

Submission to Taupo District Council Long-term Plan

Part 1 - New LTP Items

KRG Community Reps (April 2018)

SUMMARY

Background

- Kinloch is growing & changing; larger numbers of holiday makers, more permanent residents are settling in the wider community and increasingly families are choosing Kinloch to set up home.
- It is estimated that our current population is approximately 800 permanent residents, exploding to 3 times that number in the peak holiday periods.
- Current Consents issued for Oakdale Downs (80+ properties), Loch Eagles Stage 4 (50+ properties), estimated infill development (50, including a further 10+ For Kenrigg Rd development), a total of almost 200. Future Consents (potentially for Seven Oaks and Larches development) could push this total number of properties build in Kinloch closer to 400 properties in the next 10 – 15 years.
- If a third of these properties are permanent residents this could result in a further population increase of 300-400 people (based on 1/3 of 400 properties with an average occupancy rate of 2.4 as per standard TDC planning), a potential 50% increase!
- The Kinloch Structure plan is the founding or base document to underpin future development.

Vision for Kinloch

The vision work is ongoing for the Kinloch Community but the two themes that have clearly emerged from work to date are:

1. A Connected, Caring Community and
2. Protecting & Caring for the Environment, especially our corner of Great Lake Taupo

Submissions for Kinloch

In preparing this submission for the Long-term Plan (LTP) 2018 we have reviewed the list of priorities developed during the Community Plan Workshops held in 2017 as a starting point. We have supplemented this with feedback from the Community during the LTP Consultation process and KRG meetings & workshops. We have divided our submission into 2 parts – Part 1 focussed on new LTP items and Part 2 focussed on existing LTP items. Submissions for Part 1 New LTP Items to the LTP 2018 for Kinloch include:

1. Safety

- a. Road Structural Safety – Kinloch Rd and Whangamata Rd (from Kinloch Rd To Poihipi Rd)
- b. Reduction of Village Speed Limit to 40km/hr (from Lisland Rd Roundabout)
- c. Parking – redesign Lakefront (by the shop) and playground & Lisland Drive acquisition
- d. Walkways in all developments

2. Amenities to encourage Connectivity of Community

- a. Hall Extension
- b. Community Sports Field

3. Care of the Kinloch Environment

- a. Eastern beach toilet amenity
- b. Moving stormwater outlets from Kinloch Marina
- c. Erosion control on eastern beach with beach replenishment

SAFETY

The following LTP submissions are focussed on increasing safety in our community:

- Road Structural Safety – Kinloch Rd and Whangamata Rd (from Kinloch Rd To Poihipi Rd)
- Reduction of Village Speed Limit to 40km/hr (from the roundabout at Kinloch Rd and Lisland Drive)
- Parking – requires a significant review of the Lakefront (by the shop) and playground design at Lisland Dr
- Walkways in all developments

1. Road Structural Safety

Kinloch Rd

The state of Kinloch Rd is unsafe due to the uneven nature of the road and patchwork like repairs that have occurred. This combined with the extra load of heavy trucks due to the significant leap in construction in Kinloch (and the speed of these trucks) has resulted in a road that is particularly unsafe when wet. It seems that road drainage needs to be urgently addressed as water pools on the road surface because the grass berms have grown higher than the road.

Whangamata Rd – from Kinloch Rd to Poihipi Rd

Many factors contribute to the lack of safety on this road – lack of appropriate yellow line markings, speed zone and state of the road. The road now presents an extreme danger in heavy rain when water pools on the surface and many cars are prone to aquaplaning. The vehicle “weaving “ the state of the road can cause, along with the narrow carriageway, will lead to a major crash. The affected areas are between 1.8 Km and 4.5 Km (2.7 km total) from the Kinloch Road turnoff.

All Kinloch residents use this road so this safety issue is important for all.



Proposed Solutions

- a. Immediate assessment of safety of both roads
- b. Immediate remedial repair work undertaken and plan of works to address the full extent of the roads

2. **Reduction of Village Speed Limit to 40km/hr (from the roundabout at Kinloch Rd and Lisland Drive)**

Kinloch village has a history of being a safe community where small children are able to ride their bikes, parents can push buggies, people can exercise their dogs, people can cycle and the community can walk freely.

With the significant increase in population, most noticeable in the holiday periods, there is a vast increase in traffic through the village which is threatening the safety of this community use.

Proposed Solutions

- a) A 40 km speed restriction from Lisland drive / Kinloch road roundabout throughout the village
- b) Submissions to Taupo District Council to support them in implementing this change

3. Parking

The rapid growth of Kinloch has reached tipping point regarding parking and the safety challenges this presents. The pressure is apparent at the Lakefront (Shop side) where it became impossible for cars to pass in the stretch of road above the shop (towards Nisbet Terrace) during the last Christmas holiday period. This is also beginning to spread the pressure to other access points to the lake, specifically Nisbet Terrace, Ogilvy Road and at the end of Lisland Drive.

