considered an integral component of the Preferred Medium/Long Term Structure Plan.  (See 2.3.23)

## APPENDIX 7

### Comparative Assessment of the Initial Structure Plan Options

Presented as Part of Consultation

Table 1: Summary of Advantages and Disadvantages – Preferred and Alternative Structure Plan Options

Structure Plan Option	Advantages	Disadvantages
<i>Criteria One: Retaining a viable and vibrant Town Centre in the Face of Growth/Embracing a Sustainable Urban Form</i>		
Both Structure Plan Options	<p>Parking precinct concentrated within the car based block to the east of pedestrian orientated core – easy access to core.</p> <p>Improved building stock, streetscape and roading hierarchy resulting in enhanced amenity levels.</p> <p>Domain redevelopment fulfils the objective of creating a high amenity lakefront parkland integral to the Town Centre</p> <p>More efficient land use accommodates growth within the Town Centre and prevents the establishment of duplicate/competing town centres within suburban Taupo.</p> <p>Development of a pedestrian orientated environment, improving the existing pedestrian/motor vehicle conflict.</p> <p>Stormwater, potable water and sewage infrastructure progressively upgraded to accommodate growth.</p>	<p>Requires pedestrians to cross Ruapehu Street – which will be very busy.</p> <p>Relies on the long-term benefits derived from an additional river crossing.</p> <p>Significant volumes of traffic will be directed along Tamamutu and Heuheu Streets – requiring significant upgrades and potentially detracting from the existing level of residential amenity.</p>

Structure Plan Option	Advantages	Disadvantages
<i>Criteria One: Retaining a viable and vibrant Town Centre in the Face of Growth/Embracing a Sustainable Urban Form</i>		
<p>Preferred Structure Plan Option</p>	<p>Short-term intensification of the pedestrian orientated core is promoted within the South (below Tamamutu Street) – reinforcing the Town Centres connection to the Lake and Domain.</p> <p>The short-term bisection of the pedestrian core by high traffic flows on Tamamutu Street is likely to promote the need for a second river crossing – thereby achieving the desired urban form more quickly.</p> <p>Long-term vehicular flows down Lake Terrace (east of Titiraupenga Street) are dramatically reduced enabling its development as pedestrian orientated parkland. On street parking within the pedestrian core supports retail and retains accessibility.</p> <p>Low traffic volumes access the Domain on the Crescent Road.</p> <p>The addition of the pedestrian/cyclist bridge across the Waikato River improves access both to and from the Domain, while also separating pedestrian/cyclist flows from vehicular traffic.</p>	<p>Pedestrian access across Tamamutu Street (in the short-term) is constrained by high traffic flows (please note that this may also be viewed as an advantage as it facilitates progressive consolidation/intensification in accordance with predicted growth rates).</p> <p>In the short-term, Lake Terrace (to the east of Titiraupenga Street) retains its arterial status, which hinders/prevents the development of a pedestrian connection.</p>

Structure Plan Option	Advantages	Disadvantages
<i>Criteria One: Retaining a viable and vibrant Town Centre in the Face of Growth/Embracing a Sustainable Urban Form</i>		
Alternative Structure Plan Option	<p>Traffic flows diverted via a realigned Paora Hapi Street – reducing the potential for a pedestrian barrier to be formed at Tamamutu Street.</p> <p>Redoubt Street is realigned (in the long term) to address the existing traffic safety concerns.</p>	<p>In the long term Lake Terrace (east of Titiraupenga Street) retains its arterial status – restricting the establishment of an effective connection between the lakeshore and the adjacent commercial development.</p> <p>The provision of additional parking associated with the Domain Crescent is not realised placing additional pressure on the parking areas within the Town Centre.</p> <p>The development of Paora Hapi Street as an arterial has the potential to delay the second crossing over the Waikato River – thus delaying the achievement of the desired urban form.</p> <p>Pedestrian, cyclist and vehicular access across the Waikato River is combined – thus retaining an existing area of concern.</p>

Structure Plan Option	Advantages	Disadvantages
<i>Criteria Two: Facilitating Private Investment</i>		
<u>Both Structure Plan Options</u>	<p>Improved opportunities for landowners adjacent to the lakefront and within the Town Centre to capitalise on enhanced amenity.</p> <p>More lenient controls on intensity are imposed, reducing the requirement for large developers to acquire numerous small properties.</p>	Property prices increase as more intensive land use is facilitated.
<i>Criteria Three: Council Expenditure</i>		
<u>Both Structure Plan Options</u>	Improved direction is provided to focus Council's expenditure.	
<u>Preferred Structure Plan Option</u>	Modest investment required (in both the short and long term) to realise infrastructural improvements proposed (refer to Appendix 6)	Infrastructural improvements are more expensive than those required for the alternative structure plan option, although it is noted that the difference is not considered significant by the Project Team (refer to Appendix 6).

Structure Plan Option	Advantages	Disadvantages
<i>Criteria Three: Council Expenditure</i>		
<u>Alternative</u> Structure Plan Option	<p>Modest investment required (in both the short and long term) to realise the infrastructural improvement proposed (refer to Appendix 6)</p> <p>The magnitude of the investment required is less than that required to realise the Preferred Structure Plan option (refer to Appendix 6).</p>	
<i>Criteria Four: Guiding Environmental Policy Creation</i>		
<u>Both</u> Structure Plan Options	A sound basis is provided to commence a review of the Council's environmental policy applying to the Town Centre.	