The Lakefront Playground has no fenced playground area suitable for small children under 5 years old and is located in an area that is bounded by the Marina and the carpark. As the pressure mounts in this area the likelihood of a serious incident rises significantly. In addition there is no safe, age appropriate for the many under 5s that visit this area.

The pressure for parks also leads to random car parking on any possible space – there are cars parked at all angles and spaces, under trees and on the beach itself.

Crossing the road to the Kinloch Shop –this is currently a very haphazard crossing with no safe official crossing available to visitors and residents of Kinloch.

Little thought has been given to the layout, design and signage for the Lakefront (shop side) despite the multitude of vehicles, modes of transport and range of people that now use this small area - Fire Station and fire engine, cyclists, boat trailers and tractors, motorhomes, runners, walkers with dogs, young children, teenagers, adults and senior citizens. Before a serious injury does occur, we need to address the design of this area.

Proposed Solutions

- a. Lakefront redesign
- b. Increase parking along beachfront
- c. Increase Parking at Lisland Drive by acquisition via reserve fund.

4. **Walkways**

The original intent of the founders of Kinloch was that every community member should have easy and direct access to the beach through a system of walkways.

Walking is part of the culture of Kinloch, be it walking the dog, walking your children or just walking for fitness. Our walkways help to keep skateboards off the road and connect the community, avoiding a feeling of isolation when exploring our beautiful home.

Our current walkways are diverse and interesting - from wide & grassy to paved and narrow. This variation in character of the walkways adds to the unique environment of Kinloch.

Kinloch's exceptional record of lack of crime, especially post the introduction of security cameras, would suggest that there is no need for extra wide and well contained walkways.

Walkways contribute to the safety of the community by keeping people off the street and out of the way of traffic, especially at the peak holiday periods.

Proposed Solutions

- a. Ensure all future development embrace this key design principle of connected walkways in Kinloch.
- b. Oakdale Downs be asked to reinstate walkways to enable connectivity of the community.

Amenities to Encourage Connectivity of Community

The following LTP submissions are focussed on delivering the amenities the Kinloch Community have requested specifically in the Kinloch Community Plan 2017:

- Hall Extension
- Community Sports field

1. Hall Extension

The Kinloch Community Hall is officially listed as 36% occupancy for the period June 2017 to February 2018. After this date the Hall Booking Manager has noted a significant increase in usage due to new, regular users including an Exercise Class (Tuesday evenings), KRG meetings & workshops and KCA Community Plan Workshops.

The current weekly groups are already at capacity – the Playgroup (Monday mornings) has almost 30 children registered to attend, the Tuesday Exercise Class (evening) regularly has 18 attending and the Seniors Movement Class (Wednesday morning) has 21

The Kinloch Community Association are no longer able to hold a seated social function catering to our whole community in the Hall as it only allows for 60 and demand is higher than this (the last seated social function sold out within 2 hours leaving many disappointed and unable to participate in the community event).

There is also potential for future use of the Hall as a Pre-School temporary premises. The Ministry of Education has assessed the building for suitability and with relatively minor modifications would meet their requirements.

Future needs for the Kinloch Community Hall may also include a smaller community meeting room that could serve as a venue for Age Concern meetings, Plunket visit or seminars, visiting medical professionals, Community Group meetings.

Proposed Solutions

- a. Redesign the Hall, in close consultation with the Kinloch Community, to deliver a facility that can accommodate current demand and future growth, e.g. seating area for 120 people.
- b. Partnership between the TDC, Kinloch Community and possible private parties to achieve this redeveloped Community Hall within the next 3 years

2. Community Sports Field

There are 4 current King Country Under 45 & 57kg representatives living in a town that has no sports field or even goalposts to practice with. In addition to this we have an increasing number of children playing hockey and soccer that also do not have an area suitable for proper practice.

Pop up sports events have already proven popular in Kinloch early in 2017 but have had to be stopped due to no safe, suitable venues. Sports events are not only a wonderful way to help connect a community but to also foster a life-long love of sports that could assist our youth to avoid the risks of obesity.

The significant growth in the young families demographic of Kinloch is driving current & future demand for a full sports field in Kinloch. In addition a full sports field may provide economic opportunities for Kinloch with visiting teams for training. The Chiefs Marketing Manager has already indicated that such a facility could be supported by the Chiefs as part of their programme to increase participation in sport.

The Kinloch Community have explored options for a sports field:

- a. at the Domain (considered inappropriate due to stormwater and trees),
- b. at the Kenrigg Rd Reserve (half the potential space at the end of Rogers Place is too wet for most of the year),
- c. at the Montgomery Crescent Reserve (previous community cricket matches have resulted in broken windows so local resident opposition to a full sports field)

The Oakdale Downs development had offered potential reserve facilities however this was turned down by the TDC Asset Manager due to the lack of identification of the rapidly increasing need and lack of consultation with the Kinloch Community.

Proposed Solution

- Establish a Kinloch Community Sports field in partnership with the proposed Hillary Outdoors Centre in the last remaining suitable flat area of land

Care of the Kinloch Environment

Kinloch (Whangamata Bay) is under increasing pressure on a number of fronts that are impacting and will continue to impact on the environment of the area and in particular the lake. Kinloch is already bursting at the seams during busy periods with increasing demand on the lakefront, parking, the Marina and all the other runoff issues that go with expansion. It is up to us all and especially the Taupo District Council to plan accordingly and if necessary limit growth to preserve the environment.

As such, we submit that the LTP should take cognisance of this and use the Kinloch Structure Plan as the basis of any planning. In particular preserving the open space nature of Kinloch (including limiting developers if required), setbacks, minimum lot size, maximum building heights and development contributions to match all capital expansion requirements should be adhered to.

The following LTP submissions are focussed on caring for our environment:

- Eastern Beach Reserve Toilet
- Moving stormwater outlets from Kinloch Marina which increases nutrients feeding algae growth in the marina and ultimately into the lake.
- Erosion control on eastern beach with beach replenishment

1. Eastern Beach Reserve Toilet

There is only one set of public toilets in Kinloch, located adjacent to the Marina on Mata Place. Consequently, the disabled, the aged and families with children are expected to walk from the end of the eastern beach along the marina, past the boats being towed in and out of the water, the to the toilets by the shop.

The 'Eastern Beach' is very popular during the summer months and receives very high usage. Currently the only toilet available is at the end of the boardwalk and it is an environmental hazard.

This a 'long drop' toilet on private land which has been in place for many years. It is a facility that is not maintained and currently in very poor repair. It poses a serious health and safety risk to users and is an environmental threat to Lake Taupo.

Pollution of the area with human waste is a problem.

Consultation with DOC has assured us that a capture toilet would be suitable placed in close vicinity to the lake.

Proposed Solutions

- a. locate a capture toilet, (similar to that located in Kawakawa Bay), at a suitable location on or adjacent to the drainage reserve at the End of the Eastern Beach.
- b. **Or**, significantly upgrade the existing long drop to safe environmental standards by using a composting or capture toilet
- c. Partnership with DOC or TDC to dispose of waste and maintain the unit

2. **Moving Stormwater Outlets**

The lake is paramount to most all visitors and residents of Kinloch and the wider Lake Taupo Community. Much work has been done and continues to be done to protect and enhance but also to restore previous detrimental actions of the past.

It beholds all of us to take every measure possible to maintain the lakes pristine reputation as a reality.

When the marina was built in the early 1960's the developers established 3 or 4 stormwater outlets into the marina. This was standard practice as a means of the water entering the lake.

With the marina being a closed inland waterway, the effect of the nutrients entering the marina in this manner has enhanced the growth of weed and algae as well as the buildup of material on the floor of the marina.

At the time of the original Loch Eagles resource consent in 2003, Kinloch Marina opposed (unsuccessfully) the application based on more runoff and nutrients ending up through stormwater in the marina. Further, when the marina was extended and upgraded in 2005/2006 TDC required the applicant to divert the major stormwater outlet from the Domain to the entrance of the marina in the breakwater beach area. This results in the stormwater also entering the main marina basin through lake action.

Proposed Solutions

We propose that TDC either:

- a. Diverts the stormwater outlets away from the marina - the preferred option, or
- b. Installs substantial filtering systems at each stormwater inlet to remove nutrients and other material from entering the marina.

This will result in less stimulants entering the marina but ultimately the lake.

3. Eastern Beach Replenishment:

Over time accretion and wave action with a predominant South western wind action has seen a buildup of the beach on the western side of the breakwater entrance to Kinloch Marina and a starving of beach from the Eastern side which also exposes that area to be more prone to erosion.

This effect was exasperated in the early 1980's when the Okaia Stream flooded following a dam bursting on the northern side of Whangamata Rd causing a new 2-hectare beach at the mouth of the stream which lasted a few years before that beach ended up on the lakefront in front of Nisbet Terrace with regular wave action etc.

At the time of the marina redevelopment, TDC worked with Kinloch Marina Ltd and established through Environment Waikato at the time a resource consent to use as base fill the extracted material from the marina extensions and place on the Eastern beach and then place excess material from the western side onto the eastern beach to restore it. This consent and material opportunity has now passed but as time goes on the need to restore the eastern beach grows.

Proposed Solution

- a. Suggest that TDC work with Tuwharetoa to agree and implement beach restoration work on the eastern foreshore of Whangamata Bay.